

The head was found on the tracks several yards away. He was satisfied that the whole accident had been due to the neglect of the switchman, said Coroner Scholten. In the first place, he made a mistake in turning the Ninth avenue train into Fifty-third street and then added to his blunder by turning the switch back again in an attempt to divert the train into Ninth avenue again. The last mistake caused the terrible accident and loss of life.

Joseph Bach, poiteen, died of injuries after having been taken to Roosevelt hospital. The identified dead are:

#### THE DEAD.

E. P. Scheible, New York. J. H. Haupach, a member of the New York board of trade.

S. Neugus, negro employed by the Mutual electrical company of Jersey City.

John Morris, a negro, address unknown.

Cornelius McCarty, laborer address unknown.

William Lees, electrician at Rockaway Beach.

John Cochrane, address unknown.

#### THE INJURED.

Many persons were badly hurt. Among them are:

Seymour Rowe, a bookkeeper, fractured skull.

Charles Dobson, scalp wound, injured back.

Rodger Matzat, scalp wounds, contusions of body and shock.

Henry Atkins, a policeman.

Part of the falling car struck him. His skull is fractured and he suffered injuries to chest and body.

An unidentified man, about 25 years, unbroken, fractured skull.

Barbara Gruell, 28 Western Union telephone operator, suffering from shock.

Elizabeth Minar, Nyack, leg crushed so great amputation was necessary; will die.

Patrick Gilligan, 556 West Fifty-sixth street, side crushed in.

Lincoln Eckstein, legs crushed.

#### VOG TO PRISONERS.

Boston Endeavorer Makes Earnest Appeal to Convicts.

Yesterday was a red letter day for the Prison Christian Endeavor society, as among the 10 visitors from town were George S. Boutwell, former State President; Isaac H. Smith, the new state president; Hon. C. E. Marks, the new state secretary and treasurer; Miss Eva M. Fleming, and Chairman C. A. Broadbent of the Boston Union. The purpose of the occasion was to see Secretary Vogt in response to an appeal from the society for the appointment of a field secretary for society work in this part of the country, and relative to suggestions from prison workers in this city as to the organization of a special branch for prison work all over the country.

Mr. Vogt stated that for the next six months, the energies of the United Society were to be devoted to raising a million dollars to be invested in the building of new business structures in Boston for the benefit of the headquarters offices of the society. However, the directors had recognized fully the need of specialization in the matter of department work, and parties in the field of prison efforts, and as soon as the public interest was out of hand, a secretary would be appointed who would give his particular attention to prison and floating endeavor work. Moreover, the appointment of a secretaries would also be attended to in the floating, industrial, ward work, and President Clark, Treasurer Shaw and himself were kept traveling most of the time, so that the need of clerical help was much felt.

Mr. Vogt then preached a brief discourse from the text, "Seek ye first the kingdom of God and his righteousness." It was an earnest appeal to have in mind a fixed purpose in life, a noble purpose, and to always aim straight for it. But as a basis for life's action, the kingdom of God should be the goal. "And when you have done all these things shall be added unto you." A special illustration of the necessity of a fixed purpose in life was cited in an old testament incident wherein a soldier entrusted with a mission had lost his way through negligence. Do not neglect your opportunities, or the obligations or responsibilities resting on you, for if you do, you may miss the opportunity of a life-time, and suffer perhaps eternal loss.

DIFFICULTIES SETTLED.

The difficulties covering the Rio Grande line have been settled and orders have been given to commence the laying of steel on Friday, which means that the new line will be ready for service within two weeks.

The old line will still be used, however, as a measure in case of placing every difficulty in the way of the Western Pacific entering the city.

#### MAN WITH SHOTGUN.

In connection with right-of-way of the new line for the Salt Lake Route the west line is to be discontinued and the location of an unknown man who has occupied an otherwise vacant house along the proposed line.

This individual is said to be armed with a shotgun and threatens to perforate the frames of any of the railroad employees who trespass on the property.

#### HAD A GOOD TIME.

Traveling Passenger Agents Were Entertained Yesterday.

The traveling passenger agents of California visited Salt Lake yesterday on their way to Portland from Los Angeles via Butte. During their stay they were entertained by Judge Armstrong.

At 1:30 they took the Seaside Salt Lake Car, and shortly before 5 p.m. they were tendered a private organ recital at the Tabernacle. They subsequently boarded the Oregon Short Line train for Butte, decidedly pleased with their stay in Salt Lake.

The itinerary of the party is as follows: From Los Angeles to Salt Lake, via Butte, to Spokane, to Dallas, to Fort Benton, to Vancouver, to Revelstoke, to Glacier, to Bluff, to Sumas, to Seattle, to Portland, to San Francisco, thence to London.

