

## ITEMS FROM AUSTRALASIA.

## Two Hundred and Forty Men Drowned.

Fanatics, Fires, Wrecks, Railway Collisions, Etc.

## AN AWFUL CALAMITY.

A Perth (West Australian) special of April 20th to the Sydney Herald says: A great calamity happened to the pearling fleet on the northwest coast last Friday. The fleet was lying off the ninety-mile beach above the De Grey river, consisting of a great number of boats. A hurricane suddenly struck the fleet, and a terrible scene ensued. All the boats were damaged and over forty were lost or driven out to sea. The crews on these boats are short of provisions. Bodies are seen floating about and many have been washed ashore, together with a great quantity of wreckage. Boats have been sent in search of the drifting craft. The steamship *Australind* is to be sent out by the government.

The latest news from Cossack states that six boats and twenty-one luggers were wrecked during the recent hurricane on the northwest coast. The total number of lives lost was 240.

## A DESTRUCTIVE GALE.

A great gale prevailed on May 7th, 8th, 9th and 10th along the coast of New Zealand, and resulted in a number of disastrous wrecks. At Napier, on May 11th, the ship, *Northumberland*, dragged her anchor and went ashore. On the previous day the gale raised the heaviest sea known in ten years. This caused intense excitement, hundreds of people collecting on the shore, in spite of the pitiless rain.

About 4:30 o'clock the work of rescue was commenced, there being then thirty-one souls on board, huddled in the fore-castle, the sea making clean breaches over the vessel.

Difficulties occurred through the cradle lines breaking, and then darkness set in, making the work more difficult, but by 7 o'clock all were landed, Captain Todd being the last to come on shore.

Fires were lighted on the shore and spirits supplied to the men as they landed exhausted by their buffetings with the heavy surf.

On the shore, pandemonium prevailed, as the crowd broached the spirit casks and got blind drunk. Only one policeman was there, and he was utterly powerless. He called upon a party of respectable citizens to aid him, but they were set upon by drunken ruffians, so they came to town to report the state of affairs to the police.

The next day the bodies of the captain and two men of the *Boo-Jum* were recovered. It appears from the accounts of the crew of the *Northumberland* that they were in greater danger than was believed on shore. In the darkness very heavy green seas broke over the fore-castle and it was as much as the last half dozen men could do to hold on. Captain Todd was all but washed away just before the cradle arrived to take him off. One hour's delay would have resulted in great loss of life.

The *Northumberland* was a full ship having 1000 tons of English cargo for this port, besides 4000 bags of wheat and other produce shipped at Lyttelton. Details of the insurance are not yet available, but the total is not far short of £100,000.

News was also received of the wreck of the schooners *Julla Price* and *Reeward*, and of the steamers *Wariaki* and *Lalla Rookh*. In all these three lives were lost.

## FIVE PERSONS KILLED AND OVER FIFTY INJURED.

A Melbourne special to the Sydney Herald of May 11th, says: This evening the 5:40 express from Melbourne to Windsor and the 5:30 ordinary train came into collision near the Windsor station. Five persons were killed and several others were hurt. The accident arose from neglect of the regulations in the blocking system, but on whose shoulders the blame rests will only be definitely known when an official inquiry takes place. All that is authoritatively known at present is that the disaster occurred through the express overtaking the ordinary train, which had been disabled owing to the continuous brake getting out of order. The express train, instead of being stopped by the danger signal, sped on, and telescoped the rear of the ordinary train. Whether the danger signals were set up, or if exhibited, were disregarded by the engine-driver of the express, is not known. The information already gleaned points to the conclusion that two errors were committed—one in connection with the semaphore signals and the other by the engine-driver, who was killed, together with the fireman. This theory must at present be received with caution.

The advancing engine cut into the guard's van of the ordinary train, and three of the carriages were smashed to pieces. The driver had only time to put on the steam brake, which materially checked the speed of the train, before he and the fireman were killed. Three of the passengers in the ordinary train were also killed and many others were badly injured. The engine in telescoping with the rear part of the ordinary train was nearly covered with debris. The fore part of the express train and the hinder vehicles of the ordinary were broken into fragments. The following is a list of the killed: Frederick Maskill, driver; James McNabb, fireman; W. H. Bunting, clerk; Mrs. Foster, of Colac; E. S. Parkes, superintendent of the Bank of Australia.

lasia. A lady, whose name is not known, is not expected to recover.

About thirty passengers were more or less injured. Among others were W. G. Lempriere, stockbroker, fractured skull, not expected to live; Henry G. L. Brown, government geologist of South Australia, scalp wound; Cosmo Newbery, analytical chemist, collarbone broken and ribs and spine injured; W. Dick, dislocation of jaw; H. Holmond and Mr. Kinder, spine badly injured. The majority of the others are not seriously injured.

