

FOUR INJURED IN O.S.L. WRECK

Freight Crew Passes Up Train Orders and Pulls Out Hitting Portland Express.

WAS BAD HEAD-ON COLLISION.

Abe Hatch, the Veteran Engineer, Numbered Among Those To Sustain Injuries.

Leland Graham, 712 South Eighth West, Mail Clerk, is Believed to Be Fatally Hurt.

THE INJURED.

Leland Graham, mail clerk, 712 South Eighth West, Salt Lake—leg and arm crushed; face cut; nose smashed; other injuries; will die. Taken to the Holy Cross hospital.

"Abe" Hatch, 540 West North Temple, Salt Lake; engineer on the passenger; right shoulder broken, probably injured internally, but not fatally; taken to his home.

John A. Jones, mail clerk; Constellation building, Salt Lake, cut and bruised; taken to his home.

Anabelle D. Jardin, Philadelphia; bruised slightly; taken to Kingsford hotel.

THE WRECK.

Head-on collision between south-bound passenger No. 8, and extra freight, going north, three miles north of Salt Lake; neither train going at full speed.

DAMAGES.

Passenger engine No. 859, burned \$1,200; Freight engine No. 756, burned \$800; Mail car totally destroyed \$3,000; Two freight cars, burned \$1,000; Car of honey, partly wrecked, honey stacked \$1,000.

TRAIN CREWS.

Passenger Engineer, Abraham Hatch; conductor, S. H. Douglas; Freight Engineer, Charles Devine; conductor, George Young.

Traffic stopped over. Short Line from 8 a. m. to 2 p. m. Track not seriously torn up, and easily repaired.

Preliminary survey throws blame on freight crew, which had long train of empties on main line when passenger had right of way.

Three miles north of Salt Lake and one mile south of the Utah Packing company's new plant, a head on collision between Oregon Short Line train number 8, south bound, and an extra freight, going north, occurred at 8 o'clock this morning.

Both engines were badly damaged although not demolished, and with the nearest cars on both trains were set on fire. Although the chemical engine and a steamer from Salt Lake were sent out on the first relief train it was impossible to stop the flames, and the cars, with all woodwork in both engines, and a large part of the coal supply was burned.

The collision was not at full speed. It occurred on a perfectly straight track in broad daylight, and the efforts of both engineers to stop their trains seemed to result in about equal speed for neither engine was jammed, and while they stood headlight to headlight so close that even a slip of paper could not have been put between them the face of neither was battered.

The freight engine drivers were raised slightly from the track. The tender was jammed into the cab, but the train crew escaped death from this source by jumping just before the engines came together.

CARS BURNED.

The tender, and mail car on the passenger train, were demolished and burned. The rest of the train was detached and pulled away in time to save it from the flames, and it is now at the Salt Lake yards. The freight train, which consisted of 4 empty cars and a car of honey, was likewise pulled away by a switching engine from Salt Lake, and is now in the north Salt Lake yards.

WRECKERS AT WORK.

Work on the burning wreck commenced at 10 o'clock when a Southern Pacific wrecking train began work on the north end of the passenger wreck, and a special train from Salt Lake arrived, bringing a water supply which was carried through the wreck by the wrecking engines, and assisted the chemical engine from fire department No. 2 in extinguishing the flames.

