TELEGRAPHIC.

DITCHED A TRAIN.

Three Cars Jump the Track and Roll Down the Bank.

A BRAKEMAN FIRED AT.

Several Persons Injured in the Wreck.—Great Excitement Prevailing.

HOUSTON, Tex., Feb. 8.—Tonight at Bigg Bridge, over White Oak Bayou, train wreckers removed the rails and fish plates on the Missouri, Kansas & Texas railway. When the passenger train came along the engine passed safely over, but the baggage and mail coaches jumped the track and rolled down the bank, followed by the smoker, which landed on top of them.

Joe Elliott, a brakeman, was sent back to flag a freight train soon due. He had not proceeded a hundred yards when a volley from ambush was fired upon him. Four bullets took effect in his body.

The crew, in the meantime, aided by the passengers, were at work extricating the men buried in the wrecked cars and hoped to get to the flagman's rescue. He, however, crawled, bleeding and wounded, back to the train.

In the wreck car was Lou Morris, the agent, badly bruised and with several bones broken. H. Hallett, the express messenger, was found in the car with his ribs broken and in a critical condition. J. W. Carter, baggage master, was injured about the head and internally.

A relief train was made up here and sent to the scene. The wounded were brought in and are in the hospital. There are on the scene sad and great excitement prevails.

A Fight with the Bandits.

FERRIS, Okla., Feb. 8.—News was received here tonight of a fight between Sheriff Hunt and posse and Cole Evans and Morrell, the escaped bandits.

The Wool Growers' Memorial.

WASHINGTON, Feb. 8. — Senator Stewart presented in the Senate a memorial from the National Woolgrowers' association, reciting the refusal of the Ways and Means committee to grant a hearing on the wool schedule in the tariff bill, and representing that the present duties on the Wilson bill will ruin the wool industries.

The woolgrowers concluded their convention tonight, after preparing an address to the woolgrowers of the country. The address urges a continuance, even under the new tariff law, of the interests of the woolgrowers in their industry, and a maintenance of state and county organizations. Preservation of flocks, especially the preservation of ewes, even at a temporary loss, is urged, in order that the wool growing industry may promptly recover under subsequent laws, should they be passed.

The Rearsage Wreck.

NEW YORK, Feb. 8.—A Colon special to the *Herald* gives the following account of the wreck of the Rearsage, on Romadoc reef:

The disaster occurred at 7 p. m. last Friday. The Rearsage was under full sail and steam at the time, and was going about ten knots. When she struck, a heavy sea was running and as the character of the cays in those waters was well known to the Rearsage's officers, it was evident that safety lay in forcing her as far up on the cay as possible before she began to break up.

Accordingly she was at once lightened up by leaving her guns overboard. The one first to go was her splendid old 11-inch after-pivot gun, that did such terrible execution on the Alabama in the famous fight in 1864. Next the masts were cut away. It would have been madness to attempt to make a landing in such a sea in the intense darkness of the tropical night, and therefore there was nothing to be done but to wait till morning.

As terrible night was passed, the waves pounding heavily over her stern and weather side as she swung more and more broadsides. Saturday morning a line was got ashore, and all hands were finally landed safe in the bay. Owing to the manner in which the waves had swept the decks and filled the hold, only a little fresh water and a small quantity of provisions could be saved. Three boats got ashore but little injured.

As there is almost no water on the reef, and about 200 men were camped there with a trifling supply, one of the boats was immediately put in order to go to Old Providence for relief. Lieutenant F. R. Brassed and Naval Cadet Hill, with a picked crew of twenty-five left the cay. On reaching the Providence and finding there nothing capable of taking off the shipwrecked crew, they came on to Colon for assistance. When they left the Rearsage was breaking up fast.

The Question of Revenue.

WASHINGTON, Feb. 8.—The Democratic sub-committee of the committee on finance has been engaged almost exclusively upon the question of revenue, and every day makes it clearer that the tariff bill will be defeated as largely as possible in the question of raising revenue. The committee is split on this proposition, and is working harmoniously in this direction. The committee has accumulated a great deal of figures, giving the present receipts of the government, and showing approximate estimates of the future revenues on the present basis, making calculations of the effect of the changes made in the Wilson bill which have been suggested.

The Federal Elections Repeal Bill.

WASHINGTON, D. C., Feb. 8.—President Cleveland this evening signed the federal elections repeal bill and it becomes a law. Representative Tucker, of Virginia, brought with him to the White House a gold pen, especially designed for use in signing the bill, and already has used it for the Vice President and Speaker Crisp in signing the bill and after the President had used it, it became the property of Tucker. Representative Pearson, of Ohio, carried the bill from the capitol.

