TELEGRAPHIC.

AN OMAHA DISASTER.

Twenty-Eight People Killed and Fifty-One Injured

IN A COLLISION OF TWO TRAINS.

A Sunday Excursion That Ends in Death and Misery to Many.

OMAHA, Neb., July 12.—Omaha is a city of mourning today. The bright Sabbath morning brought the full realization of the greatest catastrophe that ever wrecked death and desolation in the hearts and firesides of its people. No part of the city was spared. There are broken homes and bleeding hearts everywhere and sorrow reigns supreme. Never before has fate, with one awful stroke, made so many mourners here. Never did a day of pleasure end with such awful disaster. Twenty-eight people were killed and fifty-one injured, many of whom will die. Twenty-four dead are identified and the remains of others are so badly mutilated that identification is hardly possible, all semblance of humanity being crushed out of the corpses.

It was not until after the morning papers were out that the full authentic information was generally known. Then it spread with wonderful rapidity. The early riser in the residence district glanced at his morning paper and for the first time realized the calamity. Those who had no friends on the ill-fated train were almost equally concerned, and long before the motor trains started hundreds of men and women walked down town to learn something more of the terrible catastrophe. These were added to the thousands to whom the story brought the fear or certainty of a personal bereavement. The depot was the center toward which they all turned, and when the morning trains brought their sad burden of dead and dying the depot approaches were thickly interwoven with people, who talked in whispers and shuddered as they thought of the bereaved one to whom they could only offer silent sympathy. Very little was said by those who gathered to witness the next act in the great tragedy. The horror of the calamity was too new to find expression in words.

But one sentiment was everywhere voiced. It was burning indignation at the action of the railroad company in refusing satisfaction to the thousands of men and women who had waited all through the long night to hear some news of their loved ones. Only those who had seen the pathetic scenes that marked the night could fully realize the brutality that had dictated such a policy. The spectacle of fainting women and strong men in tears, while the railroad officials only hardened their hearts and grimly stated that they were not giving out information, inspired a degree of indignation that will not die out for years to come.

It took much time to prepare the injured for their journey to this city. It was necessary to transport them to a considerable distance after the wounds were dressed. Owing to the number, it took still more time for the physicians, even though they worked as hard and as fast as they could, to adjust the bandages and to tenderly dress the ghastly wounds that caused men and women and children to scream in the loudest tone in their supreme agony. Thus it was that noon elapsed after the departure of the first section of the return train, which carried the unhurt, before the second section was started. The latter carried all the wounded whose hurts were of any magnitude. It took also no heed with friends of the injured as would not be torn away from or forced to leave the cities of their suffering loved ones.

The section consisted of two coaches, a baggage car and Pullmans. They were crowded to an uncomfortable degree in order to hold the great number that boarded it. The baggage car was reserved for those who required cots and stretchers for the journey, the other was for those who were able to sit up and were not injured.

The interior of the baggage car presented the most pathetic sight. Here were ranged end to end the cots wounds were the most seriously injured. They filled the car to the fullest capacity. Room was hardly allowed for the physicians to pass from one little bed to another in their efforts to alleviate the pains of it is suffered as much as their mental powers would allow. Groans and screams filled the car from one end to the other.

THE COLLISION.

OMAHA, Neb., July 12.—A special to the Bee from Logan, Ia., says: William Shaffer, agent of the Northwestern at Logan, saw the excursion train pulling up. He supposed at first that the movement was for the purpose of carrying up any tardy members of the party and that the train would stop before it left the siding and wait for the passing of No. 38.

He was horrified to notice that, instead of slowing up at the switch and, the train was rapidly taking on more speed. He rushed down the platform and asked an employe if the special had pulled out, and received an affirmative reply. "Then God help them," said Shaffer, "they have pulled out without orders, and No. 38 is due in a minute."

But it was too late to avert the catastrophe. All Logan was on the platform cheering for the excursionists, and the excursionists had just joined in an offer of three cheers for Logan and her people. The echo of the last hurrah had not died away when the crash came. No. 38 with a full head of steam and Omaha behind him, dashed around the curve at a forty mile gait, and no human power could avert the disaster.

