

An ounce of "know" is better than a pound of "guess," and the woman who reads the ads, "knows things" about what goods should cost

DESERET EVENING NEWS.

TRUTH AND LIBERTY.

FRIDAY, JUNE 23, 1905. SALT LAKE CITY, UTAH.

10 PAGES—LAST EDITION.

TRAMPS CAUSED RIO GRANDE WRECK

A Passenger From Illinois Says
They Turned The Switch
Out of Revenge.

HAD BEEN PUT OFF A TRAIN.

All the Cars Left the Track and the
Mail Car Was Thrown Clear
Of All the Rest.

ESCAPE WAS MOST MARVELOUS.

Considering Speed of Train and Pur-
pose of the Train Wreckers the
Outcome is Wonderful.

Further details of yesterday's wreck on the Rio Grande Western at Pinto, 223 miles east of Salt Lake, go to confirm the story that the disaster was the malicious work of two tramps who were put off a train early in the evening of Wednesday.

It was asserted most positively by a passenger this morning that he personally examined the switch and found that two of the retaining bolts had been drawn and the remaining ones badly bent. This caused the rails at this point to spread and the train was ditched. A crowbar was also discovered 100 yards from the scene of the wreck, lying in a culvert.

That more were not injured and that none was killed is said to be a miracle, by all those who were on the train.

Possibly the best and most comprehensive story of the terrible crash is told by Mr. R. D. Berry of Springfield, Ill., who is resting at the Cullen Hotel here, while his wife is being attended by the company doctor for a sprained ankle and body bruises inflicted during the mad scramble through the windows of the car that was half tipped over.

R. D. BERRY'S NARRATIVE.

Here is the story as told by Mr. Berry this morning to the "News":

"When the crash came there was a regular panic in our car. Women were screaming and everybody was trying to get out of the car as fast as they could. I told my wife to keep calm until I could get her out. She refused, insisting on getting out. I told her not to drop to the ground until she was hanging from the full length of her arms. When she did drop, she went about eight feet and sprained her ankle and otherwise hurt herself. As soon as I made her comfortable, I rushed to help forward. There was a great commotion. The entire train had stopped, the last two cars standing on the ties. So great was the force of the shock that the mail car was lying 50 feet away from the tender by itself. How the clerks and baggage men escaped without injury is worrying me yet."

LYING ON ITS SIDE.

The engine car was lying on its side with the lights still burning. We expected the gas tank to explode at any minute but the trainmen went right in after the injured while the conductor tried to turn off the gas. It was 20 minutes before the lights were extinguished. It was pretty bad sight. Women, children and men were all thrown together and cut by glass. Most of them were also badly bruised from being thrown about as the car went over."

LANGTON'S STORY.

Isaac Langton, Jr., who was in the car behind the wrecked portion, which left the rails and partly turned over, said when asked his view of the wreck:

"I was not asleep at the time, as I had been arranging for the comforts of the people in my charge. About 3:30 o'clock in the morning our car stopped suddenly and flew up in the air, with a roar like a bomb. It landed partly on its side on the embankment. We quickly turned out, and found the forward cars on their sides having left the trucks. The statement that there was a panic is not true. Everyone remained cool, and worked hard to effect a quick rescue. The greatest trouble was to prevent anyone from making his way through the smoke and fire from the lamps. In this we were successful and finally everyone was taken from the cars all right. We had been on the road from Liverpool since the 9th inst., and numbered about 190 in the party."

RETURNING MISSIONARIES.

With Mr. Langton were the following returning missionaries, who had been released from European missions to return home: C. J. Erickson, Alma Hansen, Andrew Johnson, S. Koeven and H. C. Sandberg.

The wreck was handled by the company with great dispatch, the situation being greatly improved by the personal efforts of Mr. A. E. Worthy. He promptly wired for two wrecking trains, one from each end of the division, and they soon had the wreck cleared away, the two trains accompanying the wrecked train into Salt Lake.

AFTER NEXT MEETING.

Board of Education Will Invite N. E. A.
To Meet Here.

ROBERT ORR'S ACCOUNT.

Tells a Detailed Story of How
The Wreck Occurred.

Occupying a cot in Ward 3 at the Grove, Dr. Robert Orr, physician to the passengers on the ill-fated Grand Train, Mr. Orr is from Shettleston, Scotland, and coming as he does from a country where railroad accidents seldom happen, is wont to regard his introduction to Utah as strangely impressive and one which he will not forget for some time, if at all. Since the accident, he has been staying in the hospital, and though he had been in a culvert nearby, it was the general verdict on the train that two tramps who had been put off the train ahead earlier in the evening had purposely pulled the spike for revenge.

