MORE PROOFS POSITIVE.

The "Tribune" Convicted Again of Willful Falsification.

Several gentlemen of different faiths and parties have called at this office and expressed their indignation at the deliberate falsehoods of the Salt Lake *Tribune* in its issue of Monday last and desired something said in the DESERET NEWS in relation to it. We prefer to let others speak. The following letters have been sent to us with the request that they appear in this paper, as they were sent to the *Tribune* and were treated with worse than contempt:

Editor Deseret News:

The subjoined was sent to the Daily *Tribune* last Monday. The only notice taken of it was an explicit and emphatic reply by the *Tribune* of the original untruth.

W. H. SHEARMAN.

SALT LAKE CITY, UTAH, June 29, 1891.

Editor Daily Tribune:

Dear Sir—In the report of the Tabernacle Sunday services published in your issue of this morning, under the head of "Not Polygamy Yet," you make it appear that "the talk was as open a plea for polygamy as he dare make it."

I repeated to my family, and heard the entire discourse. Not a word was said about polygamy, directly or indirectly. Not a word that could, by the greatest stretch of the imagination, be made to refer to polygamy any more than had he been a Roman Catholic or Episcopalian sermon urging his fellow believers to marry only within the pale of their own church and according to its rites and ceremonies. Respectfully,

W. H. SHEARMAN.

Here is another from a Catholic "Gentile" treated in the same manner:

SALT LAKE CITY, June 29, 1891.

Editor Salt Lake Tribune:

In glancing over this morning's issue of your paper, I noticed a brief report of the proceedings at the Mormon Tabernacle yesterday. In that report the gentleman is delivered the sermon is represented as making a plea for polygamy. Now, I am not a Mormon, nor am I interested on either side, except as I am prompted by a spirit of fairplay and of justice to my fellowmen. I listened attentively to that sermon, and I could see that I could not, directly or indirectly, infer that it touched on polygamy even in the remotest manner.

I might add that I paid special attention to the part of the discourse touching on marriage. I have been educated in the Roman Catholic religion. In that church marriage is regarded as a sacrament, and the ultimate contracting parties are not married in that rite are regarded by Roman priests in a measure, as concubinal. The decrees of last Sunday's council on the sacredness of marriage, and of its institution as an ordinance in the Mormon Church, and of its perpetuity in eternity. Marriages among the sectarians are simply a contract for life and in many instances not lasting even until death.

There were fully 1000 strangers in Salt Lake City yesterday, one-half of whom visited the Tabernacle. I met some that discourse referred to. I am sure that not one of them went away with the belief that he or she had heard a sermon preached in support of polygamy.

FAIR PLAY.

And the following is one more also from a non-Mormon:

SALT LAKE CITY, UTAH, June 29, 1891.

C. C. Goodwin, Esq., Editor Salt Lake Tribune:

Dear Sir—In the *Tribune* of this morning appeared what purports to be a synopsis of the remarks made by Mr. C. W. Penrose at yesterday's Tabernacle services. That report concludes thus:

"The address was as open a plea for polygamy as he dare make it, and at the close he was congratulated by numbers of the Priesthood, who were on the stand."

As a Gentile I cannot refrain from my protesting publicly against all such statements. Throughout the entire discourse not a word was said which by the wildest stretch of the imagination could have been interpreted as it has been by the *Tribune* reporter, the only reference being as to marriage in the Mormon church for time and eternity, which is very different from an advocate of polygamy. I myself took a very certain short-lived note of the sermon, and am therefore well able to give this denial.

My object in writing you this writing you is a love of fairplay for all religious sects.

I am, dear sir,
Yours truly,
A. G. BURNETT,
A non-Mormon.

A Plea for the Game Law.

Editor Deseret News:

Having seen in your issue of May 22nd the report of Fish and Game Commissioner Barrett, I wish to call your attention to the fact that in the counties of Sanpete, Sevier, Piute and Millard deer are killed every year by the hundred indiscriminately. If this goes on much longer that noble animal the deer will soon be a thing of the past. Fish are also taken in all counties regardless of law or season. The white man is not the only law breaker—the Indian shoots them for their hides only, in the winter season, when deer are running. The fish they exchange for liquor or money. The writer knows the trail of a roving band of Indians who, I have reason to believe, are indirectly agents for hide and pelt grabbers, who realize about 50 per cent. from their labor.

A SUBSCRIBER.

MOUNT PLEASANT, June 29, 1891.

A Sidewalk Scramble.

