

SEVENTY-ONE PERSONS KILLED OR INJURED

Fifty Badly Injured, Thirty of Whom Will Probably Die— Chair Car Was Scene of Greatest Slaughter—Relief Train With Wounded Delayed by Derailed Car—Train No. 5 and Double-Header Freight Collided at Dotsero, Twenty Miles from Glenwood Springs—Collision Worst in Railroad History.

Denver, Colo., Jan. 16.—Seventy-one persons killed and at least 50 injured, and the record of the wreck of the Denver & Rio Grande passenger train No. 5, near Glenwood Springs, according to a long distance telephone message from Glenwood Springs this morning.

To add to the horror of the wreck, the second relief train, loaded with injured, was delayed by the derailment of some freight cars. The first relief train, bearing a number of the most slightly injured, reached Glenwood this morning bringing reports of the wreck, which appears to have been the worst in the history of railroading.

Most of the slaughter was done in the chair car. Of 69 passengers in that car, 45 are said to have been killed. The one human being to escape was a six-year-old girl, who was found under the dead body of her mother, and is too dazed even to remember her name, rather than it is "Alice."

No further identification of the dead has been made, according to the reports reaching Glenwood. The dead are in many instances so horribly mutilated that identification will be very difficult.

THE COLLISION.

Glenwood Springs, Colo., Jan. 16.—Fifty are reported killed and 50 injured, some fatally, in a head-on collision of Denver & Rio Grande train No. 5, and a double-header freight at Dotsero, 20 miles east of here at 10:30 p.m. It was from the chair car that the dead were taken and 29 bodies have been recovered so far.

DEAD.

One Olsen, engineer on the passenger train, killed.

Forty-nine passengers, names unknown.

KNOWN INJURED.

Sig. Olsen, engineer on freight train; badly injured, may die.

L. T. Jeffrey, conductor on the second freight engine, badly injured, may die.

Thirty passengers, names not known.

All the sleeping cars remained on this track and no one in them was injured.

A partial list of injured follows:

John Kasso, laborer, Cleveland, Ohio.

Thomas Elliott, Pendleton, Iowa.

W. A. Haver, Ravenna, Ohio.

T. E. Miller, Denver.

Mrs. C. B. Wapelin, Mo.

Charles P. Mance.

Mrs. Charles P. Mance.

William Barber, Anthony, Kan.

J. H. Hayden and child, Buffalo, O.

Fred Jensen, Iowa Falls, Ia.

Mrs. Nellie J. Morton, Standish, Cal.

Mrs. A. W. McCauley and child.

W. C. Moxey, Los Angeles.

J. E. Thompson, Bookens, S. D.

Charles E. Denver.

Clyde E. Thompson, Pullman conductor.

Clarence Vassau, Middlebury, Vt.

Among those who were on the train and escaped are:

C. P. Gilette.

Mrs. R. H. Wallace, Grand Junction.

Mrs. Sarah McLean, Grand Junction.

Mrs. E. P. Robinson and two children, Grand Junction.

Ernest Kilpatrick, Grand Junction.

Dr. Charlotte Hall, St. Paul.

Emma Stratford, Cleveland, Ohio.

Mary E. Spear, Cleveland, Ohio.

Mrs. L. R. Hoff, Winslow, Nebraska.

High Gregg and family, Harrisburg, Pa.

W. G. Moxey, 1247 Walnut street, Los Angeles.

J. E. Cannon, Twin Falls, Idaho.

THE CRASH.

The passenger train crashed into the head engine of the freight train, which was switching at Dotsero, which is a blind siding. The chair car was telescoped and the first passenger coach was wrecked.

It was found the chair car that the dead were taken. Twenty bodies have been recovered. It is said that not a single person in the day coach escaped.

Further details have been received from the relief train which probably reached here with the dead some time this morning.

It was impossible to carry the wounded around the wreck. This delayed the relief to the passengers for more than an hour.

The passenger train is said to have been going at a good rate of speed when it reached the siding at Dotsero. It is reported that the engineer of the passenger train thought that the freight had passed the siding and was going rapidly to stop his train when he saw the danger.

The great locomotive attached to the passenger train was demolished and the chair car and passenger coach were turned on their sides and shattered.

