

FOUR INJURED IN O. S. L. WRECK

Freight Crew Passes Up Train Orders and Pulls Out Hitting Portland Express.

WAS BAD HEAD-ON COLLISION.

Abe Hatch, the Veteran Engineer, Numbered Among Those To Sustain Injuries.

Leland Graham, 712 South Eighth West, Mail Clerk, is Believed to Be Fatally Hurt.

THE INJURED.

Leland Graham, mail clerk, 712 South Eighth West, Salt Lake—leg and arms crushed; face cut; nose smashed; other injuries: will die. Taken to the Holy Cross hospital.

"Abe" Hatch, 540 West North Temple, Salt Lake; engineer on the passenger; right shoulder broken, probably injured internally, but not fatally; taken to his home.

John A. Jones, mail clerk; Constellation building, Salt Lake, cut and bruised; taken to his room.

Anabelle D. Jardin, Philadelphia; bruised slightly; taken to Kingsford hotel.

THE WRECK.

Head-on collision between south-bound passenger No. 8, and extra freight, going north, three miles north of Salt Lake; neither train going at full speed.

DAMAGES.

Passenger engine No. 859 burned \$1,200 Freight engine No. 756, burned and battered 800 Mail car totally destroyed 3,000 Two freight cars, burned 1,900 Car of honey, partly wrecked, honey stacked 1,000 Total \$6,000

TRAIN CREWS.

Passenger: Engineer, Abraham Hatch; conductor, S. H. Douglas. Freight: Engineer, Charles Devine; conductor, George Young.

Traffic stopped over. Short Line from 8 a. m. to 2 p. m. Track not seriously torn up, and easily repaired.

Preliminary survey throws blame on freight crew, which had long train of empties on main line when passenger had right of way.

Three miles north of Salt Lake and one mile south of the Utah Packer company's new plant, a head on collision between Oregon Short Line train number 8, south bound, and an extra freight train going north occurred at 5 o'clock this morning.

Both engines were badly damaged although not demolished and with the nearest cars on both trains were set on fire. Although the salt lake engine and the steamer from Salt Lake were sent out on the first relief train it was impossible to stop the flames, and the cars, with all woodwork in both engines, and a large part of the coal supply was burned.

The collision was not at full speed. It occurred on a perfectly straight track in broad daylight, and the efforts of both engineers to stop their trains seemed to result in about equal speed for neither engine was jammed, and while they stood headlight to headlight so close that even a slip of paper could not have been put between them the face of neither was battered or smashed. The freight engine drivers were raised slightly from the track. The tender was jammed into the cab, but the train crew escaped death from this source by jumping just before the engines came together.

CARS BURNED. The tender, and mail car on the passenger train were demolished and burned. The rest of the train was derailed and pulled away in time to save it from the flames, and it is now at siding in Wood's Cross. The freight train, which consisted of 45 empty cars and a car of honey, was likewise pulled away by a switching engine from Salt Lake, and is now in the north Salt Lake yards.

WRECKERS AT WORK. Work on the burning wreck commenced at 10 o'clock when a Southern Pacific wrecking train began work on the north end of the passenger wreck, and a special train from Salt Lake carried a water supply which was carried through the burning passenger engine, and assisted the chemical engine from fire department No. 2 in extinguishing the flames.

FIREMEN TO SCENE. A relief train which left Salt Lake at 9 o'clock carried a steamer from fire department No. 1, under Capt. A. J. Lewis, and a chemical engine with crew, the horses to both pieces of apparatus being left in Salt Lake. The steamer was in use on account of the poisonousness of the steam from the chemical rendered valuable service.

The passengers from the wrecked train were transferred to a Rio Grande special, and brought to Salt Lake where they arrived at about 9:30 o'clock.

