

# KILLED ON THE SOUTHERN PACIFIC

Twenty-six People or More Lose Their Lives in a Bad Wreck Near Colton, Cal.

ONE HUNDRED WERE INJURED.

Train, Going Forty Miles an Hour, Ran Into Open Switch—Cars Slung into Splinters.

Colton, Cal., March 28.—One of the most disastrous wrecks in the history of the Southern Pacific occurred on and one-half miles east of this town shortly after 4 o'clock this afternoon, when westbound train No. 9 from New Orleans, for San Francisco, ran into an open switch while going at the rate of 40 miles an hour, and 10 of the 14 coaches were derailed, with frightful results. Twenty-six people are known to have been killed, and the final list will probably total much higher than this number. The injured number about 100, many of whom are seriously injured and will die.

The wrecked coaches were hurled in every direction. Four of them were smashed into splinters. Most of the dead were Italians from New York and New Orleans, going to San Francisco. They occupied the smoker and day coach.

**DEAD TERRIBLY MAIMED.**  
The dead were terribly maimed and mangled. Eighteen of them were taken to D. C. Schwartz undertaking establishment at Colton by 5 o'clock, and eight additional bodies could be seen underneath one of the overturned and demolished cars. This car could not be raised until a derrick was brought from Los Angeles, 60 miles away.

The injured were carried to this city in vehicles of all sorts and the Colton hospital was quickly filled to its capacity. Many were taken to the Presbyterian church and to private residences in the vicinity.

**WORK OF RESCUE.**  
Members of the theatrical company aided nobly in the work of rescue. Men and women alike cared for the injured. Plush seats were taken from the coaches and bedding from the wrecked coaches, called frantically for help. As by a miracle the train was not set on fire. Those of the passengers who had escaped set at once about the work of rescue. Dozens were pulled and lifted from the wreckage and laid beside the track until vehicles arrived to convey them to the hospitals.

But two Americans are known to have been killed, although several of those among the injured will undoubtedly die within the next few hours. George L. Sharp, of Muskegon, Ind., was instantly killed. The baggage man of the train, whose name had not been ascertained, was also killed. Engineer Clarence E. Worthington and fireman Victor Greb both jumped but failed to get clear and were caught in the wreckage. They were both terribly burned and scalded.

In John Golden, the train conductor, was in the Pullman section of the train and escaped injury. Out of about 80 Pullman passengers there were only two who suffered serious injury. The three Pullman coaches and the diner, which were on the rear of the train, did not leave the track. The occupants of these cars were practically unharmed. The Florence Roberts theatrical company occupied one coach, which was hurled from the track and both ends of it crushed in by impact against the others. But two members of Miss Roberts's company, out of a total of 22 people, were injured. Miss Roberts herself escaped unscathed. The escape from death of the occupants of the Pullman coach was remarkable, considering the manner in which the coach was splintered and torn to pieces. The men and women were hurled from one end of the car to the other.

The people of Colton were first to be notified of the catastrophe. Hundreds of people hurried to the scene of the wreck. Physicians and nurses were brought from San Bernardino and Colton and ministered to the injured.

**OPEN SWITCH THE CAUSE.**

The derailment of the train was caused by the crew of a switch engine leaving a switch open at this point. It was said that the engine passed through the switch a few moments before the overland appeared. A switchman named Morrison was in the yard. After the switch engine had passed on to another track the engineer asked the fireman if he had retrowen the switch. The fireman recalled that he had neglected to do so, and the engine whistled frantically for Morrison to close it. The signal was not given in time, as Morrison did not reach the switch before the overland had plunged through and been derailed.

The train, which was due in Los Angeles at 7:30 a. m., was nearly 12 hours behind time at the time of the disaster it was running at a high

# PURITY—Results—that's it See What a Dime Will Do

We doubt if in all the world of medical science and therapeutic manufacture better SKILLED CHEMISTS and more carefully selected constituents could be employed than in the making of Cascarets.