With the arrival of the relief train from Glenwood it was possible to start the work of taking out the bodies.

PINNED UNDER WRECKAGE.

The injured were pinned under the wreckage and the heroic work of the passengers of the rear cars saved many lives. Some of the injured are terribly mangled, and the death list, it is feared, will be greatly increased.

Train No. 5, which was wrecked, left Denver this morning and was due here at 10:20 tonight. The train was well filled with passengers, many of whom were to get off at this point.

Dotsero is a blind siding, with no station and no telegraph office.

When the relief train reached the scene it was found that the long string of freight cars on the freight train were in the way, and the only way they could be disposed of was to back them to Shoshone, eight miles from the wreck.

So far as could be learned up to a late hour this afternoon, there were no Salt Lake injured in the wreck, and perhaps no local people aboard.

The Rio Grande officials have received no information concerning any resident of this city who was probably aboard the ill-fated passenger train, nor had any inquiries been made by the families of such if they were any.

The D. & R. G. train connecting with the wrecked train should have arrived in this city about 11:15 this morning, but information was had that the train had been annulled, and that the connecting train would not reach this city earlier than 3:20 this afternoon.

"I missed that wreck by a hair's breadth," said J. S. Misset in the office of the Union Pacific uptown ticket office this morning. Mr. Misset was purchasing a berth on the arriving train for California, and arrived in this city over No. 3 which arrived at 1:15 this morning. "I fully intended taking D. & R. G. No. 5 out of Denver," said the gentleman, "and only a pressing business engagement kept me from catching the train. I then took the Union Pacific, and upon my arrival here found I had missed one of the greatest calamities of the times."

The latest bulletin on the wreck places the number of dead at 71 and the injured at 50.

Denver, Jan. 16.—According to information received from the wreck was caused by the failure of Engineer Gus Olson of the passenger train to correctly read the time indicated by his watch. When nearing Dotsero, Olson looked at his watch and read the time to be 9:45 p. m. It was then 8:50. Thinking he had plenty of time to make the next siding below Dotsero he pulled the throttle of his engine wide open and was making 45 miles an hour when he collided with the freight which was laboriously climbing up the hill under a full head of steam of two big engines.

When the passenger did not stop at Dotsero, Conductor E. J. McCurdy jumped to the bell cord and signalled to Engineer Olson to stop.

DETAILS LACKING.

Denver, Colo., Jan. 16.—At the office of General Manager Edward J. Connelley of the Denver & Rio Grande railroad it was stated this morning that reports received here show that the list of dead in the wreck near Dotsero will number 23 and the injured from 25 to 30. No details have as yet been received.

WHO IS RESPONSIBLE?

The occupants of the Pullman cars performed valiant service in caring for the dead and injured and worked throughout the night at the wreckage, who is responsible for the accident is not known at this time for every member of the three engine crews is injured, some of them badly, and have not been interrogated in the matter.

It is known, however, that the freight was in the act of taking the siding on orders to allow the passenger train to pass. The freight had only placed half its train upon the siding when the passenger came tearing along and plunged into it. As far as can be learned, there was no notice given on the part of the passenger engine crew to check the onward rush of the train, they apparently having no suspicion that the whole length of the freight had not passed into the siding.

The list of injured members of the train crew, nearly all of whom were hurt, as given out by railroad officials includes Engineers Jeffrey, Gus Olson and Sig. Olsen, Conductors McCurdy and Cope. The three firemen are said to be among the most seriously hurt, but their names are not known here.

ST. AGATHA SAID TO HAVE APPEARED AT CATANIA

Catania, Jan. 16.—For two days the people of Catania have been in a state of great excitement over a report that apparition of St. Agatha, the patroness of the town has been seen at the summit of Mount Etna.

Those who say they saw the specter declare that the vision seemed to them as an angelic dream. St. Agatha being enveloped in this vaporous clouds through which shone rays of dazzling light, while her right hand was extended as though in a sign of benediction and protection over Catania. Because of these reports the belief has spread that Catania was saved from the earthquake only through the intervention of St. Agatha.