The Transcontinental Rates.

CHICAGO, Feb. 8.—The Western Passenger association today took up the matter of the $45 rate from the Missouri river to the Pacific coast, put in effect by the Union Pacific a few days ago. A resolution condemning all rates on a $45 basis was voted down, after a hard struggle.

The Atlantic and St. Paul at once gave notice that they would accept a $45 rate from their transcontinental connections, beginning February 12th. The Northwestern gave notice of an intention to put in the same rates, beginning tomorrow. The Atchison gave no notice, but will doubtless have no time to jettison in the same rates.

REVIEW OF EVENTS ABROAD

The Brazilian Rebellion Thought to Be Nearing the End.

Gladstone Will Not Resign.—The Queen's View Not Loyal.—Cross Has Grown of Lafayette.

WASHINGTON, D. C., Feb. 8.—The following is an extract from a letter from Commander H. F. Picking, January 12, 1894: "At 8.15 a. m. the Aquidaban was signted coming into the harbor flying the admiral's flag. She was fired at by all the forts and shot towed and answered near Lomas, returning the fire, but only occasionally, with her large guns. It was a remarkable sight to see the vessel coming in before all the forts and batteries and seemingly without any injury at all. I hear there is good source that she was struck twice, but without material injury. Two men were slightly wounded, sufficiently so to require their being sent to the hospital. As near as can be counted the shots fired at the Aquidaban aggregated 100, in return to which the Aquidaban fired twenty-five times."

This is taken by naval experts to indicate that an armored ship is practically exempt from harm from a shore battery.

PRACTICALLY AT AN END.

RIO DE JANEIRO, Feb. 8.—Peixoto gave a big reception to United States Minister Thompson and Rear-Admiral Benham today. The general belief is that the rebellion is practically at an end and that there is not likely to be any more fighting of importance, as the presidential election will now take up the attention of both parties.

CANNOT BE REORGANIZED.

ROME, Feb. 8.—The government has been approached by the agents of the Brazilian insurgents, who have suggested that if war ship time that Italy recognize the insurgents as belligerents, on the ground that they have established an independent government, controlled the greater portion of the eastern part of Brazil and had been waging war against Peixoto since September last. The reply of the Italian government is that it is not disposed to recognize the insurgents as belligerents.

TO FOLLOW BERNADO'S EXAMPLE.

LONDON, Feb. 8.—Secretary Herbe of the foreign office received a deputation of British ship-owners today, who urged that the British commander at Rio de Janeiro be instructed to see that all British vessels are enabled to discharge their cargoes at the wharves without molestation. The delegation spoke in the warmest manner possible of the spirited action of Rear Admiral Benham, who, they said, set an example to the commanders of foreign nations in freeing the American ships at Rio from the obnoxious restrictions imposed by the insurgents.

Secretary Herbe said the secretary of state for foreign affairs would see if it were possible to instruct the British commander as requested by the delegation.

How to Honor Lafayette.

PARIS, Feb. 8.—The Society of Daughters of the American Republic of San Francisco recently asked the French government, through the French consul at San Francisco, for a few ounces of earth from the grave of General Lafayette, in which they intended to plant a tree of liberty. The French government has acceded to the request, and the minister of the interior, M. Raynal, today had a box filled with earth from the grave of Lafayette, in Picpus Cemetery. The box was sealed with the arms of the city of Paris and will be immediately forwarded to San Francisco.

Mutiny on a British Ship.

HALIFAX, Feb. 8.—There is trouble simmering almost to mutiny on the British warship Canada, now in the West Indies. It has manifested itself since the ship was recommissioned. The matter has been kept as quiet as possible to prevent it getting into the newspapers.

The admiral visited every ship of the squadron on Christmas day and was received on all the ships in a hearty manner by the men, with the except on of the crew of the Canada. On board that ship there were no decorations or anything to indicate the festive season. On each mess table there was a tin of water and a plate of ship's biscuit. The admiral was received in silence by the men.

December 26th the royal naval sports took place, and not one of the crew of the Canada entered any of the contests.

It is rumored the admiral has asked the admiralty to order the Canada home.

To Reconstruct a Bank.

ROME, Feb. 8.—The Prince di Lemonne reconstruction of the Credit Mobiliare, which has been arranged by a German syndicate. The plan includes the Banca Generale. Delegates representing the German syndicate are coming to Rome to settle the details of the new bill.

A Submarine Success.

ROME, Feb. 8.—The Pullino's new submarine torpedo vessel, has been given a trial and proved an entire success. With Admiral Labonia aboard, the vessel traversed the entire length of the gulf under water.