The RESULTS prove it. No other Bowel Medicine on earth has reached in history the tremendous approbation and patronage accorded Cascarets by the American People, a testimonial of GENUINE MERIT and satisfactory results, for surely no sensible person would buy an article more than once, unless satisfied, or recommend it to others if not convinced of its virtues.

The sale of Cascarets at the present time is over ONE MILLION BOXES A MONTH, a fact that ought to convince anyone of the satisfaction given to millions of our friends and patrons.

It is just this kind of example placed before you that ought to induce you to try a little box of Cascarets and be CONVINCED of its value and effectiveness. After the harmless, inexpensive experiment you will see the reason for the unequalled popularity of this preparation as a PERSONAL and FAMILY MEDICINE, and this realization will urge future use when necessary.

So we ask you to take a DIME BOX home with you, and "WHILE YOU SLEEP THEY WILL WORK" and make you feel well and happy. We back our request by our GUARANTEE, and if you're not pleased, your purchase-money will be returned to you at the asking.

Such has been our Faith in the efficacy of this pure, clean, sweet, mild, harmless but forceful little fragrant tablet, so easy to buy, so easy to carry, so easy to take, so easy in its action, that we do not hesitate to offer this guaranty to the world, and make good on it.

Cascarets not only are the best medicine yet discovered for the treatment and cure of Chronic Constipation and all its dire consequences, but also a splendid PREVENTIVE OF DISEASE caused by bacteria and other germs in the Bowels. There are more serious troubles that have their origin in irregularities in the food channels than any other cause, and Cascarets by thoroughly cleaning out the stomach and intestines and PURIFYING in an antiseptic way, keep you perfectly safe from such fearful diseases as Appendicitis, Peritonitis and other deadly inflammations caused by retention of indigestible food in the passages.

We said Cascarets were and are the BEST BOWEL MEDICINE in the world. Once more we assert that the sale of nearly 100 million of boxes in eleven years PROVES IT. Our record is put up against any other medicine for the same purpose in the world—for ACTUAL RESULTS.

Try a 10c box TODAY. Buy it from your druggist under GUARANTEE and you will join the MILLIONS of our friends. Be sure you get the GENUINE—the letters "C. C. C." on every tablet.

# FOLGER'S GOLDEN GATE



## "The Satisfaction Line" J.A. FOLGER & CO. SAN FRANCISCO

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**KNAPP SEEKS TO AVERT STRIKE**

To Confer With Representatives Of Conductors and Trainmen And Railway Officials.

Washington, March 28.—Chairman Martin A. Knapp of the interstate commerce and Charles P. Neill, commissioner of labor, will leave here tomorrow noon for Chicago, where they will hold a conference with representatives of conductors and trainmen and officials of western railroads entering Chicago in regard to the dispute over the question of wages, which threatens to result in a disastrous strike unless a satisfactory adjustment is effected.

Chairman Knapp said tonight that the visit of himself and Mr. Neill will be in the direction of mediation and conciliation. The request for these efforts at mediation and conciliation came from the railroads.

"It therefore becomes our duty under the law," said Chairman Knapp, "to put ourselves in communication with the parties and endeavor to bring about a settlement. If we fail in that effort, then it is our duty to endeavor to induce the parties to enter into an arbitration."

The determination of Messrs. Knapp and Neill to go to Chicago was reached after a lengthy conference, in which Commissioner Clarke, who at one time was an official of the Order of Railway Conductors, participated, followed the receipt of a communication from Ira G. Rawlin, chairman of the railroad managers' committee.

The latter set forth that the dispute between the various western roads and the conductors and trainmen employed by them concerning wages was a serious controversy, the intensity of which was being aggravated by the action of the conductors and trainmen, who have acted jointly, and that in response to their request the carriers also have acted jointly. The latter also stated that the representatives of the carriers and the representatives of the conductors and trainmen, who have acted jointly, and that in response to their request the carriers also have acted jointly.