A group of persons assembled in the square in the roofs of houses gazing at Mount Etna waiting for the vision to reappear. Many of them say they saw the smoke from the volcano rising and the sun was shining brightly on the glittering snow that lay on the mountain. They were standing in prayer and beat their breasts in adoration of their saint.

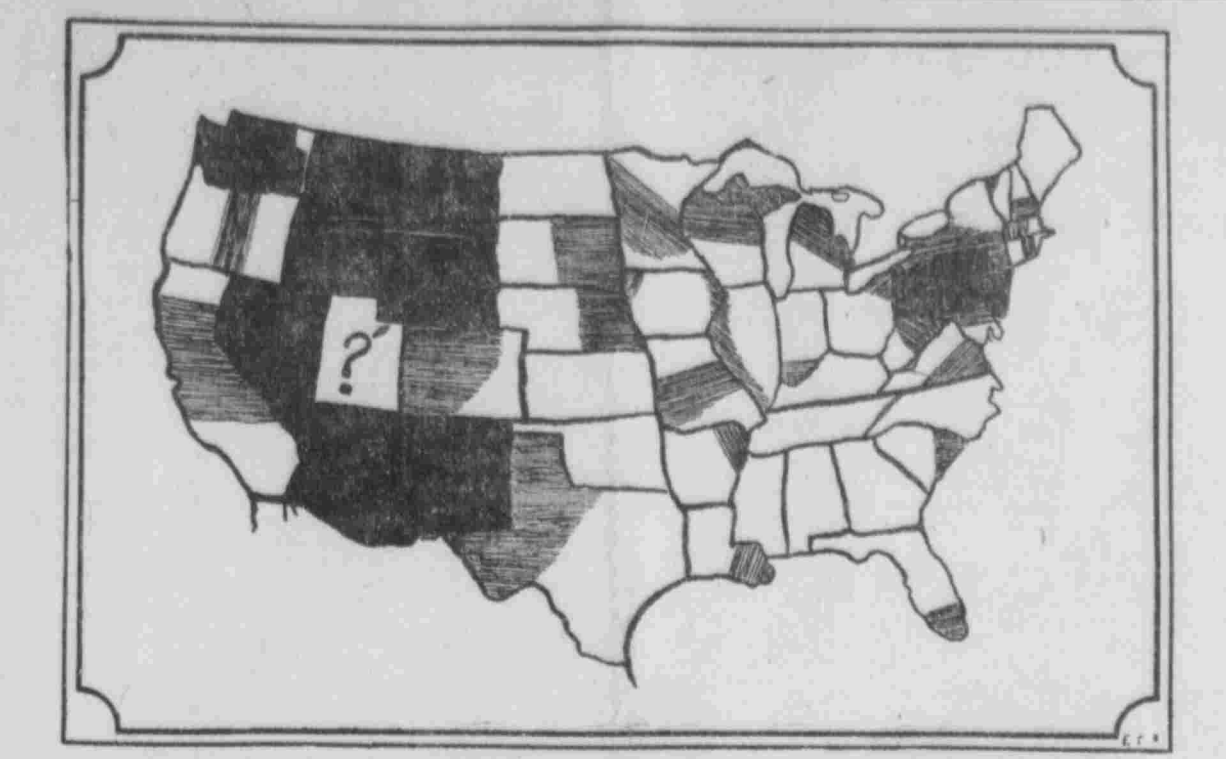
The Duke of Genoa arrived here yesterday and visited the hospitals, where he addressed words of consolation to the wounded.

CHICAGO SOCIETY ECLIPSES ITSELF

Chicago, Jan. 16.—Chicago society eclipsed itself last night and early today at the Bachelors and Benedicts' ball. The affair, taking place as it did of the old mid-winter cotton, the big dance of the closing season, was the weirdest and most fantastic social event ever held in the city.

"The electrical fovy" had its coming out party in fantastic lighting and acrobatic displays on which thousands of dollars were spent. The apparatus alone cost \$4,500 and 10 men were necessary to work the big spot and novelty lights which cast their weird reflections about the great hall.