Mr. Berry stated that after they were brought into Helper everybody on the train was given a good meal but for 12 hours previously they were without food and some of the young passengers suffered considerably.

CONDITION OF INJURED.

How Patients' Hospitals at Salt
Lake and Grand Junction Are.

With one exception the injured passengers of the Rio Grande Western train which was wrecked at 3:30 o'clock yesterday morning near Pinto, Utah, are resting comfortably today, and give promise of recovering without permanent injuries. A large majority of the patients received a bad jolt, and some were temporarily lame, but after resting this morning they were able to continue on their way to their destinations, and many of them are outspoken in their praise of the railroad company for its care of them after the wreck.

When the train arrived in Salt Lake this morning simple carriages were on hand to hold the injured passengers, and all who were lame or weak shaken up in the wreck were conducted to the Grand Pacific hotel, near the Oregon Short Line depot. There comfortable beds were provided, and this morning a substantial meal was provided. At Helper, Utah, en route to the city another meal had been served by the company, to all those who were in the wrecks.

AT GRAND JUNCTION.

At noon today Dr. Seymour B. Young, who is in charge of the cases for the Church, gave the following to the "News" of the condition of all patients in the hospitals at Salt Lake and Grand Junction and others known to be injured.

"After the wreck, which occurred at 3:30 o'clock yesterday morning 45 miles from Grand Junction, six patients

were taken back to Grand Junction, and at that point could be easily and quickly treated. With the exception of Matilda C. Jensen all of these patients are doing well. They are as follows:

Miss Mary Robinson, age 20 years, of Edinburgh, Scotland, destination Salt Lake, lacerated and contusion of left forearm, right shoulder, left wrist sprained, wound of left ear, badly shaken up.

Emily Reischart, age 40 years, Stuttgart, Germany, destination Salt Lake; scalp wound.

John Reynolds, age 16, married, of Northampton, England, destination Salt Lake, fracture of acromion process, right shoulder, left wrist sprained, wound of left ear, badly shaken up.

Mrs. Charlotte Ford, age 27, of Newcastle, England, destination Salt Lake, deep incision wound on neck, five inches long, weak from loss of blood, and much shocked from shaking up. Condition serious.

Malinda C. Jensen, age 48 years, of Norway, destination Salt Lake, serious contusion back and right side, scalp wound, possibly some ribs broken and general internal injuries. Her condition is regarded as extremely critical.

NOON BULLETIN.

The following telegram on the condition of the patients at Grand Junction was received here at noon today:

"St. Mary's Hospital, Grand Junction, June 23.—We have just received word from the Shiloh Church office, Salt Lake—Patients doing well. Torrington, Rechert coming soon. (Signed) HANSEN."

The telegram came from Elder Alma Hansen, who remained at Grand Junction with the injured passengers.

AT THE L. D. S. HOSPITAL.

The L. D. S. hospital in this city, are four patients, all disabled, and will, and will probably be able to leave within a few days. They are Miss Anna Carlson, of Germany, Mrs. Legan, face and mouth cut.

Mrs. Mary Laufer, of Switzerland, destination Salt Lake, back and chest slightly bruised.

William Langtry, of England, destination Wayne county, head hurt and left wrist sprained.

Robert Orr of Scotland, wrist wrench and back hurt.

The remaining number of the wounded, who were not at all disabled, but suffering from slight bruises, spent the night and today at the Grand Pacific hotel, and with two exceptions will proceed to their destination this afternoon. Among these at the hotel, the following are more or less injured: Elizabeth Goldthorpe of Oldham, England, badly shaken, nervously prostrated.

Peter Larsen, wife and four children, and John Swanson, a brother-in-law, from Sweden, destination Preston, Idaho, both badly shaken.

J. Jacobsen, and family of wife and four children, wife's hip slightly sprained, baby suffering from scalp wound, and two children with slightly sprained ankles. All badly shaken up.

Julia Jacobson of Norway, nervous prostration.

Christina Harrison and three children, Mr. Harrison arrived here today in his home in Bealeton and will return with his family tomorrow. Mrs. Harrison is prostrated and nervous from the excitement.

When the train pulled into Salt Lake at 12 o'clock this morning it was met at the depot a delegation of friends of the passengers and relatives, headed by William Langton, an uncle of Isaac Langton, Jr., who was in charge of the emigrants coming to Utah from Liverpool. The party found that the railroad had cartridges waiting for 100 persons, and under Mr. Langton's supervision all the slightly injured were taken to the Grand Pacific where the four patients went to the L. D. S. hospital.