Having been arrested on a warrant, Hyrum Harris, described as the proprietor of the new "Harris" building in the neighborhood of State street, was brought before Commissioner Greenman this morning on a charge of malicious mischief. It would appear that the complainant, a Mr. Trimmer, lays claim to the right of an alleyway somewhere between his and the defendant's premises, and recently he had a sidewalk laid and other improvements carried out there. Mr. Harris does not seem to have viewed matters in exactly the same light, at any rate, he yesterday proceeded to tear up the sidewalk and do other things in the same direction which Mr. Trimmer seems to ought not to have done. He therefore caused him to be arrested.

Commissioner Greenman fixed the hearing for 10 o'clock next Tuesday morning and allowed the defendant to go free on his own recognizance.

ARRANGEMENTS have been made for the formal opening of the Hotel Rossi in Ogden, tomorrow. The building alone has cost $125,000, the ground upon which it stands $10,000, and the furnishings between $30,000 and $40,000. The house will be operated by the Dunning & McMillan Hotel company, A. H. Dunning and W. A. McMillan constituting the firm.

THE LAKE AT SALTON.

The Water Receded in the Morning, but Commenced to Rise Again.

EFFORTS TO SAVE THE RAILROAD TRACK.

The Weather Is So Hot that the Men Can Hardly Endure It.

By Telegraph to the NEWS.

THE DESERT LAKE.

It Comes a Surprise by Falling and Again Rising.

LOS ANGELES, Calif., July 3.—The Desert lake at Salton caused a surprise yesterday by the fact that the water receded in the morning, but commenced to rise again, showing that the fault had not been reached. All the flat part of the basin is now covered with water. The section men are working night and day to save the railroad spur, but the weather is very hot and it is feared the men cannot endure it. Two outfits have been started out by the superintendent of the Southern Pacific yesterday, one from Salton and the other from Ogilby. Both parties started in wagons with a supply of water and provisions, and will make an effort to locate the exact spot where the water comes through the sandhills. The operators at Salton telegraph that the water is rising very slowly and that there is no danger of it reaching the railroad track.

A Village Burned.

PARIS, July 3.—The village Navette in the department of Hautes Alpes is totally burned.

The Russian Rye Crop.

LONDON, July 3.—The Russian rye crop is bad, and there will be no surplus for export.

Large German orders have been sent to the United States and Canada. It is reported that Russia is also buying surplus in America.

William Henry Smith announces the intention of the government to fix on the present session of parliament as the end of the month.

Money Wanted at the Vatican.

ROME, July 3.—The Vatican authorities have requested the papal nuncios at the foreign courts to invite a contribution to compensate for the expensive loss to the Peter's pence fund.

A Special U. S. Attorney Appointed.

WASHINGTON, July 3.—Attorney-General Miller has appointed Elisha N. Sanford special assistant United States attorney for service at Prescott, A. T.

Shorter Hours and Higher Wages.

BERLIN, July 3.—A number of men in this city have struck for higher wages and shorter hours of labor.

Boers Arrested.

CAPETOWN, July 3.—A body of armed Boers composed of about one hundred men and their families crossed the Limpopo yesterday to begin a republic of the north in Mashonaland. They were met by police and troops in the employ of the British South African company, who drove the Boers back and arrested their leaders.

A Fearful Accident on the Erie Railroad.

YOUNGSTOWN, Ohio, July 3.—Nineteen passengers were killed and burned to cinders at 2 this morning by a freight train telescoping a passenger train on the Erie Railroad at Ravenna, Ohio, forty miles west of here. Twenty-eight or forty were injured. The passenger train was standing at the depot when the freight train struck it. Two sleeping cars and a day coach took fire and were entirely destroyed. The train was bound for New York and heavily loaded with passengers going to spend the Fourth with their friends. A special train was sent from here with surgeons and nurses to care for the wounded. The fire spread so rapidly that it was impossible to rescue many of the injured and they were cremated in the wreck. The accident, in the loss of life and property is the most extensive ever suffered by the Erie railway. The day coach contained a party of people from Findlay, coming here to spend the Fourth.

THE RAVENNA WRECK.

CINCINNATI, July 3.—The Ravenna wreck evidently caught Findlay and Cincinnati people exclusively. The Chicago vestibule train was met at Marion Junction by the through new York sleeper from Cincinnati, where the latter was attached to the rear of the train. Last night there was such an unusual number of passengers from here that two sleepers instead of one was attached. These, of course, were the two reported destroyed in the wreck of the day coach which was in reach and which was going from Findlay to Youngstown. They would naturally be placed on the rear of the Cincinnati sleepers, and as a special car would not be sent out with less than fifty passengers, the probability is that the casualties may all be limited to that car. Telegrams have been received here from Cincinnati people who was in one of the sleepers, saying that they had escaped.

