

EVENING NEWS.

Friday, December 10, 1884.

FRAGMENTS.

LEAD QUOTATIONS: New York per 100 lbs \$8.00.
SILVER quotations: New York 107 1/2 London 40 1/2.

THE D. & R. G. through passenger train is reported on time.

THE U. P. train is reported five hours late, the U. C. may wait for it.

INDIAN JOE was arrested for being drunk and was fined \$5.

Two feet of snow in Park City yesterday, and still snowing lively.

MCCORMICK & CO. received to-day three cars of Queen of the Hills ore \$4.00.

The men who were wounded in the D. & R. G. collision are doing as well as can be expected.

WILLIS, FARGO & CO., received to-day four cars of Horn Silver bullion, \$10.00; one bar Christie bullion, \$1.49.

FOUNDS, a cameo brooch, the owner can obtain the same by applying at the Tenth Ward store.

LOST, a bunch of keys, between Hardy's lumber yard and the Post-office. The finder will please leave the same at this office.

CHARLES GREEN was arrested on a charge of drunk and disorderly, pleaded no guilt and left \$10 for his appearance this afternoon.

C. J. GUSTAFSON has just received 500 buggy whips, which will distribute among his customers free of charge from now until Christmas.

THE Taylor entertainment in the 12th Ward, last evening, was a much better success artistically than financially. The performance and its object deserved better patronage.

THE girls whom we have before mentioned as having obtained goods from stores under false pretenses are again under arrest and will come before Judge Spears this afternoon.

A MAN named Kelly was killed and two others severely injured in the P. V. coal mine on Wednesday by the coal cavity in upon them. The body of the dead man was brought here for burial.

A YOUNG man named William Winward accidentally shot himself in the leg on Wednesday. The boy, who is 14 years of age, has been brought to this city. He is at St. Mary's Hospital and doing as well as can be expected.

WALKER BROTHERS have commenced the foundations of eleven one story small stores, just west of the Opera House, which will be offered for rent as soon as completed.

F. AUERBACH & Brother are out in an extensive new advertisement, which tells of their various goods, and selling at low prices. The advertisement is unique in construction. Take a look at it.

LOCAL NEWS.

No Entertainment.—On account of the meagre attendance at the Taylor entertainment in the Twelfth Ward Hall last night, it will not be repeated to-night.

Distributed.—Five tons of coal—the amount assigned to Bishop Freeston out of the donation given for the poor by Remington, Johnson & Co.—have been distributed by the Bishop to the needy.

Under Arrest.—Burt Seabolt, the conductor of the work train which ran into the west-going freight on the D. & R. G., having been placed under arrest, was taken to the office of Commissioner McKay, this afternoon.

Discharged.—The young man Corbett, charged with stealing Mr. Wickel's horse, and taking it to Kelton, on his way to Salt Lake, was before Justice Saylor. It was shown that he intended returning the animal to the owner, he was discharged.

A Gift to the Deseret Hospital.—The Board of Directors of the Deseret Hospital gratefully acknowledge the receipt of an order on Remington, Johnson & Co. for five tons of coal, a donation from Receiver Bancroft, D. & R. G. Railway.

Court Proceedings.—Roy H. McBride vs. C. W. Collins et al., motion for new trial overruled; exception.

In the case of S. C. Panake vs. H. C. Reno et al.; default and judgment as prayed.

H. Rasmussen et al. vs. James McKnight et al., in progress.

Sudden Death.—Brother John Matthews, notice of whose death will be found in another column, died quite suddenly this morning. He has been engaged for quite a number of years as painter in the Utah Central paint shop in this city. He went to his work as usual yesterday morning, but returned home at 11 a. m., stating to his wife that he did not feel well. He went to bed, and answered a few questions, and then apparently went to sleep. He was stricken with paralysis, which deprived him of speech, and he never rallied, dying at 4.30 this morning. He was prostrated by a paralytic stroke about eighteen months ago, but about a year ago recovered sufficiently to resume work.

Deceased was baptized in 1846, in England. He was a native of Dublin, Ireland. He was a man of strong faith in the Lord and in His providence, and unflinching in his allegiance and fidelity to the Church, which he took delight in sustaining by both word and deed.

