TELEGRAPHIC.

A THOUSAND KILLED

By a Cyclone That Sweeps Down Upon St. Louis.

FIRE ADDS HORROR TO THE SCENE.

Death and Destruction on Land and Water—An Oppressive Day and an Awful Night.

CHICAGO, May 27.—One of the greatest disasters of recent years overwhelmed the city of St. Louis tonight in the shape of a cyclone which began shortly after 5 o'clock and for thirty minutes tore its awful way through the city with a velocity of over eighty miles an hour. Although reports from there are very meager, owing to the almost total destruction of the telegraph wires, it seems certain the number of dead and wounded will amount to fully 1,000 and the damage done to millions of dollars. The city hospital, which certainly survived the storm, is filled to overflowing with mangled men and children, and the morgue within two hours after the end of the storm was so full of corpses that it was necessary to provide other quarters for the reception of the dead.

In addition to those who were killed in their houses and streets, hundreds are beneath the waters of the Mississippi river. Of all the steamers on the levee when the storm broke but one is now afloat. All the others have gone down, in many instances every soul on board being lost and in others not over two or three being able to reach a place of safety.

Among the boats destroyed is the excursion steamer Great Republic, one of the largest steamers on the lower river. Not a soul escaped from her, and it is said she was crowded with excursionists when the storm came.

The center of the city is a wreck. Many buildings have been demolished and others partially wrecked. The streets are utterly impassable to street cars, and in many places freight cars find a matter of great difficulty. To add to the horror of the night, the electric light plants were rendered incapable of service and the gas lamps are also shut off, leaving the city in total darkness.

Fire also broke out in several portions of the city, and the fire department was unable to make any effective fight because of the choked up condition of the streets and the large number of firemen who were engaged in the work of rescuing the dead and wounded.

At East St. Louis the destruction seems greatest. H. C. Ross, the Western Union manager at the relay depot on the east side, climbed across the damaged bridge and made his way into St. Louis. He reports a great number of buildings as blown down. Many dwellings are wrecked and many of their occupants are known to be dead. The Vandalia transfer, the Wabash freight-house, in which thirty-five men are said to have been killed, the Belmont & Ohio round-house, the Standard Oil Works, East St. Louis station, Crescent elevator and twelve other freight houses on the levee are destroyed.

One of the worst features of the disaster is thought to have taken place at the race track at St. Louis, where the races were in full swing and the grandstand was crowded.

Returns from the St. Louis races are received at the track at Lakeside, Ind., and a few minutes after 5 o'clock the operator at work on the report of the races stopped his work long enough to remark: "There goes the grand stand," and then the wire collapsed and nothing more was heard from him.

At midnight it was reported at the dispatchers' office of the Wabash road at Forest, Ill., that it was impossible to reach any point further south than Wanoski, which is nine miles north and from St. Louis. The operator at that point said that up to midnight it had been impossible to obtain any definite information from St. Louis, but it was certain that fearful damage had been done. He said the roofs of East St. Louis were on fire and burning fiercely, but could not tell anything more than that. He had not been able to obtain any information from any of the Wabash trains that had passed his station since 5 o'clock in the afternoon.

On all of the roads between this city and St. Louis special trains have been ordered for St. Louis carrying the officials of the roads and many citizens of St. Louis to a hurry to learn their losses and to render such knowledge as the resch of the storm and of the safety of their friends. Forty-fifty men who are footloose at St. Louis left here tonight on the special train.

ST. LOUIS, May 27.—Loss and destruction on an extreme in St. Louis and vicinity tonight as a result of the most terrible storm that ever visited this part of the country. Six widespread in the destruction in both St. Louis and East St. Louis that it is impossible to even estimate amount of damage and loss of life.

The storm broke out about 5 o'clock in the afternoon, after a most oppressive hot day, and rain began to fall. Tornado developed into fierce thunderstorm, with the wind from the east. A little later the wind gained a velocity of sixty miles an hour, driving the rain before it and beating houses, churches, culverts and everything in its way. Many buildings of every description were demolished and others set on fire by lightning and blown wires. The fire department responded to 7 alarms in quick succession. The streets were full of people going home from work, and a panic ensued as soon as the storm broke; men were picked up and hurled against the buildings, horses and carriages were sent flying here and there, and falling wires with the deadly current added to the horror of the scene. Suddenly the wind veered around to the west and completed the destruction. It is asserted by some of those who have traversed the downtown part of the city that there are few buildings in St. Louis that have not suffered in some way from the storm. Tonight the streets are in complete darkness, and travel in any direction is dangerous by the falling of live wires and debris.