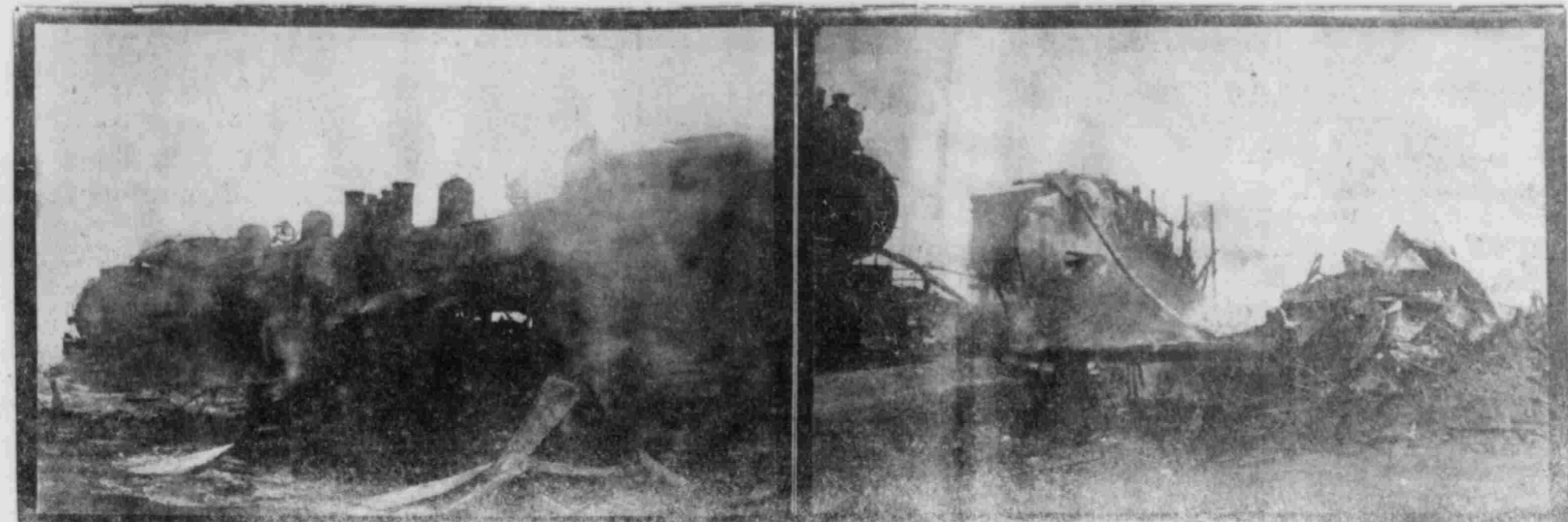
FIREMEN TO SCENE.

A relief train which left Salt Lake at 9 o'clock carried a steamer from the fire department No. 1, under Capt. Aylen, and a chemical engine with a crew, the horses to both places of apparatus being left in Salt Lake. The steamer, which consisted of 4 empty cars and a car of honey, was likewise pulled away by a switching engine from Salt Lake, and is now in the north Salt Lake yards.

CAUSES OF WRECK.

Two causes are given for the wreck. Asst. Gen. Supt. J. M. Davis of the O. & L. road went out on the first relief train, as did also Mr. Dunn, superintendent of motive power. From an emergency telephone station arranged in the main wires, Mr. Davis telephoned to Vice President Hancock, the details of the wreck. In giving the cause he stated that a preliminary survey suggested that the freight crew had been on the main track, which nearly belonged to the south-bound passenger, which is a regular train and

THE WRECK AT WOOD'S CROSS AS IT APPEARED AT NOON TODAY.



In the reproduction of these pictures the Desert News establishes a record for Salt Lake. The pictures were taken by Harry Shipley, who accompanied the "News" reporters to the scene and returned on a switch engine shortly before 1 p.m. While the negatives were being developed and printed, the DeBouzek Engraving company cleared the decks for action, and an hour later the completed halftone cut was delivered to the composing room. Twenty minutes were allowed for the insertion of the cut in the plate and the delivery of the plate to the press room, eight stories below in the basement of the Desert News building.

was running on time. "Apparently," said Mr. Davis, when interviewed, "it is a case of where an entire freight crew consisting of conductor, three brakemen, and a fireman and engineer, totally forgot a regular passenger train, which runs to time, and had a clear right on the main line. This freight seems to have pulled out of the yards without orders, and to have collided with the passenger after trying to stop."

INJURED ENGINEER

"ABE" HATCH, OLD TIMER.

Another version is given by trainmen who were on the scene. It is that the freight was trying to make a siding one mile north from the scene of the collision, and was running at full speed in order to do this. When the passenger was sighted an effort was made to stop the train but the air "struck" and the brakes refused to work until it was too late.

RELIEF CREWS CHEERED.

Not many spectators gathered to watch the engines and cars burn. This is because of the remoteness of the wreck from population centers. A crowd of women gathered on the hills north of Becks Hot Springs and watched the flames from a distance, while they cheered the relief crews as they went past on flat cars, and some of them finally started to walk to the wreck with canned food and lunch supplies for the workers.

ENGINEER'S VERSION.

The scene of the smash is one where it is difficult to imagine a wreck could occur. The Lagoon road track the O. & L. road, and the Rio Grande track, run parallel to each other at this point, and only a few rods separate them. The Short Line grade is high, and a clear view of the track ahead is shown for miles in each direction. Just south of the wreck a mile distant a siding is one mile distant to the north.

