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HORRIBLE, MOST HORRIBLE!

Details of the Accident Reported Yesterday on the T., P. & W. Railway.

THE SUPPOSITION IS THAT IT WAS A DELIBERATE CASE OF WRECKING.

Human Fiends Ransacking Bodies and Carrying off Valuables.

HEROIC WORK BY PASSENGERS, EMPLOYES OF THE COMPANY AND THOSE NEAR.

Over 100 Souls Hurled into Eternity and a Ghastly List of Wounded.

THE FLAMES OF THE BURNING TRAIN SUBDUED WITH HAND-DUG DIRT.

The Capstone of the Railway Horrors—All Others Eclipsed.

By Telegraph to the NEWS.]

PEORIA, August 11.—It was a wild throng which surrounded the union depot in Peoria this morning. The news of the wreck of the Niagara excursion train of fifteen coaches and two engines had spread like wildfire. There were 400 excursionists from Peoria, Canton, Eureka and other places. Many well known and highly respected throughout Central Illinois were aboard. All sorts of rumors were floating around and the number of killed were variously estimated at from 6 to 100. At all stations along the line large crowds had gathered to hear the latest from Peoria. Some wild rumors prevailed, but nothing of an authentic nature could be learned. When the relief train reached its destination the sad and

GHASTLY SIGHT

was brought to view. Ten coaches had either gone through the bridge or were piled up in promiscuous heaps crosswise and lengthwise of the track. The shrieks and groans of the wounded and dying could be heard. The bridge through which the cars went was a small one. It had been on fire, which was the cause of its breaking. So far over seventy bodies have been recovered. No one has been taken from under the cars and not even a sound can be heard from them. It is feared all are dead. The wounded so far number 150. The following are

KILLED:

Ed. McClintock, Peoria, engineer, aged 38. He leaves a wife and two children.

The son of Ezra Meek aged 20, of Eureka, Mississippi.

May Laws, of Eureka.

Arthur McCarthy, of Eureka.

Jas. Blair, of Eureka.

Mrs. Dr. Ducat, of Forest; baby safe.

Wife of traveling man of Kankakee. Godel, father and son.

Bell Stevenson and two daughters.

Captain Dahlke, Mrs. James Deal, Mrs. Wm. Allen, Mrs. Wm. Ball, Susie Ball, Miss Pearl Adams, Wm. Regan, Mr. French, Phena Fann, Mrs. Valentine, Mrs. Valdezo and daughter, Mrs. Zimmerman, Fred Weinnet and daughter Pearl, of Peoria; Mrs. Kate Cross, of Washington. Cora Smith, of Peoria, was fatally injured.

ALL THE BODIES

were recovered. They are at Chatsworth and Piper City. Everything is in the wildest confusion and many are mangled beyond recognition.

Dr. Hazer, of Fort Madison, Iowa, says the train was running about thirty miles per hour. He felt a sudden jar and found himself and wife fastened under the seats. He pulled the backs off of two seats before he could get his wife out. She was bruised on the body and her feet were mashed. His shoulder was dislocated and had to be pulled into place. As soon as he could get out of the wreck he began helping others, and pulled his shoulder out of place again and had to have it put in place a second time. There were nine persons in his party and he can only hear of three of them yet. He says he saw Mr. E. D. Stoddard hand his boy out to a lady, while he crawled back to get his wife, who

WAS KILLED.

CHICAGO, August 11.—The Chicago *Times'* special from Forest says: All the railway horrors in the history of this country were surpassed three miles east of Chatsworth last night, when an excursion train on the T. P. & W. R'y dropped through a burning bridge, and over a hundred people were killed, and four times that number were more or less wounded. The train was composed of six sleepers, six coaches and chair cars and three baggage cars. It was carrying 900 passengers, all excursionists, and was bound for Niagara Falls. The train had been made up all along the line of the T., P. & W. Railroad, and the excursionists hailed from various points in Central Illinois, the bulk, however, coming

FROM PEORIA.