In the visiting party were: Mr. and Mrs. Jay W. Adams of San Francisco, James Parsons, partner of Nickle Plate, White Sulphur and Boston & Montana roads, also the president of the American Association of Traveling Passengers; Mr. and Mrs. Chas. H. White of Los Angeles, the president of the Pacific Coast Traffic association; Mr. and Mrs. Frank D. Pratt of San Francisco, general passenger agent Pacific Coast Steamship company; Mr. and Mrs. Thomas Fitzgerald of Los Angeles, district passenger agent lines; Mr. and Mrs. H. H. Moore of Los Angeles, young passenger agent; Senator Frank C. Ward, of the Judson Tours, Mr. and Mrs. W. J. Ronse, Los Angeles, guests; Miss Neill McPherson, guest, H. F. Gentry and Kenneth C. Kerr of the Salt Lake City, and Maline Jones, T. P. A. of the Colorado Midland, Ross in Cline, Pacific coast passenger agent Wabash lines.

NEW MEETING HOUSE.

Corner Stone of Winder Ward Chapel Laid Last Night.

The always interesting ceremony of laying a corner-stone of a new meetinghouse occurred last night at a point on the county road between Fifteenth and Sixteenth South. The building is being erected by the people of Winder Ward, an ecclesiastical division organized last year and taken from the First Ward of Mt. Zion. The name was named in honor of President John R. Winder, who has resided in that locality for many years, and its Bishopric consists of Joseph A. Cornwall, Bishop, with George Williams, and Edward F. Walker, as his counselors. The ward consists of about 400 families or about 400 persons most of whom were present at the laying of the cornerstone, in addition to a number of bishops and other prominent churchmen. The stone which is of red sandstone and contains the inscription "L. D. S. Winder Ward, 1905," was laid by President Winder, while short addresses were made by Stake President Frank V. Taylor, Bishop Cornwall and Dr. W. H. Dickey, in an appointment, and when finished will bear credit to the people of Winder Ward.

#### DELAY GRANTED.

Postponement of Mr. Homer's Little Grievance Against the City.

Judge Morse this morning continued the hearing on the order to show cause why an injunction should not issue in the case of the State of Utah ex rel. Thomas Homer against Salt Lake City and the Utah Light & Railway company until Thursday, Oct. 5, at 10 o'clock. The attorneys representing both sides in the controversy agreed to the continuance. It is expected that in the meantime Judge Morse will hear arguments on the demurrer filed in the case by the city.

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At the Salt Lake theater inquiries have already commenced to come in for seats for "The Jolly Musketeer" season. No reservations, however, will be made before Thursday morning.

The program privileges for the new Orpheum theater have been secured by Thomas F. Thomas, who has had in charge the programs for Saltair for several seasons past.

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J. Boyd Gordon, dentist, has reopened his dental office at 258 Main St.

## J. ROSS CLARK HERE FROM COAST.

Vice President of Salt Lake Route And General Manager R. E. Wells Arrive Today.

#### TRACKLAYING ON FRIDAY.

New Line Via Third West and Ninth South—Men on Guard With A Shotgun.

#### MAIN JURORS ARE EXAMINED.

Conductor Brighton's Brother Summoned but Later Excused—Story of the Crime.

#### WILL PLANT TREES IN CANYONS

Chief Pinchot of Forestry Department Says Government Will Lend Needed Assistance.

#### WESTERN PACIFIC NOW A CERTAINTY

Slayer of Motorman Gleason and Conductor Brighton on Trial The Second Time.

#### OPINION IS THAT CITY SHOULD CONTEST RIGHTS OF LAND GRABBERS ALONG THE STREAMS

Gould Road Secures all Rights, Franchises and Property Interests Including 38 Miles in Operation.

#### TURNED OVER TO RIO GRANDE.

A copy of the annual report to the stockholders of the Denver & Rio Grande Railroad company for the fiscal year ended June 30, 1905, has been received by the Deseret News. It is an interesting document aside from the statistics it contains. What will interest the people of the West most, however, is a statement of the status of the Western Pacific, which appears on the signature of E. T. Jeffery, president of the D. & R. G. and the Western Pacific. This official announcement is one that leaves no loophole for retraction.

A portion of the report follows:

"For many years, while the line of railroads between Ogden and San Francisco was considered non-competitive with your system, your company enjoyed a satisfactory share of the traffic to and from California, and one of the reasons moving the management, between four and five years ago, to acquire the Rio Grande Western, was the closer relationship that would be established with the San Francisco line of the Southern Pacific company and the freer interchange that it seemed probable would result therefrom. Subsequent events were in a measure disappointing. The control of the Rio Grande and the Western Pacific interests failed to unexpected complications on interchange, and more especially, unlocked for impediments in the way of securing traffic in territory reached by the Southern Pacific. These considerations, in connection with the railroads competing with your system, your company enjoyed a satisfactory share of the traffic to and from California, and one of the reasons moving the management, between four and five years ago, to acquire the Rio Grande Western, was the closer relationship that would be established with the San Francisco line of the Southern Pacific company and the freer interchange that it seemed probable would result therefrom. Subsequent events were in a measure disappointing. The control of the Rio Grande and the Western Pacific interests failed to unexpected complications on interchange, and more especially, unlocked for impediments in the way of securing traffic in territory reached by the Southern Pacific. 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