

BAD WRECK ON SOUTHERN PACIFIC.

Atlantic Express from San Francisco Collides With West Bound Freight at Beowawe, Nev.

A. HARPER, POCATELLO, DEAD.

Twenty Passengers Seriously Injured, One Being T. E. Matthews, Ogden, W. F. & Co., Messenger.

Beowawe, Nev., Oct. 2.—A disastrous head-on collision occurred last night on the Salt Lake division of the Southern Pacific at this station. The first section of train No. 6, the Atlantic express from San Francisco, collided with the second section of No. 219, a westbound freight train. One passenger was killed and 20 injured.

THE DEAD.

Allen Harper, aged about 34 years, Pocatello, Ida., a member of the Order of Railway Conductors and a Knight Templar.

THE INJURED.

Mrs. L. Smith, 367 Clark street, Chicago, bruised about the left knee, sprained back; James McArthur, 367 North Fourth street, Hacktistown, N. J., left hand sprained and bruised, contusion on the head; P. A. Ryanski, Gortett, Ind., right leg broken; Rev. Geo. Comfort, Lamberton, Pa., right arm fractured in two places, extensive laceration of the entire right side, amputation of the arm necessary; Thomas Crowley, Chicago, right leg broken; P. J. Fort, Quick City, two abrasions on right side of nose, right hip sprained; Grant Fyle, cattle buyer of San Francisco, left hand cut and cut over left eye, nose broken and right arm injured; N. Nesbide, Japanese of Sacramento, left leg broken; J. T. Gray, San Francisco, right leg bruised below the knee; C. Thorne, Evanston, Wyo., laceration of the right foot, amputation necessary, scalp wound; William Gross, passenger brakeman, Wadsworth, Nev., bruised breast bone and knee cap; J. W. Littlejohn, Wadsworth, Nev., engineer on the first section of No. 6, left leg broken below knee; J. B. Stone, Wadsworth, Nev., fireman on the passenger train, left eye bruised, internal injuries; J. C. Holland, Wadsworth, Nev., engineer in charge of passenger train, cut over right eye, body bruised; M. T. Trowbridge, Bridgeton, Conn., severe sprain of the back and lower muscles of the abdomen; Miss Mae MacKintley, Kingfisher, O. T., sprained back; Mrs. J. Norman, Elko, Nev., bruise over left eye injured in the breast; Annie Dwyer, Oakland, Cal., injured about hips; T. E. Matthews, Ogden, Utah, Wells Fargo Express messenger, cut about head.

RELIEF TRAINS.

Relief trains were sent to the scene of the wreck from Winnemucca and Carlin, carrying doctors. Among the passengers of the train were a doctor and a trained nurse, and two discharged soldiers. The latter had served in the hospital corps in the Philippines. They rendered great service to the injured before the arrival of other medical assistance.

The confusion was so great when the trains collided that a passenger coach telescoped the smoking car for half its length. The engines are now jacked together.

Mr. Harper was sitting in the rear end of the smoker and was pinned in the wreckage, being horribly mangled. Death was not instantaneous, but after two hours were consumed in extricating the body. Many remarkable escapes from death are told of by passengers.

HOW IT HAPPENED.

The second section of train No. 219 came down the main line at Beowawe to allow a freight on the track to pull out. Conductor Dorsey, in charge of No. 219, saw what the engineer was doing, and as No. 6 was about due, turned the air on the train, breaking it in two. The head brakeman went back to chime the engine, and the fireman went to flag the first section of No. 6, which was coming. It being on a curve the passenger engineer did not see the freight train until the trains were almost together and it was impossible to prevent the crashing together of the powerful engines. Both engine crews jumped and both engines were demolished.

Large gangs of workmen built a track around the wreck and the road was ready for traffic by 4 o'clock this morning.

The dead and injured were taken on the second section of No. 6 to Ogden, with the exception of fireman Stone and Grant Fyle of San Francisco, who were transferred to No. 5 and sent to San Francisco.

SAFE CRACKERS AT WORK.

Do Much Damage at the Office of the Western Knitting Factory.

Probably having become tired of holding up people, the thugs and robbers now infesting this city have turned their attention to safe blowing. This morning between 1 and 2 o'clock, the office of the Western Knitting factory at 206 north Second West street was entered by safe crackers, and a big safe containing \$47 in cash and checks for \$300 was blown to pieces with nitroglycerine, and the contents stolen. Not only was the safe ruined, but a desk which stood near by was practically demolished. The police were informed of the case early this morning and they are doing everything in their power to secure some clue that will lead to the apprehension of the robbers.