Some of the passengers came from Canton, El Paso, Washington, and, in fact, stations all along the line. Some were from as far west as Burlington and Keokuk, Iowa. A special and cheap rate had been made for the excursion and all sorts of people took advantage of it. When the train drew out of Peoria at 8 o'clock last evening, it was loaded to its utmost capacity. Every berth in six sleepers was taken and the day cars carried sixty people each. The train was so heavy that two engines were hitched to it and when it passed this place it was an hour and a half behind time. Chatsworth, the next station from here, is six miles off and the run there was made in seven minutes, so the terrible momentum of those

FIFTEEN COACHES

and two heavy engines shooting through space at the rate of a mile a minute can be understood. No stop was made at Chatsworth and on, on the heavy train with its living freight sped through the darkness of the night. Three miles east of Chatsworth is a little slough, and here the railroad track crossed a dry run about ten feet deep and fifteen wide. Over this was stretched an ordinary wooden trestle bridge and as the train came thundering down on it what was the horror of the engineer on the front engine when he saw the bridge was on fire. Right before his eyes leaped the bright flames and the next instant he was among them. There was no chance to stop. Had there been a warning it would have

TAKEN A MILE

to stop that on-rushing mass of wood, iron and human lives and the train was within 100 yards of the red-tongued messenger of death, before they flashed their final signals into the engineer's face. But he passed over in safety, the first engine keeping the rails as it went over. The bridge fell beneath it and it could only have been the terrific speed of the train which saved the lives of the engineer and his fireman, but the next engine went down and instantly the deed of death was done. Car crashed into car, coached piled one on top of another and in the twinkling of an eye nearly one hundred people found an instant death and fifty more were so hurt that they could not live. As for

THE WOUNDED

they were everywhere. Only the sleeping coaches escaped, and as the startled and half-dressed passengers came tumbling out of them they found such a scene of death as is rarely witnessed and such work to do that it seemed as if human hands were utterly incapable. It lacked five minutes of midnight. Down in the ditch lay the second engine, Engineer McClintock, the engineer, dead, and the fireman, Applegate, badly injured. On top were piled the three baggage cars, like a child's card house after it had been swept by one hand. Then came the six day-coaches. They were telescoped as cars never were before, and three of them were pressed into just space enough for one. The second car had mounted off its trucks,

CRASHED THROUGH

the car ahead of it, crushing the woodwork aside like tinder and lay there resting on top of the seats, while every passenger in the front car was lying dead and dying underneath and out of that car; but four people came out alive. On top of the second day car lay the third.

Although the latter did not cover its bearer as completely as the car beneath, its bottom was smeared with the blood of its victims. The other three cars were not so badly crushed, but they were broken and bursted in every conceivable way, and every crushed timber and beam represented a crushed human frame or a broken bone. In an instant the air was filled with the cries of the wounded, the shrieks of those about to die, and the groans of the men and the screams of the women united to make an

APPALLING SOUND

and above all could be heard the agonizing shrieks of little children as in some intances they lay pinned alongside of their dead parents. There was another terrible danger yet to be met. The bridge was still burning, and the wrecked cars were laying around the fiercely glowing embers. Everywhere in the wreck were the wounded and hurt men, women and children, whose lives could be saved if they could be gotten out, but whose death, and death in a most horrible form, was certain if the twisted wood of the broken cars caught fire, and to fight the fire there was not a drop of water and only some fifty able bodied men who had still presence of mind and nerve to do their duty. The only light was the light of the burning bridge and with so much of its aid the fifty men went to work to subdue. For four long hours they

FOUGHT LIKE FIENDS,

and for four hours the victory hung in the balance. Earth was the only weapon with which the fire could be fought, and the attempt was made to smother it out. There was no pick or shovel to dig it up; no baskets or barrows to carry it, and so the men desperately dug their fingers down into the earth, which a long drouth had baked almost as hard as stone, and heaped the precious handfulls, thus hardly won, upon the encroaching flames, and with this earthwork, built handful by handful, kept back the fire.

While this was going on other brave men crept underneath the wrecked cars beneath the fire, and with wooden bars helped to save many

PRECIOUS LIVES.