The wagon way of the Eads bridge on the East St. Louis side is a crumbling mass of mortar and stone, and pens of the tower and pier No. 1 were also torn away.

An out-bound accommodation train on the Chicago & Alton was wrecked by a broken rail, but fortunately not a single among the fifty passengers was hurt.

A trolley car loaded with passengers bound for the west side is said to have taken through to the railroad track below, but with what result is not known.

The roof of the Republican convention hall was blown off and a twenty-foot section of the western wall of the city jail was blown clear down, exposing the inmates. A 12 was during the severe hours, and the prisoners were assisting in the rescuing. They were panic-stricken, and too frightened to try to escape.

The city bears the appearance of having been shelled by an enemy. In some places structures have been totally destroyed, while in others high, jagged walls stand, a constant menace to passers-by.

Tents must be a great number of people imprisoned in the destroyed buildings who cannot be gotten out for hours, although thousands of citizens have offered their aid to the police department in help the work of rescuing.

Every hospital in the city is filled with victims, and there is a lack of nurses, physicians and medicines, but as soon as the people get their wits about them again the work of alleviating the sufferings of the injured will be proceeded with in a systematic manner.

At the morgue, which stands at the corner of Twelfth and Poplar streets, bodies are being brought in every minute.

Venice and Wanoski villages just outside of St. Louis, were totally destroyed, and a great loss of life is reported from them, but it will be morning before anything positive as to the loss and death can be secured.

The river was literally raked from its bed, with the hundreds of boats that were plying up and down it, or were moored to the wharves. When the evening was made at East St. Louis the river is almost a mile in width, but the loop was taken with all its force with which the cyclone ran across the river proper.

Outside, immense destruction of railroad property occurs. Cars were telling one way, depots another, while the tonnage cargoes of freight were scattered beyond any possibility of future discovery.

There was little waiting for the helpless people on the streets, the thousands on their way home from work, or the inmates of the great mercantile establishments of the city who had not left their posts of duty. Temporary hospitals sprang in every part of the city. The armory at Seventh and Pine streets has been converted into the care of the wounded, and many injured have been taken into private houses. The city authorities at midnight are sending frantic appeals through the city to no effect to ascertain if possible what the loss of life and the number of injured really is.

AT OTHER PLACES.

KANSAS CITY, MO., May 27.—The train dispatcher at the headquarters of the Atlantic road here has a report from the operator at Rockport of a cyclone at Atlantic, Ill., a station of Rockhouse on the Atlantic road, a terrible, at a late hour this afternoon, unroofed a big schoolhouse and that eighty children perished in the ruins.

At Allen headquarters the report that Mexico and Kansas Hill, Mo., were swept by the storm are discredited.

A special to the Times from Mexico, Mo., reports that anyone swept across Auxvasse county this afternoon doing great damage to crops and wrecking many buildings.

The correspondent reports that seven people have been killed in the county, and probably twenty-five badly injured.

Specials to the Times state that two people were killed in a tornado which passed the city of Lebanon, Laclede county, this evening, and that the town of Bennett, ten miles from Monett, in Barbinge county, was completely wiped out.

SEDALIA, MO., May 27.—A cyclone passed three miles north of Sedgeway at 5 o'clock this afternoon. At Hesch three open were seriously injured and a family of colored people being carried over a mile, two children being badly hurt.

LEXINGTON, MO., May 27.—A great hailstorm visited Pots in the southern part of this county last night. Hailstones, some weighing one and one-half pounds, broke every pane of all the windows in town and punching the roofs as though they were paper. Fruit and vegetables suffered greatly, but no loss of life is reported.

THE HOUSE.

WASHINGTON, May 27.—The conference report on the bill for the relief of bona fide settlers on Northern Pacific indemnity lands was adopted in the House today after a long discussion of its provisions by Mallon (Dem. Ark.).

Kem (Pop. Neb.) who has been sparring to a very request for unanimous consent for ten days, was very neatly trapped today. Mondell (Rep. Wyo.) was recognized by the speaker to ask unanimous consent for the consideration of a resolution directing the secretary of the interior to resume work upon the Union Pacific railroad company without delay to all lands sold by that company to bona fide purchasers in Western Nebraska, North Dakota, Wyoming and Utah. This is a bill to which Mr. Kem's constituents are vitally interested and the situation presents to him his very opportunity. He was obliged either to surrender or object to a bill of interest to his constituents. He hesitated, but finally signed by his guns and objected.