Yesterday afternoon two suspicious looking characters were seen strolling about the place and the manager of the store took particular caution to nail down the windows when the place was shut up for the night. But this morning when he arrived, he was shocked to see the safe a wreck and papers scattered all over the place. He examined the windows and was surprised to find them just as they had been left the night before. None of the doors had been forced open, but the robbers had evidently gained entrance by the use of a skeleton key. Several persons residing in the neighborhood say they distinctly heard the explosion of the nitro-glycerine, but no one deemed it of sufficient importance to investigate. When the robbery was discovered this morning, Sergeant Hemple visited the place and found the tools used by the robbers, lying on the floor. There was a drill used by safe blowers, a piece of fine and a couple of jimmies. They were taken to the police station and placed among the relics.

Corbin Goes to Governor's Island

Washington, Oct. 2.—Major Gen. Corbin, adjutant-general of the army, is to be assigned to the command of the department of the east with headquarters at Governor's Island, New York.

PENNSYLVANIA'S TUNNEL PLANS.

Unique Scheme by Which it Proposes to Pass Under the North And East Rivers.

WILL BE A MODEL OF SAFETY.

Cars and Tunnel Will be Fire Proof—An Immense Underground Station.

New York, Oct. 2.—After months of consultation between eminent engineers of this and other cities the Pennsylvania company finally has decided upon the methods by which it will build its tunnels under the North and East rivers and Manhattan Island and has advertised for bids on the work and material.

The construction beneath the North river will consist of two single cast



MISS ROSEMARY SARTORIS, WHOSE ENGAGEMENT TO LIEUTENANT WRIGHT IS REPORTED.

Miss Rosemary Sartoris, whose engagement to Lieutenant John Wright, U. S. A., is reported on apparently good authority, is the younger daughter of Mrs. Nellie Grant Sartoris and the granddaughter of the late General Ulysses S. Grant. Miss Sartoris is not yet twenty-three years of age and is a strikingly handsome young woman. Her fiancé is the son of General Marcus Wright, who fought Grant at Shiloh and Missionary Ridge during the civil war. The Wrights came of old Tennessee stock. Young Wright volunteered at the outbreak of the Spanish war and is now a lieutenant of the Fifth Infantry. He is at present stationed at Plattsburg.

from tubes, entering this city at the foot of West Third-second street and passing under that street. They will be built by the shield process. Cast iron tubes will be built in sections behind shields, as the shields are pressed forward, and inside the cast iron will be a lining of concrete.

Among the many precautions arranged to make the tunnel as safe as possible, will be two concrete sidewalks built inside the tubes on a level with the car windows, and the plans provide that the tubes must be roomy enough to allow ample width for these walks. The object of the walks is to provide exits for passengers in case of accident. From the car windows it will be an easy step to the avenues of safety, and it is calculated that the two walks will contain room sufficient to provide a way of egress to as many passengers as can be accommodated within the cars.

Every car, it is claimed will be fire proof. The tunnel itself will be fire proof. The signal system will be the most perfect known. The lighting power will be separate from that furnishing the operating force and there are to be numerous hydrants and hose nozzles ready to be put into immediate use in the event of fire.

The soil beneath the river is soft, and the tubes will not be laid deep enough to reach a natural rock bed. Hence, they will rest upon what are known as a screw pile foundation, made of iron. The East river tunnel will be of similar construction carrying four tubes.

The underground station in this city will extend from Seventh to Ninth avenues, and from Thirty-first to Thirty-third street. The plans provide that it shall be about 40 feet below the street level. Although entirely underground, the station will be the largest in the world in respect to both width, length and trackage.

The power to be used in the tunnel, as required by both the states of New York and New Jersey, will be entirely

HAIR WON'T FALL OUT

If You Kill the Dandruff Germ With the New Treatment.

John N. Fuller, a well known citizen of Colfax, Wash., says: "I had dandruff so badly that it caked on my scalp. Herpelide completely cured me." Geo. H. McWhirter, of Walla Walla, Wash., says: "Herpelide completely cured me of a bad case of dandruff of 30 years' standing." They took the only really sensible treatment, a remedy that destroys the dandruff germ—Newbro's Herpelide. Stop dandruff, hair won't fall out, but will grow naturally, luxuriantly. Allays itching instantly and makes hair glossy and soft as silk. One bottle will convince any doubter of its merits. Sold by leading druggists. Send 10c. in stamps for sample to The Herpelide Co., Detroit, Mich. For sale by Z. C. M. I. Drug Disp.

