

ed it as inoperative. The report is accompanied by a bill declaring that Colorado, having complied with the provisions of the enabling act, is admitted into the Union as a State. Some enquiry is likely to be made as to what shall be done with Nevada, which was admitted in precisely the same manner as Colorado, and which, according to Hurd's theory, is not yet a State.

TALAHASSEE, 28.—The return of the majority of the canvassing board in answer to the writ of the Supreme Court, was filed at 2 p. m. to-day. It gives the same figures that were telegraphed last night, and arrives at the result by throwing out Clay County and the judge's return in Baker county.

Attorney General Cocke filed a protest, to-day, against the action of a majority of the board in regard to Clay and Baker counties.

NEW YORK, 29.—The *Evening Post*, replying to the letter of Wm. Grosvenor in yesterday's *Tribune*, says his reasoning defeats itself, and adds that if it has not been officially ascertained before the fifth of March whether there has been a choice of President by the people, the present Congress cannot decide, because it will have no existence, and the next Congress cannot take the matter in hand as unfinished business of the present Congress; for, according to the Constitution, whatever is done must be done by the present Congress; therefore, if no President shall have been declared by the fourth of March, will there not be a vacancy in the office?

BEAUFORT, S. C., 29.—By the burning of the cotton ship *Harry Mills*, two men were suffocated. A detachment from the United States naval vessel is endeavoring to save the ship. The loss will be heavy.

WASHINGTON, 29.—The Senate committee on privileges and elections commenced taking testimony, to-day, in the Oregon case.

NEW ORLEANS, 29.—The Senate committee was engaged this morning hearing rebutting testimony regarding Ouachita parish.

CLEVELAND, 29.—An accident is reported at Ashtabula, Ohio, on the Lake Shore road, by which seven coaches and all the baggage and express cars were burned, and about one out of every five persons killed, at 10 o'clock p. m. The scene of the accident is a few rods east of the depot. An iron bridge spans Ashtabula Creek, 75 feet above the water. On both sides are high banks. Snow has been falling almost constantly for the past 48 hours, and now a driving storm is raging, making it very difficult to get news from the wrecked and burning train.

Conductor Henn left Erie for Cleveland an hour late and neared the bridge at Ashtabula about eight o'clock. Very few particulars can be learned at this hour, but assurances are given that the citizens of Ashtabula, with a competent corps of physicians, are doing everything possible for the sufferers.

The storm has somewhat abated, but the weather is fast growing colder. It seems the falling train and bridge smashed the ice in the creek and those not killed by the fall or burned up by the burning cars, were held down by the wreck and drowned before they could be extricated. Many, too, will be, or have been frozen. All the large-hearted citizens of Ashtabula are at the wreck, and as many as can are working to rescue those already dead, while hundreds of strong arms stand ready to relieve those who become exhausted. The work goes on very slowly. At this time we are unable to learn the names of the killed, except the little babe of Mrs. Bradley. It is known that there were a large number of eastern people on the ill-fated train. It is said the coaches were all well filled. The express messenger for the American Express Co., is missing, and the local agent at Ashtabula fears he is among the killed.

10.35 p. m.—A special train with physicians, nurses, and everything for the comfort of the wounded at the wreck, left the Union depot at 10.30 o'clock. The weather is still growing colder at Ashtabula, and only four bodies so far have been taken from the debris. The night there is quite clear, and now that the snow has almost stopped makes it almost like day. Mary Fram, of Rochester, New York, was fatally injured. It is estimated that there were 175 passengers on the ill-fated train, at least one-third of these were burned to death or frozen.

The train was drawn by two engines; one engine remained on the

bridge, everything else went down. The engineer and fireman on the engine that went down were badly but not seriously injured. The work of removing the dead still goes on very slowly.

12.10.—No more bodies have been recovered. It is impossible to get the names of the killed; the list of the wounded will be swelled considerably. Public and private houses are thrown open to the wounded and destitute. As near as can be ascertained fifty-two wounded are reported. The fire is still burning. The train is known as the Pacific express.

2 a. m.—The special relief train arrived at the scene of the accident. There are now known to be seventy-five persons in the wreck; cannot learn if any are alive. It will be daylight before much can be done towards getting out the dead.

2.30 a. m.—The railroad men at the wreck give their opinion that not less than 100 perished. The names of the killed are not yet ascertained. Some of the wounded are reluctant to give their names. Reporters from this city say the scene baffles description.

The latest dispatch gives the number of wounded at sixty.