A later dispatch says that the cause of the accident was that the first train was disabled by an accident to the Westinghouse brake. The express following got the signal "All right," from Prahran. On turning the sharp curve entering Windsor the lights of the first train were seen. The impact of the two trains was tremendous. The engine of the express was smashed to atoms, the driver and fireman being killed instantaneously. Five persons were killed and over fifty injured.

## A BAPTISM OF BLOOD.

A distressing occurrence took place at Ponsonby, New Zealand, at a nearly hour on May 5th, when a man named Walter McLaren Davidson attempted to cut his throat. The weapon used was the spike of a corkscrew, such as is used to remove wire from bottles, and the unfortunate man inflicted a jagged gash on the left side of his throat, about an inch and a half long, besides wounding himself in the thigh. Medical aid was at once summoned, but Davidson tore away the bandages with his hands.

He was examined by doctors and a warrant was made to commit him to the asylum. During all the time he was at the station he was in a perfect frenzy of religious excitement and delirium, shouting continually, "I am the son of David," "I am the only Christ," and similar phrases. He continued this raving while being lifted into the cab, and while being driven away to the asylum, where he was dispatched as soon as the examination was over, in charge of Constables Bernard and Christie.

Davidson is a native of Scotland, aged about 40, and is a well-educated man, having a special fondness for the study of rhetoric and elocution.

From his ravings and actions it appears that he wounded himself with no intention to end his life, but merely to draw blood with which he might anoint his children. Immediately after the occurrence he seized his two-year old son in his arms and smeared him with blood from the wound in his throat, exclaiming as he did so, that he "baptised them with the blood of Christ." It is thought that he will recover.

## DESTRUCTION OF THE WELLINGTON POST-OFFICE IN NEW ZEALAND.

The Wellington Post and Telegraph Office, a new, handsome brick building, which was erected at a cost of £26,000, was destroyed by fire April 28th. The fire is supposed to have originated in the press-room, in the rear of the operating room, and was discovered by a cleaner-up. The fire spread with great rapidity, and in a short time the whole building was in a mass of flames. With the exception of the mails and a few telephones, little was saved, all the telegraphic instruments being destroyed. Fortunately there was no wind, otherwise an extensive conflagration would probably have resulted. The damage is roughly estimated at £40,000. No insurances were effected on the post and telegraph offices.

On April 30th, Drill Inspector Henry, committed suicide at Wanganui, New Zealand, by shooting himself with a carbine. The deceased had been somewhat depressed for some days, owing to the fact that the Defense Department had given him notice that he would have to be transferred.

## A MORESBY ISLAND MASSACRE.

The *Trucanini*, which arrived recently at Thursday Island, brings intelligence of the wreck of the *Pride of Loon*, on Moresby Island, and the massacre of all her crew, consisting of six Chinese. The vessel went ashore during a northwest gale and the crew was properly treated by the natives for a few days and then brutally murdered. The vessel was also stripped and broken up. The *Trucanini* visited the scene of the massacre, but the natives had all cleared into the mountains.

## SILVER IN SOUTH AUSTRALIA.

An Adelaide special of May 16th says: Toward the end of last week the contractors for the Silverton tramway, got on the property of the Umlerumbeke Silver Mining Company. The cutting had proceeded as far as the manager's house, and near the church, when the men unexpectedly cut a silver lode, which appeared very rich in chlorides, showing a lode ten feet wide where the line came across it.

## TERRITORIAL ITEMS.

## CULLED FROM LATEST EXCHANGES.

—The sheepmen of Montana are making vigorous efforts to have the sheep from Oregon, California, Idaho, Washington and Utah quarantined. When Gov. Leslie returns he will have the wool growers in pursuit of him urging him to proclaim this quarantine. It is said that one band of Idaho sheep gave the scab to 40,000 in Gallatin County.

—There are 105 teams and 170 men at work grading on the Idaho Central Railroad (Nampa branch.) The heav-

iest work has already been done and six miles of grading is nearly ready for ties and iron. There are 3 crews of graders at work. It is expected that the cars will be running between Boise and Nampa early in July if not by the first of July.

—The Evanston Chieftain says: Last Thursday evening, while David Williams was working on the flume at Hilliard, a heavy wind came up and blew a portion of the flume over, Mr. Williams falling underneath. He was badly bruised about the hip, but sustained no internal injury. On Friday he was brought to Evanston and placed under the care of Doctors Harrison and Hocker. He is improving rapidly and will be all right in a few days.

—President R. Taylor, of the Wyoming Wool Growers' Association, will this fall remove his Montana flocks down to Central Wyoming, which he says is the best sheep country in the world—the range being better and the winter milder, with less snow to contend with. The stock losses in Montana last winter were very heavy. The lamb increase in Mr. Taylor's flocks this year being hardly sufficient to make good his losses, while the loss in his Wyoming flocks was very light, hardly two per cent.