Nineteen Years Old.—We have before us the closing number of Volume Nineteen of the Juvenile Instructor, than which we do not think a more valuable periodical of its class is published anywhere. The contents are:

The Royal Palace at Madrid, (illustrated); The Holy Land, (illustrated); The Boy's Lament, (illustrated); A Little Girl, by A. P. Welchman; A Christmas Story, (illustrated); The Work of the Lord, words by Wm. Powell, music by E. Stephens; Trial Before Reward.

We congratulate the publishers on the success which the Instructor has achieved during its existence. It has been the recognized and genuine organ of the Sabbath School cause in Utah and wherever else the Latter-day Saints have been located, and has properly contributed more than any other means to its phenomenal success. The editor, in the number before us, comments upon the achievements of that movement and the causes that have led to it, and likewise clearly points out the extent of the field still open within its pale for the energies of all who wish to take part in the noble work of educating and training the youth. The Instructor should be in every household of the Saints. We hope the subscriptions for Vol. Twenty will roll in rapidly.

FURTHER PARTICULARS

OF THE RAILROAD HORROR—DEVELOPMENTS AT THE INQUEST.

The inquest to have been held over the bodies of the men killed by the railroad collision yesterday afternoon at 4 o'clock, was postponed until 7.30, at which hour the little office of Jos. W. Taylor was crowded to its utmost capacity with participants and eye witnesses of the sickening horror. The injured men had been taken to the hospital where they received the necessary surgical attention, but the bodies of the three dead men lay in a shed behind the under-laker's office and presented a ghastly spectacle. Edward Worley, aged about 21 years, and Owen Larriasey, aged about 20, were neatly dressed in white, but their limbs were frightfully mangled and twisted, while their heads were crushed to jelly. The body of Alexander Wallace still lay in the box in which it had been brought from the train. The head was entirely missing and the body so horribly crushed and mangled that it retained but little semblance of human form.

The first witness examined before the coroner and jury was A. N. Russell, the engineer on the freight train. Said he was coming down the cañon Wednesday forenoon at 10.32, with 20 cars.

It was snowing heavily, and the train was moving at about 12 miles an hour. The fireman was wiping the windows and suddenly shouted "Look out for yourself!" He had only time to throw on the air and jump from the window to save himself before the train struck. He struck the ground. He released one man planned between rocks, and saw Wallace buried under the engine. Had it not been for the fireman's wiping the windows, they would not have seen the train at all.

On being asked to what he attributed the accident, he replied that there was no flag out, and he had no orders to look for any work train. The engineer and conductor of the work train were responsible for the accident, and the former had acknowledged as much on the ground. The cause of the accident was that they had no flag out. The work train was running with caboose forward. Did not know at what speed the train was going. The rules of this company were proper, and it was clearly shown that the freight train had the "right of the road" and therefore its men could not be held responsible.

John Griffin, fireman on the work train, testified forward and was sworn as the next witness. The conductor had told him that the freight train had left Clear Creek ten minutes before but to proceed anyway. He jumped when the train was only half a rail apart. The steam burned the side of his head and he was otherwise injured. Said they had no flag ahead, and were going about six miles an hour.

John Welsh, foreman of the work train, was the next witness. He was simply the boss of the workmen on the train. There was no flag out to warn the incoming train. He had asked the conductor where the other train was but got no reply and was afraid of an accident. He knew the men that were killed.

Fred Branning, the foreman on the freight train, next testified, but developed no new features of importance, confirmed the testimony of the engineer, Mr. Russell.

John Welsh, foreman on the freight train, said that he had asked Seabolt, the conductor, several times where the train was, and he never answered, and feared an accident might occur. The flagman was with him and was not sent ahead. He had known the three dead men for some time, but could give no particulars about them. Larriasey lived until they reached Springville. Wallace was killed instantly under the engine, and Worley died shortly after the accident. Eleven workmen were on the train; three were killed and four injured.

H. C. Osterwald testified that he was engineer on the work train, and had ordered to work between Thistle and Spanish Fork (produced the order). The order gave them no right against any train except they flagged. Did not know as they had sent out a flag. Left Spanish Fork at 10. When the conductor came out of the telegraph office he said the freight train had left Clear Creek only two or three minutes before. He had nine miles to go while they had twenty-one, or to circle thought they could make it. He went around curves slowly, blowing three whistles as warning, and before striking the short curve where the collision occurred he gave three whistles, saw smoke coming around the hill ahead, and reversed the engine at once. On giving his first whistle he saw someone jump from the caboose but did not know who it was.