With a piece of board and sometimes with thier hands they beat back the flames as they flashed up alongside of some unfortunate wretch who, pinned down by a beam, looked as if his death by fire was certain. While the fight was thus going on their ears were filled with the groans of the dying men, the anguished entreaties of those whose death seemed certain unless the terrible blaze could be extinguished. The cries of those too badly hurt to care in what manner the end was brought about, so only it should be quickly, was awful. The workers dug up the earth with their hands, reckless of the blood streaming out from broken finger nails, and heaped it up in little mounds, while all the while came the heartrending cry: "For God's sake don't let us

BURN TO DEATH."

But finally the victory was won and the fire was put out. After four hours of endeavors, and as its last sparks died away, a light came up in the east to take their place, and down it came upon a scene of horror. While the fight had been going on, men had been dying, and there were not so many wounded to take out of the wreck as there had been four hours before. But in the meantime the country had been aroused. Help had come from Chatsworth, Forrest and Piper City. As the dead were laid reverently alongside of each other in the cornfields, there were ready hands to take them into Chatsworth, while some of the wounded were carried to Piper City. One

HUNDRED AND EIGHTEEN

was the awful call of the dead, while the wounded number four times that number. The full tale of the dead cannot, however, be told yet for days.

There was an incident in the affair which was not only remarkable, but shows how terribly those six coaches were jammed and smashed. When the accident occurred, Y. Mooney of Peoria, and Conductor Stillwell who was in charge of the train, were three cars from each other. Mooney was in the second and Stillwell in the fifth. The next instant they found themselves in each other's arms, the car in which the conductor was riding having been carried over the two in front and dropped on top of the one which Mooney was in. The strangest part was neither of them was hurt. The most

HORRIBLE DEATH

was that of the engineer of the second engine. The first engine, which Engineer Sutherland was driving, passed over the burning bridge in safety, but it was under its weight that the half-consumed bridge gave way, and the tender dropped back into the dry slough. Sutherland's engine kept the rails and ran into safety, such was the awful speed of the ill-fated train. McClintock's engine plunged into the black hole, and as the tender mounted on top of the cab it caught McClintock on the neck and cut his head clean off from his shoulders. The trunk was found underneath the engine, but the head could not be found and the presumption is that it was

GROUND TO ATOMS

between the horrible millstones and the tender. There have been many guesses as to the origin of the fire which weakened the bridge and caused the accident, but so far they are nothing but guesses. The news of the disaster was brought to Chatsworth by one of the passengers about midnight and the inhabitants aroused. Buggies, wagons and every kind of vehicle were used to reach the fatal spot. As fast as the corpses were taken from the wreck they were laid on the side of the track. Before daylight the work of recovering the dead and removing them to Chatsworth began. The residents of the town threw open their houses for the reception of the dead and wounded, but the former were taken to the

IMPROVISED MORGUE.

Friends and relatives of the dead came to Chatsworth with the remains. The scenes in the different places where the bodies lay was most heartrending and distressing. As the day passed, bodies were continually brought in from the wreck, the majority of them being mangled in the most frightful manner, and many of them having their faces entirely torn away, leaving their brains exposed, while their jaws, fingers and legs were torn off.

About five o'clock one of the *Times'* staff was driven out to the wreck. The driveway led along the left of the railway, and to the south of the road was an old-fashioned osage orange hedge. The road was very muddy and full of chuck holes. A

STREAM OF HUMANITY

was pouring in from the wreck, and some had checks in their hands and carried valises. They were evidently passengers on the ill-fated train. Country boys and girls came along swinging hands, and talking in low tones about the terrible disaster. A photographer dragged his limbs along the track. He was carrying a camera and a lot of negatives. The road-bed was almost level, just a little grade running up to the wreck at a rise of 10 or 18 feet to the mile. About 2½ or 3 miles from the town was the debris of the wreck. The sleeping car "Times" was at the end of the train. It was jacked in the air supported by the trestles. The front end of the car was directly over the place where the bridge stood. To the right lay a coach all broken to

KINDLING WOOD

and directly on the road was piled up what was left of six or seven coaches turned bottom side up and broken beyond recognition. Across the track in front of the pile of debris was a coach laying crossways way up at a height of 10 feet in the air. Beyond were the two tenders and one engine. One tender was to the left of the track, the other to the right. They were turned bottom side up and rent asunder. The engine was scarcely recognizable. On the side of the cab was the ill-starred number 13 and a big pane of glass marked 13. Along the hedges there were valises, shoes, boots, hats and all manner of articles of wearing apparel, lanterns and seats from the cars. It was an

AWFUL SIGHT.

