

# Bad Wreck on The Rio Grande

Head End Collision in the Northwest Part of City Results  
In Serious Injury to Several Persons—Some Have Very  
Narrow Escapes—Trainmen Say That Fog Was Cause  
Of Accident, Though Passengers Say They Saw None.

Salt Lake City was the scene this morning of a very serious railway accident, one that resulted in painful injuries to several persons and which may result in the death of one. The accident occurred at the intersection of the Rio Grande tracks and the tracks of the Utah and Pacific railroad, where, during the day, hundreds of persons assembled to look upon the wreckage. The train was moving south on the Rio Grande tracks, and was about 100 feet from the intersection when it was struck by the head end of the Utah and Pacific train. The collision was so violent that the Rio Grande train was thrown off its tracks and the two engines and several cars were overturned. The passengers were thrown about like tin cans, and many were seriously injured. The trainmen on the Rio Grande train say that the fog was the cause of the accident, while the passengers say they saw nothing.

THE COLLIDING TRAINS.  
The Rio Grande Western main line was struck from 3 o'clock this morning by a train coming from Ogden. The Rio Grande train was moving south on the Rio Grande tracks, and was about 100 feet from the intersection when it was struck by the head end of the Utah and Pacific train. The collision was so violent that the Rio Grande train was thrown off its tracks and the two engines and several cars were overturned. The passengers were thrown about like tin cans, and many were seriously injured. The trainmen on the Rio Grande train say that the fog was the cause of the accident, while the passengers say they saw nothing.

THESE INJURED.  
Engineer Ed Bartlett, three bad scalp lacerations, fingers smashed on left hand, a number of bruises.  
Fireman Buckwater, broken shoulder.  
Fireman H. D. Lawther, face cut and bruised.  
State Senator David McKay, slight internal injuries.  
Miss Mary Ann, face cut and bruised.  
Miss B. Waters, bruised and lacerated.  
WHERE THE ACCIDENT HAPPENED.

The accident occurred about 9:05 A. M. just south of the curve in the open country, where the fog was very thick. The fog was so dense that the trainmen on the Utah and Pacific train did not see the Rio Grande train until it was too late. The trainmen on the Rio Grande train say that they saw nothing, and that the fog was the cause of the accident. The passengers on the Rio Grande train say that they saw nothing, and that the fog was the cause of the accident. The passengers on the Utah and Pacific train say that they saw nothing, and that the fog was the cause of the accident.

POGGY, SAYS FIREMEN.  
Delos Boyer, the fireman on No. 66, was also emphatic in the statement that he did not see the approaching train until it was too late. "It was foggy," he declared, "and all of a sudden I saw No. 64 loom up. I just gave one yell and jumped for my life."

TAKEN TO HOSPITAL.  
Engineer Ed Bartlett and D. B. Waters were the only two men who were taken to St. Mark's hospital. Late this afternoon Bartlett was resting easily. Waters stayed just long enough to have his injured thigh dressed when he took the car for the hospital.

SENATOR MCKAY'S STATEMENT.  
Senator David McKay was one of the most severely injured victims, but his staunch Scotch blood refused to let him give up. He was found this morning in a committee meeting with a pallid face that revealed, besides its pained features, a heroic effort to conceal the pain that he was suffering. During his short narrative of the affair he frequently varied forward in an effort to ease his suffering, and his speech was broken off at intervals by sharp twinges of pain.

STORY OF THE WRECK.  
The story of the wreck was graphically told to the "News" this morning by Hans Peter Sorensen, who resides in a lumber house at 716 west Sixth North. He was busily engaged in picking up the scattered pieces of the train when he saw the accident. In his quaint Scandinavian dialect he said: "I guess they went to rest for this, as this much is coming to me, anyhow for medical attendance this morning."