## DISEASE IMPOSSIBLE.

Yes; utterly "impossible" when all malarial poisons are driven out of the system, leaving the Blood New, Rich, and Pure. No place for eruptions, ulcers, or Rheumatism, when all Blood taint has been eradicated by the use of BROWN'S SASSAPARILLA.

and Dandelion with Iodide of Potassium. Thousands of witnesses, among them the best Druggists and Physicians, testify to the wonderful cures wrought by

BROWN'S SASSAPARILLA, all diseases of the Blood, Liver, and Kidneys. Use only the BEST Medicines.

## Renews Her Youth.

Mrs. Phoebe Chesley, Peterson, Clay Co., Iowa, tells the following remarkable story, the truth of which is vouched for by the residents of the town: "I am 73 years old, have been troubled with kidney complaint and lameness for many years; could not dress myself without help. Now I am free from all pain and soreness, and am able to do all my own housework. I owe my thanks to Electric Bitters for having removed completely all disease and pain."

Try a bottle, only 50c. at Z. C. M. I. Drug Store.

## A CLEAR COMPLEXION.

How can you expect a clear complexion when the blood is full of impurities and the stomach clogged? The blood becomes impure because the liver does not act properly and work off the poison from the system, and the certain results are blotches, pimples and eruptions. Purify the blood with Simmons Liver Regulator, and regulate the liver, stomach and bowels, and then the skin will become clear.

A Captain's Fortunate Discovery. Capt. Coleman, schr. *Weymouth*, plying between Atlantic City and N. Y., had been troubled with a cough so that he was unable to sleep, and was induced to try Dr. King's New Discovery for Consumption. It not only gave him instant relief, but allayed the extreme soreness in his breast. His children were similarly affected and a single dose had the same happy effect. Dr. King's New Discovery is now the standard remedy in the Coleman household and on board the schooner. Free Trial Bottles of this Standard Remedy at Z. C. M. I. Drug Store.

## LEGAL NOTICE.

In the Probate Court of the County of Salt Lake, Territory of Utah.

In the Matter of the Estate of George Nebeker, deceased.

Order to show cause why Order of Sale of Real Estate should not be made.

GEORGE D. NEBEKER, THE EX-ecutor of the Last Will of George Nebeker, deceased, having filed his petition herein, duly verified, praying for an order of sale of the real estate of said decedent, for the purposes therein set forth, it is therefore ordered by the Judge of said Court, that all persons interested in the estate of said decedent, appear before the said Probate Court on Wednesday, the 29th day of June, 1887, at 10 o'clock in the forenoon of said day, at the Court Room of said Probate Court, at the County Court House, in the City and County of Salt Lake, Utah Territory, to show cause why an order should not be granted to the said administrator, to sell so much of the real estate of the said decedent at public or private sale as shall be necessary, and that a copy of this order be published at least four successive weeks in the DESERT WEEKLY NEWS, a newspaper printed and published in said City and County.

ELIAS A. SMITH, Probate Judge.

TERRITORY OF UTAH, County of Salt Lake.

I, John C. Cutler, Clerk of the Probate Court in and for the County of Salt Lake, in the Territory of Utah, do hereby certify that the foregoing is a full, true and correct copy of order to show cause in the matter of the Estate of George Nebeker, as appears of record in my office.

In witness whereof, I have hereunto set my hand and affixed the seal of said Court, this 28th day of May, A. D. 1887. [SEAL] JOHN C. CUTLER, Probate Clerk.

The "Exposition Universelle de l'art Culinaire" awarded the highest honors to Angostura Bitters as the most efficacious stimulant to excite the appetite and to keep the digestive organs in good order. Ask for the genuine article, manufactured by Dr. J. G. B. Seigert & Sons, and beware of imitations.

## Bucklen's Arnica Salve.

THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. FOR SALE at Z. C. M. I. Drug Store.

## ROCKY MOUNTAIN CHURN!

Patented March 2nd, 1866.

MANUFACTURED BY

C. M. DONELSON.

147 East, Second South Street, SALT LAKE CITY.

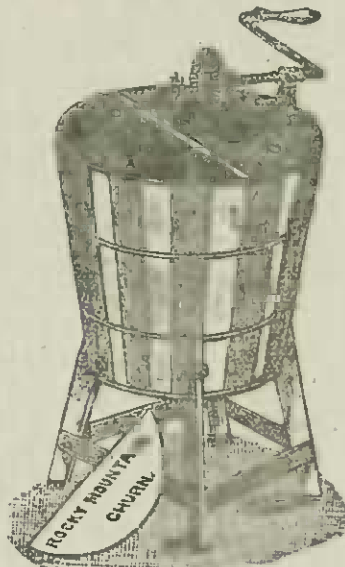
BEST CHURN IN THE WORLD!

