TELEGRAPHIC.

MANY LIVES LOST.

Result of a Railroad Accident Near Atlantic City, N. J.

PLEASURE SEEKERS FIND DEATH.

An Express Crashes Into an Excursion Train, Killing and Injuring Great Numbers.

ATLANTIC CITY, N. J., July 30.—A railroad accident, horrible in its details and sickening in its results, occurred this evening outside of this city, and as a result about a hundred persons are either killed or injured.

The Reading railroad express, which left Philadelphia at 5:05 o'clock this evening for Atlantic City, crashed into a Pennsylvania railroad excursion train at the second signal tower about one mile out from here. The Pennsylvania train was returning to Bridgeton with a party of excursionists from that place, Millville and neighboring towns. It was loaded with passengers.

At the second signal tower the tracks of the two roads cross diagonally. The Reading train was given the signal to stop, but it either failed to work or the speed of the express was too great to be checked in time. It caught the excursion train broadside and ploughed through, literally cleaving it in twain. The engine of the Reading train was scattered to pieces. Every car on the excursion train was jammed to its full and capacity.

As soon as the news reached Atlantic City the utmost consternation prevailed, but the authorities were equal to the emergency. Relief trains were dispatched to the scene, loaded with men and bearing staffs of surgeons. As soon as the bodies were recovered they were carried into the local hospitals and undertakers' shops. A general fire alarm was sounded, and the department promptly responded and aided in the heart-rending work of digging for the victims. Fear grew into despair and horror as the disastrous work of the dead gangs revealed the awful extent of the disaster. The first Reading relief train brought into the city twenty-seven mangled corpses, men, women and children. The next train, not an hour later, carried fifteen of the maimed and wounded and two of these died soon after reaching the city. A train after train piled to the scene of the wreck and came back with its ghastly load, the auditorium which was only so the city hospital quickly found its capacity overtaxed. Meanwhile others in the dead and injured were being carried to the private hospitals at Ocean and Pacific avenues.

Edward Farr, engineer on the Reading train, was killed outright, as was another railroad man who rode on the engine with him. This man, whose name has not yet been learned, saw the collision coming and leaped from the cab an instant before the crash came. Almost at the same instant the engine cut its way through and caught him directly in its path. His body and that of Farr were found under a heap of debris, but the engineer lay in what remained of the cab, and his right hand still clasped the throttle. He had been killed outright by death and not it at his post. The fireman on that train leaped a few seconds before and escaped with trifling injuries.

Samuel Thorton, baggage-master on the Reading train, is dead. James Atkinson, a Hoagland undertaker, is known to be killed. He was in the rear car, and his hat was found lying among the mass of broken timber. Richard Tremlaud, a Bridgeton machinist, and his wife are both dead.

As time progressed it seemed almost a certainty that fifty fifty persons were killed. Conductor Kelly of the Pennsylvania train and both arms and legs broken and was internally injured.

The excursion train was made up of fifteen cars, the foremost of which was a baggage car. This and the next two coaches caught the full force of the crash and were utterly demolished. When examined of the third car was tumbled into a ditch at the roadside.

STORY OF THE ACCIDENT.

The responsibility for the accident cannot now be fixed. Charles C. Black of Bridgeton, who was on the excursion train, was in one of the rear cars. He escaped with several bruises, and so far as his injuries would permit, told the story of his experience.

"When we saw that a collision was unavoidable," he said, "the scene in our car was terrible. Women fainted and men rushed to and pushed before the door. But it came almost before we knew it. The third car was cut right in two, and the lower portion of it lifted bodily from the track and crushed over. Every car was crowded, and it was horrible to think of the numbers who must be lying under those ruins. The rear portion of the car fell to, and everybody in the car was turned under it. I simply dropped in on the people.

"When we were about two miles from Atlantic City we came to a stop out in the meadows and stayed there for several minutes, but I do not know why. I think there must have been fully eighty or one hundred killed."