SORENSEN SAW IT ALL.  
"Yes sir, I saw it all. I was standing out in my yard here when I noticed an engine coming from the city and also the train coming in from Ogden. I said to myself, 'well, that is funny, I never saw two engines coming along like that on one track before. Just then the passenger engine started whistling like thunder, but on they came. The passenger train was slowing down fast. Then I saw a man jump from the other engine and the next minute they hit. I never heard such a noise, and they were going so slow too. Then all at once everything was hidden in steam. I ran over and helped get the engine out. We broke through the ice in the ditch there is about three feet of water in the ditch and helped him into my house. He was bleeding pretty bad and seemed pretty well done. Then the conductor came and the engineer started to talk. He kept on saying 'it was not my fault, it was not my fault.' By and by the doctor came and they took him off to the hospital. The conductor (Campbell) seemed pretty much upset about the wreck and tried to comfort the hurt man by telling him all the time it was not his fault. There were lots of other people around the wreck, and they looked as though they had had a good shaking up."

A BOY'S VERSION.  
Another version of the wreck was given by a small boy who gave the name of Langton. The thing that seemed to have taken his eye most was the high drive of Engineer Norman. He said that he saw the approaching train and wondered what was the matter. Afterward he saw the passenger train and the next instant the collision occurred. He said that he was looking up the line and did not notice the approaching train until just before he ploved into the engine.

WRECK ON THE S. P.  
Ogden, Utah, March 6.—General Foreman H. J. Hogan of the Southern Pacific was brought to Ogden yesterday afternoon suffering from injuries that may result fatal to him. He was taken from the depot to the Ogden general hospital in the ambulance. Dr. Perkins had gone out to Terrace to care for the injured man, but finding that his injuries were much more serious than was expected, the doctor immediately had an engine and ambulance placed at his disposal and brought Mr. Hogan and his wife to Ogden where he could receive better attention at the hospital. It was found on closely examining Mr. Hogan that both hip bones were crushed and that he had sustained serious internal injuries. An operation was performed on the injured man and his suffering relieved as much as possible, but grave hopes are entertained for his recovery, as the internal injuries are of such a nature that an operation was not of great benefit.

Window Glass Situation Serious.  
Philadelphia, March 6.—The public Ledger today says: "Never in the history of the window glass industry in this country it is said, have manufacturers and jobbers been confronted with such a serious situation as at present."

Quite a number of people from this part of the state have called on Col. Miller to enquire for particulars about the Twin Falls scheme, as they think of possibly removing to that country and taking up lands under the ditches. So the colonel is kept busy answering questions in fact inquiries come in from many directions every few minutes, which almost cuts off his breath. At this time he includes 271,000 acres of promising lands, which will be thrown

# On the Track of A Cattle Rustler

Posse After "Gaping Dick" Carey, of the Hole-in-the-Wall Gang—His Capture Expected Hourly—Heavy Reward Offered for Him—Wyoming Authorities Want Him Behind Bars Before Roosevelt Visits the State.

Denver, Colo., March 6.—A special to the Post from Cheyenne, Wyoming, says: "Laughing Dick," or as he is more commonly called, "Gaping Dick" Carey said to be the last of the notorious Hole-in-the-Wall gang of cattle "rustlers" and train robbers, for whom rewards aggregating \$3,000 have been offered, is still at large, but a posse is close on his trail and his capture is hourly expected. Last Wednesday "Gaping Dick" passed through Saratoga, en route north 12 hours ahead of the officers and his mount was jaded. It is thought he cannot escape. In view of the proposed hunting trip of President Roosevelt through Wyoming an extra effort is being made to place the outlaw behind the bars.

Carey, it is said, was for years a member of the notorious "Butch" Cassidy and George Curry gangs of outlaws that made their headquarters in the Hole-in-the-Wall country, in central Wyoming, and the "Robbers' Roost" section of southern Wyoming and northern Colorado. When a mere boy he was a member of the "Butch" gang, and was known as "Gaping Dick" because of his wide-open mouth. He was a member of the "Butch" gang, and was known as "Gaping Dick" because of his wide-open mouth. He was a member of the "Butch" gang, and was known as "Gaping Dick" because of his wide-open mouth.