NEW ORLEANS, 29.—The Senate committee devoted the day in hearing the evidence rebutting Eliza Pinkston's testimony. Ten or twelve white and colored witnesses testified to her notoriously bad conduct, charging her with infanticide, prostitution and mendacity.

Chairman Howe said he had long since concluded that nothing Eliza Pinkston said was to be believed.

Saulsbury thought that those whom she accused should be allowed to contradict it.

Several witnesses testified that Alexander Brooks threatened to kill Pinkston for beating him.

The Senate sub-committee attempted to take Mrs. Pinkston's testimony, but found her laboring under such intense nervous excitement that they abandoned the attempt. Her landlady said a person this morning excited her by saying the people were coming from Ouachita to testify numerous things against her and about her children.

A number of witnesses were examined before some of the other committees, but their testimony elicited nothing new.

CLEVELAND, O., 30, 9 a. m.—The following is as complete a list of the names of the killed and wounded in the accident at Ashtabula as can at this hour be obtained. There are sixteen slightly injured, who are located in a village some distance from the wreck, the names of whom will be given as soon as possible:

P. Livermore, serious fracture of the leg; Alfred H. Barlow, injuries about the head and back; J. M. Marey, injured about the chest, head and back; F. J. Jackson, hurt in the back; Charles Ricker, hurt about the head; Andrew Gibson, hurt about the head, can be moved; Jas. Dran, hurt about the head and hip; Wm. Duraan, right leg and hip injured; Chas. N. Gage, killed; H. W. Shepherd, ankle fractured; Mr. Folsom, ankle fractured; Mrs. M. Bingham, compound fracture of the left limb; W. A. Vosburgh, bruised in the right loin; Mrs. W. H. Bradley, contusion of the left leg; Dr. C. A. Griswold, contusions about the head; A. Burnham, scalp wound; James A. Thompson, Oakland, California, ribs fractured, can be moved; Jas. A. Clincher, scalp wound; H. Tilden, contusion; Mrs. Judson Martin, contusion of the abdomen and dislocation of the shoulder; Mabel Arnold, bruised badly; Alex. Monroe, fracture of the leg; Walter S. Hakelton compound fracture of the leg; Mary Frame, badly burned; Walter Hayes, slightly injured; V. Nusbaum, fractured skull; Chas. Patterson, slight injury; T. C. Wright, injured about the back; T. W. Lobdell, injured in the side and small of the back; Mrs. Bingham's little girl injured about the eye slightly; Jno. J. Lalor, Chicago, injured about the eye, not serious; W. B. Sanderson, slight injuries; Mr. Judson Martin, injured in the chest; Mr. Martin's two children injured about the face, slight burns; Mrs. Lew, slight injuries; Mr. Hern, slightly injured; Robert Monroe, flesh wounds; Mrs. T. Davis, slight injuries; Wm. Vosburgh, brakeman, injured about the back; T. Osborne, scalp wound; H. D. Chaplin, scalp wound; A. Burnham, scalp wound; Mr. Swift, contusion of the spine; Mrs. Swift injured about the side; R. Austin, contusion about the limbs.

Of the 165 persons on the train, less than sixty are known to have been saved. The lost are so totally destroyed by fire that it is impossible to identify them, but a few burned stumps of limbs remain.

The following is the latest from the wreck at Ashtabula: The haggard dawn which drove the darkness out of this valley and shadow of death, seldom saw a ghastlier sight than was revealed with the coming of the morning. On either side of the ravine frowned the dark, bare arches from which the treacherous timbers had fallen, while at their base the great heaps of ruins covered the hundred women and children who had so suddenly been called to their death. There those charred bodies lay, where they had been placed in the hurry and confusion of the night; piles of iron lay on the thick ice or bedded in the shallow water of the stream; the fires smouldering in great heaps where many of the helpless victims had been all consumed, while men went about in wild excitement seeking some trace of a lost one among the wounded or dead. The list of saved and wounded being already sent, the sad task remains of discovering who may be among the dead. The latter task will be the most difficult of all. Among those who took this fatal leap all witnesses so far agree as to the main facts of the accident. Suddenly and without any warning the train plunged into the abyss, the forward locomotive alone getting across in safety. Almost instantly the lamps and stoves set fire to the cars, and many who were doubtless only stunned, and who might otherwise have been saved, fell victims to the fury of the flames.

The following has just been received from Ashtabula: General Superintendent Payne is here. He says there is no prospect at present of ascertaining the names of the killed and wounded. The railroad folks are doing what they can to get the names, but it will be late before anything will be known.