The work of removing the dead and injured from the forward coach was at once begun. This proved no easy task. The floor of the baggage car was found so tightly wedged into the crash that all efforts to remove it were found futile, although a thousand willing hands were joined in the attempt to lift the cover that was concealing the dead and imprisoning the injured in a living tomb. Finally an axe was procured and a section of the car floor cut away. The sight revealed was beyond the power of words to portray. The first object to attract the attention of the rescuers when the section of the floor was removed was the upright body of a man whose head had been almost severed from the trunk. He seemed dead, but the expedient that the blood from his wound had hardly started to flow, and his skull, stripped of its covering, glittered like a polished billiard ball. The body of the man was drawn from the ruins and was soon identified as that of John Kenkel, an Omaha musician who had been playing with the band at the picnic.

The next bodies to be drawn from ruins were those of Mrs. Brandley and her baby, a child about a year old. The baby's head was badly crushed, but she held to her arms a pretty doll that was as unruffled and fresh as when it came from its shelf in the toy store. Twenty-five dead bodies were taken out and laid in a row on the grass alongside the railroad track, and the injured were at once taken in carriages to Logan.

THE "UNSPEAKABLE" TURK.

Horrors Committed on Crete Beyond Belief.

NEW YORK, July 13.—A special to the Herald from Canea, says: Dr. Domitler who was sent to Crete by Emperor William to make a report on the condition of affairs has arrived here on his return from the island. He says: "Civilized people can scarcely credit the outrages which the Turks have perpetrated on Christian women and children. Europeans have but a faint idea of the excess which have taken place. The powers must absolutely intervene to prevent a renewal of such scenes. There is not one native in power, that is to turn the Turks out of Europe."

He adds, "The insurgents intend fighting and they are receiving a plentiful supply of arms. The islands are armed."

Dispatches from the Cretan consuls announce that burning and pillaging have begun afresh. The Greek insurgents have are redoubling their efforts to supply the insurgents with millions of war.

The Populist Convention.

ST. LOUIS, July 11.—The following was issued from the headquarters of the People's party national committee this afternoon:

I hereby notify the members of the national central committee of the People's party to meet in St. Louis, Mo., on July 21, 1896, at 2 o'clock a. m. This will be a very important meeting, and every member should be present.

H. E. TAUBENECK,
Chairman of National Executive Committee.

This is the day before the Populist convention meets here, and the committee is called together to complete the temporary roll, assist temporary officers and transact whatever other business may be necessary prior to the convention. The national convention committeemen will also be seen on July 22nd, and everywhere there is more interest in the result of these two meetings, in view of the outcome of the Republican and Democratic national conventions. Chairman Taubeneck refused to make any statement whatever of his views regarding the nominees of the Democratic national convention, nor would he say whether or not the ticket would be indorsed by the Populists and timesaliens. Only a few caucuses will come before the committee, and it will have ample time to dispose of them before the convention meets.

CHRISTIAN ENDEAVORERS.

Meetings from Sunrise to Late in the Evening Yesterday.

WASHINGTON, July 12.—Although the sabbath today was not one of rest for the large army of Christian Endeavorers who are still in Washington, there was no demonstration of a secular nature, but the local committee had prepared a program that provided for meetings practically from sunrise until a late hour in the evening.

The attendance at the numerous services was very gratifying. Rarely has the capital city seen the Mecca of so many distinguished divines and Christian workers in other fields and the people have not been slow in taking advantage of their presence in order to hear the gospel as preached by them. About eight of the pulpits of the city were filled today by the visiting clergymen at the 11 o'clock services. The day began, as indeed have all since the convention formally opened on Thursday, with early morning prayer meetings in over thirty of the churches, presided over by the presidents of the local Christian Endeavor societies.

The topic assigned for discussion at these gatherings was prayer and Bible study. "I will make it the rule of my life to pray and read the Bible every day." These were followed by the Sunday schools at 9:30 o'clock and later, and both by the regular church services at 11 o'clock.

The missionary spirit was the keynote of the services held for an hour during the afternoon. Not less than twenty-eight district denominational rallies were held in both the colored and white churches and souls. The largest gatherings were in the mammoth tents on the White lot, where the people met in large audiences.