THE RESPONSIBLE ENGINE.  
No. 66, the engine that was the cause of the wreck, had just come out of the shops here and was going light on a trial trip to Wood's Cross and return prior to taking out No. 11 tonight. As the result, both Nos. 64 and 66 were hauled into the shops this afternoon, while all hands have been put on No. 34 in order to hustle that engine into shape for service tonight.

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open and made subject to entry in the spring of 1903, under the provisions of the Carey act, enacted by Congress and supplemented by law frames by the legislature of the state of Idaho. Water used in the irrigation of the land is diverted from the Snake river 25 miles above Shoshone Falls, and is done in the main canal in a westerly direction for a distance of 60 miles. The main canal will be 30 feet wide at the bottom and will carry a volume of water in feet in depth. In their construction the canals will require no dikes or side hill work. The canals and laterals will constitute a system requiring over 1,000 miles of excavation. The water will always carry an abundance of water, and nothing in the nature of reservoirs will be needed for storage purposes. The country is favorable for stock raising and agricultural pursuits. In fact, that part of the Snake river basin is adapted to the growing of about every species of vegetable found outside the tropics.

THE TWIN FALLS LAND & WATER MANAGEMENT is expecting to arrange with another contractor who is en route to this city from the northwest to take the place of the Springville Construction company, which has failed to qualify on its bond, so that there will not be any noticeable delay in inaugurating the great enterprise.

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# WABASH SITUATION REMAINS UNCHANGED

St. Louis, March 6.—The Wabash situation presented no new phase this morning, everything and everybody waiting on the attorneys representing the firemen and trainmen who are expected to make the next move. They are carefully considering the bill of particulars filed by the Wabash, in its application for the injunction granted the other day and it is not known definitely when the answer will be ready to present in court.

It is stated that one of the grounds to be urged for the dissolution of the injunction will be the denial of the authorization of a letter sent to the Wabash employees at the time the vote was ordered, purporting to come from a leader of the conference committee and making threats against the company. Both Mr. Morrissey and Mr. Lee say they had no knowledge of the letter until it was filed by the Wabash officials in a plea for an injunction. Morrissey and Lee intimate that they know the author of the letter to be a member of their order who is a traitor to the brotherhood and who wrote it to make grounds for an injunction by the company.

Messrs. Morrissey & Hanrahan are looking forward to the visit of Geo. Gould, the head of the Gould lines, including the Wabash, to St. Louis. Mr. Gould is now in Chicago and has announced that he will be in St. Louis Sunday and make a thorough inspection of the lines. The leaders here are of the opinion that Mr. Gould is coming this way on a special errand to inquire into the situation between the Wabash and its employees.

BURDICK MURDER CASE.  
Officers Have Made No Decisive Move as Yet.  
Buffalo, March 6.—Despite the fact that the police and the officials of the district attorney's office have declared repeatedly and continuingly to assert that they were really certain of the identity of the person who murdered Edwin L. Burdick and that the person was a woman, they still hesitate to make a decisive move.

An official in a position to know the exact situation was asked: "Do you expect an arrest today?" "No, not today or tomorrow, or the next day."

"We must have strong evidence when we arrest anybody, for we know that as soon as an arrest is made lawyers are standing ready to apply for a habeas corpus writ to rush us into court and make us disclose our case at the first jump."

"Does suspicion still point to a woman?" "It does. It points to one who had to meet expenses amounting to about \$100 a month without any visible means to meet them. We will name no names until it is written in the warrant charging the person with murder in the first degree."

"Perhaps the most interesting development in connection with the crime itself is the interview given by Dr. Marcy, in which he said that the victim's head was not only beaten to a pulp but that the murderer carefully wrapped a quilt around the murdered man's body to smother any possible outcry. If the blows on the head had not been fatal, the victim certainly would have smothered in the tight folds of the quilt around his head and the upper part of the body."

Fire at Fairhaven, Wash.  
Fairhaven, Wash., March 6.—Fire which occurred here last night totally destroyed the plant of the Bellingham Lumber & Shingle company, scorched the Northern Pacific depot and several cars standing on the Northern Pacific tracks. Early reports of character and damage were exaggerated.