Hats of men and women broken and smeared with blood, coats reeking with gore, and ladies' underwear smeared with life blood. It was plain to be seen from the looks of the baggage that the travelers were well-to-do.

"It was simply horrible," said Mr. E. A. Van Sandt, of Peoria, to the reporter for the *Times*, "No words of mine can describe the awfulness of the scene. I was in the rear sleeper, and so was in no danger, as no one in the six sleepers was more than shaken up. But even then we got a bad shock. I felt three distinct bumps and then rushed out of the car and ran forward to the wreck. There the scene was horrible. The only light was the flames of the burning bridge."

There was one incident of the accident which stood out

FAR MORE HORRIBLE

than all the horrible scenes. In the coach was a man, his wife and little child. His name could not be learned to-day, but it is said he got on at Peoria. When the accident occurres the entire family of three were caught and held down by broken woodwork. Finally, when relief came, the man turned to the friendly aid and said feelingly: "Take out my wife first. I am afraid the child is dead." They carried out the mother, and as a broken seat was taken off her crushed breast the blood which welled from her lips told how badly she was hurt. They carried the child, a fair-haired girl of three, and laid her in the corn field dead, alongside her

DYING MOTHER.

Then they went back for the father and brought him out. Both his legs were broken, but he crawled through the corn to the side of his wife, and feeling the loved features in the darkness, pressed some brandy to her lips and asked her how she felt. A feeble groan was the only answer and the next instant she died. The man felt the forms of his dead wife and child, and cried out, "My God, there is nothing more for me to live for," and taking a pistol out of his pocket pulled the trigger. The bullet went squarely through his brain, and the three dead bodies of the little family are now lying side by side in Chatsworth waiting to be identified.

THE TOWN

of Chatsworth was turned into a morgue, the town hall, the engine house and the depot were all full of dead bodies, while every house in the little village had its full quota of the wounded. There were over one hundred corpses lying in the extemporized dead houses. Every man, woman and child turned into an amateur but zealous nurse. Over in the lumber yard the noise of the hammers and saws rang out in the air, and the busy carpenters were making rough coffins to carry to their homes the dead bodies of the excursionists who, a few hours before, had left their homes full of pleasureable expectations of enjoyment they were going to have during the vacation which had begun.

WHEN THE NEWS

of the disaster was first flashed over the wires, prompt aid was sent. Dr. Steele, chief surgeon of the T., P. & W. Railway, had come on at once in a special train, and with him two other surgeons and their assistants. From Peoria also came Drs. Martin, Baker, Flagroe and Johnson. From every city whence the unfortunate excursionists had come, their physicians and friends hurried on to help them. Peoria had also delegations of the Redmen and Ancient Order of United Workmen, numbers of both societies being on the ill-fated train. Soon after 8 o'clock in the morning, there were plenty of people to do the work that needed prompt attention. In the Town Hall was the

MAIN HOSPITAL,

and in it anxious and sorrowful relatives were soothing the suffering and querying the attending surgeons as they bound up the wounds and insisting that there must be hope. Down in the dead house, mothers, brothers, sisters, wives and children tearfully inspected each face as it was uncovered, and sighed as the features were unknown, or cried out in anguish when the well known face, fearfully mangled yet clearly recognizable, was uncovered.

The entire capacity of the village was taxed, and kind-hearted women drove in from miles to give their gentle administrations to the sufferers.

