

# TRAIN WRECKED BY OPEN SWITCH

Fireman George Edgar Killed Out-right and Engineer Bywater Badly Hurt.

## OCCURRED NEAR PARK CITY

Train Had Just Left for Salt Lake When the Terrible Accident Took Place.

Officers of the Rio Grande Western system are today striving to learn the cause of an open switch in the Park City yards which yesterday afternoon caused the wreck of the regular daily passenger train bound for Salt Lake, and the death of Fireman George Edgar. The switch is located about 300 yards north of the Park City depot and was not used in regular traffic between the time of the arrival of the passenger train in the morning, and its departure in the afternoon. It was found after the wreck, to be swing open, with the job lying on the ground nearby. Several theories are advanced, the one that some Italian laborers used the switch and failed to close it being the most commonly accepted. It is also claimed that malicious persons, or mischievous boys, opened the switch after finding it unlocked yesterday. No freight switching, it is said, has occurred over the tracks since the day before the Fourth of July.

Immediately upon receipt of the news of the wreck in Salt Lake last night, Supt. Worthy, Assistant Mechanic Hickley, Wrecking Crew Supt. McCurdy, Asst. Supt. Sloan and claim Agent Howard left for Park City, taking a special train for the passengers, and a wrecking outfit to remove the track obstruction.

The passengers were transferred to the special on its arrival and left for this city at \$10 o'clock. The wrecker went to work immediately, and continued its operations through the night until the debris was finally cleared away, and the track opened for train service. The main difficulty was in lifting the big engine, which was turned on its side below the switch, but this was finally accomplished without a mishap.

### ENGINEER'S GOOD WORK.

The people of Park City feel especially grateful to Engineer Joseph G. Bywater for his cool-headed work in stopping the train. His effort saved the train from a much more serious wreck than it was. He saw the open switch ahead, about 50 feet away, from which he at once signalled for the hand brakes, applied the air and reversed the engine. He then shouted to the fireman to jump, and left the cab himself. The train had just left the depot and was taking on its full speed. The reversed engine slowed down powerfully in the last 40 feet before leaving the rails, but the force was still sufficient to cause it to turn overhanding on its side.

### ASSISTANCE RENDERED.

Passengers in the cars and employees of the yard rushed to the scene to render what assistance they could. The engineer was found lying by the side of the track with a broken thigh but the fireman could not at first be located. The engine was steaming backwards with its big wheels tearing through the air and in the dirt, at full speed, and some temerity was required to enter the cab to shut off the steam. George Spillman of the Park City ball team, after some difficulty, succeeded in getting into the cab and stopping the engine.

The search for the fireman, which was then taken up, soon succeeded in locating his body partly buried in earth from the overturned tender, and burned by escaping steam from the steam gauge against which he had been thrown. The body was removed at once to an undertaking establishment, while the injured engineer was taken to the Park City railroad hospital. His injuries have been found to consist chiefly of a broken leg, which will keep him in confinement for several weeks.

In the baggage car a number of Los Angeles baseball players, who had just finished a game with Park City, were changing their clothes, and some of them were bruised by collisions with the heavy trunks which were thrown about as the engine reversed. The baggage car followed the engine off the rails, but did not overturn.

### THE DEAD FIREMAN.

George Edgar, the unfortunate fireman who lost his life, was a native of Fifehill, Scotland, where he was born 45 years ago. He had followed railroad work many years and was highly esteemed by all with whom he had been associated. He was a quiet, trothless man, a devoted husband and a kind father, and his shocking fate bears heavily upon his wife and family, who were anticipating his return home when the news came of his demise.

### A SINGULAR INCIDENT.

Yesterday morning, on leaving for his post of duty, Mr. Edgar, as though seized with a thought of his impending fate, tapped on the window of his home and peered through to the children, little realizing, perhaps, that he was giving them a last, fond farewell. His wife noticed the incident and remarked about it to the little folks, but its significance did not occur to her until the fatal wreck.

### SYMPATHY EXTENDED.

Mr. Edgar has a number of brothers, who are raising one, one being an engineer on the Short Line and another an engineer on the San Pedro. The deceased was a member of the Church of Jesus Christ of Latter-day Saints and lived in the Fifth ward, where he had many friends who sincerely sympathize with the family in their bereavement. He leaves a wife and seven children.

The body will be brought down from Park City this evening, at which time the funeral arrangements will be made.

### Baseball Players and Foot Racers.

Louis J. Kruger, ex-champion long distance foot racer of Germany and California, with a team of 100 men, during the training of eight weeks, got races at Salt Lake City in April last, I used Ballard's Snow Liniment to my greatest satisfaction. Therefore, I highly recommend snow liniment to all who are troubled with an attack of rheumatism," says Dr. Z. C. M. L. Drug Dept.

