

large tract of land was swallowed up, 10,000 destroyed, 1888.

Heavy shocks in Honduras, 1888.

In Philippine Islands, 300 lives lost, hundreds of houses destroyed, 1888.

Terrible earthquake Costa Rica, great loss of life, 1888.

At Rhojend and Kastakos, Russia, many lives were lost, 1889.

A BLAST EXPLODES.

Yesterday afternoon a terrible accident occurred at the mouth of Ogden Canyon, caused by the premature explosion of a blast.

The men who are injured are John F. Fife, Don Griffiths and Albro Place. The man killed is William Edward Oakey.

The accident occurred at 2:30 p.m. The particulars as learned from one of the victims and from the coroner, who went up to the canyon to investigate the matter, are about as follows: The men named had been for some time engaged in getting out rock for the new Methodist Church in Ogden, and were getting the rock from the Wilson quarries, about 150 yards below the Wilson saw mill. They had been forced to wait for powder for two or three weeks, but it had arrived a few minutes before the accident happened. John Fife put in a charge of powder just enough to lift the rock sufficiently to get a good seam, so that he could put in a larger charge and thereby get more rock at the blast than he otherwise could. The first charge lifted the rock nicely and he prepared for the next charge. After waiting about fifteen or twenty minutes he began loading the second charge through a half-inch gas pipe. The hole was nine feet and four inches deep and it was with difficulty that he could get the powder down through the small hole. When he had got nearly nine pounds of powder into the hole the explosion occurred. At that time he was standing above the hole while the other three men were below, though to one side. Fife was thrown down the hill but not on the slide, and stopped in the brush twenty yards away. As he landed on his back he saw Griffiths shoot over him and land in the brush below. Place rolled down to one side, while Oakey was thrown down the slide, the rocks following close upon him. When picked up, Oakey was dead and the others appeared as if fatally wounded. Fife was taken down to his home across the Weber River, some distance west of Twenty-fourth, by Mr. Wilson, who owns the quarries at which the accident occurred. The other men were taken to the camp about 60 yards below. Dr. Powers was immediately sent for and he took the first opportunity of going up.

Mr. Fife talked freely of the accident and expressed his wonder at being alive. He corroborated the facts as presented above and stated that he was not seriously hurt, though at first he thought that he would not get over the shock he received in the fall. His right arm

has been burned by the powder several inches and the flesh shows for that distance while the powder burns extend to the elbow. The right hand, which held the gas pipe at the time of the explosion, is badly lacerated but will heal up without any permanent injury to the hand. He cannot explain the cause of the explosion, but is satisfied that it did not start in the hole, but caught fire from the outside. He heard a buzzing noise directly under him and immediately after that came the explosion, with the result given above. It may have been possible that among the flinty rocks a spark had been produced by the others walking around and that the powder which had been split in taking it from the cans to the drilled hole had caught fire from that and communicated it to the charge. He says that as far as he can remember he was either holding the pipe and pouring powder into it, or he was waiting for the others to pour out some powder from a can and give it to him, he cannot remember which; but he is certain that he had hold of the pipe when the blast went off. Mr. Fife has engaged in the business of blasting all his life—in fact, that is his profession, and the accident is unaccountable to him.

Griffiths has a large hole cut on the top of his head and is otherwise seriously injured, while Place is bruised about the head.

About 10 o'clock last evening word was received over the telephone from Wilson's mill that the injured men were doing as well as could be expected. Griffiths was very sore, but there were no fears as to his recovery, though the hole in his head might yet prove dangerous. He was resting at the camp fairly well at the time of this information. Place, though sore and weak, was walking around, so there is every reason to believe that his injuries are not of a serious nature.

The remains of Oakey were last evening brought down to the house of his stepfather in Mound Fort, where they will be prepared for burial and then taken to American Fork for interment. His father was killed in the Julian mine, Diamond City, Tintic, fifteen years ago and he was buried at American Fork. Seven years ago a sister who was drowned was buried at the same place and later still a brother was drowned and interred there. The broken-hearted mother, who keenly feels the fatality that has followed the family, resides in Mound Fort and was soon on the spot of the accident bewailing her misfortune in thus losing the fourth loved one in such a violent manner. She desires that the remains be buried where she has laid the other unfortunates to rest. The deceased was seventeen years of age and a steady young man who in every way attended strictly to his own affairs.

The coroner, after taking the testimony of some eyewitnesses and such as were in the neighborhood at the time, found that there was no criminal carelessness; that all due care had been taken to pre-

vent such a catastrophe. From the statements of the witnesses it would appear that the cause of the premature explosion was the sharp edge of the pipe used in filling and tamping. In moving it up and down the hole the tool must have ignited the powder. This does not agree with the statement of Fife, who says that the charge was in some mysterious manner fired from the top and not from the bottom of the hole.—*Ogden Standard*.

THE WEBB INQUEST.

The Webb inquest closed Aug. 2.

W. L. KINNEY,

the engineer, testified—I was in charge of train 22 when Mr. Webb was killed; I was called at 8:40 p.m.; the brakeman, Brownlee, told me he wanted to do some switching, so we went to work; he gave me a signal to go ahead; I started, and the train broke in two; Brownlee signaled me to stop, and I did so; they were working for fifteen or twenty minutes; I could not get the right injector on the engine to work, and was fixing that when the conductor came down and asked me if I had water enough in the boiler to make a switch; I told him yes; he told me to back up about a car; waited till he got back, and they gave me a signal and I backed; I got a signal to stop, and did so; there were three lamps, so I do not know who gave the signal; I then went to repairing the injector, when the conductor came running down and said there was a man killed under the car; I only backed up once; I did not know there was anybody under the car; I reversed my lever, which might have moved the car a little, and let the cars take up the slack; the engine did not move; it was after this that the man was reported killed: I supposed the men were through fixing the break when Conductor Nold asked me if I could make a switch; he did not say there was anyone between the cars; there was a bolt gone from the injector; I only moved as the conductor ordered; there is no signal to let us know when men are working under the cars; I know nothing of the second backing; I only moved once; in the six or seven cars between the engine and the break, these would be slack enough to cause the last car to move as far as the witnesses have said—15 inches; on passenger cars, when the air brakes are out of order the brakes tighten and the cars stop; on freight train the reverse is the effect; I have seen the slack in cars taken up by a mere shaking of one car, after the train is brought to a standstill; I did not use the air brake, because it was not necessary; I have no idea how the man got killed; I know nothing of the broken drawhead; I have been an engineer since January last, when I passed an examination; was fireman before then for four years; I never had an accident before; there was a carload of horses thereon, and the moving of the animals might have started the slack.