No sooner had the wreck occurred than a

SCENE OF ROBBERY

commenced. Some band of unspeakable miscreants, heartless and with criminal instincts, was on hand, like the guerillas who throng a battlefield the night after the conflict, to filch from the dead the money which they saved from their meagre pay, stealing even the bronze medals and robbing from the children of the heroes the emblems of their father's bravery. So last night did these human hyenas plunder the dead and took even the shoes which covered their feet. Who these wretches are is not now known. Whether they were a band of pickpockets who accompanied the train or some robbery gang who were lurking in the vicinity cannot be said. The

HORRIBLE SUSPICION,

however, exists that the accident was deliberately planned case of train wrecking; that the bridge was set on fire by the miscreants who hoped to seize the opportunity offered, and the fact that the bridge was so far consumed when the train came along, and the added fact that the train was an hour and a half late, are pointed out as evidences of a conspiracy. It seems hardly possible that men could be so lost to all ordinary feeling which animates the breast of the human race, but still men who will rob dead men, who will steal from the dying, who will plunder the wounded held down by the broken beams of a wrecked car, and whose death by fire seemed imminent, can do most anything which is base, and that is what these

FIENDS IN HUMAN FORM

did. They went into the cars when the fire was burning fiercely underneath, and when the poor wretches who were pinned there begged them for God's sake to help them out, stripped them of their watches and jewelry and searched their pockets. When the dead bodies were laid out in the corn fields these hyenas turned them over in their search for valuables, and that the plunder was done by an organized gang was proved by the fact that this morning sixteen purses, all empty, were found in a heap. It was a ghastly plundering. Had the plunderers been caught this afternoon they would surely have been lynched.

LIST OF THE DEAD.

CHATSWORTH, August 11.—The list of the dead:

R. E. Stocker, Peoria.

Miss Stevens and father and Miss Regan, of Binghampton, N.Y.

Wm Craig, Cuba, Illinois.

Henry Hicken, Pekin, Illinois.

Noah Avermore, Canton, Illinois.

Miss Smith, Metamora, Illinois.

George A. Smith, Peoria.

Mrs. Zimmerman, Peoria.

Rose and Maggie Murphy and mother, Peoria.

Miss Maggie Matrow, Peoria.

Miss Neal, Mossvile, Illinois.

Emeline Carruthers, Evansville, Illinois.

Jessie Meak, Eureka, Illinois.

Mr. Sherman, Brimfield, Illinois.

May Laws.

Mr. McClintock, engineer, Peoria.

Elizabeth Cress, Washington, Ills.

Mrs. E. S. Stoddard, West Point, Iowa.

Mrs. Pearl Adams, Peoria.

Pearl French, Peoria.

W. A. Potter, Bushnell, Ills.

Mrs. J. M. Clay, Eureka, Ills.

J. D. Richards.

Mrs. Breeze, Peoria.

W. Gereretsen, Peoria.

Mr. Trovillo, Peoria.

E. F. Adams, Fairburg.

W. H. Loft, Ellwood, Ills.

Adie Webster, Peoria.

Mrs. Wm. Allen, Peoria.

Mr. W. Gallojo, Peoria.

Mrs. H. B. McClure and daughter, Peoria.

Mrs. Miller, Peoria.

Mr. Wright, Peoria.

Mrs. James Dale, Peoria.

Mr. F. B. Wyatt, Peoria.

Mr. E. Goodell and son.

Dr. Wm. Collins, Galesburg, Ills.

J. B. Ady.

J. S. Keeler, Breed's Station, Ills.

Mr. John Murphy, Peoria.

Henry Sigelson, Keokuk, Iowa.

Oney Spath, Green Valley, Ills.

John A. Moore, Jacksonville.

J. D. McFadden, Peoria.

Capt. Anthea Martin, Bloomington.

J. H. Green, Breed's Station

And about twenty dead at Piper City.

ANOTHER ACCOUNT.

