

Wool H.B. Clawson Warehouse, Salt Lake City & Ogden.

E. J. Swaner & Co. Augmenting. Fine Jewelry in Gold, Silver, Onyx, Roman Gold, etc.

Heesch & Ellerbeck Plumbers, Gas and Steam Fitters. Agents for the celebrated Page Steam Heater.

Wool! We are prepared to purchase this year's Wool clip, and will pay the Highest Cash Price.

Simpson & Son Calciminers, Plain Plasterers, Chimney Builders, General Jobbers.

Clark's Spool Cotton. A Positive Cure for Nerve and Brain Diseases. Sole Agent: George A. Clark.

Diseases of Dogs, A Practical Guide for every dog owner on care, diet and prevention and treatment of the diseases.

Painter's Journal, Monthly, 25c. Agency for Universal Fashion Company's Perfect Fitting Patterns.

Dr. E. C. West's Nerve and Brain Treatment, a specific for Hysteria, Dizziness, Convulsions, Nervous Headache, Mental Depression, Loss of Memory, Premature Old Age, caused by over-exertion, over-indulgence, excesses or overwork of the brain.

SPECIAL ADVERTISEMENT.

HORSES FOR SALE. Thirty head of young horses for sale at reasonable figures, at California corral. Apply early to C. P. Brizzeo on the premises.

STOLEN. From my residence Second East street, south of Brigham, a Bridle English jockey saddle and blanket. Any person returning the same will be rewarded. A. L. Brinton.

LOST. On July 5th, about 7 o'clock p. m., a diamond stone, which fell out of the setting, on Brigham street, between First and Second East streets, on north side of street. The finder, if he returns it, will be liberally rewarded by J. Levitberg.

LOST. In Emigration Canyon, a silk dollman. The finder will be suitably rewarded by leaving at Kimball & Lawrence's.

FOR RENT. A brick house of five rooms, on Seventh South street, east of Main street; \$15 per month. Enquire of John Wayman on the premises.

WANTED. Two girls, one for kitchen work and one as nurse. Apply immediately to Mrs. Louis Cohn, Twentieth Ward, or inquire at Cohn Bros' dry goods store.

LOST. On Tuesday, June 27th, on the County road, between Brinton's and Neilson & Co.'s store, or thereabouts, Big Cottonwood, a black bill-book (pocket-book) containing money and a railroad ticket. Leave at this office and be rewarded.

LOST. At Liberty Park, on Thursday, a gold medal. The finder will be rewarded by leaving at this office.

NOTICE. All persons are hereby notified not to purchase the brick house and lot rightfully owned by me, the title to which has been obtained fraudulently by Charles F. Blandin.

CLERK WANTED. A young man who is a good penman, correct in figures and who desires a thorough training in book-keeping. Address "Clerk," P. O. Box 375, giving reference.

GIRL WANTED. A good girl to do general housework in a small family. Good wages. Apply at this office.

POTATOES. Cutler Bros. have a Car Load of good Old Potatoes.

FOR SALE. YOUNG PIGS. Price & Clive's.

MRS. B. S. LONG, Pioneer Fancy Store, Third door west of Dinwoodey's Furniture Store. Dealer in Materials for all kinds of FANCY NEEDLEWORK.

WALKER OPERA HOUSE. IMMENSE ATTRACTIONS. THREE NIGHTS ONLY. Commencing TUESDAY EVE., July 11. Farewell Tour of the Eminent Comedian JOSEPH K. EMMET!

Fritz in Ireland, OR, THE BELL RINGER OF THE RHINE and the Love of the Shamrock. Supported by a Select Company under the direction of BROOKS & DICKSON.

REAL CHIME CHURCH BELLS! As played in the Town of the Castle Clock on the Rhine, Germany. During the play Mr. EMMET will introduce the following songs and dances: "The Bells are Ringing," "The Swell," "The Cuckoo Song," "The Shamrock," "Wilhelmstrich Strauss," "The Brother's Lullaby," "I Know What Love is."

LATEST TELEGRAMS.

XLVII CONGRESS. REGULAR SESSION. SENATE.