The day closed with the secular church services, many of the pulpits being filled as in the morning by the visiting clergy.

A $500,000 Fire.

ST. LOUIS, July 12.—At 2:30 o'clock this morning fire was discovered in the boiler room of the Merchants' Terminal elevator, located at Second and Biddle streets. The building being an old and dry one, the flames ate their way to the top as quickly as if it had been so much paper. John F. Kyrn, president of the company, estimated that the loss would be at least $500,000. The elevator contained many thousands of bushels of grain, the exact amount not being known. At this hour (4 o'clock) the fire is under control.

Japan's Destructive Wave.

SAN FRANCISCO, July 12.—The steamship Doric arrived from Yokohama tonight bringing news up to June 25. Estimates of the loss of life from the great tidal wave reach as high as 50,000, and this number is believed to be far below the mark. The tidal wave was eighty feet in height, and swept inland a distance of two and a half miles, along 250 miles of the coast.

A Denver Fire.

DENVER, July 12.—The two-story brick building of the Denver Consolidated Electric Light company, at Twenty-First and Wyoming streets, was destroyed by fire at 7 o'clock this evening. The fire was caused by a live wire crossing the switchboard. Total loss, $150,000; insurance, $120,000.

YELLOW FEVER IN CUBA.

Decimating the Spanish Army Everywhere.

KEY WEST, Fla., July 12.—Advices from Cuba state that a panic in the Spanish army in consequence of the terrible increase of yellow fever in the last few days exists. It is estimated only 80 per cent of the cases prove fatal.

In Santiago de Cuba there are 4,500 soldiers in the hospitals.

Major General Linares is stricken, and his life is despaired of. The physicians and nurses are utterly helpless at coping with the disease.

The epidemic is also a very serious one all along the trocha. In some cases entire companies have been stricken.

General Arolas and nearly every member of his staff are ill. Captain General Weyler has started the erection of a new hospital along the trocha, and will send to Spain for additional physicians.

In Holguin and other places in eastern Cuba the fever is raging with great violence, and is spreading to central points.

From Matanzas come most distressing tales. In that city it is said the mortality is about 50 per cent, and it is becoming difficult to bury the dead. The hospitals in Havana contain yearly 6,000 patients, and every day the number is being increased. Friday 600 sick soldiers were brought in from Cinar del Rio province.

Democratic National Committee.

CHICAGO, July 12.—The following is the national Democratic committee as completed at the close of the convention:

Alabama—H. D. Clayton.
Arkansas—Thomas C. McRae.
California—J. J. Dwyer.
Colorado—Adair Wilson.
Connecticut—Carlos French.
Delaware—R. R. Kenny.
Florida—Samuel Pasco.
Georgia—Clark Howell.
Idaho—George Ainslie.
Illinois—Thomas Gahan.
Indiana—John G. Shanklin.
Iowa—Charles A. Walsh.
Kansas—J. C. Johnson.
Kentucky—Urey Woodson.
Louisiana—N. C. Blanchard.
Maine—S. C. Gordon.
Maryland—A. P. Gorman.
Massachusetts—John W. Corcoran.
Michigan—E. G. Stevenson.
Minnesota—R. W. Lowler.
Mississippi—W. V. Sullivan.
Missouri—William J. Stone.
Montana—J. McHatton.
Nebraska—W. H. Thompson.
Nevada—F. G. Newlands.
New Hampshire—A. W. Sullaway.
New Jersey—James Smith Jr.
New York—John C. Sheehan.
North Carolina—Joseph Daniels.
North Dakota—W. C. Larrabee.
Ohio—J. B. McLean.
Oregon—J. Lawgood.
Pennsylvania—W. A. Harris.
Rhode Island—Richard R. Comstock.
South Carolina—Benjamin R. Tillman.
South Dakota—James M. Wood.
Tennessee—J. M. Head.
Texas—J. D. Dudley.
Utah—A. W. McCune.
Vermont—R. R. Smalley.
Virginia—J. P. Gray.
Washington—H. C. Wallace.
West Virginia—J. T. McGraw.
Wisconsin—E. C. Wall.
Wyoming—W. H. Holliday.
Arizona—W. H. Burlage.
District of Columbia—Lawrence Gardes.
Indian Territory—Thomas Marcum.
New Mexico—F. A. Manzanares.
Oklahoma—Watts M. Grant.
Alaska—C. C. Rafferty.