PEORIA, Aug. 11.—Several thousand people were at the depot this afternoon when the train arrived bearing the first of the wounded from Chatsworth. The crowd was so large and so eager to obtain a view that it was very difficult to control it. Accounts of the terrible disaster were obtained from several passengers on the train. Mr. J. M. Tenery was in the first sleeper, and said: "I felt three distinct shocks and then a grinding sound, and on looking out of the car, saw the one directly over the fire, which was slowly blazing on the stringers of the bridge. I got out in safety, and the scene presented to the eye and ear was one I wish I could

FOREVER EFFACE

from my memory, but I know I cannot. The shrieks of the dying and the faces of the dead will always stay with me. To add to the horror it was pitch dark, save for the light of the fire under the sleeper which lighted the faces of those about, only to make their fear and anguish visible. On the mouths of most of the corpses that could be seen there was foam, which showed that they died in agony. At last we secured some feeble lights, but the wind blew them out, and about 2 o'clock the rain poured in torrents upon the unprotected and dying in the hedges and corn fields adjacent. Our efforts were devoted between trying to put out the fire and rescuing the dying, whose cries for help were

HEARTRENDING

indeed. One poor fellow whose legs were crushed beneath the timbers, cried out in his agony, "Relief, or I will kill myself!" which in a short time he did by shooting himself with a revolver which he took from his pocket. Mothers ran wildly while crying for lost children and wives for husbands. Strong men were weeping copious tears over the forms of their beloved wives. Prayers and entreaties and groans filled the air until daylight, when relief parties got to work and removed the dead and wounded from the scene.

C. Fairath, who was one of the fortunate ones occupying a berth, was one of the first to begin assisting the injured. He says the

FIRST WORK

to be done was the quenching of the flames, which immediately began to devour all the coaches, all of which were filled with the dead and dying.

Mr. Fairath, on passing one of the coaches, was requested for "God's sake take my child," a babe, which he immediately did, and leaving it in as safe a place as could be found, went into the car and found the mother, Mrs. Neal, of Mossville, just dead. The scene in the cars was beyond description. One young child was found fastened near the roof of the car, its head down, where in the jar and concussion it had been thrown and was dead when taken down. Others were found in all conceivable shapes thrown off their seats and piled in the end of the cars

BLEEDING FROM GASHES

in the faces, arms or other portions of the body.

Wm. Ellis, one of the badly injured, says he was thrown four or five seats forward and stunned, and when he recovered himself found others lying on him. His watch was smashed in and stopped at 12:15. He is of the opinion that the bridge was set on fire by loungers around there, whose motive was to plunder the dead, as he saw some suspicious looking fellows taking rings from the fingers and money and valuables from the pockets of others not able to resist.

DENVER AND

Rio Grande Western

RAILWAY.

THE POPULAR

PASSENGER ROUTE

BETWEEN THE

EAST AND WEST!

THE ONLY LINE

— BETWEEN —

OGDEN, SALT LAKE AND DENVER,

WITHOUT CHANGE OF CARS.

PULLMAN BUFFET

— AND —

SLEEPING CARS

On all Through Passenger Trains.

The Only Line from Salt Lake City running SLEEPING CARS FREE for the use of Passengers holding Second-class and Emigrant Tickets.

THE ATLANTIC EXPRESS

Leaves Ogden Daily at 9:40 a.m.; Leaves Salt Lake City Daily at 11:15 a.m. Direct connection is made at Pueblo and Denver or Omaha, Kansas City and all points East.

THE PACIFIC EXPRESS

Arrives at Salt Lake City from the East at 4:35 p.m., and leaves for Ogden at 4:40 p.m, arrives at 6 p.m., making connection with the Central Pacific for the West.

LOCAL TRAINS

Leave Salt Lake City for Bingham and Alta at 7.30 a. m., for Ogden, 8.15 a. m. and 4.40 p. m., for Springville, 6.30 p. m.

Arrive at Salt Lake City from Bingham and Alta, 4.25 p. m., from Ogden, 11.05 a. m. and 6.30 p. m., from Springville, 8.15 a. m.

Tickets for all points East and West can be purchased at the Depot Office and City Ticket Office, White House corner, Salt Lake City.

W. H. RANCROFT, D. C. DODGE, J. H. BENNETT
Gen. Supt. Gen. Passgr. Gen. Pass. Agt.

Utah Central Railway.