Washington, 5.—Cameron moved to dispense with the calendar for the purpose of taking up the bill for the relief of Ben Halliday. The Senate refused to table the motion—23 to 29—and agreed to consider the bill—31 to 24. The minority began to filibuster, explaining they thought the Senate should consider more important business. The bill finally went over.

The bankruptcy bill was made the special order for the first Wednesday in December by a party vote of 22 to 21. The senate took up the bill to create the territory of Pembina. There was a short discussion on the matter of Dakota's admission. McMillan reported the river and harbor bill, and will move its consideration to-morrow. Adjourned.

HOUSE. Washington, 5.—A discussion arose on the reduction by a quarter million dollars of the amount appropriated with a view of improving the navy. Robeson strongly opposed.

Ellis declared himself heartily in favor of the reconstruction of the navy, for sooner or later the Irish question would enter into American politics and might lead to complication with England. Mexico would be before long, she was being peacefully subjugated by the United States. Then would come recoil and revolt and the United States might be called on to defend the interests and property of Americans in Mexico. He referred to the insults of Chili. Aiken's amendment to reduce the appropriation \$250,000 was rejected, and Harris' amendment that any portion of the \$114,000,000 not required for the purposes specified may be used in the construction of two new cruisers was adopted—85 to 1.

In considering the appropriation for the bureau of steam engineering, Whitehorn attacked Robeson's management of the navy. Robeson responded and urged the defeat of Hewitt's amendments to strike out the proviso applying a million dollars to monitors; the *Manitoma* and *Monadnock* would be enough to protect the harbor of San Francisco, with the *Comanche* already there. The amendment was rejected—68 to 46. Hewitt moved that the work be awarded to the lowest responsible bidder. Robeson opposed, as allowing any bidders like the Mackeys to come in and bid.

The Autopsy. Washington, 5.—The doctors appointed to conduct the autopsy on the body of Guitau—Messrs. Lamb, Hartigan and Sowers—are quarreling among themselves, imitating in a small way the squabble of a dozen or more physicians who attempted to treat ex-President Garfield's wound. Dr. J. M. Beard, of New York, was called to Washington at the request of Guitau the day before his execution, to make his arrangements for an autopsy. He invited seventeen physicians to be present at the operation. Some of them came and those present deputized the physicians named above to conduct the autopsy. Copious notes were taken, and Dr. Lamb, who is a surgeon in the medical museum, took possession of the memoranda and this morning notified his associates by letter that he had prepared a report, and forwarded it for publication to Philadelphia.

Dr. Sowers in conversation with your correspondent said: "I understand Dr. Lamb has prepared a paper that he calls a report of the autopsy on the body of Guitau. This paper cannot be termed in any sense a report. I think the public understanding that three of us were appointed to make a report will scarcely be willing to accept the conclusions of one man as the true statement of facts ascertained. The autopsy was conducted by Drs. Lamb, Hartigan and myself jointly, and we ought to have been able to reach a harmonious conclusion. Dr. Lamb by publishing his statement without inviting Dr. Hartigan and myself to approve it has prevented such a result, but we will join in the preparation of a majority report within a day or two. Dr. Lamb said: I have prepared an official report of the autopsy, and it will be published to-morrow. I conducted the autopsy myself, and none else has authority to make a report. A man may have some assistance in writing a book, but that does not compel him to print the names of his helpers on the title page. In my report I have given the gentlemen who helped me at the autopsy credit for their labors, but the report is mine. It is official, and neither Drs. Hartigan or Sowers has right or authority to affix to it their names.

HORRIBLE CATASTROPHE.

Drowning of an Excursion Party.