Engineer Charles Devine of the freight train, escaped injury by jumping before the collision. He stated when located by a "News" reporter that he left the train at 7 o'clock this morning, intending to make the switch north of the packing plant. He had plenty of time to do it, he thought, and claims that he saw the passenger engine at 10 o'clock, and as he was backing up he saw the freight engine coming forward he says, and reversed his engine, having stopped his train and started it back before the collision occurred. This, he says, was foggy weather, and this he blamed for the wreck, in a measure, giving it as his judgment that the passenger engineer did not see his train on this account.

Mr. Devine refused to make a statement to the "News" as a newspaper man, so that details could not be obtained from him.

RELIEF TRAIN.

The first activity towards sending relief to the wreck began at 8 o'clock. A train of three flat cars was speedily made up and one of these ties were stacked with a view of running a new track, if necessary, around the wreck. When this train, carrying Asst. Gen. Supt. Davis and Supt. Dunn of motive power department, in addition to a large number of crew employees, started north at 2:30 o'clock, it was recalled in order to take on the fire department steamer and chemical, and made another start at 10 o'clock. It arrived at the wreck at 10:30 and found the two engines sitting face to face on the track, almost consumed by flames, while the mail car north of the passenger engine was a smoking wreck, and a freight car south of the freight engine was also smoldering, with nothing left but the twisted iron of the trucks and wheels.

While the fire department was getting into action with water secured from the relief train engine, a Southern Pacific wrecking crew arrived from Ogden, and began to "fish out" the wreck from the north end.

INTERESTING WORK.

This work was interesting. The huge crane on the derrick car was lowered to the red hot iron of the wreckage car, and then chains were gashed around bars by means of long iron rods, the men working as close as they could to the heat. As each hold was fixed, the crane lifted itself, with perhaps a pair of wheels or a bunch of superstructure iron, and dumped it to one side, off the right of way. In this manner rapid progress was made to the engine, and at 11 o'clock grappling hooks were being fixed with a view of pulling it away from its close embrace with the switch engine facing it.

When the steamer from Salt Lake got in some excellent service. It was lowered from the freight car, run north along the ground to a position north of the passenger engine, and by means of a hose running into the tender of engine No. 884, a water supply was secured and used effectively in stopping the fire in the engine. As soon as this was accomplished, the engine was run back to the first siding, and the wrecking crew returned to work on the freight engine, which it was not difficult to place upon the track so that it would run on its own drivers, minus its tender, which had to be lifted from the track.

At noon Asst. Supt. Davis announced that he expected to have the wreck entirely cleared away and the track open before evening.

FIRE EXTINGUISHED.

At 1:15 this afternoon a report was received at fire headquarters that the fire which followed the wreck would be out in 20 minutes and the steamer and combination chemical-hose would start back for the city. By the fire out the engines can be hauled to the siding beyond the Utah Packing company's abattoir and thus taken out of the way. As the relief train from this city did not arrive until this morning, it can be seen that this only to the scene, it can

be seen the tracks themselves are covered with a layer of ash, and the fire and the heat warped the rails, and this practically constituted the damage wrought.

ENGINEER SLIGHTLY BRUISED.

Anabelle D. Jardin of Philadelphia, was on the passenger train that collided with a freight train this morning. The lady was not injured in the least by the accident, except that she was left in a serious nervous condition. Immediately upon reaching the city, she went to the Knutsford, and sought the attention of her room. She asked that she be not disturbed, at least until she could regain her composure.

ROBERT S. CAMPBELL

SLIGHTLY IMPROVED.

(Special to the "News.") Logan, Sept. 10.—The condition of Robt. S. Campbell today shows a slight improvement. His self-inflicted wounds are not considered fatally dangerous.

CANADA WILL EXPRESS REGRET

To Japanese Government for Vancouver Occurrence and Take Steps to Stop Trouble.

MAIL CLERK JONES IS

BADLY MIXED ON WRECK.

John A. Jones, a mail clerk on the O. & L. residing at 531 Constitution building, was so badly shaken up, bruised and dazed that he insisted the collision was not a head-on but a rear end collision.

A "News" man found Mr. Jones in bed nursing numerous cuts, bruises, sprains and burns. Though his injuries were most painful and probably kept him confined to his bed for several days, he is not thought to be seriously hurt.