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SILVER POLISH
Has taken years of effort to perfect
Is excelled by no other in the world
All responsible
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RAILROAD'S GENEROSITY.

How Mr. Walker Extended a Helping Hand to an Unfortunate Passenger.

C. A. Walker, the affable representative of the Chicago & Northwestern railway in Salt Lake, acted the part of the good Samaritan in a peculiar way yesterday. A young lady named Lora Whiting called on him and stated that she had lost her purse while coming over the Rio Grande and that she was penniless. Her home is at Bella, Texas, and while she still had her railway ticket, which she showed Mr. Walker, she had no money to defray her expenses for meals, etc. She was very ladylike and evidently belongs to a good family. She offered Mr. Walker a diamond ring or gold watch as security for a small loan to tide her over in her misfortune.

The young lady produced proof of belonging to the order of Rebekahs. Mr.

THE MAYOR SIGNS O. S. L. FRANCHISE.

Another Important Step in the Direction of Building Up the City of Salt Lake.

WORK WILL BEGIN VERY SOON.

Will Tear Down Purchased Buildings, Lay New Tracks and Erect Shops First.

Mayor Thompson today attached his signature to the ordinance granting a franchise to the Oregon Short Line to carry out the vast undertakings contemplated in the proposition to spend a million dollars in this city in new shops, depot, tracks and other improvements. The company has sixty days in which to signify its acceptance of the terms of the ordinance. There is no doubt as to its acting promptly in that regard. Now that all legal obstacles have been removed there will be a big campaign of construction and improvement work begun. The good that will accrue to Salt Lake cannot be estimated at the present time. That it will reach into the millions in the course of a few years is as certain as anything in the business world can be.

The first piece of work will be the razing to the ground of the buildings that have been purchased along the route to North Salt Lake, the laying of tracks in the new shop grounds, the construction of the shops themselves and the removal of the present ones to North Salt Lake and finally the erection of the splendid Union depot that will go up on the block where the shops now stand.

Army Maneuvers.

Camp Young, West Point, Ky., Oct. 2.—More than 5,000 enlisted men took the field today for the first of the series for combined maneuvers of both regular and militia.

The work consisted of six detached maneuvers for advance guard. The consensus of opinion among the military experts present is that a series of maneuvers by several bodies of troops result in better training for the line officers than one large movement as the lesser officers are thus given an opportunity to take a portion of the responsibility.

The maneuvers developed some interesting situations and the state guards taking part acquitted themselves on the whole most creditably.

Precautions for Czar's Safety.

Vienna, Oct. 2.—A dispatch from Muerzzegg says the precautionary measures for the safety of the czar were largely extended today. The special reason for this has not transpired, but fresh detachments of gendarmes have been ordered to the hunting district, where all movements of unauthorized persons are prohibited during the times the czar and Emperor Francis Joseph are hunting. Special additional precautions have been taken to guard the spot occupied by the czar during the chamois drives.

A Cloudburst in Kansas.

Topeka, Kan., Oct. 2.—A special to the State Journal from Pratt, Kan., says a cloudburst early Thursday evening did inestimable damage to property and sent the Ninnescah, an ordinary stream, over a mile in width in a brief time.

At least three inches of rain fell within the hour and the Santa Fe railroad tracks are a foot under water. The city water pumps are under six feet of water. No lives are reported lost. An eight weeks' drought was broken.

Conservative Conference Closes

Sheffield, England, Oct. 2.—The attending a day of the conservative associations was much smaller than yesterday, the opening day. The differences in the party on the fiscal question were again emphasized in the debate, and ultimately, in the interest of unity, Henry Chaplin, M. P., former president of the board of agriculture and a life-long protectionist, withdrew his "aid," moved yesterday, "thanking Joseph Chamberlain, the former colonial secretary for his patriotic efforts and expressing approval of any practical scheme to promote a closer political and commercial union."

BIG CONSOLIDATION.

Scheme Brewing to Combine the Gould Roads West of Pittsburgh.