The "stunts," and there were more than 20 of them, were the most fantastic and novel ever introduced by society in Chicago. Weird, monstrous snakes crept about the great hall room floor while lightning crashed and thunder roared. Whirling, smoking curtains with snake-like motions would fall from the ceiling, draping the dancers in their meshy coils, while vari-colored kaleidoscopic lights threw fantastic light on the scene. Long Italian gondolas, lit by tiny incandescents, swept across the floor, while Venetian singers, standing in their interior, sang love ballads. Then the scene would change and the sumptuously dressed women and their companions would be changed into a blinding mass of brilliant vari-colored light.



WILL THE LEGISLATURE REMOVE QUESTION-MARK, MAKE ONE PURE WHITE SPOT IN THE MIDST OF THIS BLACK BLOTCH ON THE WEST- ERN STATES, AND HELP UTAH TO MAINTAIN HER SELF-STYLED TITLE "UTAH THE QUEEN OF THE WEST."

Provo, Jan. 15.—Editor Deseret News: Enclosed find a sketch (with apologies to last Saturday's News) which you are welcome to use if you wish. Nothing is of more importance to Utah today than the prohibition movement. If I can do anything to urge the state legislature to place Utah where she belongs I would be very glad to do so.

Yours,
E. D. PARTRIDGE, R. Y. U. Provo.

UNWRITTEN LAW IS VINDICATED NO STATEHOOD AT PRESENT SESSION FLOOD HAS NOT YET REACHED LIMIT

Hains Says by Acquitting Him Jury Placed it High Above New York's Written Law.

"I missed that wreck by a hair's breadth," said J. S. Misset in the office of the Union Pacific uptown ticket office this morning. Mr. Misset was purchasing a berth on the arriving train for California, and arrived in this city over No. 3 which arrived at 1:15 this morning. "I fully intended taking D. & R. G. No. 5 out of Denver," said the gentleman, "and only a pressing business engagement kept me from catching the train. I then took the Union Pacific, and upon my arrival here found I had missed one of the greatest calamities of the times."

WHAT HE DEDUCES FROM IT.

That if He is Guiltless is His Brother
—Will Write a Novel on
The Subject.

New York, Jan. 16.—Thornton Jenkins Hains, acquitted yesterday of complicity in the murder of William E. Annis, will spend today in rest at a local hotel, with his father and mother, Gen. and Mrs. Peter C. Hains. As short story writing is his profession, Hains says he will get to work immediately, that is, just as soon as he has completely recovered from the effects of the trial and his imprisonment. His trial, it is said, will make the basis of a novel on the "unwritten law" concerning which he is quoted as follows:

"Do you know what stands out foremost in the mind from the background of my trial? This: that the jury, by acquitting me of criminal responsibility for the death of Annis, has placed the 'unwritten law' high above the written law of the state of New York."

"I purpose to devote much of my time in the immediate future to writing a series of articles embodying that thought. I intend also to write a novel having for its theme the 'unwritten law'."

"Clearly also, if I am guiltless, my righteousness of the 'unwritten law' by finding me not guilty. That must be the basis of the novel. The jury's verdict, the testimony and the significance of the verdict in co-relation with the judge's charge."

"Clearly also, if I am guiltless, by brotherly justice. Shot and sentenced to be tried, there is no doubt in my mind that he will be acquitted."

MAY RETIRE COL. TUCKER.

Washington, Jan. 16.—Col. William F. Tucker, assistant paymaster-general, a son-in-law of the late John A. Logan, has been ordered before an army retiring board at Chicago for examination to determine his fitness for active duty. Col. Tucker is still at Hot Springs, Ark., where he was ordered for treatment.

OPPOSITION TO KEEFE AS SARGENT'S SUCCESSOR

Washington, Jan. 16.—Considerable opposition to the confirmation of Daniel O. Keefe of Michigan, who was nominated by the president on Dec. 1, to succeed the late Frank Sargent as commissioner general of immigration, has developed in the senate under the leadership of Mr. Gore of Oklahoma. The objection to confirmation advanced by Mr. Gore is the fact that a report has been made to him by certain labor leaders that Mr. Keefe received the appointment as a reward for breaking with President Goovers, of the American Federation of Labor during the recent presidential campaign.