Mr. Jones was sitting in the mail car with his partner Leland Graham, and was facing the engine when the crash came. The last he saw of Graham the latter was being conveyed to the Holy Cross hospital. Graham was seriously injured, according to Jones.

"I do not think I am badly hurt," said Jones. "They tell me it was a head-on collision, but I do not think I think it was a rear end collision. I was facing the engine when the shock came. The mail car was split in two. The radiators and gas tank were jammed up in a heap and I was mixed up in the scrap. I thought I was a goner for sure and that I would be burned to death. I was covered with blood and my head, back and arm throbbled with pain. I saw an opening at the side of the car and thought I could escape that way. I tried to get out and then there was another shock. Of course all this happened much quicker than it takes to tell it. With the second crash I was thrown out of the car on to a boiler. My hair was burned and I was covered with blood. The next thing I knew I was being conveyed to the Rio Grande train and brought here, lying on my side, and that is the way I am now. I think I was not a head-on collision. I was lucky for me, I guess, that I was facing the engine. I went out with the side of the car on the second shock."

Mr. Jones said he did not see any of the injured persons except his partner, Graham. When Jones was taken to his place of abode he was covered with blood from head to feet. His hair was singed, his clothing even down to shoes torn to pieces. At last accounts he was resting as easily as possible under the circumstances.

S. L. SMITH TELLS STORY

OF MORNING'S COLLISION

S. L. Smith, of Loganport, Ind., is a guest at the Wilson today. He was a passenger on the Portland express, which collided this morning with a freight train north of Becks Hot Springs. To the "News" Mr. Smith said: "I was sitting in the rear Pullman, conversing with the conductor and another gentleman, when suddenly there was a jar sufficiently strong to throw the conductor from his seat. I, however, remained in my place. Immediately a number of women and children in the fore end of the car set up an alarming series of screams, and I began to realize that something unusual had happened. I made my way outside, and running along the train discovered that a serious head-on collision had occurred. With a number of other men already upon the scene, I helped to take the clerk out of the mail car, which was partly upon the engine. We laid him upon the grass and rendered assistance to others who were injured. Among them was the

engineer, who appeared to me to have received no serious hurts, beyond bad bruises.

"How in the world an accident of the kind could have happened in the place where it did is more than I can understand. It was subsequently stated that the freight train was stalled, and that endeavors were made to flag the oncoming express, but without avail."

NOVEL AUCTION SALE.

Stock of Goods Purchased During Civil War Disposed of After 40 Years.

Colebrook, Conn., Sept. 10.—One of the most novel auction sales ever held in the country was the one here today of the effects of the late Jno. S. Wheeler of Waterbury. Wheeler was a general store here during the Civil war, and practically all of the articles sold were purchased on the shelves for over 40 years. The store was closed over 30 years ago. Among the articles sold were books, clothing, crockery, glassware, cigars, tobacco, groceries, and in fact, a complete stock of such goods as were sold in the store. Most of the articles were hopelessly worn and out of date, and valuable only as curiosities.

OPENING BIDS FOR

\$40,000,000 N. Y. BONDS.

New York, Sept. 10.—Bids will be opened today for the \$40,000,000 issue of 4 1/2 per cent municipal bonds. While the last two bond issues were sold in less than a day, the present issue has been a disastrous failure, there is apparently a feeling of certainty in official circles that the present issue will not be sold. The bids for the bonds are now over three and a half years overdue, which means that the city has paid on them 21 per cent of interest. It is admitted that if today's bond offering is a failure the city will be forced to default on many of its contracts and probably have to pay heavy damages, in addition to the interest on the bonds. The city is now in a very bad financial position, and it is believed that they will come to the rescue.

TRADE UNIONISM IN CANADA.

What Promises to be Most Important Meeting Opens in Glace Bay, N. S.

Gloucester, N. S., Sept. 10.—What promises to be the most important meeting in the history of trade unionism in Canada was inaugurated today with the opening of the annual convention of the National Trades and Labor Congress. Officials of the congress report a rapidly growing union movement, as evidenced by the formation of the Canadian Federation of Labor Unions, the Canadian Amalgamated Union, and numerous other organizations. The congress will decide on a general strike for the purpose of forming a union label, for which there is said to be a growing demand throughout the Dominion. Other matters to be considered are the trades dispute bill, immigration, education, factory laws, and tariff legislation.

OKLAHOMA UNIVERSITY.