An Associated Press reporter was on one of the first relief trains sent out by the Pennsylvania railroad, and he was the first newspaper reporter on the scene. The train was in charge of a number of railroad officials and Prosecutor Perry of Atlantic county. It drew up to the darkness a few feet from the fatal point. Staggering in and out of debris, and stumbling over masses of broken timber, with only a few lifeless forms to help their crying eyes, the rescue gang set bravely to work. Axes and shovels were piled with the greatest haste, and at every half dozen strokes a mangled form was brought up and laid tenderly on the waiting pallets. It was a ghastly and sickening task and the strongest of men turned aside, faint from a revelation of the work of the spades. A heap of blood-stained timbers turned aside by one of the rescuers brought to sight a woman's arm. It had been wrenched off almost by the roots, and nothing remained but a dripping stump. Even the hand was gone. It had been cut in a dainty white lawn glove, the sleeve of which still clung to it. Not five minutes later a chance blow from a pick revealed a still more ghastly remnant, a human heart that only a few short hours before had been throbbing with life and love. One woman whose body was recovered still had her in her dead hand a pink bearing a picture of Atlantic City. It was unbroken. Scattered about together near the wreck were many pieces of clothing which had been torn from the bodies of the victims—hats, dainty parasols, fans and gloves.

Just as one of the relief trains reached the Pennsylvania with its terrible load, one man who had in a corner to himself, sat staring at the ceiling of his car, and singing in tones so heartrending that everybody stopped to listen. "Where did you? My God, where are my wife and children?"

A late report says that fourteen of the injured have since died at the sanitarium.

Superintendent I. N. Seligard of the Philadelphia & Reading company places the number of dead at thirty-seven, and the injured at about the same number. He sends a telegram to Philadelphia this evening which said:

"There were 37 persons killed, as follows: Twelve women, 21 men, 3 boys and 1 girls. About the same number injured."

Just where Mr. Seligard obtained his information cannot be learned, as it will be impossible to give the correct number or even an approximate estimate of the dead until the debris is cleared.

Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, etc., when caused by constipation; and constipation is the most frequent cause of all of them.

Go by the book. Pills 10c and 25c a box. Book *free* at your druggist's or write B. F. Allen Co., 365 Canal Street, New York.

Walker Brothers Dry Goods Co. Walker Brothers Dry Goods Co.

SALT LAKE CITY, July 31, 1896.

Today's Temperature at 1 p. m.—77.
Tomorrow fair weather, stationary temperature.

A Clean-up Sale

is what we are having at the big store. At this season of the year we always have a lot of odds and ends in every department. These must be cleared up to make room for fall and winter goods. Every department contributes to this sale, but we want to call special notice to our men's department. Men usually wear summer goods later in the season than women, so the inducements are even greater to them. Some of our

Summer Clothing

will do to wear right up to December, and we are selling it so cheap you can hardly afford a new coat. Just a few about 100 left. Just now we are closing out Fedoras at $1.00, regular price $2.50; also one-or-two-of-a-kind ties—these will do to carry over if you can't wear them long enough. To close this stock we will sell all our regular $1.25 goods at 75c a suit. We have cut prices on underwear to almost nothing. Our special Saturday bargain is

Gents' Neckwear

will interest you

Walker Brothers Dry Goods Co.

PURE FOOD AND DRINK.

A poor man pays more for his food and clothes than he ought to—he is deceived by low price.

But he has no excuse for not drinking good tea. He can buy a package of *Schilling's Best* and get his money back, if it is not worth *75 cts* every cent he pays for it.

Nothing but coffee in *Schilling's Best* coffee—none in tea of *Schilling's Best*. Baking powder, soda, spices, extracts, flavoring extracts. Pure and money backed.

A Schilling & Company, San Francisco

Deseret National Bank

U. S. DEPOSITORY — SALT LAKE CITY, UTAH.

CAPITAL $500,000. - SURPLUS $500,000.

Directors: L. S. Hills, Pres't. Moses Thatcher, Vice-Pres't. Wm. W. Riter. George Dunning. Jas. T. Little. John C. Cutler. James Sharp. Henry Dinwoodey. D. R. Peery. Frank W. Jennings. Judge B. Barnes. John R. Winder. C. S. Eldredge.

W. H. Target, Cashier. SAFE DEPOSIT BOXES FOR RENT

Wilford Woodruff, President. Geo. M. Cannon, Cashier.

CASH CAPITAL, - - $200,000
CASH SURPLUS, - - $200,000

Zion's Savings Bank & TRUST CO.

No. 1-3 East Temple Street. Salt Lake City, Utah.

