

THIRTEEN KILLED, THIRTY INJURED.

Such is Result of Wreck of California Express on the Atchison, Topka & Santa Fe Railroad.

LOOSE RAIL CAUSED ACCIDENT

Occurred in a Rock Cut on a Curve—Sides of Coaches Torn Off by Rough Stone Surface.

Kansas City, Mo., Oct. 30.—Thirteen persons were killed and 30 injured in the wreck today of the Atchison, Topka & Santa Fe passenger train No. 1, known as the California express, which while running at the rate of 35 miles an hour, struck a loose rail, ditching five cars, one mile east of Blue River, which is the eastern limit of this city. The train, which left Chicago at 10 o'clock last night, and was due here at 10:30 this morning, is a through train running between Chicago and San Francisco. It was running at a higher speed than usual today, being 10 or 15 minutes behind its schedule.

The wreck occurred at what railroad men call the Rock Creek cut, on a curve where jagged rock walls on each side of the track form a bluff almost 100 feet high. The engine was going so rapidly that it passed the loose rail in safety. The mail car, immediately behind the engine, struck the side of the bluff to the right, and the four cars following ploughed through it and shot against the high stone wall at the left.

The sides of the coaches were torn off by scraping against the rough stone surface, and passengers and trunks were hurled against the wall where they were either killed outright or badly hurt. The cars which left the track were a mail car, a baggage and express car, the smoking car, a chair car and a tourist sleeping car. Three tourist sleepers, two standard Pullmans and the dining car remained on the track. The smoking car split the baggage car and struck it just below the floor line, and the baggage car, when it stopped, was on top of what was left of the smoking car. The other derailed cars were jammed against the rocks except the splintered fragments of the smoker.

None of the passengers in the cars which remained on the track was hurt. Relief trains with physicians and surgeons left this city for the scene of the wreck as soon as possible. Pending the arrival of the relief trains the able-bodied passengers and trunks were all they could care for the dead and alleviate the distress of the injured. Their efforts were handicapped by a cold rain which fell steadily and added to the gloom of the situation. The passengers worked heroically under difficulties, and when the doctors arrived most of the dead and injured had been taken out of the wreckage. In many instances it was necessary to dig under the debris to extricate the unfortunate victims.

One man in the smoker had been pinned against a hot stove with one foot in the stove, suffering untold agonies as his foot was slowly burned by live coals. This was one of many agonizing scenes witnessed by the rescuers. The injured were given emergency treatment at the scene of the wreck and later brought to hospitals in this city, where it is reported tonight that nearly all will recover. The dead were taken in charge by the county coroner and brought to local morgues.

J. B. Whittemore, of Carrollton, Mo., who was severely scalded, died at a hospital here tonight.

THE DEAD.

- Roy Stafford, 109 Hayden avenue, Cleveland, O.
Lee D. Montgomery, Linnecus, Mo.
James Seymour, Richmond, Mo., cashier of the Ray County Savings bank.
John McGregor, a Santa Fe engineer, Fort Madison, Ia.
Machiel Scheldner, Chicago.
J. V. Chapman, baggage car, Chicago.
Carl Emil Toren, immigrant, 234 St. Marks streets, Brooklyn.
Romastasio Pecci, immigrant from Naples.
Romario Rocco, immigrant from Naples.
Luther Richardson, colored waiter, Chicago.
William Harrison, colored porter, Chicago.
Adrian Peattret, immigrant from Northling Switzerland.
J. B. Whittemore, Carrollton, Mo.

THE INJURED.