Just Sixteen Years Old, It Has Become a Great Institution.

Norman, Okla., Sept. 10.—Oklahoma's state university, which 16 years ago began its career with a wild prairie for campus, a rock house for a building and three men for a faculty, opened its school year today with a thousand students enrolled in seven different schools, with a faculty of 40 prominent educators. The university now has 500 acres in grounds, and a beautiful campus with a fine building, and is rapidly becoming known as among the best in the west, and attracts students from several states.

CROKER'S ORBY.

Great Derby Winner Has Been Scratched for the St. Leger.

London, Sept. 10.—Richard Croker's Derby winner, Orby, has been scratched for the St. Leger, the great English turf event which will be run tomorrow at Doncaster. The bid for which caused his defeat in the race for the Atlantic stakes has become worse, and it is not likely that the great thoroughbred will again be seen on the track for some time to come. The horse will be given a long rest under the supervision of Dr. McCabe, Mr. Croker's stud manager. The trouble, according to Dr. McCabe, is due to a strained tendon. One of Orby's legs has been hurt, but however, and careful treatment will be necessary.

HISTORIAN'S OFFICE, CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS.

THE VANCOUVER RIOT PLANNED

Seattle Leaders of the Anti-Japanese Organizations Were Present.

PROGRAM EVOLVED LONG AGO

Intention Was to Present Ishii a Protest Against Japanese Immigration.

Demonstration Was to Occur Sept. 12—Great Bulk of the Rioters Were Canadians.

Portland, Or., Sept. 10.—The Oregonian today prints the following special from Seattle, Wash.:

Every indication is that the Vancouver, B. C., riots were carefully planned to impress K. Ishii, chief of the bureau of foreign commerce. It is significant that the leaders of the Seattle organization against Japanese immigration were in Vancouver heading the demonstration. Frank W. Cotterill, president of the Washington state Federation of Labor; A. E. Fowler, secretary of the Anti-Japanese and Korean Immigration League; George P. Listman, a prominent Seattle labor leader, all were present, together with a big delegation of American anti-Japanese sympathizers. The significance of the Japanese riots dates back to a program evolved when it was announced that Ishii was coming to Seattle. It was then decided and telegraphed out of Seattle that the anti-oriental organizations proposed to present Ishii while he was in Seattle, a protest against Japanese immigration. At the time this plan was formulated, it was believed Ishii would spend a week in Seattle and then go to Vancouver. There was planned at a conference between Vancouver and Seattle anti-Japanese leaders, all the details for a big anti-Japanese demonstration in Vancouver Sept. 12. It developed that Ishii did not intend to spend in Seattle and he went through to Vancouver. Simultaneously with his going, the local leaders of the anti-Japanese society went north. They were in Vancouver when the outbreak occurred and though announcement is made in private letters from anti-Japanese leaders that they harangued the mob not to do violence, the society itself believes the demonstration had to do with its presence. It was impossible to present a big anti-Japanese petition to Ishii here and he refused to remain long enough for the Vancouver demonstration Sept. 12. There is no question whether Seattle, Portland or San Francisco agitators took part. The great bulk of the marching and rioting throng was composed of Canadians and the Japanese officials ignored American participants in the telegram of protest to the Ottawa government.

SUPREME PRIZE TRIBUNAL.

Hague Peace Committee Approves Project by Vote of 26 to 2.

The Hague, Sept. 10.—The committee of the peace conference to which the question was submitted, today approved by a vote of 26 to 2, the project providing for the establishment of a supreme tribunal to deal with prizes captured at sea. The tribunal will be composed of permanent judges from the United States, Great Britain, Russia, Germany, Austria-Hungary, Italy, France and Japan, the smaller nations having a judge only for a number of years proportional to the tonnage of their mercantile marine.

RAILWAY CARMEN.

Brotherhood Assembles in Biennial Session in Grand Pacific Hotel.

Chicago, Sept. 10.—The Brotherhood of Railway Carmen of America assembled in biennial session at the Grand Pacific hotel today. Delegates representing over 40,000 men are in attendance. The present membership of the order is 40,000, an increase of 10,000 in the last year. Among the important matters that will come before the delegates are the universal classification of carmen, changes in the laws of the order relative to the adjustment of grievances and in the basis of representation. Officials of the government bureau of labor and statistics will deliver addresses during the convention. Frank L. Rensselaer of Kansas City is the present grand chief carman.

