

TWO KILLED AND TWO BADLY HURT

Freight Trains Meet in Head-on Collision on Rio Grande.

ENGINEERS ARE VICTIMS.

Regular Expected Clear Track—Freight Failed to Make Siding.

Few Facts Obtainable Because of Usual Ugly Attitude of Local Operating Offices.

DEAD. T. J. Loftus, engineer of freight No. 62, regular eastbound.

T. McAleer, engineer extra freight, westbound.

BADLY INJURED. Fireman Thomas—Scalp wounds, badly bruised.

Fireman McDougan, No. 62—Bruises.

Brakenau Raymond—Nose broken, shoulder hurt.

Bullet—The body of Engineer Loftus is now believed to be under a carload of slack which turned over as he jumped. Twelve cars loaded with coal, steel, drygoods and merchandise are piled up. The fire was subdued in its incipient and big gangs of men are pulling the wreck apart with the result traffic will be resumed late tonight. The accident occurred in a deep cut which forms part of a curve.

That two have been killed and two badly injured in a freight wreck on the Rio Grande at 2:30 o'clock this morning is known, despite the efforts of the local operating offices to keep the affair a dark mystery. The wreck was a head-on collision which occurred at Jordan Narrows, one-half mile west of Olivers, a station just 20 miles from Salt Lake. Train No. 62, the regular eastbound freight, left here at midnight last night with Engineer Loftus of this city at the throttle and Fireman McDougan. While little information is obtainable, it is supposed the regular was to have had a clear track and was moving under that understanding. The extra was probably supposed to have taken a siding at Olivers, or some point near there, but was either ahead or behind time, and its crew, believing it could make a siding ahead before the regular came along, had set their train rolling at a good gait, too. The two trains came together with a terrific crash. So suddenly did they meet that the engineers were killed at their posts and the firemen escaped by a miracle.

The offices here furnish little light upon the unfortunate affair and seem to have an idea that killing of train crews or passengers is "none of the public's business." This stand has been taken many times by Rio Grande operating officials. Unlike the Harriman lines, which offer all telegrams and data to the press, the Rio Grande attempts to cover up accidents as a murderer tries to cover traces of his bloody deeds.

A wrecking crew and train had been sent to the scene as soon as possible, but the engineers had been caught squarely and death came before a hand could be lifted to save them. Engineer Loftus was pinned beneath the wreckage. All efforts to get him out were futile and it is almost a certainty that he was killed in the collision.

Dr. Calderwood and others left Salt Lake as soon as word of the wreck was given them. Dr. Calderwood left this morning. He boarded a street car for Murray and had a rig waiting for him there. Others left for the Narrows in automobiles. These kindred were given medical care and it is believed that two lives will be lost. Trains passing east and west this morning were transferred to the Salt Lake Route tracks and thus traffic was kept on the move.

LEAVES THREE ORPHANS.

Up to a late hour this afternoon the body of Engineer Loftus had not been located under the burning wreckage. Although one of the wrecked engines had been brought into the Salt Lake yards. The body of Engineer McAleer, who is also a Salt Lake man, was found behind the tank of his engine. His neck had been broken and he died instantly, being saved the horror of the flames.

The death of Engineer Loftus is decidedly pathetic as but a few months ago he lost both his wife and baby, the former dying from consumption. With his three remaining children, all boys aged 3, 8 and 10 years respectively, he lived alone.

Conductor Williams of the train of which Thomas Loftus was the engineer arrived in Salt Lake this afternoon and took charge of the children, taking them to his home.

DEATH OF DR. WALLACE.

Dr. Thomas Wallace, an elderly man who was shot in the leg two months ago, by a policeman's bullet glancing from the sidewalk, near the Bamberger depot, died suddenly this morning, at Holy Cross hospital from heart failure, and his remains are at Evans' morgue awaiting the disposition of friends. It will be remembered that the doctor was walking on South Temple street to take a train over the Salt Lake & Ogden road, when a policeman near by fired his revolver at a fleeing thief. The bullet went wild of the thief, and landed in Dr. Wallace's right thigh. He was sent to the hospital where the wound was not considered as serious. However, the old gentleman does not appear to have been in good health, and he remained at the hospital for general treatment. Up to the hour of his death, he was not considered in any critical condition.

SHORT LINE MEN MEET FOR ANNUAL

Five Proxy Holders Transact Business for Harriman Stockholders.

OLD BOARD ELECTED AGAIN.

Directors Will Meet Later to Select Company Officers—No Changes Anticipated.

- \*Oliver Ames, Boston.
- \*Gordon M. Buck.
- \*Samuel Carr.
- \*L. H. Cornell.
- \*Wm. D. Cornish, New York.
- \*Geo. E. Downs.
- \*Maxwell Evans.
- \*E. H. Harriman.
- \*Robert S. Lovett.
- \*W. S. McCormick, Salt Lake.
- \*Wm. Muhl, New York.
- \*Oliver W. Mink.
- \*H. B. Taylor.
- \*W. V. S. Thorne.
- \*P. A. Valentine, New York.

\*Also Union Pacific directors, re-elected at yesterday's meeting in this city.