### ONLY \$1.00.

Odgen and Return.

Via Oregon Short Line, July 8th. Special train 6:40 p.m., returning leaves Odgen 11:00 p.m. Good program of bicycle races at the new Glenwood Park.



## MISS GENEVIEVE MAY, CATARRH OF STOMACH CURED BY PE-RU-NA.

Miss Genevieve May, 1317 S. Meridian St., Indianapolis, Ind., Member Second High School Alumni Assn., writes:

"Perma is the finest regulator of a disordered stomach I have ever found. It certainly deserves high praise, for it is skillfully prepared."

"I was in a terrible condition from a neglected case of catarrh of the stomach. My food had long ceased to be of any good and only distressed me after eating. I was nauseated, had heartburn and headaches, and felt run down completely. But in two weeks after I took Perma I was a changed person. A few bottles of the medicine made a great change and in three months my stomach was cleared of catarrh and my entire system in a better condition."

—Genevieve May.

Write Dr. Hartman, President of The Hartman Saatgarten, Columbus, Ohio, for free medical advice. All correspondence held strictly confidential.

### WESTERN MARKET LETTER.

Kansas City, Mo., Monday, July 3, 1905.—Cattle receipts last week were more than 36,000 head, an increase of 5,000 over the previous week, and the heaviest of the season. The market was good all week closing 15 to 25 cents higher on all killing cattle, but stockers and feeders were slow and 10 to 20 cents lower. Urgent farm work kept country buyers at home last week, and the stocker and feeder trade does not reflect the true strength of that class of cattle. In a week or so, when harvest is over and the market is more demand for stockers and feeders will be brisk, especially if the present favorable prospects for corn are not interrupted. Packers bought the cattle better last week because the class of stuff received more nearly suited their wants than what came in the previous week, that is last week most of the stuff was light weight cattle, and medium priced. There seems to be a good outlet for medium class beef and prospects look promising. Supply is tight, but the market is good, market on Killing cattle up to 10 cents higher, stockers and feeders steady.

The Riley Deardorff cattle from Fraser Colorado, sold on different days last week at \$4.35 and \$4.50, 1,100 lbs. and some \$500 lb. fed steer, stockers and feeders sold from \$3.00 to \$3.80, bullocks \$2.50 to \$2.80, veal \$4.25 to \$5.25, some grain killing steers from El Paso, \$94 lb. to \$4.75, about in line with quarantine cattle of the same weight. Grass cows bring \$2.75 to \$3.00.

The mutton market is all that could be desired. Prices advanced 25 to 40 cents last week covering all kinds of sheep and lambs, and the market is up 10 cents again today. Receipts are moderate, mostly Arizona. Twelve doublets of Arizona. Wethers sold straight today at \$5.25, 90 lbs. which is 15 cents higher than previous best price this season, last Friday, and about 50 cents above a week ago. Spring lambs sell at \$6.50 to \$7.25, straight from Rockford Ford, at \$4.25. Pannhandle stockers and feeders sold from \$3.00 to \$3.80, bullocks \$2.50 to \$2.80, veal \$4.25 to \$5.25, some grain killing steers from El Paso, \$94 lb. to \$4.75, about in line with quarantine cattle of the same weight. Grass cows bring \$2.75 to \$3.00.

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—HOBDAY'S HOBBY.

Hobday then moved, as a substitute for the whole, that the resolution and the petition of the Commercial club be referred to the committees on public grounds and streets. He said that the whole proposition would be better understood if the committee acted upon it and he contended that the most important matters in the petition, namely, the paving and grading for the boulevard, were entirely overlooked in the resolution. Wells stated that Hobday's only reason for having the resolution referred was simply to delay the construction of the bridge.

—THE GOOD OLD WAY.

The order of business was taken up where it left off when the council took a recess on Monday night, hence the first thing up was the Wells resolution providing for the construction of a bridge across City Creek at a cost not to exceed \$10,000. The work to be done by the board of public works. Wood offered an amendment that the cost of the bridge be reduced to \$6,000, and that the work be done by the street supervisor under the plans and supervision of the city engineer. Wells at once accepted the amendment and thereby gained the support of Councilman Wood.

—PRESIDENT PRO TEM.

When the council was called to order President Hewitt, who is now acting mayor, called Councilman Hartenstein to the chair and the latter presided during the entire session. President Hewitt had looked the matter up and found that the council shall elect a president pro temp only when the president is absent from the city or was physically unable to attend the meetings. As he is neither absent nor disabled he decided that there was no necessity for an election of a temporary successor.

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