NEW TIME CARD, APRIL 1, 1887.

PASSENGER TRAINS LEAVE SALT LAKE DAILY AS FOLLOWS:

Going North.			Going South.	
Atlantic Express at	6.00 a.m.	Juab	Express at	7.20 a.m.
Park City Express	4.00 p.m.	Milford	"	4.00 " m.

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.			From South.	
Pacific Express at	7.30 p.m.	Juab	Express at	6.40 p.m
Park City Express	11.25 a.m.	Milford	"	10.30 a.m.

FRANCIS COPE, General Freight and Passenger Agt. JOHN SHARP, General Superintendent.

TAYLOR, ROMNEY, ARMSTRONG CO.

INCORPORATED.

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Bargains!

GREAT CLEARANCE SALE

— OF —

Spring and Summer Goods!

WE MEAN WHAT WE SAY,

PRICES CUT IN HALF.

Lawns at 4, 5, 6, 7 and 8 cts. per yard.

Dress Gingham, at 8, 10 and 12½ cts. per yard.

Crinkled Seersuckers, at 8, 10 and 12½ cts. per yard

Parasols, at 40, 50, 75, $1.00 and $1.50 each.

Straw Hats, at 15, 20 and 25 cts. each.

Feather Tips, at 60, 75 and $1.00 per bunch.

Nun's Veiling, at 20 and 25 cts. per yard.

Stand Covers and Table Scarfs, at cost.

Linen Damask Towels, at 8, 10 and 12 cts. each.

Dress Prints (Best Grade), at 6½ and 7½ cts. per yard

Silk Mitts and Gloves, at actual cost.

Corsets, at 50, 70, $1.00 and $1.25 per pair.

Ladies' and Childs' Hose, at cost,

And many other Bargains in every Department.

C. M. DONELSON & CO.

Bargains!

COHN BROS.

Clearance Sale at an Enormous Sacrifice

On account of Altering and Building Addition to our Store.

On FRIDAY, JULY 1st, AND FOLLOWING DAYS.

OUR ENTIRE STOCK OF HIGH COST

Ladies' Underwear at a Great Loss!

Finest Grades Embroidery and Lace Trimmed Chemese at $1.15, 1.25, 1.50, 1.75, 2.50, reduced from $1.50, 1.75, 2.25, 2.50 and 3.50.

Drawers at $1.10, 1.25, 1.50, 1.75 and 2.25, reduced from $1.50, 1.75, 2.25, 2.50 and 3.25.

Night Gowns at $1.50, 1.75 and 2.00, reduced from $2.25, 2.50 and 3.50.

Skirts at $1.25, 1.40, 1.65, 1.75 and 2.40, reduced from $1.75, 2.00, 2.25, 2.50 and 3.50.

500 Yards Sea Side Bunting, in Cream, Black and a variety of colors, at 5c. Just the thing for July and August dresses.

2000 Yards of High Priced Muslin, Mid-summer Dress Fabrics, in a variety of styles and in Cream, Tan, Cardinal and Black, at 15c., reduced from 30, 40 and 50c.

Our entire stock of Novelties, in best Scotch Zephyrs, at 40c., reduced from 60 and 65c.

30 Pieces Fashionable Summer Dress Goods at 12½c, worth 25c.

50 Pieces Best Styles and Quality Crinkley Seersuckers at 12½c, worth 20c

300 Pieces Best Makes and Choicest Styles Dress Prints, 16 yards for $1.00.

25 Pieces Lace Bunting in Cream, Cardinal, Light Blue and Pink, 12 yards for 85c.

100 Dozen Ladies' Jersey Lisle Gloves, in best Tan Shades and Slate, at 25c worth 50c.

We offer our Entire Stock of Colored Embroideries at HALF PRICE!

50 Dozen Corsets, embracing Six Styles, which we have been selling from $1.00 to 1.50, are now offered for 50c, as the space they occupy is to be torn down.

We also offer about 40 SATIN CORSETS at $2.00, reduced from $5.00.

COHN BROS.