Admitted by the Best Butter Makers to be THE MOST PERFECT CHURN MADE.

Will make the best butter in the shortest time and with the least amount of labor of any Churn ever before invented.

AS EASILY CLEANED AS A MILK PAIL.

Will Churn in from 5 to 15 Minutes.



WE GIVE A DAIRY THERMOMETER WITH EACH CHURN. For Sale at All the Leading Stores.

## TESTIMONIALS:

SALT LAKE CITY, March 20, 1885.

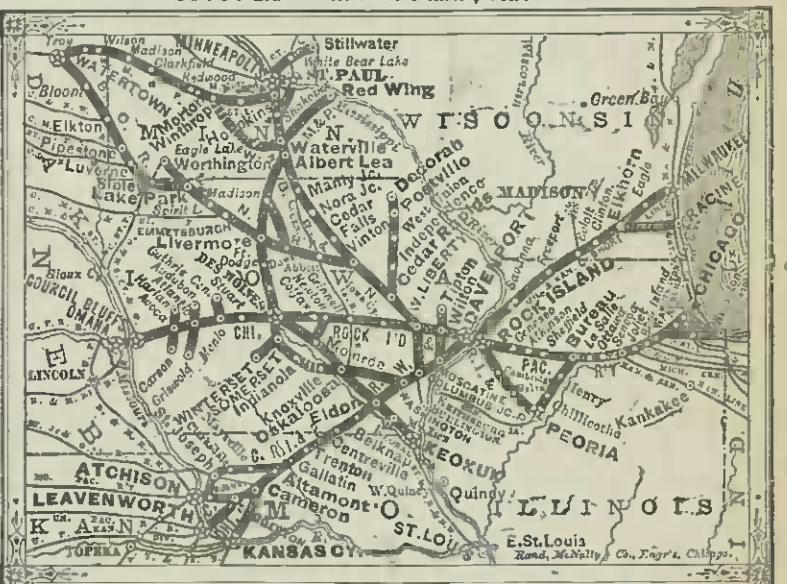
Rocky Mountain Churn Company,

GENTLEMEN:—We have carefully examined your Patent Churn, and take pleasure in stating that we believe it is one of the best inventions in that line ever brought before the public, and we have no doubt but that this churn will commend itself to every practical farmer and dairyman as being a great invention and labor-saving machine. In fact we cannot speak too highly of it.

H. S. Eldredge, Supt. Z. C. M. I.; S. P. Teasdel, Merchant, Salt Lake City; Feramorz Little, ex-mayor Salt Lake City; G. E. Bourne, manager grocery department, Z. C. M. I.; Joseph E. Walker, president, Union National Bank, Salt Lake City; H. G. Raybould, Cashier, Union National Bank, Salt Lake City; Pavey, Walder & Co.; H. W. Lawrence, and many others. s&w lue

## A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



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By reason of its central position, close relation to principal lines East of Chicago and continuous lines at terminal points West, Northwest and Southwest—is the only true middle-link in that transcontinental system which invites and facilitates travel and traffic in either direction between the Atlantic and Pacific.

The Rock Island main line and branches include Chicago, Joliet, Ottawa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, St. Joseph, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and villages.

## THE GREAT ROCK ISLAND ROUTE

Guarantees Speed, Comfort and Safety to those who travel over it. Its roadbed is thoroughly ballasted. Its track is of heavy steel. Its bridges are solid structures of stone and iron. Its rolling stock is perfect as human skill can make it. It has all the safety appliances that mechanical genius has invented and experience proved valuable. Its practical operation is conservative and methodical—its discipline strict and exacting. The luxury of its passenger accommodations is unequalled in the West—unsurpassed in the world.

ALL EXPRESS TRAINS between Chicago and the Missouri River consist of comfortable DAY COACHES, magnificent PULLMAN PALACE PARLOR and SLEEPING CARS, elegant DINING CARS providing excellent meals, and—between Chicago, St. Joseph, Atchison and Kansas City—restful RECLINING CHAIR CARS.

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Is the direct, favorite line between Chicago and Minneapolis and St. Paul. Over this route solid Fast Express Trains run daily to the summer resorts, picturesque localities and hunting and fishing grounds of Iowa and Minnesota. The rich wheat fields and grazing lands of interior Dakota are reached via Watertown. A short desirable route, via Seneca and Kankakee, offers superior inducements to travelers between Cincinnati, Indianapolis, Lafayette and Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Minneapolis, St. Paul and intermediate points.

All classes of patrons, especially families, ladies and children, receive from officials and employees of Rock Island trains protection, respectful courtesy and kindly attention.

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