Mondell then stole to a question of personal privilege and introduced Kem's embarrassment by pointing out that 20,000 persons were interested in the resolution and that 5,000 of them resided in Kem's district. Kem raised the point that Mondell was attempting to make a speech on a few minutes and not constitute a question of privilege, point which the speaker sustained, but Mondell, despite the pounding of the gavel, succeeded in completing his statement. Kem finally sought to secure a ruling of the chair that would exclude from the Congressional Record Mondell's speech. He was finally on his point tickled the members immensely, and there was a loud laugh when Cannon observed to Kem that it had not been any difference whether the remarks went into the Record or not, they would go in the newspapers.

Mahon's motion, which came over from yesterday, concurring in the Senate amendments to the deficiency bill, appropriating about $2,000,000 for the payment of French spoliation claims was then considered, and Cannon (Rep., Ill.), chairman of the appropriations committee, made a vigorous opposition to concurrence in the amendments.

The House then adjourned.

SUNDRAM IN CRETE.

Mohammedans and Christians Massacred at Canea.

ROME, May 27.—An official dispatch from Canea, island of Crete, says that fresh disturbances occurred there on Tuesday. The people are panic stricken and communication was interrupted with the adjacent villages. Whole families of Mussulmans and Christians are believed to have been killed. No further news has been received regarding the Turkish garrison of Vamos, which is besieged by the insurgents.

LONDON, May 27.—A dispatch from Canea, in the island of Crete, which the Times will publish tomorrow, says: All is at the insurgents attacked the British warship Hood on her arrival. The foreign consuls in the town are crowded with refugees, commanding can been heard in the streets of Kalyves, whither a force was dispatched to relieve the garrison but which encountered the insurgents, at Aviania. May 25.—The arrival of the British man-of-war at Canea, Crete, has cowed the Turks, and the town is again becoming calm. The Christians, however, are anxious at Retimo, and Mussulmans seek greater Hakalione. The funeral of Christians massacred at Canea, in the island of Crete, was conducted under protection of the British warship Hood. The relatives of the victims did not dare to follow their dead to the grave. Three thousand armed Cretans have arrived in the town to protect the Christian there.

The Bridge Disaster.

VICTORIA, B. C., May 26.—The total known death roll of Tuesday's bridge disaster now reaches 55. Of these thirty-three have been recovered and identified and three are still missing.

Will Not Perform Miracles But It Will Cure.

DR. MILES' RESTORATIVE NERVINE

Dr. Miles' Nervine Restores Health.....

For sale by all druggists.

(50 cents Man's Pants at great sacrifice. R. K. Thomas sale.

RECREATION DAY EXCURSION!

Rio Grande Western Railway.

For the annual convention of the Young Men' and Young Ladies' Mutual Improvement Association at Salt Lake City, June 2 to 5 inclusive, the Rio Grande Western announces a rate of one single fare for the round trip to Salt Lake City from all points in the State. Tickets will be sold to Ogden, Bingham, Silver City, Mammoth, Eureka, Spanish Fork, Provo and all intermediate points on May 30, 31 and June 1, and to all other points in Utah on June 1 and 2.

Ask all tickets good until June 2nd.

JOHN PRESTON,
General Passenger Agent.

Just Published.

A new edition of my Pocket Hand-Book of Salt Lake City and Vicinity—Stylish, Truthful and Reliable—contains twenty pages of illustrations and forty-two of descriptive matter, mailed anywhere for 50 cents.

C. H. PAVAGE.

Go to the old reliable Gothe-Pitts Drug Co. for everything in the Drug line.

The street cars to Kaiser City, St. Louis and Atlantic seaboard, is via the Missouri Pacific Railway, from Pueblo. Through sleeping and chair cars, and all conveniences made in Union depots in the Kansas cities. If you are going East and care for a daylight ride through the grandest scenery of the Rocky Mountains an route, see that your tickets read via Missouri Pacific Railway. Elegant chair cars positively free to holders of regular train tickets.

H. H. KOONS, C. F. & P. A.,
21 Main Block, Salt Lake City.

Try J. G. McDunnie's new kraekerjacks. The more you eat the more you want. For sale everywhere.

Keep your boots and other valuables, including jewelry, safe from fire in our Safety Deposit Vaults. Rates reasonable. Utah Savings and Trust Co. Rent is the cheapest price, on a few safes left. Ladies specially invited to call and see vaults.

Gothe-Pitts Drug Co. are noted for the best Medicines and lowest prices.

It costs no more for good work. Send your laundry to the Empire, 21 Commercial St. Tel. 34.

RETIRING FROM BUSINESS.