The reason he did not send a flagman ahead was because he had no orders to do so and had no idea of meeting a train. He whistled to reverse breaks. The collision separated his engine from the cars in front and he moved backward some distance to get out of the way. Did not remember admitting that he was to blame, but when he saw what had happened he was very much affected and confused, and did not recollect what he did say. Acknowledged that he was equally responsible with the conductor according to the rules, but he took the conductor's word for it. Some further questioning occurred, when the inquest adjourned until 10 o'clock this morning. Burt Seabolt, the conductor and operator of the work train, was arrested at Thistle, yesterday, and lodged in jail last night.

THIS MORNING'S PROCEEDINGS.

The examination of witnesses was resumed at 10.35 this morning, in the office of Jos. W. Taylor.

B. W. Nelson was the first witness, he testified as follows: I was brakeman on the work train at the time of the collision. I was on the front end of our caboose, which was being backed up. It was snowing hard at the time. When I saw the smoke of the freight train No. 21, opened the door and said to the boys inside "Good God! here she comes, jumping!" I saw Mr. Seabolt, our conductor, give the signal to the engineer to stop, then he got off the train. Saw the men jump from No. 21 engine, train still coming towards us. When at Spanish Fork I asked the conductor where No. 21 was and he said he didn't know, but afterwards told me she had just left Clear Creek and was on her way to Salt Lake. He said he would go on with orders and flag, also that he knew we would have plenty of time. The fireman on our engine could not keep much steam up, so I suggested that I go back to the engine and help him out, but the conductor said no, for me to remain as we would have to flag. We knew No. 21 was due and we were running on her time, but knew we could make it if the train had just left Clear Creek. The conductor is supposed to know where superior trains are, and to see that flag men are out where required. The rules on the Rio Grande are different to the rules on roads I've worked on. The conductor signs the orders for the engine on this road.

Q.—Wouldn't this give the conductor more authority than the engineer?

A.—Yes, sir.

Q.—What other roads do you refer to?

A.—Well, the Union Pacific.

Q.—Was your impression as to the cause of the accident?

A.—Some one is to blame, certainly, but don't know how you can get at it. I have the conductor say the train had just left Clear Creek, and as it was 10 o'clock we would have plenty of time to make our switch, as we had but nine miles to go, while they had twenty-one.

Q.—How long were you delayed on the road?

A.—We were all ready to start at Spanish Fork and had some talk to unload, which only took us five minutes.

Q.—At what speed were you going?

A.—Five or six, some of ours and some on the freight train.

Q.—What would be the duty of the conductor in such a case as this?

A.—Why to flag each way while standing still, and when moving he should have a flagman.

Frank Hoffman said he had been requested by some of the railroad boys to appear in their behalf, and put the following questions to the witness:

Q.—Did the engineer of the engine on the freight train give any signal?

A.—No, sir.

Q.—Did your engineer?

A.—Yes, sir.

Q.—Did train 21 have air brakes?

A.—Yes, sir. Our engineer gave three whistles, as he struck the curve. If they had used their air their train could have been stopped before the crash.

A Juror then asked: From whom do you receive your instruction?

A.—From conductor, the engineer hasn't anything to do with it.

Q.—Where was the engineer of your train when you had stopped?

A.—He was on his engine.

Q.—Have you ever known these trains to exceed 10 miles an hour?

A.—No. Never was on any other than work train.

Next witness was the conductor of the work train, Burt Seabolt.

Q.—What was your position on the Rio Grande road?

A.—I was conductor.

Q.—Please state fully what you did on the day of the accident. Where you met the freight train, what time, and any other facts you can.

Witness.—We were at Spanish Fork at 10 a. m. We had working orders between Spanish Fork and Thistle. These orders gave us a right to work between these points, but our rules require us to flag against all regular trains that are due. We have no right on their time without doing so. Our orders came that morning addressed to the conductor and the engineer, and I signed for both and delivered a copy to the engineer. We proceeded from Spanish Fork, making about twelve miles an hour, where we could see a goodly number of sheep. Where the view of the track was obstructed we flagged. We ran very slow around curves. We stopped a short distance west of Pole Cañon and unloaded some iron.

Q.—How long did you stop there?

A.—About 15 minutes.

Q.—After that you proceeded?