PENN 2-CENT LAW.

Judges of Philadelphia Court of Common Pleas Decide Unconstitutional.

Philadelphia, Sept. 10.—Judges Wilson and Audenrod, common pleas court, this forenoon, declared unconstitutional the 2-cent railroad fare law passed by the last legislature. The case upon which the decision was made, will be at once taken to the state supreme court.

NEW CHINESE MINISTER.

Pittsburg, Sept. 10.—One woman was killed and four other persons seriously injured in Allegheny early today, when a large automobile bearing the city, skidded along the street in making a turn and striking the street car tracks. The occupants against several telegraph poles. One of the victims was Miss Helen Williams of Allegheny, who died early today.

NEW CHINESE MINISTER.

Peking, Sept. 10.—The aggressive influence of Yuan Shi Kai was further demonstrated today. Ling Yun, one of Yuan Shi Kai's men, has been appointed Minister to Washington, and made an acting member of the cabinet. He is a member of the cabinet. Numerous officials have been ousted because of their denunciation of Yuan Shi Kai, who is fortifying his position before the arrival here of Chang Chin Tung.

BURGLAR MURDERS

WOMAN WITH HER PISTOL.

Norfolk, Va., Sept. 10.—Mrs. Mary Lawrence Rorschach, wife of Lieut. Frank Rorschach, U. S. N., and sister of Joseph T. Lawrence, former secretary of the commonwealth of Virginia, was murdered in her home, No. 333 Bank avenue, Parkview, Portsmouth, by an unknown burglar, early today. She was shot through the heart with her own pistol, taken from her hand by the burglar, after she had fired three times into the kitchen, where he was cornered.

Whether the murderer was a negro or white man is unknown. He escaped, dropping the pistol as he fled from the house.

Bloodhounds brought from Portsmouth secured a scent, but soon lost it. Mrs. Rorschach's husband is on the coast of Tennessee, with Admiral Evans' fleet off Portsmouth, Mass. The shots awakened the oldest boy, Frank, Jr., and the mother cried to the boy upstairs:

"Frank, somebody has taken my pistol and shot me. Go for help."

The Rorschach home is immediately in the rear of the naval hospital wards, in Portsmouth, and near a lumber mill in which negroes frequently pass. A neighbor who lives near the home saw a negro shortly after the tragedy, running rapidly by his home towards the small four-story where the bloodhounds went when they caught the scent.

While Mrs. Rorschach was in the kitchen, the burglar was in the kitchen in the dark. She evidently heard the man and fired in his direction. Both bullets fired by the woman were found in the wall of the kitchen.

Mrs. Rorschach with her money tied in a roll and hanging around her neck, had run down the back stairs. She was found lying with her head on the second step. The pistol had been fired close to her left breast. Three chambers were empty. Of these two were fired by Mrs. Rorschach and one by the burglar. Her money and jewelry were untouched.

Mrs. Rorschach was a handsome woman, about 35 years old, and one of the most accomplished musicians in Virginia. Lieut. Rorschach was formerly of the U. S. Navy, and was appointed to the navy from Virginia.

BUTTER PRICE AGAIN BOOSTED

This Time the Wholesale Quotations Go Up One Cent Per Short Pound.

Butter went up today. The raise is a preliminary to the series proposed through the fall, to boost the price to the 10-cent mark, where the larger dealers have declared that it will be fixed before Christmas.

At the Elgin creamery it was announced by Manager Parker that the raise is made to meet eastern quotations, and as yet affected only the wholesale market. How soon it will be added on to the retail price for home use is not known. The dealers that raises in the price of butter fat make this raise in butter necessary, and that the local raise only equals the national one.

Another effort is being made to get in on the upward market before it entirely collapses. The storage people today are announcing a raise in storage fees of 2 per cent. As storage expenses are more or less fixed, and do not vary greatly with changes in money incomes and temperatures, the storage people will find defense on increase of operating expenses.

Flour, however, is not so much in bloom figures as it was a week ago. A drop of 10 cents per sack is expected within a few days, and this is the second drop since the publicity movement began on the "price current" published each week by the "Retail Merchant" and enforced on the trade with penalties of boycott for violation of the schedule.

The collection of evidence for the grand jury is going forward today, but the date when the jury may be expected to meet is not yet fixed. All agree that the present venture will fail to furnish the required seven names.