Gladstone Will Not Resign.

PARIS, Feb. 8.—Figaro publishes an interview with Gladstone, at Biarritz, Gladstone stated that he had no intention of resigning. He had decided to fight the house of lords to the bitter end, and was ready to show that the future belongs to the democracy. Gladstone declared there was no ministry in his cabinet.

In the European Mission.

(Millennial Star, Jan. 25.)

ARRIVALS—The following missionaries arrived in Liverpool per Cunard steamer Servia, January 22, 1894: For Great Britain: Geo. F. Wright, of Hyrum, Cache county; Alfred Gadd, Joseph B. Pace and John W. Ord, of Nephi, Juab county; Robert Blain, of Spring City, Sanpete county. For Scandinavia: Rasmus Eskelsen and Martin Olsen, of Mendon, Cache county; Peter C. Jensen, Deer River City, Bear River county.

BLESSINGS AND APPOINTMENTS.—Elder H. M. Rieschoer has been released from his labors as traveling Elder in the Sheffield conference, and has been appointed to labor in the Liverpool conference.

Elder Geo. F. Wright has been appointed to labor as traveling Elder in the Leeds conference.

Elder Alfred Gadd has been appointed to labor as traveling Elder in the Norwich conference.

Elder Robert Blain has been appointed to labor as traveling Elder in the Newcastle conference.

Elder Joseph B. Pace has been appointed to labor as traveling Elder in the Sheffield conference.

Elder John W. Ord has been appointed to labor as traveling Elder in the Nottingham conference.

ITS OWN SHARP REBAL.

Fast Riding, Fall of a Horse, and a Broken Leg.

BEVERTON, Salt Lake County.—Will you please insert the following in your valuable paper and at the same time give warning to the young men?

An accident happened at above-named place Sunday, February 4th, 1894. The oldest son of N. J. Christensen, a boy of about 15, was sent on an errand by his father. Before he started off his father gave him warning not to go too fast, as the road was not very safe on account of snow and ice. But somehow the boy seems to have forgotten all about the advice given, and coming back at a break-neck speed the horse slipped, a glassy place and the consequence was, a fall for the horse, a broken leg for the boy and a doctor's bill to the father, besides pain and sorrow to himself and the whole family.

N. J. C.

Bald Heads!

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YOUNG, YOUNG & MOYLE, La Grande Young, Richard W. Young, Oscar W. Moyle, Attorneys at Law, Deseret Nat. Bank Bldg., Salt Lake City.

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FIVE YEARS AN INVALID

Miss Rose Barnes Suffered That Long With Catarrh of the Head and Stomach.

Her Remarkable Cure Due to the Skill of Drs. Shores & Shores.

GAINED 15 POUNDS WHILE UNDER TREATMENT.

Every week, through the columns of the News papers, it is published a new testimonial to some grateful patient who has been cured by the skill of the Drs. Shores and Shores, the Salt Lake Medical and Surgical Institute.

The case of Miss Rose Barnes is given by the consent of the parties, who, after suffering for years, and being given up by other physicians, have been cured, and are now able to do their own work, and are willing to bear testimony to the skill of those who may be in similar distress.

Miss Barnes following is one of most important cures in Utah. For years she was a confirmed invalid, and her case was pronounced by her physicians to be incurable. Her parents spared no pains or money in the attempt to find a cure, but all in vain. Her case was a peculiar one, and many consultations, by most competent and celebrated doctors in other cities, had been held over her, and the verdict seemed to be that the poor girl must die. Her mother, who is a lady well known and much respected in this city, spoke of her daughter's case to the writer of this article, and said that her daughter had been sick for years, and had been given up by her physicians as incurable. She said that her daughter was a young lady of fifteen when she first became sick, and was then in the prime of her youthful beauty, and was the joy of her parents' hearts. For the sake of her readers who may be now suffering as she did, I deem it a duty to make my remarkable story as brief as possible.

For years I was so weak, I had sharp shooting pains in the head, nasal catarrh in the worst form, and my voice was so hoarse, I could not speak above a whisper. I was troubled with dizziness, and what I thought was a cough, but which I find on reflection was simply an effort to clear the throat of the mucus which collected in the back. I was so weak I could not sleep. I had no appetite, and all kinds of food, and in fact everything I ate seemed to do me harm. I was so weak I could not walk across the room. Though the weather of August I was so cold I could not stand out of doors without a wrap. I had no energy, and felt so tired and worn out that I was ready to lie down and rest at every step. I began to become alarmed and fear I never should be well. I had cure and doctor and every thing I did seemed to be a failure