Established 1873. Incorporated 1889.

DIRECTORS:

Wilford Woodruff, President. Geo. Q. Cannon, Vice-President. Joseph F. Smith, George Reynolds. Angus M. Cannon, Heber J. Grant. James Jack, Lorenzo Snow. T. G. Webber, Francis M. Lyman. H. B. Clawson, L. John Nuttall. George M. Cannon.

Safety deposit boxes in our burglar proof vault for rent at very low rates.

Open for deposits Saturday night until 8 o'clock.

THE STATE BANK OF UTAH,

CORNER MAIN AND SO. TEMPLE Streets, Salt Lake City.

Capital, - - $50,000.

Heber J. Grant, President. Wm. B. Preston, Vice Pres't. Heber M. Wells, Cashier.

DIRECTORS:

Heber J. Grant, Abraham H. Cannon. Joseph F. Smith, Heber M. Wells. Clark S. Burton, Spencer Clawson. Wm. B. Preston, T. R. Farnsworth. Isaac Barton.

COMMERCIAL BANKING

In all its Branches.

Accounts Solicited—Large and Small.

SPECIAL ATTENTION GIVEN TO COUNTRY TRADE.

Commercial National Bank

Capital Paid in $200,000

Interest Paid on Time Deposits.

DIRECTORS:

F. M. Lyman, John J. Holt, O. J. Salisbury, Moses Thatcher, Thos. Marioneli, W. F. Sheets, George S. Lowry, John W. Dickson, Byron Stevens.

WELLS, FARGO & CO.'S BANK,

SALT LAKE CITY, - - UTAH.

Established 1852.

Note and Bill Exchange, Issue Telegraphic Transfers on the principal cities of the United States and Europe, and all points on the Pacific Coast, Issue Letters of Credit available in the principal cities of the World. Special attention given to the collection of Coal and Railroad Accounts made on reasonable terms at lowest rates.

Particular attention given to collections throughout Utah, Nevada and adjoining territories. Accounts solicited.

J. E. DOOLY, Cashier.

B. H. SCHETTLER

WHO HAS A

GENERAL BANKING BUSINESS

At No. 22 Main Street, Opposite the Co-op

And Pays Interest on Deposits. Desires your accounts.

WALKER BROS.

Bankers

SUCCESSORS TO THE

UNION NATIONAL BANK

Established 1869.

A GENERAL BANKING BUSINESS TRANSACTED.

T. R. JONES & CO.,

Bankers,

150 MAIN STREET.

ESTABLISHED 1851. 25 OFFICES.

The Oldest and Largest.

R. G. DUN & CO.,

The Mercantile Agency.

George Osmond, General Manager, Utah, Idaho and Wyoming. Offices in Progress Building, Salt Lake City, Utah.

THE RIO GRANDE WESTERN RAILWAY — GREAT SALT LAKE ROUTE

STANDARD GUAGE.

EFFECTIVE JUNE 7, 1896.

TRAINS LEAVE SALT LAKE CITY

No. 1—For Ironton, Provo, Grand Junction and all points East	7:00 a. m.
No. 3—For Provo, Mount Pleasant, Manti, Salina, Richfield and intermediate points	7:00 p. m.
No. 5—For Ogden, Logan, Montpelier, Butte, Helena, Spokane and all intermediate points	8:00 p. m.
No. 7—For Ogden, Pocatello, Pierre and all intermediate points	1:00 p. m.
No. 9—For Ogden and the West	10:30 p. m.

ARRIVE SALT LAKE CITY

No. 2—From Ironton, Grand Junction and all points East	12:10 p. m.
No. 4—From Provo, Mount Pleasant, Manti, Salina, Richfield and intermediate points	12:00 p. m.
No. 6—From Ogden, Logan, Montpelier, Butte, Helena, Spokane and all intermediate points	4:05 p. m.
No. 8—From Ogden, Pocatello, Pierre and all intermediate points	1:00 a. m.
No. 10—From Ogden and the West	7:00 a. m.

Pullman Palace Sleepers through between Salt Lake City and Denver.

Through Tourist Sleeping Cars between Salt Lake City and Kansas City and Chicago.

Through Tourist Sleeping Cars between Salt Lake City and Chicago, via Grand Junction, Denver and Kansas City.

