

raising, the cars were suddenly jammed together and the unfortunate man's head was caught between the drawheads and crushed, death being instantaneous.

The inquest was fixed for ten o'clock next morning before Coroner Taylor, but owing to the non-attendance of several witnesses, it was adjourned until Aug. 1, at the same hour.

Dr. Fowler, who was summoned to the unfortunate man immediately after the accident, informed the coroner and jury that, so far as he had been able to ascertain, a collision of some kind had occurred at the depot the night before. The drawhead having been knocked out of one of the cars, the deceased, as he understood, stooped down to pick up a chain with the pin on the end of it, with the object of hitching on the other drawhead. Meantime, from some hitherto unexplained cause, the cars were backed up, his head being thereby caught between the two drawheads. His injuries were of a shocking nature, as the drawheads caught him on the ears, crushing his head in. His neck and jaw were broken, and he was otherwise mangled. His face was not cut.

The deceased was the son of C. G. and E. L. Webb, and was born in Salt Lake City December 5, 1861.

Thomas C. Wright, car repairer and inspector in the employ of the Rio Grande Western, said the deceased had worked with him for upwards of two years. About nine o'clock on Tuesday night they were inspecting train 22. A collision had occurred. Webb stooped down between two cars to pick up a link, and the cars suddenly came together before he had succeeded in making a coupling. It was no part of deceased's duty to couple cars, and he was not asked or expected to do so. Deceased made no remark before he went between the cars, and witness had no time to deter him from going before they came together. Deceased neither moved nor breathed after the accident. His head was caught between the two deadwoods. Webb was a steady, sober and industrious young man. Witness had never before seen anyone but the brakeman make a coupling. He could not say who signaled for the train to back up to make the coupling.

George Noed, conductor of the train in question, said he gave the engineer the signal to back up, and stopped the cars when quite eighteen inches apart. While deceased and Thomas Brownlee were making a coupling, the engine from some unknown cause slackened back. Brownlee felt the cars coming and "dodged" out of the way, but Webb was caught between them. There was no signal given to the engineer to move the train. The engineer, Kinney, was a man of some experience. In witness' opinion there was no carelessness on the part of any one, and Webb's death was purely accidental. It was not usual to move cars without a signal being first given. Deceased voluntarily

assisted Brownlee; he was not asked to do so. It was the duty of the yard men simply to inspect and make repairs. He regarded Kinney as a good engineer, and he had been employed at switching in the Rio Grande yard for some time past. He had never known deceased to be the worse for liquor.

Thomas Brownlee, brakeman on train 22, testified that the drawbar was pulled out of the refrigerator car during the switching. He gave a signal to the engineer to back up. The drawbar got underneath the stop car and broke the brake beam. The conductor, seeing the trouble, went after the two yardmen, Webb and Wright. Witness signaled the engineer to stop, took the drawbar out and put it on one side. After the chain had been attached to the refrigerator car from which the bar was gone witness and the conductor gave the signal to back up. When the train had sufficiently backed a stop signal was given and the cars were brought to a standstill, about a foot apart. Deceased stooped down on the left hand side; witness and deceased took hold of the large link or pin attached to the chain and lifted it up. While thus engaged the pin was dropped by witness. At that moment the train moved back and witness, the conductor, and others shouted to Webb, "Get out of the road." Witness ducked his head and drew from between the cars, but Webb was caught before he could escape, and instantly killed, his head being caught between the timbers. His body was in an upright position. Witness could not account for the cars coming back as they did; it was quite an unusual occurrence. There was no signal given to the engineer. So far as he knew he could not say that blame attached to any one, but in his opinion, the cars could not have moved unless the engine had been set in motion. They could not possibly have moved of their own volition.

Dr. Fowler was in attendance, but it was not considered necessary to examine him after the statement which he made before the jury the previous day.

The jury in answer to the Coroner said they were not satisfied in regard to the motion of the train without a signal being given, and which resulted in the movement of the cars causing Webb's death.

Accordingly the inquest was further adjourned until 10 o'clock a. m. Aug. 2, for the attendance of Engineer Kinney and his fireman.

#### Webb on Winter.

About as quiet, even and unruffled an atmosphere as seems possible was that of last winter, save only a few local conditions. The consequence was a light winter, with little snowfall. To us it has proven a serious affair. But very early last spring, I noticed that the reverse would soon prevail; that phenomenally heavy and destructive storms would occur and that the same would be very general and widespread. Detecting and determining this is what caused

me, in the fore part of last April, to send in weather predictions. So far as Utah is concerned, at first she did very well, but during the months of June and July the downfall has been much less than I have witnessed here during the same time, with far less favorable and dryer conditions; so that here we have it phenomenally dry, and also hot.

As for the causes that create the present drouth, I do not know what they are under the present prevailing conditions. California being always dry in the summer season, the main direction from which our storms come, is one great reason why it is so hard to storm here in the summer season; another is the noted character of our own climate. Still we are not rainless, and heavy showers and storms do visit us in the summer season.

This year the lack of snow in our mountains, the scarcity of water, and the dryness of the soil, have without doubt been influences against precipitation; while the unsettled atmosphere, partial formation, and lack of development only tend to create greater heat, and a successful development of the present atmospheric stormy condition with us in the mountains would be cool and delightful.

But from the time of my first prediction, April 13th, our own storms have passed on and swollen the eastern streams, and the reports of storms and floods—widespread and general—have fully sustained my anticipations.

Now for the future: So far as I can see and determine, these same unsettled conditions continue for a long while to come, varying but little, so that storms and floods will continue. How much longer Utah or contingent territory can resist participation in the storms, we shall see. The coming winter will set in early and be noted for blizzards and deep snows; and as it can storm in Utah in winter about as easy as anywhere else—I look for an unprecedented snow fall—at least it will be among the heaviest.

THOMAS WEBB.

July 31st, 1889.

#### Pioneer Day at Holden.

HOLDEN, Millard County, July 25th, 1889. [Correspondence of the DESERET NEWS.]—For a town of its size Holden has had one of the most pleasant and earnest celebrations of the advent of the Pioneers into the valleys of Utah that I have ever witnessed. There was the usual booming of cannon, but the procession, under the direction of Marshal of the day William Ashby, kindled anew the memories of the past. On the lead, under the experienced direction of Captain Ansel Harmon, came the emigrant train of covered wagons, appended to which was the usual paraphernalia of tar pot, dust, patche sand broken wheel, with the kind old boss tied behind; girls with dust begrimed sun bonnets, trailed sticks of brush, so suggestive of buffalo chips, our footsore and weary bodies, the grateful evening meal, with gratitude to God that we were one