Langton stated this morning that he was specially grateful to the company for doing all in its power to relieve the situation and render him assistance.

LANGTON'S STORY.

Isaac Langton, Jr., who was in the car behind the wrecked portion, which left the rails and partly turned over, said when asked his view of the wreck:

"I was not asleep at the time, as I had been arranging for the comforts of the people in my charge. About 3:30 o'clock in the morning our car stopped suddenly and flew up in the air, with a roar like a bomb. It landed partly on its side on the embankment. We quickly turned out, and found the forward cars on their sides having left the trucks. The statement that there was a panic is not true. Everyone remained cool, and worked hard to effect a quick rescue. The greatest trouble was to prevent anyone from making his way through the smoke and fire from the lamps. In this we were successful and finally everyone was taken from the cars all right. We had been on the road from Liverpool since the 9th inst., and numbered about 190 in the party."

RETURNING MISSIONARIES.

With Mr. Langton were the following returning missionaries, who had been released from European missions to return home: C. J. Erickson, Alma Hansen, Andrew Johnson, S. Koeven and H. C. Sandberg.

The wreck was handled by the company with great dispatch, the situation being greatly improved by the personal efforts of Mr. A. E. Worthy. He promptly wired for two wrecking trains, one from each end of the division, and they soon had the wreck cleared away, the two trains accompanying the wrecked train into Salt Lake.

AFTER NEXT MEETING.

Board of Education Will Invite N. E. A.
To Meet Here.

ROBERT ORR'S ACCOUNT.

Tells a Detailed Story of How
The Wreck Occurred.

Occupying a cot in Ward 3 at the Grove, Dr. Robert Orr, physician to the passengers on the ill-fated Grand Train, Mr. Orr is from Shettleston, Scotland, and coming as he does from a country where railroad accidents seldom happen, is wont to regard his introduction to Utah as strangely impressive and one which he will not forget for some time, if at all. Since the accident, he has been staying in the hospital, and though he had been in a culvert nearby, it was the general verdict on the train that two tramps who had been put off the train ahead earlier in the evening had purposely pulled the spike for revenge.

Mr. Berry stated that after they were

brought into Helper everybody on the train was given a good meal but for 12 hours previously they were without food and some of the young passengers suffered considerably.

CONDITION OF INJURED.

How Patients' Hospitals at Salt
Lake and Grand Junction Are.

With one exception the injured passengers of the Rio Grande Western train which was wrecked at 3:30 o'clock yesterday morning near Pinto, Utah, are resting comfortably today, and give promise of recovering without permanent injuries. A large majority of the patients received a bad jolt, and some were temporarily lame, but after resting this morning they were able to continue on their way to their destinations, and many of them are outspoken in their praise of the railroad company for its care of them after the wreck.

When the train arrived in Salt Lake this morning simple carriages were on hand to hold the injured passengers, and all who were lame or weak shaken up in the wreck were conducted to the Grand Pacific hotel, near the Oregon Short Line depot. There comfortable beds were provided, and this morning a substantial meal was provided. At Helper, Utah, en route to the city another meal had been served by the company, to all those who were in the wrecks.

AT GRAND JUNCTION.

At noon today Dr. Seymour B. Young, who is in charge of the cases for the Church, gave the following to the "News" of the condition of all patients in the hospitals at Salt Lake and Grand Junction and others known to be injured.

"After the wreck, which occurred at 3:30 o'clock yesterday morning 45 miles from Grand Junction, six patients

Crisis in Utah State Guard Has Passed.

New Brigadier General Will Not be Appointed in the Immediate Future—Wholesale Resignation of Line Officers Not Now Expected—General Geoghegan Says Outlook is for Better Conditions.

From the indications of today, the crisis in the National Guard is over, and no more serious disturbances will occur following the resignation of Brig.-Gen. Sam C. Park and the removal of Adj.-Gen. Bowman. The threatened resignation of the line officers in a body, or in any extended number, will probably not occur, unless the present temper of the officers changes materially.

The future of the state militia is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geoghegan and the line officers who are still his supporters. Gen. Geoghegan stated today to the "News" which asked as to the outlook:

"I do not look for a single resignation in addition to what is already filed. The guard is not in a position to do anything but accept resignations. When the resignation is accepted the command will fall to Lieut. Col. H. H. Bourne, who is next ranking officer.

"The future of the guard is a matter of grave concern, and the most attention of Adj.-Gen. Geog