Free Reclining Chair cars Salt Lake to Denver.

Ticket Office, 15 W. 2nd South.

J. C. DONOVAN, Gen. Manager.
J. H. MANNIX, Traffic Manager.
J. A. WORLEDGE, Gen. Pass'r Agt.

Great S. L. & Hot Springs Ry.

Time table in effect July 14, 1896.

Trains leave Salt Lake City as follows:

Depart	Arrive Hot Springs	Arrive Ogden	Arrive S. L. C.
7:00 a. m.	7:45 a. m.	8:00 a. m.	9:00 a. m.
8:00 a. m.	8:45 a. m.	9:00 a. m.	10:00 a. m.
9:00 a. m.	9:45 a. m.	10:00 a. m.	11:00 a. m.
10:00 a. m.	10:45 a. m.	11:00 a. m.	12:00 m.
11:00 a. m.	11:45 a. m.	12:00 m.	1:00 p. m.
1:00 p. m.	1:45 p. m.	2:00 p. m.	3:00 p. m.
3:00 p. m.	3:45 p. m.	4:00 p. m.	5:00 p. m.
5:00 p. m.	5:45 p. m.	6:00 p. m.	7:00 p. m.
7:00 p. m.	7:45 p. m.	8:00 p. m.	9:00 p. m.

Extra afternoon train Saturdays and Sundays only, leaves Hot Springs at 2:00 p. m.

Round trip to Lagoon for Saturday and Sunday, good to return Monday, at reduced rates.

Special Train for Saltair on Saturday, Sunday and Monday, leaves Saltair at 10:30 p. m.

Special Train will leave Hot Springs at 8:00 p. m. Saturday, for Saltair and return.

Time table in effect on Ogden Division.

Trains leave Ogden as follows:

Depart	Arrive Hot Springs	Arrive S. L. C.
7:00 a. m.	7:45 a. m.	8:45 a. m.
8:00 a. m.	8:45 a. m.	9:45 a. m.
9:00 a. m.	9:45 a. m.	10:45 a. m.
10:00 a. m.	10:45 a. m.	11:45 a. m.
11:00 a. m.	11:45 a. m.	12:45 p. m.
1:00 p. m.	1:45 p. m.	2:45 p. m.
3:00 p. m.	3:45 p. m.	4:45 p. m.
5:00 p. m.	5:45 p. m.	6:45 p. m.
7:00 p. m.	7:45 p. m.	8:45 p. m.

C. W. FARLEY, Passenger Agent.

CHICAGO, ST. LOUIS and EAST.

ONLY TWO DAYS LOST via SANTA FE ROUTE TO CHICAGO AND ST. LOUIS

You leave Ogden, Salt Lake in the evening, and after breakfast in the morning find yourself in the dining car of the SANTA FE ROUTE on the third morning, just arrive in Chicago or St. Louis in season to attend to business or enjoy with all fast trains for the East. None can be said to compete that run the track of the ATCHISON, TOPEKA & SANTA FE railroad was to secure passage, considering the long distance run of the "Fleet" on the New York Central could be equaled if not exceeded, by its magnificent trains.

J. D. KENWORTHY, General Agent, Room 411 Deseret Block.

UNION PACIFIC — WORLD'S PICTORIAL LINE

UNION PACIFIC SYSTEM.

NEW TIME CARD, IN EFFECT MAY 10, 1896

Trains depart and arrive at Salt Lake City as follows:

DEPART

To the East: Leave Salt Lake City for Ogden, Cheyenne, Kansas City, St. Louis, Chicago and points East: 1:00 a. m., 8:00 p. m.

To the West: Leave Salt Lake City for San Francisco, Oakland, Sacramento, Ogden, Portland, Butte, Helena, Spokane and points West: 1:00 a. m., 8:00 p. m.

To Garfield: Leave Salt Lake City for Garfield: 7:30 a. m., 2:00, 5:30, 6:30, 11:30 p. m.

To Park City: Leave Salt Lake City for Park City: 7:30 a. m., 5:30 p. m.

Through Pullman Tourist Sleeping Cars Salt Lake City to New Orleans, Salt Lake City to Kansas City and Chicago, Salt Lake City to Kansas City and Chicago, via Colorado Midland.