A.—Yes, sir, and the collision occurred about three miles from there.

Q.—How fast were you running when the train struck?

A.—We were standing still. When we first saw No. 21 our train was making about five miles an hour. I had given the signal to stop and was just climbing down from the platform to go ahead and flag the train, as I saw her coming. Cannot say whether he saw it or not, but I jumped and ran ahead as fast as I could to caution the approaching train.

Q.—You got information at Spanish Fork regarding No. 21, did you not?

A.—No, sir, nothing definite. Was trying to find out where she was.

Q.—What is the reason you couldn't get track of it?

A.—The operator tried to get in on the wires, but some one snipped him off. The wires were very busy, so he couldn't get in, and I told him to never mind as we would have to flag up any way. Operator said he thought he heard No. 21 reported out of Clear Creek about fifteen minutes before ten.

Q.—Is there a regular operator at Spanish Fork?

A.—Yes, sir.

Q.—You are an operator?

A.—Yes, sir.

Q.—Did you touch the wire at Spanish Fork?

A.—No, sir.

Q.—Do you carry an instrument.

A.—Yes, sir.

Q.—Did you cut in wire that morning?

A.—No, sir, not after I received our orders in the morning.

Q.—Had you passed any curves before this one was approached?

A.—Yes, sir, and flagged around them.

Q.—How far distant was the freight train when you first saw it?

A.—About 300 or 400 feet away. Cannot say for sure.

Q.—How fast was No. 21 running?

A.—Eighteen or twenty miles an hour, which is faster than rules allow them to run. Did not hear their whistle.

Q.—Do you think any one is to blame for this accident?

A.—That's a pretty pointed question. It was storming very hard and we got further around the curve than we should have.

Q.—What did you do after the accident had happened?

A.—I ran to Thistle Gravel pit, where the wires are ready for use; had no instrument, but reported the accident by touching the ends of the wires together.

Conductor Gray of train 21 then testified.

Q.—What is your name?

A.—Geo. D. Gray.

Q.—What is your position?

A.—Conductor.

Q.—What train were you conductor of on Dec. 10th?

A.—Train 21.

Q.—Where was your train when the train struck?

A.—It was a little east of the centre of the curve when we struck.

Q.—Did you see any flag or hear any signals?

A.—No, sir, I did not.

Q.—Were you on any other train's time when you struck?

A.—Yes; on No. 10's time and my own delayed time.

Q.—Did your engineer give a whistle?

A.—Don't know; didn't hear any whistle.

Q.—Should a whistle have been blown?

A.—Yes, sir. All trains should blow the whistle before striking a curve, and to see that flag men are out where they should whistle. Don't know whether there is one at this curve or not.

Q.—Do you think there is anybody to blame for this accident?

A.—Yes, sir, I think somebody is to blame for it.

Q.—What did you do after the accident?

A.—Went down to the wreck and helped to get the men ready to go to Springville.

Q.—Were you acquainted with either of the men?

A.—No, sir.

Q.—What was the length of your train?

A.—I had 20 cars.

Q.—Could you see the other train coming towards you?

A.—No, sir; the first I knew of the collision was when I felt the jar.

Q.—Did the work train engineer say anything about them being to blame?

A.—He said they were to blame. Seabolt called his engineer Osterwald outside and cried like a baby. He feels very badly.

The witness Nelson being recalled, said he saw Seabolt jump off. The train was moving about four miles an hour. Witness gave the alarm about the time he jumped. Did not know which incident occurred first. Never carried a flag.

Following is the

VERDICT OF THE JURY:

THIRTIETH OF JUNE, County of Salt Lake.

An inquisition holden at the office of Joseph Wm. Taylor, in the Second Precinct of Salt Lake City, Territory of Utah, on the 10th and 11th days of December, A. D. 1884, before George J. Taylor, Coroner of said County, upon the bodies of Edward Worley, Owen Larriasey and Alexander Wallace, there lying dead, by the jurors whose names are hereunto subscribed:

The said jurors upon their oaths declare that the said persons before mentioned came to their death by collision of freight train No. 21, bound west, and the work train No. 20, bound east, on the Denver & Rio Grande Western, at a certain curve on said road about three miles below Thistle station, west, on the 10th day of December, at about 10.50 a. m., A. D. 1884; and they further declare that Alexander Wallace was killed instantly, and that Worley and Larriasey died from the effects of injuries there received a few hours thereafter. They also find from the evidence presented, that the said work train was at fault, as the laws of the road required, a witness whereof the said jurors have hereunto set their hands the day and year first above written.