Some labor leaders have gone so far as to send letters to members of Congress charging that Mr. Keefe as a prominent labor leader himself has been a traitor to the cause of labor. Several efforts have been made by Senator Dillingham, chairman of the committee on immigration, to obtain action on this nomination in committee, but thus far he has failed. Senator Gore has given notice of a desire to appear before the immigration committee and to argue his objections to Keefe's confirmation.

DIVISION MEET OF PHILIPPINE ARMY

Manila, Jan. 16.—The division meet which came to an end this afternoon was the largest and most successful ever held by the army in the Philippines. The closing of the meet included a review of 2,500 troops by Brig. Gen. Tasker J. Bliss and the distribution of prizes on Panay held. The department of Luzon captured a first place and the department of Mindanao was second. Troop 1 of the First Cavalry, won the cavalry cup and company F of the Thirtieth Infantry, carried away the infantry cup.

CALIFORNIA STORM CONDITIONS IMPROVED

Sacramento, Jan. 16.—There is considerable improvement in the storm conditions here. The Sacramento river now registers 55.4 and is rising. The American and carried away the Southern Pacific and Western Pacific bridges, is falling rapidly.

From Red Bluff to a point 30 miles south according to the reports of the local weather bureau, the Sacramento is from two to four feet above the flood stage.

It rained 5.00 inches at Kennett during the night. It is not raining in Sacramento today, although it is threatening.

From down-river island district the reports are reassuring, and it is declared that unless there is an unprecedented rise in the river the levees will withstand the strain. They can stand from six to eight feet higher water.

The Sacramento city levee is from six to eight feet higher than the flood stage of the river. No fear of inundation is entertained.

Railroad conditions are much better. The Southern Pacific will resume its eastern service at once, using the Northern Electric bridge over the American, and is expected it will be able to get trains through on the east side of the valley by Friday or Monday. No perishable freight will be accepted for some days.

WOMEN WANT PROHIBITION

The general officers and board of the Women's Relief society in their regular monthly meeting assembled, passed the following prohibition resolution, Friday, Jan. 15:

Resolved, That we declare ourselves in favor of state-wide prohibition for Utah and use our utmost influence for that purpose, and that we publish this resolution in the newspapers of the state.

Thirty-five thousand women are represented by the general board.

DETOUR TRAINS.

The detoured Union Pacific and Denver & Rio Grande trains traveling over the tracks of the Salt Lake Route between this city and San Francisco are making good time. The first Southern Pacific train from San Francisco here was reported past Caliente this morning, and will arrive in this city tonight. A slight wreck on the Santa Fe at Englebert last night delayed traffic a short time, but the track is again clear, and the detour trains in both directions are making splendid time. The

DEATH SENTENCE FOR THOMAS VANCE BREATHING SPELL FOR LEGISLATORS

Convicted Wife Murderer is Ordered to Be Shot on March 12.

After Organization for Session Members Return to Families And Constituents.

NOTICE OF APPEAL IS GIVEN ADVANTAGE FOR THE SALOONS

Stay of Execution for Thirty Days is Accordingly Granted—Vance Not At All Disturbed.

The story of the brutal murder committed by Thomas Vance, when he killed his wife, a year and a half ago, was added to this morning by one of the last chapters, when Judge Armstrong pronounced the death sentence upon him. Under the terms of the sentence Vance is to be shot March 12, between the hours of 10 a. m. and 12 noon.

That the sentence of the court will not be executed at that time is a foregone conclusion, as was foreshadowed this morning, when, immediately after the passing of the sentence, Vance's attorney, W. L. Maginnis, gave notice of an appeal, upon which was granted a stay of execution for 30 days. As there is no likelihood that the supreme court will dispose of the appeal within the time of the stay of execution, there will, without doubt, be granted a further delay, pending the outcome of the appeal, so that there is little likelihood that Vance will be called upon to pay the extreme penalty of his crime in the immediate future.

Before the passing of sentence this morning, a motion for an arrest of judgment was submitted without argument, and promptly overruled, as was also a motion for a new trial, which was submitted in the same manner.

Vance took his sentence calmly and later at the county jail shook hands all round and smiled as he left with the officers for his cell in the state prison this afternoon.