New York, Oct. 1.—Papers are being drawn by attorneys identified with Gould interests for the consolidation of the Gould lines west of Pittsburgh with the exception of the Ann Arbor and the roads west of St. Louis, according to the Herald. The combination will include, it is stated, the Wheeling and Lake Erie, the Pittsburgh, Carnegie and Western, with its two underlying companies, and the Wabash.

This matter will be submitted to the stockholders of the Wabash at their next meeting. The details of the plan have not fully worked out, and it is said to be for this purpose that President Ramsey of the Wabash is now here in conference with Mr. George J. Gould.

The proposition involves a rearrangement of the finances of the different roads and the winding up of the syndicate which has in charge the building of the Pittsburgh, Carnegie and Western.

SPIKE AND RAIL.

C. E. Hooper, son of Maj. S. K. Hooper, general passenger agent of the Rio Grande system at Denver, arrived yesterday with the "Florodora" company.

D. S. Spencer, of the Oregon Short Line, returned from a short trip to Idaho yesterday. Mr. Spencer was simply astonished at the wonderful progress Idaho is making in every direction and is an enthusiastic believer in its future.

S. F. Call Changes.

San Francisco, Oct. 2.—W. S. Leake, manager of the Morning Call, has severed his connection with the paper, and has been succeeded by John McNaught.

Mr. McNaught, the new manager, has for several years been editorial writer for the Call and is an experienced newspaper man. The business department of the paper will remain in charge of W. J. Martin, who was associated with Mr. Leake in the management of the Call.

Law Conference Closes.

Antwerp, Oct. 2.—The international law conference terminated today after a desultory discussion of anarchism. The subject was discussed by a London delegate, who discussed the proposal of Leroy Parker, of Buffalo, N. Y., for an international agreement on the subject of anarchism. The matter was referred to the next conference for a fuller debate.

of the empire," and thereupon Sir John E. Dorington's official resolution of yesterday was carried unanimously. Sir John Dorington saying in behalf of the free-feeders that they did not desire any more amendments.

In withdrawing the "rider," which promised to further disrupt the ranks of the Unionists, Mr. Chaplin explained that he was convinced, after hearing Mr. Ralfour's speech of last night, that it would be mischievous to press the matter, as it was directly hostile to the premier, and nothing was further from his views.

Lord Hugh Cecil, M. P., and Winston Churchill, M. P., subsequently announced that they had neither voted for nor against the Dorington resolution.

After the passage of a resolution urging the government to take steps to ensure the efficiency of the administration, the conference terminated.

Frau Galski Refused to Sing.

Berlin, Oct. 2.—Frau Galski refused to sing at the Wagner banquet last night because it was given in the Winter Garden Music hall, which contains the largest accommodations in Berlin. She said she had never sung in a music hall and would never do so, but she attended the banquet. Her name was on the program.

Edgar Stillman Kelley, who was to have represented the United States, has withdrawn from the international concert to be given Sunday night because the orchestra has been unable to learn the Chinese air from his opera "Aladdin," and is likely to break down. Sir Alexander Mackenzie, the representative of Great Britain and the Norwegian Grieg have also withdrawn for various reasons.

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THE GREAT COUNTRY

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Mrs. Williams Always Felt Tired.

1329 Hawthorne Avenue, Minneapolis, Minn., August 26, 1903.

Mrs. Proctor Williams says: "My greatest trouble seemed to be a general weakness and all-over-tired feeling. I did not expect to be ever strong again. I was in a pitiful state when my husband, who had been benefited by the use of Paine's Celery Compound, urged me to try it. At once after I began taking the remedy my headaches disappeared. My nerves became strong. I consider my cure a miracle, for I had tried a great many doctors and different remedies, and spent hundreds of dollars in vain."

Paine's Celery Compound

Cured Him.

GARDNER DAILY STORE NEWS.

To Fair and Conference Visitors.

Make your visit profitable as well as one of pleasure.

Supply yourself with winter clothes. While you have the opportunity to pick from the largest stock in the West.

And that at the lowest possible prices.

If you are going to need a suit or overcoat this winter, we advise you to buy it now.

We advise you to buy it here, if you would have the very best to be had anywhere, at the price you pay.

Come in and look over and we'll take chances on you becoming our customer.

Men's suits from \$5.00 to \$35.00.

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You can't afford to overlook our Winter Underwear stock.

It's truly a great showing.

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COME TOMORROW

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