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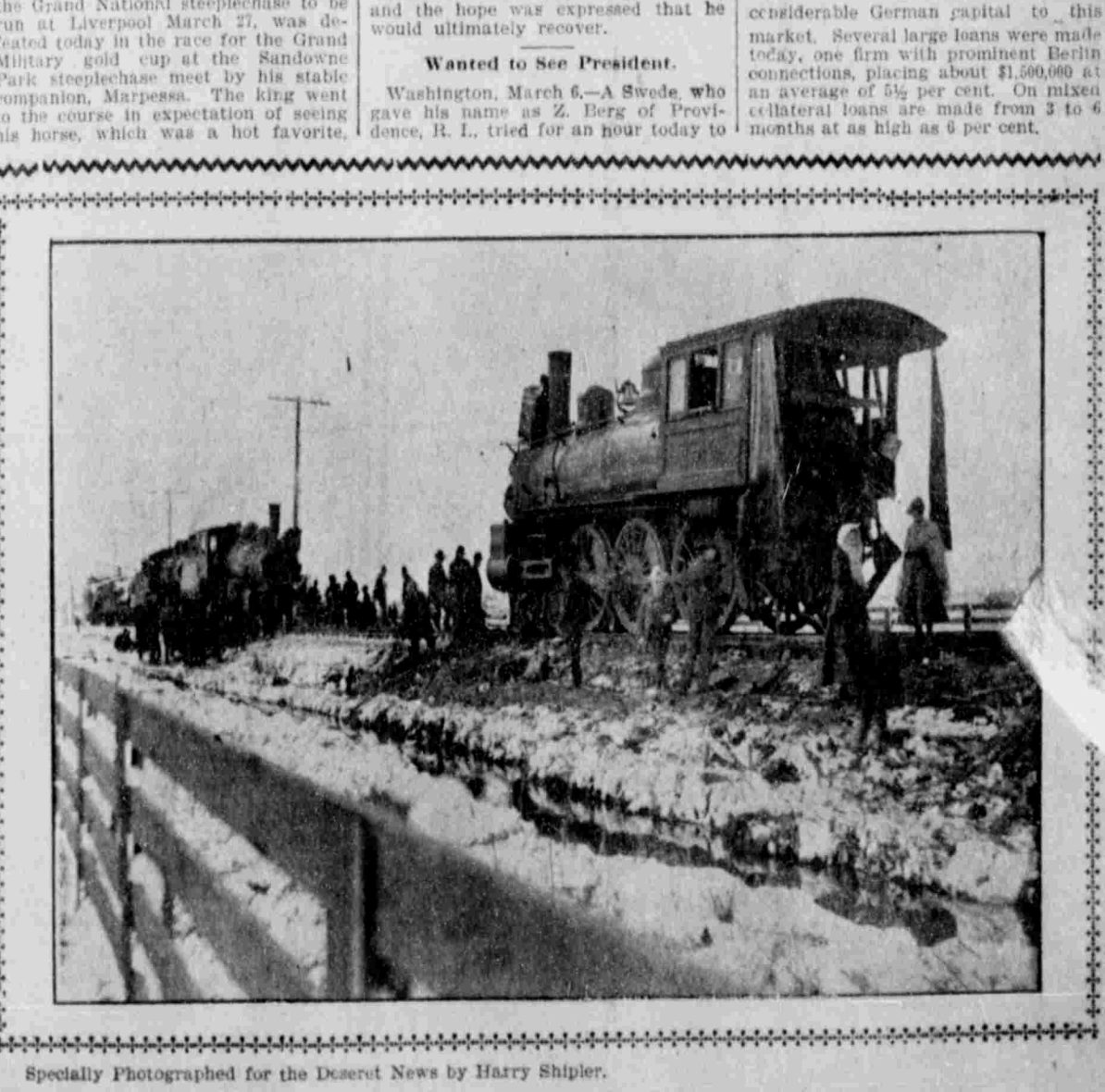
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POST MORTEM PHOTOGRAPH OF THE PASSENGER LOCOMOTIVE.



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