Five men met this morning in the offices of W. H. Bancroft, vice president and general manager of the Oregon Short Line. These were proxy holders of the Oregon Short Line, and in holding proxies they represented stockholders of the Oregon Short Line. They re-elected their board of directors to a man, and according to the statements of the voters, upon noon adjournment, they did little else which is of interest to the general public.

Joseph Hellen and Director Cornell, the former assistant secretary, were the easterners who brought eastern votes to the meeting and Mr. Bancroft, F. Knickerbocker, secretary, and P. L. Williams, counsel for Utah lines, were the Salt Lakeers who were present.

In the near future officials will be selected for the railroad by the directors just elected and, as in their case, no change in the personnel of officers is likely.

MILEAGE BY STATES.

	Miles.
Wyoming .....	119.51
Utah .....	508.18
Idaho .....	958.94
Oregon .....	29.66
Montana .....	134.82
Total .....	1,451.11

LOAD OF "SPUDS" ON FIRE.

A refrigerator car loaded with potatoes on the Oregon Short Line tracks between Third and Fourth West streets on North Temple street took fire at 12:30 p. m. today. The fire was caused by a spark from a passing locomotive. No. 2 fire department was called and the fire was extinguished before extensive damage was done.

CAPTURE FUGITIVE MANIAC.

George Grover, a fugitive maniac from the Blackfoot, Ida., asylum, was picked up here this afternoon by Attendant Miller from the Idaho institution who has been seeking him since his escape about two weeks ago. Miller first saw him at the postoffice this morning as he was calling for his mail. He followed him a mile south and there placed him in custody. He was taken to police headquarters to be held until he can be taken back to Idaho.

SALT LAKERS GET LANDS

J. M. Whitaker Returns from the King Hill Carey Land Drawing in Idaho.

J. M. Whitaker returned last night from Idaho, where he attended the land drawing under the Carey act at King Hill. Incidentally Mr. Whitaker drew down 80 choice acres of fruit land for himself, and acting under power of attorney managed to secure 40 acres each for Laban J. Keyes of this city, L. J. Gillis of Park City, J. W. Fink of Philadelphia, Charles Sunderland of Murray, and Harry M. Hanaford of Elgin, Ill.

The Carey act land opening held at King Hill, Ida., was a record breaker. When his name was announced, Mr. Whitaker declared this morning. "Nothing like it has ever been accomplished in the history of Carey land openings, three-fourths of the entire acreage was taken by the anxious public as rapidly as it was possible for them to select their choice on the official plots and file upon the land. It was indeed an inspiring sight to witness the excitement and the anxiety expressed upon the countenances of the interested people, all bent upon having a piece of the choice fruit land being offered them, and a more representative body of men never assembled at a land opening; they came from all parts of the United States, determined to have a home in this high class orchard project. Not all were successful in securing what they wanted, land near to the new and prospectively bustling town of King Hill. Some went away from the filing booth, later they returned and took land lying further out and were delighted.

"The first man drawn from the barrel was Henry C. Jones of Pittsburgh, Pa. When his name was announced, the deafening cheer went up that embarrassed the young man to such an extent that he lost his self-control for a few moments, then he made a rush for his filing receipt. From that time on everyone whose name was called proceeded rapidly to file upon their choice of land. There was not a disorderly act during the entire proceedings, and everybody was happy and good natured.

Cubs Cinch Championship

SCORE BY INNINGS

CHICAGO—1 0 0 0 1 0 0 0—2

DETROIT—0 0 0 0 0 0 0 0—0

FINAL SCORE:

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ing Evers, Steinfield fled to Crawford. Hoffman hit to Coughlin and the third baseman retired Schulte on the base line. One run.

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SPANISH BALLOON FALLS INTO OCEAN

Castilla, One of Missing Contestants, Drops Down Near Island of Heligoland.

PILOT AND ASSISTANT SAVED

No News Has Been Received of the Busley, German, and the Helvetia, Swiss.

Cuxhaven, Oct. 14.—The Spanish balloon Castilla, one of 37 missing contestants in the international cup, race that started from Berlin Sunday, dropped into the ocean six miles north of Heligoland this morning. A fishing boat went to the rescue. Montego, the pilot, and his assistant, Robo, were picked up and brought here.

The captain of the cutter, stopped here long enough to dispatch a telegram and then continued on his way to Hamburg. The fishermen's cutter was flying the Spanish flag, the only thing saved from the wreck of the balloon.

NO NEWS OF TWO.

Berlin, Oct. 14.—No news yet has been received here of two missing contestants in the balloon race for the international cup that was started from Berlin Sunday. These airships are the Busley, German, and the Helvetia, Swiss. It is now 72 hours since they disappeared. Two of the competitors in Monday's endurance race also have not been reported. It is hoped that these airships escaped the changeable lower currents and succeeded in higher altitudes in reaching Russia. A report received here from Wangerloog Island, in the North sea, says a balloon passed over there yesterday.

Fourteen German torpedo boats are searching the North sea for the missing balloons.

N. H. Arnold and Harry J. Hewat, the two American contestants of North Adams, Mass., who were rescued from their balloon, St. Louis, in the North sea yesterday, arrived in Berlin today. Mr. Hewat's right hand was badly lacerated by one of the anchor ropes of the balloon, but otherwise neither of the men sustained any harm on their adventurous trip.

NEW YORK POLITICS.