The persuasiveness of gentle beauty—how all-pervading and lasting! How it creeps into every physical and mental and moral fibre!

To him who is under its influence, man, woman, nature, life, everything, is surrounded by a poetic charm; and he of all men knows happiness.

There is a gentle beauty in all things. There is a gentle beauty in tea—in *Schilling's Best*, and in other pure and delicate teas; but (as far as we know) there is no other pure Japan tea sold in this country.

At your grocer's—your money back if you don't like it.

Schilling's Best coffee, baking powder, soda, spices, and flavoring extracts, are also money-backed.

A Schilling & Company San Francisco

There may be dust storms but they never occur at Saltair.

EAST BOUND EXCURSIONS
Via the Grande Western Railway.

Washington, D. C., and return, $67.75; July 1, 2, 3 and 4.
Buffalo and return, $50.50; July 2 and 3.
Chicago and return, $42.50; July 3 4 and 5.
Milwaukee and return, $40.80; July 13, 14 and 15.
St. Louis and return, $37.50; July 18, 19 and 20.
Omaha and return, $30.00; August 15, 16 and 18.
Milwaukee and return, $40.80; August 22 and 23.
St. Paul and return, $37.00; August 29 and 30.
Cincinnati and return, $50.80; July 2nd and 3rd.
Through sleeping cars. Cool and delightful trip through the mountains. Famous scenery. Comfortable equipment.

Bathing was never better than at Saltair this year.

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

SALT LAKE WIRE MATTRESS COM'Y.

Manufacturers of Woven Wire Mattresses, Spiral Springs, Iron Beds, Wire Cots. Old Wire Mattresses re-stretched.
F. KIECHBAUT, Proprietor.
169-171 South 3rd East, Salt Lake City

Dr. Herm Beckstrom,
DENTIST.
Graduate of the Cincinnati Medical College of Stomatology, 1893.
Gold Crown and Bridge Work a Specialty.
Aluminum Crown,
Gold Plates,
Silver Plate Crown,
Aluminum Plates,
Gold Fillings,
Celluloid Plates,
Silver Fillings,
Rubber Plates,
Cement Fillings,
Porcelain Inlays,
Painless Extraction,
High Grade Dentistry.
All Work Guaranteed for ten years.
MODERATE PRICES.
Office No. 163 S. Main Street, Third Floor.

Deseret National Bank
U. S. DEPOSITORY
SALT LAKE CITY, UTAH.
CAPITAL $500,000. - SURPLUS $500,000.
Directors: L. S. Hills, Pres't, George Romney, James Sharp, Evans W. Jennings, R. R. Rhodes, Moses Thatcher, Vice-Pres't, Jos. F. Little, Henry Dinwoodey, John R. Winder, Wm. W. Riter, John C. Cutler, H. H. Rossiter.
H. J. Todd, Cashier.
SAFE DEPOSIT BOXES FOR RENT

Wilford Woodruff, President. Geo. M. Cannon, Cashier.
CASH CAPITAL, - - $200,000
CASH SURPLUS, - - $200,000

Zion's Savings Bank & TRUST CO.
No. 1-3 East Temple Street.
Salt Lake City, Utah.
Established 1873. Incorporated 1889.
DIRECTORS:
Wilford Woodruff, President.
Geo. Q. Cannon, Vice-President.
Joseph F. Smith, George Reynolds, Angus M. Cannon, Heber J. Grant, James Jack, Lorenzo Snow, T. G. Webber, Francis M. Lyman, H. B. Clawson, L. John Nuttall.
George M. Cannon.
Safety deposit boxes in our burglar proof vault for rent at very low rate.
Open for deposits Saturday night until 8 o'clock.