DETAILS OF THE DISASTER.

PITTSBURG, July 3.—A special from Alliance, Ohio, gives the following account of the Ravenna wreck. The day coach on the rear of the train was completely telescoped and nineteen passengers were killed and thirty-eight badly injured. The day coach and two sleepers forward took fire and burned up. Many bodies were burned almost unrecognizable. Many passengers on the train were asleep when the awful crash came and a number were crushed to death in their berths. A terrible scene followed. Tears were cries for help from all parts of the train, mingled with the dying moans of others whose lives were being crushed out. The steam was escaping from the freight engine, and soon the wreck caught fire and the Italians crowded upon those who held fast to the debris. The few persons who escaped without injury worked with almost superhuman power in their efforts to rescue the more unfortunate ones. In several instances, persons were slowly burned to death, while pleading with their last breath for help which could not be rendered.

The wreck was almost complete. The cars were piled upon and across each other almost in a solid mass. Thus the small party of rescuers worked at a disadvantage. As rapidly as the injured were rescued they were conveyed to the station where physicians from Ravenna and other near points rendered all assistance possible. The fire was finally extinguished, but not until several persons had perished.

In a couple of hours the company had responded and relief trains with a corps of physicians and nurses arrived from Cleveland and other points, and the injured were given every attention. Those who were able to be moved were sent to Cleveland and placed in the hospital. Meanwhile the dead were removed to the room of the undertakers in Ravenna, where they will await identification. Some were so badly burned and disfigured that it would be a difficult matter to identify them. The coroner will hold an inquest this afternoon. The company's officials now here will render all assistance possible and will make a most complete investigation.

It would appear that the whole accident is due to the carelessness of some one leaving the switch open. The heavy freight train was running at a rate of forty miles an hour and struck the passenger train with full force.

It was rumored that three members of the Pittsburg baseball team were killed in the wreck, but this is not believed, as they will play another game in Cincinnati today.

THE MANAGER'S REPORT.

NEW YORK, July 3.—The following dispatch was received at the Erie railway office in this city, from Chester Dell: "A freight ran into the rear of No. 8 at Ravenna station at 12:32 a.m. The engineer of No. 8 was doing some work on his engine. He had been standing still about eight minutes, had a flag out and thirty-five car lengths on straight line. The engine and two sleepers burned. As near as I can learn at present there were seven killed and about ten injured.

(Signed)
A. M. TUTTLE,
General Manager.

CREMATED IN THE DEBRIS.

CLEVELAND, July 3.—A special from Youngstown, Ohio, says: At Ravenna the worst railroad wreck which ever happened on the western reserve, excepting the Ashtabula horror, occurred this morning, resulting in the death of twenty-five people and serious, if not fatal injury, of at least six more. Five added its terrors to the already frightful scenes and the unused and charred remains of the victims were lastly burned, while one poor woman, pinioned in the wreckage, was cremated before the eyes of the spectators who worked to rescue her, but were until driven off by the flames. The southbound Erie vestibule No. 8, due at Youngstown at 2:55 a.m., was very late and was running at a high speed. When a stop was made at Ravenna the engineer and fireman of the passenger train went to work to repair the engine and the train was again delayed several minutes. A flagman was sent back, but went only a few feet, at most but two car lengths, suddenly around the curve west of the city came train No. 82, composed of seven most cars. The train was pushing twenty-five miles an hour and coming down a heavy grade, the engineer supposed he had a clean track and it being a through train, he was not expected to stop at Ravenna. He called for the brakes and reversed his engine. But all to no purpose. On came the freight train with but slightly decreased speed, and no word of warning could be given to the people in the doomed train. A few feet west of the station the engineer and fireman jumped, alighting safely. A moment after, there was the crash of death, and then commenced the most frightful cries ever heard. Moans of dying, piteous cries for help from imprisoned and helpless passengers, and mutilated and shortly remains of the dead seen through the fragments of debris, formed a scene of horror which no pen can picture.

The freight engine had gone clear through the day coach in the rear, through the sleeper and buried itself in the second sleeper, the third car in the train. There was nothing left of the rear of the train, but a mass of debris, and the cities of the third car stood about the monster engine, as if to hold it prisoner and prevent further damage. This scene lasted but a moment, when little tongues of flames sprang up here and there, and soon the whole wreck was burning.

It was a sickening sight. Two score imprisoned passengers were in the debris, the flames lighting up the scene and the shrieks of the victims only to intensify the horror. As soon as the dazed passengers in the other cars recovered themselves, they rushed to the rescue of their unfortunate companions. The fire department was immediately telephoned for and every one in the vicinity of the little city rushed to the scene of disaster. Hundreds soon surrounded the wreck, but to little purpose. An awful ruin had been wrought and the flames had taken a firm hold and care for the remains of the dead. The few passengers easily reached were promptly rescued and several badly injured men and women were carried to the depot platform.