- R. F. Colley, 4888 Prairie avenue, Chicago; leg broken.
H. A. Tegaridine, 2239 Ohio street, Chicago; express messenger; leg broken; arm hurt.
Archib Carr, Richmond, Mo.; news agent; leg crushed, arm broken.
J. M. Killian, Lathrop, Kan.; leg broken.
Aaron Berkson, 115 Maxwell street, Chicago; Greer; slightly hurt.
Ralph Skilton, ex-Hoppe, Kan.; leg broken, head cut.
Ralph Reinhardt, 30 Sherman street, Buffalo, N. Y.; leg crushed.
J. V. Bishop, Chicago; holding engine; left leg broken, bruised about head and body.
Campbell Grant, Bedford, England; on way to Los Angeles; 119 east Fifth street, Los Angeles; head and chest crushed; probably hurt internally; condition serious.
R. C. Curtis, Chicago; both legs broken; severe bruises.
John Fields, Chicago; cut on head and body.
William Burrows, New York; cuts and bruises on body.
Thomas Garvin, Clinton, O.; severely cut on head, back, wrist, etc.
Maxie Donald, Sweden; cuts on head and body.
A. R. Nelson, Chicago; cuts on head, body bruised.

SIX MEN KILLED.

Des Moines, Ia., Oct. 29.—On a head-on collision tonight between two freight trains on the Chicago, Rock Island & Pacific railroad at Casey, Ia., six men were killed. They were: Fireman Ed Nelson, Engineer Bert Shields, Fireman William Marshall, brakeman Frank Johns, all of Valley Junction, Ia.
H. J. W. Caldwell, Van Meter, Ia., Caldwell was riding in the caboose. One unknown man.

WALLACE'S CRITICISM.

Will Have Effect of Abolishing Red Tape in Canal Affairs.
Washington, Oct. 26.—The criticism of former Chief Engineer Wallace of the isthmian canal that he was handicapped by official red tape which prevented the speedy delivery of supplies, has caused considerable discussion in the executive departments, where the work is now being looked into by the Keop commission.

Whenever the government is handicapped by useless and ancient customs we should modernize it by better business methods," said Chairman Keop today. "We do not find so much duplication of work as we find in the duplication of work. It is impossible to operate the business of the government after the fashion of private corporations, but there is room for better methods in

AWFUL PSORIASIS 35 YEARS

Terrible Scaly Humor in Patches All Over the Body—Skin Cracked and Bleeding—Itching Unbearable—Cured by Cuticura in Thirty Days at Cost of \$4.75.

ANOTHER WONDERFUL CURE BY CUTICURA

"I was afflicted with psoriasis for thirty-five years. It was in patches all over my body. I used three cakes of Soap, six boxes Cuticura Ointment, and two bottles of Cuticura Resolvent. I bathed with the Soap, applied the Ointment once a day, and took the Resolvent as directed. In thirty days I was completely cured, and I think permanently, as it was about five years ago.

"The psoriasis first made its appearance in red spots, generally forming a circle, leaving in the center a spot about the size of a silver dollar of sound flesh. In a short time the affected circle would form a heavy dry scale of a white silvery appearance and would gradually drop off. To remove the entire scales by bathing or using oil to soften them the flesh would be perfectly raw, and a light discharge of bloody substance would ooze out. That scaly crust would form again in twenty-four hours. It was worse on my arms and legs, although it was in spots all over my body, also on my scalp. If I let the scales remain too long without removing by bath or otherwise, the skin would crack and bleed. I suffered intense itching, worse at nights after getting warm in bed, or blood warm by exercise, when it would be almost unbearable.

"To sum it all up, I would not go through such another ordeal of affliction for thirty-five years for the State of Kansas. (Signed) W. M. Childster, Hutchinson, Kan., April 20, 1905."
Cuticura Soap, Ointment, and Resolvent, are sold throughout the world. Write for a free copy of the book, "The Psoriasis Cure," to J. C. Allen, 200 North Dearborn St., Chicago, Ill.

A PASSENGER'S STORY.

After the wreck Albert Trux of Santa Clara, Cal., one of the injured passengers, stood near the chair car, his hands cut and bleeding, his clothing caked with mud. He said: "I was sitting in the chair car watching three children playing along the aisle. There was an awful crash and I was thrown to the floor. I picked myself up and pushed the three children over to their father and crawled out of a window. I saw the engine steaming away and went forward to where the conductor was working at the smoker.

"Other passengers had got out from the Pullman cars by that time, but most of them were helping. The stove in the smoker had overturned and was burning. Someone handed me a pitcher of water and that was enough to put the blaze out. Then I helped the conductor to get the wounded and dead out. It was awful. They groaned and shrieked when they were touched any of the splintered timbers that were lying across their bodies. It seemed a very long time before any other help came.

