

station, where he sent out the report of the robbery. During this time also, the fireman had remained with the detached cars at the rear, until a tramp came up the road from the direction of the engine and reported that the robber had fled. The fireman then went forward and brought back the front part of the train, attached it to the part which had been left behind and run the train into Uintah station, where he picked up the regular engineer. The train reached Salt Lake this morning two hours and forty minutes late.

The robbery was officially reported to General Superintendent Bancroft at Salt Lake this morning by Conductor Allen and Engineer Rowlands, in the following language:

"Train No. 8 was held up about 2 o'clock October 14th at a point just east of Uintah. The robbers tried to blow the safe open in the express car but failed. They then compelled the mail clerk to throw out the registered mail. He did so, and four pouches were cut open and the contents pilfered. The robbers came over the back end of the tender at Strawberry bridge and held up Engineer Rowlands saying, 'When I tell you to stop, stop right away.' The train stopped half a mile east of Uintah and myself and brakeman went into the smoker. The brakeman got down and some one said, 'that will do,' and began to shoot. We then both went inside of the smoker and soon after heard the engine moving. I went to the rear end of the train and looking ahead, saw the train had been cut in two. I then went forward and saw the mail and baggage car gone. I could see the front end of the train from where I was. A tramp came back and said the robber had been gone about half an hour. I then walked down to the engine and found no one on it. I then blew the engine whistle and was answered by the helping engine at Uintah. I then ran engine and mail car to Uintah, where I found the engineer, who had walked into the station.

Superintendent J. H. Young was notified from Uintah by the engineer of the hold-up and he at once proceeded to place himself in communication with local officers and to arrange for the sending out of a special train manned by them, to the scene of the robbery. Among the officers on board were Adam Paul, Joe Raleigh, Boman Cannon, ex-Sheriff Burt and others.

Officers were also sent out in a short time from Ogden, Kayeville and Evanston and every avenue of escape so thoroughly covered that it will be exceedingly difficult for the robber or robbers to evade capture.

The sheriff's posse which went from here was composed of Deputies Steele, Thorn, Gibbs and Thomas. This afternoon Messrs. Gibbs and Thomas will go out in another direction to try to strike the trail.

Superintendent Gentsch of the Pacific Express company and others left Salt Lake at 11 a.m. Oct. 14 for the scene of the robbery to make a thorough investigation with a view to securing information leading to the identification and capture of the guilty parties.

Two tramps who were found on the

train have been arrested and are being held at Ogden as possible witnesses.

Charles Baldwin, the well known Salt Lake lawyer, was a passenger on the incoming train. He was on his way home from Burlington, Ia., where he had been for the past two or three weeks. To a NEWS man who found him at his office, he said:

"The passengers were awakened at about 2 o'clock October 14th by the colored porter running down the aisle of the sleepers nudging and awakening those on board and crying out that the train had been held up and that the robbers would probably soon pass through. Personally he said he had very little money in his pocket but had a \$250 gold watch and chain which had been presented to him. 'My first thought was,' he said, 'to save them and I accordingly concealed them in a cuspidore beneath my berth. Other passengers secreted their valuables and money under mattresses and seats. All of them got up and dressed with the exception of myself. I concluded that I must be robbed I might as well give up my possessions with my clothes off as on.'"

Continuing Mr. Baldwin said that the passengers were informed that several shots had been fired. However, he heard none himself. But some of the other passengers did, therefore they readily obeyed the admonition to keep their heads low, being told by the robber that his colleagues were patrolling either side of the train ready to shoot the first person whose curiosity might be aroused sufficiently to have him show his head.

Mr. Baldwin further said: "Our train stood on the track detached from the engine for nearly two hours. I did not hear or see anything myself. The train men were considerably frightened and gave no indication of fight. The passengers of course were naturally timid, not one of them having a revolver or weapon of any kind. It is claimed the express manager could easily have killed the robber but was talked out of it by the fireman, who said: 'you don't know how many there are of them and the chances are that if you kill him they will kill you and all of us.'"

"This advice seems to have had full force and effect upon the express messenger, for if he had entertained any idea of resistance, it seemed to have been entirely dissipated at the expressed warning of the fireman.

OGDEN, Oct. 14.—The posse of officers and sheriffs are still hunting or the lone robber who held up the Union Pacific passenger train east of Uintah this morning. The robber ransacked four California registered mail pouches and emptied one of its entire contents of registered letters for San Francisco. What amount he secured in them is unknown.

His attempts to blow open the safe in the express car failed. Then he walked to the mail car and called upon the clerk, J. W. Wolford, to throw out the registered mail pouches. The clerk grabbed the first four at hand, throwing them out. The robber ripped them open with his knife, securing what he wanted and walked into the brush with an armful of letters.

It is believed he got on the train at Morgan. When first seen on the en-

gine the train was nearing Devil's Gate.

When he covered engineer and fireman they were about to stop the train. He ordered them to proceed telling them he would command them when to stop. When the train whistled for Uintah station he asked if they were near Devil's Gate. The engineer replied that they were three miles past it.

"Stop this train D---- quick" was next ordered and the train was stopped. The engineer and fireman were ordered to dismount and be followed them. He walked to the end of the mail car and uncoupled it and express car from the passenger coaches. He then got on the engine and switched these cars up the track about a block and got off and commenced his work. As he was uncoupling the cars several shots were heard but it is believed they were made by an explosion of dynamite caps. Four sticks of powder were found near where the engine was stopped.

Ogden and Salt Lake pouches were untouched, and passengers were not molested. The train arrived at Ogden at 4:10, two hours late. Robbins and McFarland, engineer and fireman, George Allen, conductor. As the robber walked past the baggage car he uncoupled it and the baggageman said he could easily have shot him and was preparing to fire, when the fireman told him to desist, as there were twenty men in the brush and that all the train men would be shot.

A bottle containing some oil and a burglar's outfit were found just east of the track, indicating that the holdup had gone in that direction. It is believed that he has taken the trail over the mountains Coughlin and George took and that he will come into Ogden Valley. A posse is on that trail, but no trace of the fugitive has been found so far.

OGDEN, Oct. 14.—The train held up near Uintah arrived here this morning. No passengers were molested, the robbers confining their operations to the mail and express cars. The robbers, two in number boarded the train at Patterson, a small station in the heart of Weber canyon. They surprised the engineer by suddenly appearing from behind a tank and covering him with a gun. They ordered the fireman to cover his head with a cotton sack which they handed him. The engineer was ordered to stop the train and was told to indicate the express car which he did. While the attention of the robbers was distracted the engineer ran away to Uintah where Superintendent O'Neil was notified. Meanwhile the baggage and express cars were uncoupled by the robbers and run ahead of the train a few hundred yards and both cars broken open. The robbers failed to open the safe in the express car. The railway officials say the booty secured was a few mail bags, the value of the contents being unknown. A special train in charge of Superintendent O'Neil may catch the robbers as the latter cannot get out of the canyon except by an eastern route and all station agents have been notified and are watching.

John Myers, a logger, was killed on Howe sound Saturday by being crushed between two logs.