THE STATE BANK OF UTAH,
CORNER MAIN AND SO. TEMPLE Streets, Salt Lake City.
Capital, - - $500,000.
Heber J. Grant, President.
Wm. B. Preston, Vice-Pres't.
Heber M. Wells, Cashier.
DIRECTORS:
Heber J. Grant, Abraham H. Cannon, Joseph F. Smith, Heber M. Wells, Chas. S. Burton, Spencer Clawson, Wm. B. Preston, T. R. Farnsworth, Isaac Barton.
COMMERCIAL BANKING
In all its Branches.
Accounts Solicited—Large and Small.
SPECIAL ATTENTION GIVEN TO COUNTRY TRADE.

Commercial National Bank
Capital Paid in $300,000
Interest Paid on Time Deposits.
DIRECTORS:
S. H. Auerbach, John J. Daly, H. S. Ballard, Moses W. Taylor, Chas. Mesnard, W. F. Nolan, George M. Cannon, John W. Donnellan, Newell Bennett.

WELLS, FARGO & CO.'S BANK,
SALT LAKE CITY, - UTAH.
Established 1869.
Buys and sells Exchange, issues Telegraphic transfers on the principal cities of the United States and Europe, and all points on the Pacific Coast. Issues letters of credit available in the principal cities of the world. Special attention given to the selling of Gold and Silver Bullion. Advances made on consignments at lowest rates.
Particular attention given to collections throughout Utah, Nevada, and adjoining territories. Address collections to
J. E. DOOLE, Cashier.

B. H. SCHETTLER,
WHO DOES A
GENERAL BANKING BUSINESS
At No. 22 Main Street, Opposite the Co-op
And Pays Interest on Deposits, Desires your accounts.

WALKER BROS.
Bankers
SUCCESSORS TO THE
UNION NATIONAL BANK
Established 1869.
A GENERAL BANKING BUSINESS TRANSACTED.

T. R. JONES & CO.,
Bankers,
150 MAIN STREET.

ESTABLISHED 1861. THE OFFICER
The Oldest and Largest.
R. G. DUN & CO.,
The Mercantile Agency.
George Ormond, General Manager, Utah, Idaho and Wyoming. Offices in Progress Building, Salt Lake City, Utah.

THE RIO GRANDE WESTERN RAILWAY
GREAT SALT LAKE ROUTE
STANDARD GUAGE.
CURRENT TIME TABLE. Effective June 1, 1896.
Leave Salt Lake City
No. 2—For Ogden, Provo, Grand Junction and all Utah points ..... 7:00 a. m.
No. 4—For Provo, Grand Junction and all points East ..... 7:40 p. m.
No. 6—For Ogden and intermediate points ..... 4:30 p. m.
No. 8—For Ogden, St. Paul, Duluth, Sioux City, Omaha and all points East ..... 1:00 p. m.
No. 10—For Ogden and the West ..... 11:45 a. m.
No. 12—For Ogden and the West ..... 10:50 p. m.
Arrive Salt Lake City
No. 1—From Ogden, Provo, Grand Junction and all points East ..... 11:15 a. m.
No. 3—From Provo, Grand Junction and points East ..... 11:00 p. m.
No. 5—From Ogden and intermediate points ..... 9:00 a. m.
No. 7—From Ogden and the West ..... 8:45 a. m.
No. 9—From Ogden, Sioux City, Omaha, St. Paul, Duluth and points East ..... 1:15 a. m.
No. 11—From Ogden and the West ..... 1:05 a. m.
No. 13—From Ogden and the West ..... 7:40 p. m.
Only line running through Pullman Palace sleeping cars Salt Lake City to San Francisco. The Salt Lake City to Denver via Grand Junction and Salt Lake City to Kansas City and Chicago via Colorado points.
Through tourist sleeping cars weekly to Chicago, to Kansas City, Chicago and Boston. For reclining chair cars Salt Lake to Denver.
Ticket Office, 15 W. 2nd South.
D. C. DODGE, Gen. Manager.
J. S. BADGER, Traffic Manager.
F. A. WADLEIGH, Gen. Pass'r. Agt.