"I felt a rail turn under my engine, we gave a mighty lurch and I could feel the wheels under me bumping along the ties. I looked back as my train broke loose from the engine. The first car, an express, leaped from the track, turned at an angle and crashed the sheer stone wall of the cut through which we were running. It was completely demolished, except the roof, which stood upright. Immediately behind the express car came a mail car, a smoker, a chair car and a tourist. They piled up in a mass upon the express car.

"My engine ran on the ties for 300 feet and came to a standstill without turning over. My fireman and I, with the aid of 'frogs' and other emergency equipment with us, succeeded after 20 minutes, in getting the engine back on the track. Then I ran on to Sheffield, reported the wreck and took back two physicians."

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many cases and the effort will be made to bring them about. The Keop commission will make many suggestions in its report to the president, which the members think may result in abolishing practices that hinder instead of helping. The changes that may be determined upon, it was said today, could be effected through an executive order or by direction of the heads of departments, without recourse to Congress. The one great thing the commission is after is a uniform method by which all similar work will be conducted along the same lines.

REFUSED TO PUT JEROME'S NAME ON REPUBLICAN TICKET

New York, Oct. 30.—A tie vote of two Republicans against two Democrats, who compose the board of elections, today rejected the Republican party's request to place William Travers Jerome's name in the Republican column to replace the name of William A. Flammer, as a nominee for the office of district attorney in the coming city and county election. Jerome's name is already on the ballot as an independent candidate.

The action of Charles A. Flammer, the regularly nominated Republican candidate for this office, in withdrawing his candidacy last week in favor of Mr. Jerome, caused the Republican county convention to nominate Mr. Jerome as the party's candidate. The board of elections was asked to place the name on the ballot. Chairman Voorhees and Mr. McGuire, Democratic members of the board, voted against the substitution, while Daly and Page, Republicans, favored it.

Chairman Voorhees, in stating his objection, said that Mr. Flammer had notified the board in writing of his decision of the Republican nomination and that therefore the board had no official knowledge of this declaration. Moreover, he declared that the law required all declarations to be filed by Oct. 18 and vacancies to be filled by the board on Oct. 23 at the latest. Justice McCall, in the superior court, on application of Henry M. Stinson, attorney for the Republican county committee, issued an order to the board to show cause tomorrow to Justice Stovey why Mr. Jerome's name should not be placed on the official ballot under the Republican emblem for district attorney.

Broker Law Upheld.

Portland, Or., Oct. 31.—The constitutionality of the anti-broker's law was upheld by Judge Frazer in the state circuit court yesterday for the second time. The case will be appealed to the state supreme court at once. The case is the most important from the railroad companies' point of view because one of the defendants is the principal out-state broker in this city.

A much harder fight was made in the present case than in the first one owing to the prominence of the defendant and the railroads are correspondingly elated.

TEA

Buy tea and coffee as you buy butter; good if good and fine if fine.

HOME SEEKERS.

Come to Teton Valley while land is cheap. Come now before the railroad. This same land will cost you double next spring. Liberal terms and plenty of water.

YOUNG & WINGER,

Driggs, Idaho.

ALBERT S. REISER,

JEWELER. 12 E. 1ST ST. BELL TEL. 2940-K. Watches, Diamonds and Jewelry. Repair Work a Specialty.

W. W. Hall,

JEWELER, 217 Main Street. Diamonds, watches, jewelry and silverware. Everything new. All kinds of manufacturing and repairing. J. H. Knickerbocker, the well-known optician, manager. Both Phones.

LEE KIM YING

The Celebrated Chinese Physician. 113 West South Temple Street. Thousands of Testimonials of Persons Cured of Catarrh, Hemorrhages, and Every Disease and Bleak. Herbs Used. No Poisonous Drugs.