On the arrival of the Cleveland train the surgeon of the road organized a corps of assistants, and made a tour of the various hotels, where the wounded were attended to, such help being given to each as was possible. All that human skill could do to save life was done. The scenes among the wounded were as suggestive almost as the wreck in the valley; the two hotels nearest the station contained a majority of those. They were scattered about on temporary beds on the floors of the dining rooms, parlors and offices. Toward morning the cold increased and the wind blew a fearful gale, and with the snow which had drifted waist deep at points along the line, made the work extremely difficult.

At six o'clock the beds in the sleeping car of the special train were made up, and such of the wounded as could be moved were transferred thereto.

The bridge was a Howe truss, built entirely of iron, and eleven years old; was 69 feet above water; had an arch 150 feet long; the whole length of the bridge being 157 feet. It has been tested with six locomotives, and at the time of the disaster was considered as being in a perfect condition. The iron of the bridge is twisted in endless confusion with that of the cars, while the locomotive is a wreck in every part.

Charles S. Carter of Brooklyn, N. Y., says he was sitting in the palace car, with three others, when suddenly he heard the window glass in the forward part of the car breaking, and almost instantly the car began to fall. As he went down he sat as he could and held on. When the car struck at the bottom of the ravine he found himself almost unhurt, although one of the gentlemen with him, whose name he did not know, was killed instantly, while the other, a Mr. Shepard, of New York, had a leg broken. Carter says the front of the car was much lower than the rear, and that the flames in the front began to eat their way upward, and spread with great rapidity. He turned to the assistance of Mr. Shepard, and with great difficulty succeeded in getting him out, the broken leg impeding their advance. When Shepard was fairly out, Carter returned to the assistance of a woman who was calling for help at the front of the car. He got her out. After reaching the hotel, he found himself severely bruised in several places. In the great peril of the hour a man rushed down to the scene of the disaster, ready to help. He saw a woman

struggling for life, and went to her assistance, carried her by main force to the solid ice, and then, urged by cries of the mother, went back to the rescue of the daughter, three or four years of age. The wood in splintering had caught the child in its grasp, and the fire completed the horrible work. The man was compelled to see the child enveloped in flames and to hear her "Help me, mother," ringing out in the agony of death, and on the ears of the cruel night. In a moment she was lost, swept up by the sharp tongues of fire, while her mother, in helpless agony, fell to the earth in a dead swoon.

RUTLAND, Vt., 30.—There were forty passengers on the Montreal express train which last night broke through the bridge near Pittsford, yet none were seriously hurt, while three cars and an engine, composing the train, were completely wrecked.

BRIDGEHAMPTON, L. I., 30.—At 4 a. m. the ship *Circassian*, ashore on the bar off Bridgehampton, on the south shore of Long Island, was entirely broken up by southeasterly gales, and lost, together with twenty-nine lives. The *Circassian* went ashore in a storm on the night of the 11th inst., and at that time the crew and officers were saved. The storm of yesterday caught thirty-four men, employees of the coast wrecking company on board, and a short time after midnight the ship went to pieces with an awful crash, according to the account from survivors who were washed ashore, this morning, more dead than alive, on fragments of the wreck. Not one of the remaining 34 has been seen or heard from up to the present time, and there is but little doubt that all have perished. The *Circassian* was insured for \$100,000 in London, and her cargo for \$90,000 in this city. She was consigned to Swan & Co. Only about 400 tons of cargo was saved.

ST. LOUIS, Mo., 29.—The St. Louis Drug Company's warehouse, North Second Street, was burned at midnight. It is impossible to ascertain the loss to-night, but it will be heavy.

AUGUSTA, Ky., 29.—Seven young, unknown men broke through the ice on the Ohio River here yesterday and were drowned. Three of the bodies were recovered.

BOSTON, 30.—The wool market is very quiet, but the stock of fine wools is held firm and mostly at prices above the views of buyers, and holders are indifferent about realizing. All other fleeces are quiet, and sales can only be forced at concession. The scarcity of water has also interfered with business, as many mills have been compelled to suspend operations. Sales of Ohio and Pennsylvania have been 120,000 lbs. at 43 @ 47; Michigan 28,000 lbs. at 42; western 6,400 lbs. at 37 1/2 @ 41 1/2; combing and delaine 33 1/2 @ 36 for unwashed; the demand for pulled does not come up to expectation. Most desirable grades are held firm, but now are dull; sales 95,600 lbs. at 32 @ 47; sales of California 278,500 lbs., Spring 20 @ 33; Fall 15 @ 26.

DETROIT, 30.—All the members of the International Brotherhood of the Grand Trunk Railroad have abandoned their engines.