A Yacht Club Fleet Caught in a Storm.

DETROIT, July 3.—The Detroit yacht club fleet of twenty-five yachts left here last night to take part in the regatta today at New Baltimore, Mich. The fleet was caught in a heavy wind storm on Lake St. Clair and so far, only seven boats have reached their destination. Much anxiety is felt for the safety of the other nineteen boats and their crews.

Guilty of Murder in the First Degree.

MEMPHIS, July 3.—The verdict of the jury in the case of H. Clay King for killing H. H. Cooper, is guilty of murder in the first degree.

A Fatal Duel.

KNOXVILLE, July 3.—Yesterday afternoon George Jones and William Newton, two well known farmers of East Tennessee, fought a duel on the stage line over a piece of property. Both were killed, being shot to death.

A CIRCULAR

Regarding Importations under Consular Seals.

WASHINGTON, July 3.—The secretary of the treasury, with the approval of the President, has issued a circular amending the existing regulation in regard to importations under consular seal, so as to require the officer of the United States authorized to act in the premises in foreign contiguous territory to make a careful comparison of the contents of cars with the manifest, and to close and seal the openings of the cars. On the arrival at any frontier point of cars thus sealed with consular seals, an entry in triplicate will be required of the contents of such cars, showing the marks, number of packages, contents, quantity, value, consignees and consignors. Such entry may be made by the agent of the railway company and need not be verified by oath.

The basis of entry will be the manifest accompanying the car and it will not be necessary to unlaid the merchandise, unless the manifest is rejected by the collectors as insufficient for the purpose of making the entry, or he has valid reason for the inspection of the contents of the car.

Assistant Secretary Spaulding says the object of the amendment is solely for the protection of the revenue collected, enjoined to take all proper measures to prevent any unnecessary detention of the cars.

If on examination, the consular seals are found to be intact and entry is made as required, the car will be forwarded to any part of the city. Guaranteed as to purity. The best in the market. 108 Main Street, 61 E. First South Street. Telephone your orders.

FOR SALE.

TEN ACRES OF LAND WITH A FINE [illegible]

TO RENT.

[illegible]

STRAYED.

A BOAT MARE, WHITE SPOT ON FORE [illegible]

NOTICE.

SALT LAKE CITY, UTAH, [illegible] 1891.

THE LIMITED PARTNERSHIP HERETOFORE [illegible]

ISAAC M. WARDELL,
HEN. S. HERMAN.

WANTED.

EVERY LADY AND GENTLEMAN IN [illegible]

WANTED—A [illegible]

WONDERLAND

CLOSING WEEK.

Numberless New Features.

MR. STONE, the Mathematical Marvel.

A Trolley in Figures.

PROF. COOK and his Wooden-headed Actors.

The Talented and Popular REINHART FAMILY.

The PARISIAN EMBROIDERERS.

10c. Admission 10c.

AUTHORIZED CITY AGENTS

Deposit Stamp System

UTAH COMMERCIAL AND SAVINGS BANK

52 and 54 E. First South Street.

[illegible]

THE QUICK AND THE DEAD

WOODS' PENETRATING PLASTER

A QUIK. Often is [illegible] WOOD'S PLASTER. [illegible] Hence Cures. All Druggists.

Drs. S. E. Van Schoonhoven, M.D.

Having lately returned from the East, is now prepared to resume the practice of Medicine in this city. Office at No. 70, east Fifth South Street. Hours: from 10 to 12 a. m. and 2 to 4 p. m.

Grand Sail and Fire Works

At Wagener's Grove, July 4th. Trains leave Utah Central Depot, foot of Main Street, 11:15 a. m., 2:45, 5:30, 8:30. Returning every hour [illegible]

4th July Excursion.

On July 2nd, 3rd and 4th, the UNION PACIFIC will sell excursion tickets from all stations to Ogden and back within two hundred miles at single fare for the round trip, good for return until July 5th.

D. E. BURLEY,
Gen'l. Agt. Pass. Dept.

CARFIELD BEACH.

New Time Card.