Great S. L. & Hot Springs Ry.
Time table in effect May 10th, 1896. Trains run by Mountain time.
Leave Salt Lake. Ex. Sun. 7:00 a. m. Ar. Ex. Sun. 7:45 p. m.
8:30 a. m. 7:15 a. m. 7:00 p. m. 6:30 p. m.
9:30 a. m. 8:15 a. m. 6:00 p. m. 5:30 p. m.
2:00 p. m. 1:45 p. m. 11:30 a. m. 11:00 a. m.
3:00 p. m. 2:45 p. m. 10:30 a. m. 10:00 a. m.
4:00 p. m. 3:45 p. m. 9:30 a. m. 9:00 a. m.
5:00 p. m. 4:45 p. m. 8:30 a. m. 8:00 a. m.
6:00 p. m. 5:45 p. m. 7:30 a. m. 7:00 a. m.
SUNDAY TRAINS.
Leave Salt Lake. Ex. Sun. 7:00 a. m. Ar. Ex. Sun. 7:45 p. m.
1:15 a. m. 9:15 a. m. 5:30 a. m. 3:30 a. m.
2:15 a. m. 10:15 a. m. 6:30 a. m. 4:30 a. m.
3:15 a. m. 11:15 a. m. 7:30 a. m. 5:30 a. m.
4:15 a. m. 12:15 p. m. 8:30 a. m. 6:30 a. m.
5:15 a. m. 1:15 p. m. 9:30 a. m. 7:30 a. m.
6:15 a. m. 2:15 p. m. 10:30 a. m. 8:30 a. m.
Ogden 1:00 to Butte's morning train 7:00.
Connections:
Depot, Third West and South Temple st.
General office, 10 south Main st.
A. DARROUZET, Gen. Manager.

CHICAGO, ST. LOUIS and EAST.
ONLY TWO DAYS LOST via SANTA FE ROUTE TO CHICAGO AND ST. LOUIS
You leave Ogden, or Salt Lake in the evening, and after breakfasting in the morning from dining cars of the SANTA FE ROUTE on the third morning you arrive in Chicago or St. Louis in season to attend to business or amusement with all fast trains for the East, having lost but one day. You will be surprised to learn that the track of the ATCHISON, TOPEKA & SANTA FE railroad was in such perfect condition on the long distance run of the "Flyer" on the New York Special, could be equaled if not exceeded, by its magnificent trains.
J. D. RENWORTHY, General Agent,
Room 411 Dooly Block.

UNION PACIFIC SYSTEM.
UNION PACIFIC
WORLD'S PICTORIAL LINE
The only line running sleeping cars and through Pullman sleepers to Chicago and St. Louis without change.
NEW TIME CARD, IN EFFECT MAY 10, 1896
Trains depart and arrive at Salt Lake City, daily, as follows:
DEPART
For a vestibuled limited of Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and Park City.
For a fast express for the Pacific Coast, Butte, Helena and intermediate points.
For local express for Ogden and intermediate points.
For a fast express for Chicago, Omaha, Denver, Kansas City, St. Louis, Butte, Helena, Portland, San Francisco.
For a local express for Montana, Utah, Provo, Nephi, Manti and intermediate points.
For local and express for Provo, Nephi, Milford, Frisco and intermediate points.
For a local express for Milford, Beaver, Lucin and intermediate points.
ARRIVE
From a vestibuled limited from Chicago, Omaha, St. Louis, Kansas City, Denver and Ogden.
From a fast express from Denver, Pueblo, Portland, San Francisco, Ogden and intermediate points.
From a local express from San Francisco, Ogden, Park City, Lucin and intermediate points.
From a local express from Chicago, Omaha, St. Louis, Kansas City, Denver and Ogden.
From a local and express from Provo, Nephi, Manti, Frisco and intermediate points.
From a local express from Montana, Provo and intermediate points.
From a local express from Milford, Beaver, Lucin and intermediate points.
Trains south of Juab run daily, Sundays excepted.
Ticket office, 201 Main Street. Walker Bank Building.
Telephone 1030.
E. L. DUDLEY, General Agent Passenger Department.
F. M. ELLIS, General Ticket Agent.
J. H. MANDERSON, General Freight Agent.

Meals on the European Plan.
The dining-car meal method of operating dining cars is no longer in vogue on the Burlington.
Something better has taken its place.
Meals on Burlington Route dining cars are now served on the European plan—you pay for what you order.
Prices are reasonable in Order meal cars as and for as little as or more, and the service is as good as it can be.
Omaha, Chicago, Peoria, St. Joseph, Kansas City, St. Louis—you can reach them all via the Burlington. Looking for service all the way.
W. F. McMILLAN, Gen'l Agent, Salt Lake City.

