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DESERET EVENING NEWS.

TRUTH AND LIBERTY.

THE OLDEST NEWSPAPER IN THE ROCKY MOUNTAINS.

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THE ILL-FATED TRAIN

Five Cars With Their Load of Human Freight Goes Through a Bridge Weakened by Rain.

SEVEN PERSONS KNOWN TO BE DEAD.

Several Days Required to Clean up the Wreck and Put the Track in Working Order.

By Telegraph to the News.

THE SANTA FE WRECK.

Further Details of the Terrible Disaster.

FT. MADISON, IA., May 5.—Without a word of warning, in the midst of a frightful storm, the east bound fast mail, continental express, filled with human beings wrapped in slumber, plunged through a trestle weakened by rain, killing seven people and wounding a number of others.

The great express came through from San Francisco, Los Angeles and Mexico to Kansas City and left there at 8:30 Wednesday afternoon. The train was composed of postal, baggage, smoking, chair, buffet and two Pullman coaches. The bridge through which the train plunged is about one hundred and seventy-five feet long and thirty feet high over Fox river, near Revere. The terrible raise of the pent pitch seemed to reach a climax last night and carried the bridge out of line yet left it standing and so far as the engineer could see all right.

Owing to the terrible storm the train crawled slowly onto the bridge. The engine crossed it safely, but when the balance of the train, for the bridge went down with its precious load, only the engine and rear sleeper remaining on either side of the abutments. The other portions of the train were precipitated into the mad current which was rushing through the ravine. Five cars with their load of human freight and the remains of the bridge sank together in one conglomerate mass, smashing the timbers. From the turn and bottom with soft and mangled humanity there arose wild shrieks from the wounded and dying above the roar of the storm.

The engineer and fireman and uninjured of the rear sleeper hurried to the house. Some passengers in the wrecked cars escaped, and, fighting their way through the roaring torrent, reached the banks and fell to the ground exhausted. Seven sank in the wreck to rise and twenty-six are known to have been injured.

A relief train was sent from here at 3 a.m. The train arrived there after daylight and rendered valuable assistance to the suffering passengers. In the meantime the Colorado express came up to Medill and started for Fort Madison, via the Keokuk & Western road.

The extent of the injuries has not yet been ascertained.

A few miles north of Keokuk the train ran into a landslide and narrowly escaped ditching. Many of the injured are in a serious condition, but only two fatal casualties are anticipated. Most of the passengers were able to proceed to be transferred. It will require several days to clear up the mess and put the track in working order.

CONGRESS.

Bills Passed by the Senate.—The House.

WASHINGTON, May 5.—After routine business the Senate took up the unfinished business and the following bills were passed, among others: The 12,000 bill to establish a military post at Helena, Montana, and appropriating $100,000, the House bill appropriating $150,000 to defray the expenses of the fishing sea arbitration at Paris.

The resolution for the payment of the Cheyenne and Chickasaw for their interest in the Cheyenne and Arapahoe reservation (nearly $3,000,000) was taken up and Senator Platt addressed the Senate in opposition. Without action the Senate went into executive session and soon adjourned.

THE HOUSE.

The House went into a committee of the whole on the river and harbor bill. Holman spoke in opposition. Holman assessed the river and harbor bill as being extravagant. It not only appropriated more than $21,000,000, but authorized contracts which would make the government liable for $22,000,000 more.

Whiting (Mich.) thought that the proposition to secure a twenty-foot channel from Duluth to Buffalo, permanent and broad-based.

Breckenridge (N. Y.) attacked the bill.

Lockwood favored the deep waterway channel, as did Catchings (Miss.).

The general debate then closed and the bill was considered under the five minute rule. Without disposing of it the committee and the House adjourned.

The Borrowe-Fox-Milbank Scandal.

LONDON, May 5.—The general public is becoming thoroughly disgusted with the scandal of Borrowe, Fox, Milbank and others who are accused notoriety by the course they followed since the revelations of the Dragoon Parties created so much public excitement. Considerable excitement prevails say among the friends of the duellist and it is predicted from encounters will shortly take place. Borrowe, in company with a friend, called at the lodgings of Colonel "Tom" Oscilfree today and asked to see that gentleman. The servant said Colonel Oscilfree was at home, but he declined to see Borrowe. The latter then sent a message to the Colonel stating that he had heard that Colonel Oscilfree had threatened to spit in his face, and he had come to have him carry out the threat. The servant declined to carry the message and Borrowe left. It is reported that Borrowe is eager for another encounter with Fox, who will sail for the United States in a fortnight.

Testimony on Public Lands.

WASHINGTON, May 5.—E. C. Waters, formerly manager of the Yellowstone National Park association, appeared before his testimony before the House committee on public lands, but failed to bring the papers concerning bases he promised to bring.

He said he had never spoken to Russell Harrison on the subject of public stock in trust for him, but had put stock in trust without Harrison's knowledge. He thought he asked Russell Harrison to go to the secretary that anything he (Waters) said could be relied on. Waters did not know K. C. Kerr, but had used Kerr's name as trustee for the stock, because he knew Kerr to be a friend of Russell Harrison.

Waters stated whether the stock set aside for Russell Harrison was for a consideration, or was gift, witness flatly said he had asked Russell Harrison to see the secretary of the interior and felt he might want to call on him again for something right and proper.

In Favor of the Indian Line of Steamers.

WASHINGTON, May 5.—The Senate commerce committee unanimously decided to favorably report a bill granting an American register to certain foreign built ships of the Indian line of a tonnage of not less than forty and a speed of not less than twenty knots, which passed the House Monday.

Lincoln Not in It.

NEW YORK, May 5.—Charles Emory Smith, minister to Russia, has arrived here. He stopped at Lenox and had a long talk with Secretary Blaine. Lincoln. He says that Lincoln will not be a candidate for the Presidency, believing that Harrison will be a candidate.

A Million Francs Stolen.

PARIS, May 5.—A box containing coin and bonds to the value of 1,000,000 francs was stolen today from a van belonging to the Eastern Railway Company while the driver was delivering goods in the Boulevard des Capucines.

BUYING A HORSE.

How to Select the Sort of Animal You Want.

In the first place an intending purchaser should determine what kind of a horse he wants and what he wants to do with the animal. If he wishes the horse to pull a pleasure wagon he should look for a strong and docile beast, large enough to pull good loads, but not so heavy as to rule his legs and feet by pulling over sleepy stones. If he wishes a horse for his family before, he should ask for the same qualities as above, but should want also little more symmetry in the shape of the animal