THOUSAND DOLLARS FOR SUCCESSFUL AERO FLIGHTS

New York, Jan. 16.—President Cortland Field Bishop of the Aero Club of America, has presented \$1,000 to the club to be divided into four equal prizes and awarded to the pilots of the first four aeroplanes making a continuous flight of at least one kilometer during the current year.

THAW TO GET TRIAL TO DETERMINE SANITY

Nyack, N. Y., Jan. 16.—Harry K. Thaw will be given a trial in New York City to determine whether he is sane or insane. An order to that effect was issued today by Justice A. S. Tompkins, to whom an appeal asking for a trial was made by Mr. William Thaw, Harry's mother.

Under Justice Tompkins' direction Thaw will not be given a trial by jury. Thaw's petition, requesting such a hearing, but as Justice Mills had already refused to grant a similar request, Justice Tompkins denied that portion of the petition and ordered that the case be heard before a court of justice of New York City, with or without the assistance of a referee, as the trial judge may decide.

The questions presented to Justice Tompkins for his decision include the validity of the commitment, the present mental condition of the prisoner, and whether it is now safe for him to be at large.

Justice Tompkins decided that he will not consider the question of validity, as that has already been passed upon by Justice A. S. Tompkins, and Mills and is now on appeal to the appellate division.

The question of Thaw's present sanity, Justice Tompkins says, is entitled to be fully tried and determined.

AERONAUT WRIGHT IN RAILROAD WRECK

Paul, France, Jan. 15.—Orville Wright, the American aeronaut, and his sister, Miss Katherine Wright, and Mrs. Hart O. Berg, wife of the European business manager of the Wright brothers, were in a railroad wreck near Babais, in the Landes, today. None of them sustained injury, but 10 of the passengers on their train were hurt, four of them seriously.

PRIEST GOT DISPENSATION TO EAT 'POSSUM ON FRIDAY

Atlanta, Ga., Jan. 15.—Father Gunn of the Sacred Heart church, was one of the distinguished guests last night at the Taft banquet. Being Friday, like all good Catholics, meat was tabooed for him. But he wired Bishop J. J. Kelley at Savannah, and from him obtained a dispensation to eat 'possum, the pils de resistance at the banquet, and with the more than 500 others, enjoyed the dish.

SERBIAN CABINET RESIGNS.

Belgrade, Jan. 15.—The Serbian cabinet for the third time has tendered its resignation, which King Peter is considering.

DEPUTIES NO LONGER.

Sheriff Sharp this morning made the announcement that all deputy sheriffs appointed prior to Jan. 4, no longer have any authority as such, as the appointments all stand revoked.

This announcement is made by the sheriff in order to avoid the confusion arising from the fact that many deputies have been appointed without pay, at the request of various companies, for the protection of property, and the preservation of order on their premises, and that a large number of these are laboring under the belief that the appointments made by Sheriff Emery are still in force.

Trains from San Francisco detour via Majave, taking the Salt Lake Route tracks at Cotton, and while those from the east begin their journey Californiaward on the San Pedro tracks from this city.

REPORT ON WATER.

Land and Water Commissioner Frank M. Mathews has filed his annual report for the year ending Dec. 31, with Mayor Brandford. The report is a very exhaustive recital of the business of the office, many pages being devoted to an inventory of the city's possessions both in the city and county of Salt Lake, and in outside counties.

The scope and jurisdiction of this office, covers the waters of City Creek, Little Cottonwood Creek, Jordan and Salt Lake canals. The office also keeps a record of the water rights owned by the city and all transactions affecting them.

The expense summary of the report shows the following expenditures for the year: Land and water commissioner's office, \$3,500; City Creek canal, \$1,500; Little Cottonwood canal, \$1,500; Jordan canal, \$1,500; Salt Lake canal, \$1,500; City Creek canal, \$1,500; Little Cottonwood canal, \$1,500; Jordan canal, \$1,500; Salt Lake canal, \$1,500.

The receipts of the office are as follows: Water rights, \$1,500; City Creek canal, \$1,500; Little Cottonwood canal, \$1,500; Jordan canal, \$1,500; Salt Lake canal, \$1,500; City Creek canal, \$1,500; Little Cottonwood canal, \$1,500; Jordan canal, \$1,500; Salt Lake canal, \$1,500.

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