WE INSURE YOU
A safe, pleasant and comfortable journey on one of the finest vestibuled trains in America. The limited trains on the Fire between CHICAGO AND NEW YORK are without a peer, and are
FREE
Of any Extra Charge. Don't forget it's the Erie, leaving Dearborn station, Chicago. City ticket office, 243 Clark Street. Going east or west you are on the train
FOR ONE NIGHT
And a day, and have all the comforts of home.
THE DENVER & RIO GRANDE RAILROAD
SCENIC LINE OF THE WORLD
The only line running two Through Fast Trains daily to LEADVILLE, ASPEN, PUEBLO, COLORADO SPRINGS AND DENVER.
EFFECTIVE NOV. 25, 1894.
Train No. 2 leaves Ogden 7:00 a.m., Salt Lake City 8 a.m., arrive at Pueblo 5:15 a.m., Colorado Springs 7:32 a.m., Denver 10:25 a.m.
Train No. 4 leaves Ogden 6:15 p.m., Salt Lake 7:30 p.m., arrive at Pueblo 5:37 p.m., Colorado Springs 6:58 p.m., Denver 10:25 p.m.
Connections made at Pueblo, Colorado Springs and Denver with all lines east. Elegant dry coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.
A. S. HUGHES, Traffic Manager. S. K. HOOPER, G. P. & T. A., Denver, Colo.
E. P. REVING, General Agent, Salt Lake City, Ut.

NOTICE TO THE PUBLIC.
The People's Forwarding Company, 111 Main St., adjoining Z. C. M. I., are the authorized agents for THATCHER'S celebrated Pillsbury Flour and cereals and will fill all orders.
THATCHER MILLING & ELEVATOR CO.

2527 Rivets
made of pure rubber holds the Bull-Dog Garden Hose together.
247 holds the ordinary rubber garden hose together.
The strength of hose depends on these rubber rivets (technically called washers). A steel rivet is stronger than a long one. Bull-Dog hose are stiff.
Theory and results prove Bull-Dog strong and long for money value.
BULL-DOG HOSE IN 7 FTS.
Boston Woven Hose & Rubber Co.
215 Devonshire St., Boston, or
Lake St., Chicago. 91 Duane St., N. Y.
Market St., San Francisco. Wood St., Pittsburgh.
Houston St., Dallas. 14 Dearborn, San Francisco.

2 FIVE-TON WAGON SCALES
Made by the Chicago Scale Co.
For Sale Cheap.
Inquire at This Office.

ESTABLISHED 1869.
JOSEPH E. TAYLOR
PIONEER
UNDERTAKER
OF UTAH.

Manufacturer and dealer in all kinds of Metallic, Wood and Cloth Covered Coffins and Caskets.
Full line of Coffin Furnishings kept constantly on hand.
Telephone and telegraph orders promptly filled.
Open Day and Night.
Factory and Warerooms No. 251 E. 1st South, 1½ blocks east of Theater.

Walker Brothers Dry Goods Co. Walker Brothers Dry Goods Co.

SALT LAKE CITY, July 13, 1896.

Today's Temperature at 1 p. m.—74.
Tomorrow showers, cooler.

THE GREATEST
SHOE SALE
Salt Lake has ever known is now on at this great store. $10,000 worth of Shoes must be turned into cash at once. Every pair offered is the very latest style—no old goods—all this season's stocks, but must be cleaned out to make room for fall goods.

FOUR BIG BARGAIN TABLES!
One for Monday. One For Tuesday. One for Wednesday. One for Thursday. Eleven great Bargains for every day this Week.

HERE IS TUESDAY'S TABLE.
All our $3 and $3.50 dark and tan Black Oxford Ties in button or lace, all fine goods and good sizes, they go the $2 45

HERE IS WEDNESDAY'S TABLE.
All our $4.50 and $4.75 Oxford Ties in tan or black, they all go in the great shoe sale at $1 95

Walker Brothers Dry Goods Co.