Pittsburg, Pa., 14.—Intelligence is just received that the steamer *Sciota*, with an excursion party of 500 persons on board, collided with the *John Lomas* near Mingo Junction, Ohio. One hundred persons are reported drowned. Mingo Junction, Ohio, 4.—One of the survivors says the *Sciota* was coming up the river under full head of steam, and when about half a mile from Mingo Junction, the *John Lomas* was sighted coming down. The pilot of the *Sciota* whistled for the channel, but owing to a misunderstanding both boats took the same side, the *Lomas* striking the *Sciota*, sinking her in fifteen feet of water in three minutes from the time of the collision. The scene on the *Sciota* was heartrending and the life struggles were frightful to behold. The *Lomas* was only slightly disabled and went to work at once to save those on board of the unfortunate *Sciota*. This task was rendered easier by the bright moonlight and no doubt many lives were saved from this reason. It is now believed that the first reports were exaggerated, and that the loss of life will not exceed twenty persons.

Arthur McNully, who lives at Cross Creek, an eye witness of the whole matter, was standing in a door immediately opposite where the collision occurred. It was about 8 o'clock. The *Lomas*, in passing the island chute, whistled for the preference of sides, and as near as he can judge it was three minutes before the *Sciota* answered and neither of them appeared to sheer off, and almost immediately the collision occurred. He continues: General confusion followed, and I saw the people jumping from the hurricane deck and all parts of the steamer. As far as I could see, the *Lomas* struck the *Sciota* forward, for the fire blew over the bow of the *Sciota*. The *Sciota* sank almost instantly. The *Lomas* backed up as soon as possible. The *Lomas* ran to the Ohio shore, landed her passengers and then returned to the wreck. The crew and officers of the *Lomas* exercised every effort to rescue the unfortunate passengers, and succeeded in landing over 400, making several trips, and continued the work. As soon as I saw the accident I jumped into my skiff and started for the wreck. When I got there I got five persons within a distance of twenty-five feet, and there were two other skiffs below me, picking them up, but I don't know how many they got. They were hallooing all over, and there appeared to be a great many in the wreck, but it was too dark for me to tell the number. I then took the parties I rescued to the Ohio side, and by this time the *Lomas* had landed a party and returned to the wreck. I had just come home from work as the boat came past, and could not tell how many were on board, but from what the parties who had landed told me there were from sixty-five to seventy on the boat. From the run of conversation of those who had been landed, I gathered that from 500 to 550 were landed. Three women were carried ashore and died after they had been rescued. Two little boys and the assistant engineer of the *Sciota* were rescued and stopped at Cox's. The assistant engineer told me he thought many lives were lost as the lower decks were crowded and the boat sank instantly. A man and woman passed within a hundred yards of my house. He was holding her up and crying for help, but my wife saw them sink. The scene was terrible. I saw at least fifty young ladies who had been brought to shore, who were saved by their escorts, swimming and holding them up.

Wheeling, W. Va., 4.—It is impossible to ascertain or even guess the number of persons drowned. Capt. Thomas son Dan is missing, and a deck hand, name unknown, was also drowned from the *Sciota*. The rest of the crew are safe. The first man taken out of the water was watchman Chas. McCoy. The *Lomas* struck the *Sciota* on the port, 15 feet from the bow, and made a large hole through which the hull filled rapidly and she sank at once and is now lying on the bottom of the river. The water is two feet deep in the cabin. Charles Page, of Marietta, Ohio, striker or assistant engineer of the *Sciota*, says they started from East-Liverpool at half-past 6 o'clock in the morning with a large excursion party who were off for a Fourth of July frolic, and they went far down the river to Mainsville, arriving there about 1:30 p. m., and after lying there about two hours, started for home, stopping at Wheeling and Martin's Ferry. People hailed as they passed along the river, but the captain said we had enough on board, and refused to take any more except at Steubenville, where he took on several passengers. When we collided with the *Lomas*, as near as I can judge from what I heard the people say, we had on board 400 people at least, and probably 500. I was on the watch at the time of the accident, and when the boats whistled for passing I noticed there was something wrong, but thought nothing of it, and stepped out on deck for a second, when I saw the *Lomas* right on us

I rushed back to my engine and obeyed the bell to go back, which was immediately followed by a bell to stop, and then seeing that the boat was sinking, the engineer and I threw a skiff into the river and then I ran after my coat, when I got back it was so full of poor stricken people that I knew it would sink, so I jumped into the river and struck out for the west Virginia shore. In looking around and as I swam I saw a sight that took the life out of me. The water was black with struggling humanity, and the expression of the faces was the most terrible you can imagine. Every woman and child crying piteously for help, and some of the screams so unnerved me that I could scarcely swim; but the current was very strong, and as I struck out with all my might, I soon got out of sight of the crowd in the water, there being but two boys near me who managed to reach the shore in safety, with a little help from me. We swam about a mile altogether, and when we reached shore it was almost impossible for any of us to stand up, as to how many was lost I can form no idea, nor do I know what caused the accident, or who is to blame. I heard one of Captain Thomas' boys was lost. Ned was his name I believe.