CAUSES OF WRECK. Two causes are given for the wreck. Asst. Gen. Supt. J. M. Davis of the O. S. L. road went out on the first relief train, as did also Mr. Dunn, superintendent of motive power. From an emergency telegraph station arranged in the main yards, Mr. Davis telephoned to Vice President Hancock, the details of the wreck. In giving the details he stated that a preliminary survey suggested that the freight crew had been negligent in the south-bound switching, which is a regular train and

was running on time. "Apparently," said Mr. Davis, when interviewed, "this is a case of where an entire freight crew consisting of conductor, three brakemen, and a fireman and engineer, totally forgot a regular passenger train, which runs to time, and had a clear right on the main line. This freight train seems to have pulled out of the yards without orders, and to have collided with the passenger after trying to stop."

ANOTHER VERSION. Another version is given by trainmen who were first on the scene. It is that the freight was trying to make a siding one mile north from the site of the collision, and was running at full speed in order to do this, when the passenger was sighted an engine was made to stop the train but the air "stuck" and the brakes refused to work until it was too late.

RELIEF CREWS CHEERED. Not many spectators gathered to watch the engines and cars burn. This is because of the remoteness of the wreck from population centers. A crowd of women gathered on the hills north of the flames from a distance, while they cheered the relief crews as they went past on flat cars, and some of them finally started to walk to the wreck with boxes and lunch supplies for the workers.

ENGINEER'S VERSION. The scene of the smash is one where it is difficult to imagine a wreck could occur. The Lagoon road track, the O. S. L. road, and the Rio Grande track, run parallel to each other at this point, and only a few rods separate them. The Short Line grade is high, and the Rio Grande grade is low, and the switch is shown for miles in each direction. Just south of the wreck a mile post states that a siding is one mile distant to the north.

Charles Devine of the freight train, escaped injury by jumping before the collision. He stated when located by a "News" reporter that he had been at the wreck at 7 o'clock this morning, intending to take the switch north of the packing plant. He had plenty of time to do it, he thought, and claims that he saw the passenger engine at 10 o'clock, and that he saw a flagman forward he says, and reversed his engine, having stopped his train and started it back before the collision occurred. This, he says, was foggy and misty, and this he heard of the wreck, in a measure, giving it as his judgment that the passenger engineer did not see his train on this account.

Mr. Devine, who was a newspaper man, so that details could not be obtained from him.

RELIEF TRAIN. The first activity towards sending the Salt Lake yard shortly after 8 o'clock. A train of three flat cars was speedily made up and one of these ties were stacked in a view of running a relief train, if necessary, around the wreck. When this train, carrying Asst. Gen. Supt. Davis and Supt. Dunn of motive power department, in addition to the crew of the wreck, started on its way north at 9:30 o'clock, it was recalled in order to take on the fire department steamer and chemical, and made another start at 10 o'clock, and arrived at the wreck at 10:20 and found the two engines sitting face to face on the track, almost consumed by flames, while the mail car north of the passenger engine was a smoldering wreck, and a freight car south of the freight engine was also smoldering, with nothing left but the twisted iron of the trucks and wheels.

While the fire department was getting into action with water secured from the relief train engine, a Southern Pacific wrecking crew arrived from Ogden and began to "fish out" the wreck from the north end.

INTERESTING WORK. This work was interesting. The huge crane on the derrick car was lowered to the red hot iron of the wreckage car, and then chains were guided around bars by means of long iron rods, the men working as close as they could to the heat. As each hold was fixed, the crane lifted itself, with perhaps a hundred feet of a bunch of superstructure iron, and dumped it to one side, off the right of way. In this manner rapid progress was made in stopping the fire. At 11 o'clock grappling hooks were being fixed with a view of pulling it away from its close embrace with the switch engine facing it.

At noon Asst. Supt. Davis announced that he expected to have the wreck entirely cleaned away and the track open before evening.

FIRE EXTINGUISHED. At 1:15 this afternoon a report was received at fire headquarters that the fire which followed the wreck would be out in 20 minutes and the steamer and combination chemical-hose would start back for the city. With the fire out the engines can be hauled to the siding beyond the Utah Packer company's abattoir and thus taken out of the way. As the relief train from this city took north this only to the scene, it can

be seen the tracks themselves are severely damaged, and the fire and the heat warped the rails, and this practically constituted the damage wrought.