At 6 p. m., yesterday, in obedience to orders from Chief Engineer McArthur, of the Brotherhood, the engine attached to the eastern bound train from here, last evening, was abandoned by the engineer and fireman at Detroit Junction, and the train had to be brought back to this city. No Grand Trunk trains have left this city to-day.

RUTLAND, Vermont, 29.—The Montreal express broke through a bridge at South Pittsfield station at midnight. The train and bridge were badly wrecked. As far as heard no lives were lost.

NEW YORK, 29.—James C. Fargo, general superintendent of the American Express Company, denies the report that the company lost so much money by the burning of the safe on the New York Central Railroad. The total loss is not over \$20,000.

COLUMBUS, O., 29.—Judge Mackey, of South Carolina, is here, bringing the following letter from Wade Hampton to Gov. Hayes.

"Executive Chamber, Columbia, S. C., Dec. 23rd.  
"Dear Sir—I have the honor to enclose a copy of my inaugural address as the duly elected Governor of South Carolina. In view of current events, and the official sanction given to gross misrepresentations of the acts and purposes of the

majority of the good people of this commonwealth, I deem it proper to declare that profound peace prevails throughout this State. That the course of judicial proceedings is obstructed by no combination of citizens thereof, and that the laws for the protection of its inhabitants in all their rights of person, property and citizenship, are being enforced in our courts. While the people of this State are not wanting, either in spirit or means, to maintain their rights of citizenship against the usurped power which now defies the supreme judicial authority of the State, they have such faith in the justice of their cause that they propose to leave its vindication to the proper legal tribunals; appealing, at the same time, to the patriotism and public sentiment of the whole country. The inflammatory utterances of a portion of the public press render it, perhaps, not inopportune for me to state that although the people of South Carolina view with grave concern the prospects of the critical conjunction of affairs of our country, which threaten to subject to the extreme test the republican system of government itself, it is their firm and deliberate purpose to condemn any solution of the existing political problem that involves the exhibition of an armed force, or that moves through any other channel than the prescribed form of the constitution or peaceful agencies of the law.

"Trusting that a solution may be had which, while maintaining the peace of the country, shall do no violence to the constitutional safeguards of the popular right, and will tend still more firmly to unite the people of all the States in an earnest effort to preserve peace and to sustain the laws and constitution,

I am, very respectfully,  
Your obedient servant.  
"(Signed) WADE HAMPTON,  
Governor of South Carolina.  
"His Excellency R. B. Hayes,  
Governor of Ohio.

"P. S.—As a settlement of the vexed political questions which now agitate the public mind must ultimately depend upon yourself or your distinguished competitor for the presidency, I have addressed a letter similar to this to his Excellency Gov. Tilden.

"Yours, &c.,  
"WADE HAMPTON."

**DIED.**

In the 14th Ward, Salt Lake City, at 4 o'clock a. m., of apoplexy, December 29th, 1876, MARY ANN TAYSUM, the beloved wife of Brother George E. Bourne.

Deceased was the daughter of Thomas and Alice Taysum; was born in the City of Hereford, England, December 6th, 1828; was baptized into the Church of Jesus Christ of Latter-day Saints in 1844; emigrated to Utah in 1855, and was married to Brother Bourne December 1st, 1856, to whom she has borne four children, three of whom, with her husband, are left to mourn her loss.

We can truly say of her, she was an exemplary woman, full of love and good works; her benevolence knew no bounds; hundreds of poor Saints, on their arrival in these valleys, have partaken largely of her hospitality, and many are living who bless and cherish her memory.

As a wife and mother she was devotedly attached to her partner and children. Amongst her relatives and friends she was greatly esteemed for her amiability of temper and many virtues.

We deeply sympathize with those she has left for awhile, but realize that she rests in peace, awaiting a glorious resurrection.

*Millennial Star*, please copy.

**Don't Slight Your Teeth.**

REMEMBER that upon their labor, the health of the stomach depends. Keep them perfect, and, in order to do so, manipulate them with a brush dipped in the fragrant SO-ZOLON, once or twice a day.

d30 s w

BE OF GOOD COURAGE.—It is impossible to say when diseases of the respiratory system are past remedy. Medical examinations are not conclusive in such cases. Whatever the physicians may say, there can be no harm in trying *Hale's Honey of Horshound and Tar*, and there may be an infinite good. One thing is certain, that no cough, cold or bronchial affection can resist the salutary action of this wonderful preparation, unless consumption has actually set in. Sold by all druggists at 50 cents and \$1. The large size being the most economical for general use. *Pike's Toothache Drops* cure in one minute.

d30 w