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Use and Take No Other. Social Bread and Cakes

ERIE Railroad

PICTURESQUE TRUNK LINE OF AMERICA. SOLD VESTIBULE TRAINS and sleeping and cafe cars, with daily coaches between CHICAGO AND NEW YORK, BUFFALO CHAUTAUQUA LAKE AND CAMBRIDGE SPRINGS.

TRAINS EVERYWHERE PROTECTED BY BLOCK SAFETY SIGNALS.

R. H. WALLACE, General Passenger Agent, New York. H. C. HOLABERR, Asst. General Passenger Agent, Chicago.

Golden Gate Coffee advertisement featuring an image of a coffee tin and text: Penny wise and plenty foolish is the one who buys cheap instead of Golden Gate Coffee. Sold only in aroma-tight tins. Always the same. J. A. FOLGER & CO., San Francisco. Established 1850.

Remington Typewriter advertisement: When the REMINGTON TYPEWRITER offers something new to the public the public knows, without being told, that it's something good. NEW MODELS NOW READY. Remington Typewriter Co. 112 S. W. Temple St. Salt Lake City, Utah.

Thierbach & Bro. advertisement: ESTABLISHED 1864. ONE PRICE TO ALL NEVER UNDERSOLD. A MATCHLESS LINE OF INFANTS' AND CHILDREN'S HEADWEAR. MATCHLESS IN VARIETY, MATCHLESS IN NOVELTY AND BEAUTY OF STYLE, MATCHLESS IN LOW PRICES.

NOTICE! Great Opportunity For Steam Fitters, Plumbers, Mine Owners, And STEAM FITTERS. TO BUY, AT 20 PER CENT BELOW COST, \$20,000 Stock of Steam and Hot Water Heating Apparatus and Plumbing Material.

THE UNITED STATES SMELTING COMPANY is now in the market for all kinds of lead and copper ores at PRICES FAVORABLE TO SHIPPERS. Address all Communications to SALT LAKE, UTAH.

JOHN DAYNES & SONS JEWELERS OPTICIANS. Don't be always asking someone for the right time, have a reliable watch of your own, no matter what your taste, your needs, your price, we can satisfy you. 26 MAIN ST.

SALT LAKE ROUTE SAN PEDRO, LOS ANGELES & SALT LAKE R. R. CO. TIME TABLE. LEAVE SALT LAKE DAILY. From O. S. L. Depot.

ARRIVE SALT LAKE DAILY. From Los Angeles, Riverside, Nippon, Good Springs, Las Vegas, Caliente, Modona, Lund, Newhouse, Milford, Clear Lake, Oxnard, and Intermountain.

UNION PACIFIC THREE TRAINS DAILY. VIA TO OMAHA, KANSAS CITY, CHICAGO, ST. LOUIS. and all Principal Eastern Points.

MISSOURI PACIFIC RAILWAY. SHORT LINE. TO ST. LOUIS. Through car Salt Lake City to St. Louis and Kansas City.

ONLY \$45 ROUND TRIP. From Ogden and Salt Lake City to NATIONAL MINING CONGRESS, EL PASO, TEXAS. VIA Santa Fe.

THE LAGOON ROAD. Salt Lake & Ogden Railway. SIMON BAMBERGER, President & Gen'l Manager. Time Table in Effect Sept. 1, 1904.

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Dragon Short Line IN EFFECT June 1st, 1905. No. 4—From ARRIVE. Omaha, St. Louis, Chicago, City and Denver.

Current Time Table. In Effect May 2, 1905. LEAVE SALT LAKE CITY. No. 10—For Heber, Provo and Marysville.

ARRIVE SALT LAKE CITY. No. 4—From Ogden and the West. No. 5—From Ogden and the West.

FAST THROUGH TRAINS DAILY TO CHICAGO & NORTH-WESTERN RAILWAY. the double-track line between the Missouri River and Chicago.

ONLY \$45 ROUND TRIP. From Ogden and Salt Lake City to NATIONAL MINING CONGRESS, EL PASO, TEXAS. VIA Santa Fe.

THE QUICK LINE TO THE SOUTHWEST. Corresponding rates from other points. Dates of sale November 10th and 11th. Final return limit December 25th, 1905.