INJURED ENGINEER "ABE" HATCH, OLD TIMER.

Abram Hatch, the engineer of the passenger train which figured in this morning's accident just out of Salt Lake is one of the best known engineers in the west. For the past 25 years he has been running engines over the various lines of the state. He was one of the first employees of the old Utah Central and since then has worked for the Union Pacific and other Harriman lines. He was so trusted that whenever a distinguished visitor came to Utah it was "Abe" Hatch who sat in the cab of the special. None could find fault with the way he handled his train; no matter how much speed they wanted—and got. When Roosevelt came to Utah, Hatch handled the special and the same can be said of almost every "special" that came through Utah.

Mr. Hatch refused to go to the hospital upon reaching this city although suffering terrible agony from what proved to be a broken right shoulder and other injuries. Hatch handled his home at 540 West North Temple and Dr. F. C. Landenberger, the company's doctor was sent to attend him. He found the injuries to be terrible, but could not determine just how badly his injuries were at a superficial examination. Mr. Hatch was badly shocked by the accident; in fact, more so than anything has ever affected him before. His wife in talking with the "News" said it was the first time she had ever seen her husband "frazzled."

When the work was passed up and down the local railroad yards that "Abe" Hatch had been injured in the wreck, every man from the general manager down to the flagman on the most isolated crossing had some hopeful word for the "old timer."

MAIL CLERK JONES IS BADLY MIXED ON WRECK.

John A. Jones, a mail clerk on the O. S. L., residing at 531 Constitution building, was so badly shaken up, bruised and dazed that he insisted the collision was not a head-on but a rear end collision.

A "News" man found Mr. Jones in bed nursing numerous cuts, bruises, sprains and burns. Though his injuries are the most painful and he has been confined to his bed for several days, he is not thought to be seriously hurt.

Mr. Jones was sitting in the mail car with his partner Leland Graham, and was facing the engine when the crash came. The last he saw of Graham the latter was being conveyed to the Holy Cross hospital. Graham was seriously injured, according to Jones.

"I do not think I am badly hurt," said Jones. "They tell me it was a head-on collision, but I do not think so. I think it was a rear end collision. I was facing the engine when the shock came. The mail car was split in two. The radiators and gas tank were jammed up in a heap and I was mixed up in the scrap. I thought I was a goner for sure and that I would be buried to death. I was covered with blood and my head, back and arm throbbed with pain. I saw an opening at the side of the car and thought I could escape that way. I tried to get out and then there was another shock. Of course all this happened much quicker than it takes to tell it. With the second crash I was thrown out of the car on to a boiler. My hair was burned and I was covered with blood. The next thing I knew I was being conveyed to the Rio Grande train and brought here. I saw two box-cars off the track, lying on their sides, and that is what makes me think it was not a head-on collision. It was lucky for me, I guess, that I was facing the engine. I went out with the side of the car on the second shock."

Mr. Jones said he did not see any of the injured persons except his partner, Graham. When Jones was taken to his place of abode he was covered with blood from head to feet. His hair was singed, his clothing even down to shoes torn to pieces. At last accounts he was resting as easily as possible under the circumstances.

S. L. SMITH TELLS STORY OF MORNING'S COLLISION

S. L. Smith, of Loganport, Ind., is a guest at the Wilson hotel. He was a passenger on the Portland express, which collided this morning with a freight train north of Berking's Hot Springs. To the "News" Mr. Smith said: "I was sitting in the rear Pullman, conversing with the conductor and another gentleman when suddenly there was a jar sufficiently strong to throw the conductor from his seat. I, however, remained in my place. Immediately a number of women and children in the fore end of the car set up an alarming series of screams, and I began to realize that something unusual had happened. I made my way outside, and running along the track discovered that a serious head-on collision had occurred. With a number of other men already upon the scene, I helped to take the clerk out of the mail car, which was partly upon the engine. We laid him upon the grass and rendered assistance to others who were injured. Among them was the

engineer, who appeared to me to have received no serious hurts, beyond bad bruises.