The entire line of my New and Splendid Stock of Millinery must be sold, regardless of cost.

MRS. M. J. BURROWS,
32 Main Street.

Removal.

A. T. Moss, the ticket broker has removed into his new office, 157 south Main street.

Take all your Prescriptions to the old reliable Gothe Pitts Drug Co.

Utah Commercial and Savings Bank, 54 East, First South.

General banking business; pays 5 per cent on deposits. F. Armstrong, Pres., P. W. Madsen, vice-pres., J. E. Jennings, cashier.

B. B. Jeremy has moved his tailor shop from 257 Main street to 37 Main street, where he has fitted elegant quarters to suit the most fastidious. Good service and courteous treatment.

Perfect Wisdom

Would give us perfect health. Because we know women are perfectly wise, they must take medicine to keep themselves perfectly healthy. Pure, rich blood is the basis of good health. Hood's Sarsaparilla is the One True Blood Purifier. It gives good health because it builds upon the true foundation—pure blood.

Hood's Pills are purely vegetable, perfectly harmless, always reliable and beneficial.

ONLY $1.50. DECORATION DAY

To Ogden and Return via Union Pacific.

On account of Bicycle races and Gun Club meet, the Union Pacific will sell round trip tickets to Ogden, Decoration Day at $1.50, good returning May 31st. Trains leave at 7:00, 9:00 and 4:00 and 7:00 p.m. Four trains returning.

Wheel Races.

As Decoration Day draws near, the interest in the Great Bicycle Road Race becomes greater. The cars are filling very fast and anyone wishing to see one of the best races ever run should go. Take the observation train which leaves the Hot Springs Depot at 9:45 a. m. Fare Round Trip, 50 cents.

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

CASH CAPITAL, - - $100,000
CASH SURPLUS, - - $200,000

Zion's Savings Bank & TRUST CO.

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

Established 1873. Incorporated 1889.

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

Open for deposits Saturday night until 8 o'clock.

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STATE BANK OF UTAH,

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

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In all its Branches.

Accounts Solicited—Large and Small.

SPECIAL ATTENTION GIVEN TO COUNTRY TRADE.

COMMERCIAL NATIONAL BANK,

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GENERAL BANKING BUSINESS

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And Pays Interest on Deposits. Desires your account.

WELLS, FARGO & CO.'S BANK,

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Rates and Exchange, cable 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 sale of Gold Dust. Assay Office and Bullion Refinery at usual rates.

Particular attention given to collections throughout Utah, Idaho, and adjoining territories. Address assayer.

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A GENERAL BANKING BUSINESS TRANSACTED.

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150 MAIN STREET.

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

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

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H. G. Tomes, Cashier.

SAFE DEPOSIT BOXES FOR RENT

THE RIO GRANDE GREAT SALT LAKE ROUTE WESTERN RAILWAY

STANDARD GUAGE.

CURRENT TIME TABLE. Effective April 26, 1896.

Leave Salt Lake City.

No. 1—For Montana Express, mixed ..... 7.00 a. m.
No. 3—For Provo, Grand Junction and points east ..... 7.40 a. m.
No. 5—For Ogden and intermediates ..... 4.30 p. m.
No. 7—For Ogden, Montana, Mexico and Kansas City ..... 7.00 p. m.
No. 9—For Ogden, Denver, Pueblo, Kansas City and points east ..... 7.00 p. m.
No. 11—For Ogden and points north ..... 10.30 a. m.

Arrive Salt Lake City.

No. 2—From Montana Express, mixed ..... 1.00 p. m.
No. 4—From Provo, Grand Junction and points east ..... 10.30 a. m.
No. 6—From Ogden and intermediates ..... 10.00 a. m.
No. 8—From Ogden, Montana, Mexico, Kansas City and points east ..... 3.00 p. m.
No. 10—From Ogden, Denver, Pueblo, Kansas City and points east ..... 3.00 p. m.
No. 12—From Ogden and points north ..... 4.30 p. m.

Daily. Sundays only. Mondays only. Saturdays only.

Pullman Palace Sleepers, Dining Cars, Parlor and Tourist Cars on Denver and Rio Grande Trains. Tickets and information at Union Pacific Ticket Office, 201 Main Street, and Salt Lake City Ticket Office, 1 Commercial Block.

Through tickets to Pacific coast points without change, to Kansas City, Chicago and points east. Tickets reading via Salt Lake to Denver.

Ticket Office, 15 W. 2nd South.