On and after June 28th trains will run as follows:

Leave Salt Lake City	Arrive Garfield Beach	Leave Garfield Beach	Arrive Salt Lake
9:00 a.m.	9:45 a.m.	10:30 a.m.	11:15 a.m.
11:00 a.m.	11:45 a.m.	12:30 p.m.	1:15 p.m.
1:00 p.m.	1:45 p.m.	2:30 p.m.	3:15 p.m.
3:00 p.m.	3:45 p.m.	4:30 p.m.	5:15 p.m.
5:00 p.m.	5:45 p.m.	6:30 p.m.	7:15 p.m.
7:00 p.m.	7:45 p.m.	8:30 p.m.	9:15 p.m.
9:00 p.m.	9:45 p.m.	10:30 p.m.	11:15 p.m.
11:00 p.m.	11:45 p.m.	12:30 a.m.	1:15 a.m.

Daily except Sunday.
† Daily except Monday and Tuesday.
Orchestra Band in attendance every day.

Fare for round trip, 50c.

D. E. BURLEY,
Gen'l. Agt. Pass'r. Dept.

Keep Cool and Secure Health by the Use of

PIPER-HEIDSIECK, THE BEST SODA DRINK in this country. E. C. H. L. Drug Department, Main Street, Salt Lake City.

A Cure for Cramps in the Stomach.

Albert Erwin, editor of the Leonard, Texas, Graphic, says: "For the cure of cramps in the stomach, Chamberlain's Colic, Cholera and Diarrhœa Remedy is the best and most speedy I ever used." Many others who have tried it entertain the same opinion. 25c.

MONEY LOANED, short and long time. Notes bought by F. E. Gregg & Co., Room 30, Commercial Building. 41tf

Arbyat

The Pioneer Ice, per quart for that delicious Boston Ice Cream, delivered to any part of the city. Guaranteed as to purity. The best in the market. 108 Main Street, 61 E. First South Street. Telephone your orders.

R. K. THOMAS.

26, 28, 30, 32 E. 1st S.

Grand, General, Genuine

BARGAIN SALE.

DRESS GOODS.

200 pieces Turkey Red Calicoes at	25c	per yard
25 " Plaid Gingham at	5c	"
150 " Twilled Dress Goods at	5c	"
150 " Ettamine Bunting at	5c	"
10 " Seersucker at	5c	"
100 " Challies at	5c	"
25 " Figured Zephyrs at	8½c	"
50 " Sicilian Reps at	8½c	"
50 " Pacific Lawns at	8½c	"
50 " Embroidered Zephyrs at	10c	"
25 " Home-spun Suitings at	10c	"
20 " Seaside Suitings at	10c	"
10 " Herring-bone Cashmere at 25c, was 50c		"
50 " All-wool 40 inch Suiting at 45c, was 75c		"

50 New Novelty Dress Robes at actual cost, and
500 Remnants (Dress Lengths) of all Kinds.

DRESS GOODS AT ACTUAL COST.

SHOES.

1000 Pair Ladies', Misses', and Children's Shoes and Slippers at a Sacrifice. These are a number of lines of Shoes that we don't intend to keep any more, hence the very low prices we have put on them. It will pay you to look at them.

CLOTHING.

500 Youth's and Boy's Suits to be closed out.
250 Pair of Men's Pants at Real Bargains.
200 Pair Youth's and Boys' Pants cheaper than ever.
One lot of Boys' KNEE SUITS at 70c per suit.

MISCELLANEOUS.

Ladies' Beaded Capes at $1.50 each.
Ladies' Silk Capes at cost.
Ladies' and Misses' Blouse Waists at cost.
Ladies' Jersey Ribbed Vests, 3 for 25c.
Ladies' Chemise, 15c, 20c, 25c and 40c, worth double.
Ladies' Fancy Parasols, 25c, 75c, 90c; former price, 65c $1.25, and $1.85.
Ladies' Opera Shawls at Cost.
Big Stock Assorted Laces at 5c per yard.
Boys' and Girls' Straw Hats, 15c and 25c, were 40c and 75c
Babies' Lace Bonnets at Half Price.
50 Dozen Men's Jersey Ribbed Shirts and Drawers at 25c each.

500 Pieces EMBROIDERY FLOUNCING included in this sale.

5 Pieces Yard Wide Carpet at 20c per yard.
A few Brussels Door Mats at 50c each.
Rugs, Art Squares, and Remnants of Carpets at Half Price.

Cheaper Than Coal!

GAS! FUEL GAS! GAS!

A Match Only For Kindling.

NO WOOD.	NO DUST.
NO COAL.	NO LABOR.
NO ASHES.	NO DANGER.
NO SMOKE.	NO ODOR.

GAS STOVE RANGES!
GRATES & HEATING STOVES!

J. H. VAN HORN.

BARGAINS

In Silk Curtains, Lace Curtains, Table Covers and Scarfs, and many other Bargains that we have not room to mention.

R. K. THOMAS.