The commission was requested, in accordance with the provisions of the Erdmann act, "to put yourselves in communication with the parties and endeavor to bring about a settlement by mediation and conciliation, in order that there may be an amicable settlement of the same, and that if such effort should be unsuccessful, the joint request of the carriers and the representatives of the conductors and trainmen, who have acted jointly, and that in response to their request the carriers also have acted jointly."

**MANAGERS MUST YIELD.**  
Chicago, March 28.—The controversy over a wage scale between the general managers of the western railroads and their employees in the train service cannot be arbitrated. The only way in which a strike can be averted is for the officials of the roads to make terms with the men. This is the ultimatum issued by the union representatives, but the proposition was finally rejected and a resolution passed refusing to arbitrate the wage scale question.

The general managers tonight for the first time admitted that the situation was grave. The crisis was intensified by the fact that no compromise had been effected with the representatives of the 10,000 locomotive firemen, who are here negotiating for higher wages, and an eight-hour day. Another conference was held tonight between the General Managers' association and a committee representing the firemen, but nothing in the way of a settlement was accomplished.

Secretary Simpson Thompson of the General Managers' association said tonight: "We are waiting to see what the government will do. We do not expect to hear directly in answer to our request that the whole difficulty should be arbitrated along the lines suggested by the Erdmann act, but we believe when the labor leaders receive word from Washington that the government has been asked to take a hand in the matter that they will look at the matter in a different light and will be willing to submit the question to arbitration. We are not looking for trouble, but we have made all the concessions we can afford under the present conditions, and the sooner the men become reconciled to this the better it will be for every one concerned."

When informed tonight that Chairman Knapp of the interstate commerce commission and Charles P. Neill, commissioner of labor, were coming to Chicago to endeavor to effect a settlement of the trouble, H. Morfessy, grandmaster of the Brotherhood of Railway Trainmen, said: "The committee representing the men will hear and consider suggestions from the carriers, but they will not be bound by them."

# SPECIAL CLOTHING BARGAINS.

Hundreds of the Union-made, hand-tailored Suits and Cravettes Rate Coats, including black and blue serges and flannels. All the latest styles. Year choice, \$30.00; worth \$40.00. His or \$20.00.

THE HUB, 50 E. First South.

# GODBE PITTS.

PRESCRIPTION DRUGGISTS, 101 MAIN ST.

# R. G. Dun & Co.

THE MERCANTILE AGENCY, George Rust, General Manager, Idaho, Nevada, Utah and Wyoming. Offices in Provo, Salt Lake City, Utah.

# CLAYTON MUSIC COMP'Y

100-11-13 MAIN STREET.

# MOVE WITH THE ORIGINAL

Sold by Z.C.M.I. Drug Dept., 112-4 Main

# NOTICE TO STOCKHOLDERS.

A special meeting of the stockholders of the STATE BANK OF UTAH, a corporation organized and existing under the laws of Utah, will be held at its banking house, in Salt Lake City, at 10 o'clock p. m., on Monday, the 22nd day of April, 1907, for the purpose of considering the advisability of amending Article 3 of the Articles of Incorporation, as hereinafter amended, by increasing the capital stock from \$200,000 to \$250,000, and providing that the \$500,000 of capital stock representing such increase shall be paid in cash by the Board of Directors for the use and purpose of the corporation to such persons, at such times and upon such terms as the said Board may deem expedient; and for the purpose of electing the advisability of amending Articles 7 and 8, and by increasing the number of Directors to 15, and the number of Vice Presidents to 2, and by providing for the filling of vacancies among the Directors; and of considering the advisability of amending Article 12, by extending the corporate existence from a period of 25 years to a period of 50 years from and after the date of the organization of the corporation.

By order of the Board of Directors, JOSEPH R. SMITH, President. CHAS. S. HURTON, Cashier. Dated at Salt Lake City, March 28, 1907.

# NOTICE OF SALE.

In the Second Judicial District, in and for Davis County, State of Utah, in the matter of the estate of Isabella Ann Udy, deceased, the undersigned, J. F. Hedlon, administrator, do hereby give notice that on or after the 8th day of April, A. D. 1907, the following described realty, to-wit: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994,