D. S. SPENCER, Gen. Manager.
H. D. MARCUS, Traffic Manager.
E. A. WADLEIGH, Gen. Pass'r Agt.

CHICAGO, ST. LOUIS and EAST.

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

You leave Ogden, at 7:00 p.m. Monday or Tuesday, and arrive Kansas City, Chicago and points East, Thursday or Friday of the same week. Tickets to all points East, and information concerning the same, may be had on application at the office of the SANTA FE ROUTE, in the Dooly building, Salt Lake City, or at the Depot, Ogden. Pullman Sleepers and Dining Cars are attached to all first class trains on the Santa Fe Route. Some one has said no wonder that the track of the ATCHISON, TOPEKA & SANTA FE railroad was in such perfect condition the big incoming run of the Knights Templar, the New York Central could be explained if not excused, by the magnificent trains.

GEO. E. GILMAN
General Agent Passenger Department,
10 West Second South Street, Salt Lake City, Utah.

Great S. L. & Hot Springs Ry.

Time table in effect May 26th, 1896. Daily except Sunday.

Leave Salt Lake.	Arr. Prov.	Lve. Prov.	Arrive Salt Lake.
6.30 a.m.	7.30 a.m.	7.40 a.m.	8.40 a.m.
8.30 a.m.	9.30 a.m.	9.40 a.m.	10.40 a.m.
10.30 a.m.	11.30 a.m.	11.40 a.m.	12.40 p.m.
1.00 p.m.	2.00 p.m.	2.10 p.m.	3.10 p.m.
4.00 p.m.	5.00 p.m.	5.10 p.m.	6.10 p.m.
6.00 p.m.	7.00 p.m.	7.10 p.m.	8.10 p.m.
7.00 p.m.	8.00 p.m.	8.10 p.m.	9.10 p.m.

SUNDAY TRAINS.

Leave Salt Lake.	Arr. Prov.	Lve. Prov.	Arrive Salt Lake.
7.30 a.m.	8.30 a.m.	8.40 a.m.	9.40 a.m.
9.30 a.m.	10.30 a.m.	10.40 a.m.	11.40 a.m.
11.30 a.m.	12.30 p.m.	12.40 p.m.	1.40 p.m.
3.00 p.m.	4.00 p.m.	4.10 p.m.	5.10 p.m.
5.00 p.m.	6.00 p.m.	6.10 p.m.	7.10 p.m.
7.00 p.m.	8.00 p.m.	8.10 p.m.	9.10 p.m.

Direct Trains West and South Provo to Junction.

J. A. MULLIGAN,
Gen. Manager.

UNION PACIFIC SYSTEM.

UNION PACIFIC OVERLAND ROUTE WORLD'S PICTORIAL LINE

The only through sleeping cars and through Pullman sleepers to Chicago and St. Louis without change.

NEW TIME CARD, IN EFFECT MAY 10, 1896

Trains leave and arrive at Salt Lake City, daily, as follows:

DEPART

7.00 a.m. Overland Express for Ogden, Omaha, Chicago, Kansas City, St. Louis, Ogden and Park City.

7.00 p.m. Local express for Ogden and intermediate points.

7.00 p.m. Fast express for Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis, Butte, Portland, San Francisco.

7.00 p.m. Fast express for Denver, Omaha, Chicago, Kansas City, St. Louis, Butte, Portland, San Francisco.

7.00 a.m. Local express for Ogden and intermediate points.

ARRIVE

7.00 a.m. Local express from Ogden.

7.00 a.m. Fast express from Chicago, Omaha, Denver, Kansas City, St. Louis, Butte, Portland, San Francisco.

7.00 p.m. Overland Express for Ogden, Omaha, Chicago, Kansas City, St. Louis, Butte, Portland, San Francisco.

7.00 p.m. Fast express from Ogden, Denver, Kansas City, St. Louis, Butte, Portland, San Francisco.

Daily except Sunday. Daily except Saturday. Daily except Monday.

Trains leave Park City for Salt Lake City, daily except Sunday, 8.00 a.m. and 5.00 p.m.

Trains leave Park City for Ogden, daily except Sunday, 8.00 a.m.

Trains arrive at Salt Lake City from Park City, daily except Sunday, 10.30 a.m. and 7.00 p.m.

Trains arrive at Ogden from Park City, daily except Sunday, 10.30 a.m.

Trains leave Ogden for Park City, daily except Sunday, 8.00 a.m.

Trains leave Ogden for Salt Lake City, daily except Sunday, 7.00 a.m. and 7.00 p.m.

Trains leave Ogden for Salt Lake City, daily except Sunday, 7.00 a