W. D. HICKMAN,
JOHN H. RUMEL,
ISAAC SEARS.

BUSINESS NOTICES.

HOLIDAY PRESENTS!

Useful and Beautiful at Little, Ready & Co's.

Handsome Dinner and Tea Sets.

Elegant Biscuit and Alabaster Statuary.

Beautiful Vases and Toilet Sets.

Rich Castors and Pickle Stands in Plated Ware.

Superb Hanging Lamps and Chandeliers.

Fine Decorated Chamber Sets.

Motto Cup Sangers and Mugs, Colored Glass and China, Fancy Trinkets, etc., etc., in great abundance. Prices to suit the hard times.

LITTLE, ROUNDEY & CO.

Full lines of Seasonable Boots and Shoes at DUNFORD'S.

NOTICES.

If you are falling, broken, worn out and nervous, use "Wells' Health Renewer," St. Druggists.

THE POPULAR APPROVAL.

Of the now famous Syrup of Figs as the most effective and pleasant cathartic ever offered to the world as a cure for Habitual Constipation, Biliousness, Indigestion and Kindred Affections. It has been won by the wise plan pursued by the California Fig Syrup Company. Knowing that any laxative medicine is fatal in its effects on the system, and that the time pleasant to the taste, will meet with a rapid sale, the Company, through its agent, Z. C. M. I. Drug Store, Salt Lake City, gives away sample bottles free of charge. Try it and judge for yourself. Large bottles fifty cents and one dollar. For sale by all druggists.

FILES!! FILES!! FILES!!!

Sure cure for Blind, Bleeding, and Itching Piles. The box has cured the worst cases of 20 years standing. No one need suffer five or six minutes after using. William's Indian Pile Ointment. Its virtues, tumors, always itching, acts as a poultice, gives instant relief, is applied only for Piles, Hemorrhoids, or private parts, nothing else. Sold by druggists and mailed on receipt of price, 50c and \$1.00.

For sale by Z. C. M. I. Drug Dept. FRANKLIN MEDICINE CO. Prop., Cleveland, Ohio.

"ROUGH ON COUGHS."

Ask for "Rough on Coughs," for Coughs, Colds, Sore throat, Hoarseness, Tracheitis, etc. Liquid, 25c.

Hats, Caps, Gent's Furnishing Goods at DUNFORD'S.

RETAIL CLOTHING BUYERS.

Will find it to their interest by examining my handsome line of men's, boys' and children's clothing, which I sell from two to three dollars lower than the same can be purchased at any other house in the city. Call and see goods and prices. L. GOLDBERG.

"ROUGH ON PAIN."

Cures colic, cramps, diarrhoea; externally for aches, pains, sprains, headache, neuralgia, rheumatism. For men or women. 25c and 50c.

SURETY OF FIGS.

Nature's own true Laxative. Pleasant to the Palate, acceptable to the Stomach, harmless in its nature, yet less in its effects than any other cathartic. Biliousness, Indigestion and Kindred Affections. It cleanses the system, purifies the blood, regulates the Liver and acts on the Bowels. Breaks Colds, Chills and Fevers, etc. Strengthens organs on which it acts. Better than bitter, nauseous Liver medicines, pills, salts and draughts. Sample bottles free of charge. Z. C. M. I. Drug Store, Wholesale Agents, Salt Lake City. 15c.

BURR'S Patent Adjustable Bed Spring, manufactured and for sale at No. 61 W. First South Street. Call and see. BURR & ROBERTS.

\$100 REWARD.

For any Mineral Acid found in Salt Lake Vinegar Co's Malt Vinegar.

Call on J. H. Dinwoodey, 37, 39, 41, and 43 First South Street, Salt Lake City, P. O. Box 657.

Orders for Weber Coal found from Home Coal Company taken by Telephone either by H. Dinwoodey or at 700. (Yard telephone No. 320.)

THEIR POWER.

"Wells' Health Renewer" restores health and vigor and cures Dyspepsia, etc.

Gent's and Ladies' Holiday Silvers, elegant selection at DUNFORD'S.

ENDLESS VARIETY.