Mingo Junction, 5.—The following were found dead: C. E. Spriggs, Hammondsville; Miss Belle Brandon, Dave Gargo, Sarah Braddy, Stewart Pipes, J. O'Conner, Ed. Smith, all of Wellsville; R. E. Barden, E. P. Burke and Mallo Shields, East Liverpool; Ed. Thomas, the captain's boy. When the boat is raised many bodies will be found. The party was about equal of gentlemen and ladies. Cincinnati, 5.—Times-Star special from Mingo Junction: It is impossible to obtain the names of all the missing, but it seems well established that the number is not greater than twenty. The following bodies have been recovered; David Fargo, Stewart Pipes, of Wellsville; R. C. Beard, East Liverpool; Blank Smith, boy, Steubenville, Ohio; Ed. Thomas. Among the missing not likely to have escaped alive are the following boys: Harper Stewart, Willie Booth, Chas. Davidson and Joe Conners. Three or four members of the Wellsville Brass Band are reported missing. Steubenville, Ohio, 5.—Hundreds of people are attracted to the scene of the wrecked *Sciota* some in search of missing loved ones, others from curiosity. One dead body has been recovered on the Ohio side. Two bodies of boys are reported near Wellsville. Two boys are picked up on the Virginia side, who had swam a mile and a half below the place of the accident. They say there were about fifty persons on the lower deck with them when the boat sank and many of them probably drowned. Captain Thomas, of the *Sciota* is crazed with grief at the loss of his son and benumbed with cold from fruitless search in the watery cabin for his body, which has since been found at Brilliant Station. The death roll will probably exceed fifty. There are more than this missing, and all chances for escape are heard from. A hundred persons went from Wellsville and East Liverpool down to the scene of the disaster this morning. The list of the missing is as follows: Wellsville.—John Stevens, aged 25 years; David Fargo, 21 years; Belle Brandon, Sallie Kiddy, E. P. Smith, wife and two children, Willie Ewing, Charles Davidson, 12 years; Joseph Connor, 21 years; East Liverpool.—Irene Farmer, Cit Thompson, 19 years; Lincoln Thompson, 25, Annie Booth, Carrie Boardman, M. E. Eastline and wife, Willie Parrell, John Christy, John Tomlinson, Jacob Gibson and wife, Dr. Stevenson and three men, named respectively, Kennet, Woods and Burke; Lewis Harper, of Wellsville was fatally hurt.

This list is more likely to be swelled than diminished. A Big Bill. Washington, 4.—The Senate committee on commerce nearly finished to-day consideration of the river and harbor bill. An amendment was adopted to increase the appropriation for the improvement of the Mississippi River between Cairo and the head of the passes to \$50,000,000. This adds to the House bill \$1,000,000. One hundred thousand dollars was also added to the House bill for the improvement of the Mississippi. The amendments made by the Senate committee will add to the House about \$2,000,000, making the total amount to be appropriated more than \$19,000,000. Strikes. Scranton, Pa., 4.—The miners and laborers at Lucas mines have struck for an advance. Ottawa, 4.—A gang of laborers on the Canada Pacific have struck for an increase of wages. New York, 4.—It is rumored the Hudson River Railroad Company has acceded to the demands of freight handlers, and ordered the men to resume work to-morrow. New York, 5.—The report that the demand of freight handlers would be complied with this morning proved incorrect. A number of Germans have been added to the new force recently employed by various railroad companies, and freight is being handled with more rapidity. The business, however, is still behind hand.