Through Sleeping Cars to Denver, Omaha, Chicago, St. Louis, Kansas City, Portland, San Francisco, Los Angeles, Ogden, Butte, Helena, Spokane, Salt Lake City.

Ticket Office, 201 Main Street.

Depot, Foot of South Temple Street.

City Ticket Office, 201 Main Street.

Depot Ticket Office, Foot of South Temple Street.

E. L. LOMAX, General Passenger and Ticket Agent.
ALFRED SULLIVAN, General Manager.
ROBERT WEST, Assistant General Manager.
FREDERICK S. GILBERT, Assistant General Passenger and Ticket Agent.
A. DONOVAN, General Agent.

Don't Worry About Your Wheel.

If it be all right—if you check it via the Burlington, Burlington Route people want to know their business. They will handle your machine as carefully as they would a baby. Lots and lots of them have boxes of their own—they know just exactly how you want your wheel to be.

Omaha, St. Louis, Chicago, Peoria and Kansas City are five of the five thousand points to reach which you—and your wheel—should take the Burlington.

W. F. McMILLAN, Gen'l Agent, Salt Lake City.

WE INSURE YOU

A safe, pleasant and comfortable journey on one of the finest vestibuled trains in America. The limited trains on the Erie between CHICAGO AND NEW YORK are without a peer, and are

FREE

Of any Extra Charge. Don't forget it's the Erie, leaving Dearborn station, Chicago. City ticket office, 243 Clark Street. Going east or west you are on the train

FOR ONE NIGHT

And a day, and have all the comforts of home.

THE DENVER & RIO GRANDE RAILROAD

SCENIC LINE OF THE WORLD

The only line running two Through Fast Trains daily to LEADVILLE, ASPEN, PUEBLO, COLORADO SPRINGS AND DENVER.

EFFECTIVE NOV. 10, 1895.

Train No. 2 leaves Ogden 7:00 a.m., Salt Lake 10:30 a.m., arrive at Pueblo 8:15 a.m., Colorado Springs 9:25 a.m., Denver 10:30 a.m.

Train No. 4 leaves Ogden 5:15 p.m., Salt Lake 8:00 p.m., arrive at Pueblo 5:45 a.m., Colorado Springs 7:15 a.m., Denver 8:00 a.m.

Connections made at Pueblo, Colorado Springs and Denver with all lines and Elegant day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.

A. S. HUGHES, Gen'l Manager, Denver, Colo.
A. E. HOOPER, G. P. & T. A., Denver, Colo.
E. P. KEVIN, General Agent, Salt Lake City, Ut.

DUNFORD'S SHOEMAKER

Has opened a Shoe Repairing Shop in the Hinking Yard. Shoes for deformed feet a specialty.

2527 Rivets

made of pure rubber holds the Bull-Dog Garden Hose together.

247 holds the ordinary rubber garden hose together.

The majority of hose failures there rivets are broken or entirely missing. A rivet that is no more than a long nail. Bull Dog Rivets are rivets.

Twenty real knots prove Bull-Dog strongest hose for strongest hands.

BULL-DOG HOSE 7 PLY

Boston Woven Hose & Rubber Co.
278 Devonshire St., Boston, or
Chicago, 75 State St. N. Y.
San Francisco, 38 Fremont, Salt Lake.

2 FIVE-TON WAGON SCALES

Made by the Chicago Scale Co.

For Sale Cheap.

Inquire at This Office.

ESTABLISHED 1869.

JOSEPH E. TAYLOR, PIONEER UNDERTAKER OF UTAH.

Manufacturer and Dealer in all kinds of Metallic, Wood and Cloth Covered Coffins and Caskets.

Full line of Coffin Furnishings kept constantly on hand.

Telephone and telegraph orders promptly filled.

Open Day and Night.

Factory and Warehouse No. 255 E. 1st South, 176 blocks east of Temple.

Last Week of the Mikado—Garfield.

Don't miss the Mikado's week at Garfield.

Buy all your Drugs and Medicines from the old reliable Goshe-Pike Drug Co.

A SPECIAL FEATURE.

Mikado at Garfield.

The real genuine Japanese tea at Garfield during the week of Mikado.

The Captivating Fairy Sing

Will sing her celery songs throughout the week at Garfield.