"How in the world an accident of the kind could have happened in the place that it did is more than I can understand. It was subsequently stated that the freight train was stalled, and that endeavors were made to flag the oncoming express, but without avail."

LADY SLIGHTLY BRUISED.

Anabelle D. Jardin of Philadelphia, who was on the passenger train which collided with the freight train this morning, the lady was not injured in the least by the accident, except that she was lamed in a serious nervous condition. Immediately upon reaching the city, she went to the Kingsford, and sought the assistance of her room. She asked that she be not disturbed, at least until she could regain her composure.

ROBERT S. CAMPBELL SLIGHTLY IMPROVED.

(Special to the "News.") Logan, Sept. 10.—The condition of Robt. S. Campbell today shows a slight improvement. His self-inflicted wounds are not considered fatally dangerous.

CANADA WILL EXPRESS REGRET

To Japanese Government for Vancouver Occurrence and Take Steps to Stop Trouble.

Tokio, Sept. 10.—The foreign office has received a dispatch from the Japanese consul-general at Ottawa, saying that the Canadian government will express its regret for the occurrence at Vancouver and take steps to prevent further trouble. An official of the foreign office said to the Associated Press:

"We have the utmost confidence in the Canadian government, as we also have in that of America. Commissioner Ishii's dispatch which, and that disturbance will soon be quelled, and that there is no reason to expect its repetition. Our information is that this outbreak, like that at Bollingham and other elsewhere, is the result of the Korean agitator's propaganda. A few of the Korean agitators have been arrested, but the Japanese government is quite confident that everything will be done to protect the Japanese."

NO EXCITEMENT IN TOKIO.

Tokio, Sept. 10.—The accounts of the serious anti-Japanese demonstration at Vancouver, B. C., published in the Tokyo evening papers, caused no excitement here. The people, like the government officials, regard as foolish the idea of a troublesome complication. No editorial comment is contained in the evening papers. A few of the morning papers discuss the matter dispassionately. The Asahi says:

"The agitation in British Columbia against the Japanese is much older than that in California, but violence has been prevented hitherto by the firm attitude of the Dominion government. Undoubtedly, this prejudice has been rekindled by the recent California incidents. The flood of Japanese coming in from Hawaii has also occasioned increase of the anti-oriental agitation."

The Asahi points out the uselessness of mob violence and cautions the Japanese against retaliation in kind. It says that the Canadian government is not excited by the Japanese, and concludes as follows:

"Retaliation will not rectify. Our treaty with Great Britain extends to Canada and our treaty with the United States will be revised in 1911."

Other papers this morning say that the affair is regrettable, but causes no excitement among the Japanese.

A special dispatch saying that Ishii was stoned and forced to take refuge in a hotel is regarded as the most serious feature of the affair, but this report is not confirmed by the foreign office.

RADICAL AMENDMENTS TO OHIO INSURANCE LAWS.

Columbus, O., Sept. 10.—Thirteen radical amendments to the Ohio insurance laws, suggested by the legislative committee appointed for the purpose of investigating insurance problems, were considered at a special hearing in the state house today. Friends and opponents of the proposed measures were heard. The measures under consideration, which will probably be acted at the next session of the legislature, are as follows:

To provide standard forms and provisions for life insurance policies. To require that life insurance agents

shall always be held to be the agents of the company, and not of the insured. To prohibit misrepresentation by life insurance companies, their officers and agents.

To amend the anti-rebate law so as to prevent the sale of corporate stock or anything else of value in connection with life insurance.

To prohibit the issuance of non-participating policies by life insurance companies doing participating business.

To require that salaries of officers amounting to more than \$50,000 a year shall be taken by directors.

To forbid a life insurance company doing business in Ohio which pays anyone a salary more than \$50,000 a year.

To prohibit the use of funds of life insurance companies for political purposes.

To regulate capital stock of life insurance companies.

NOVEL AUCTION SALE.

Stock of Goods Purchased During Civil War Disposed of After 40 Years.

Colebrook, Conn., Sept. 10.—One of the most novel auction sales ever held in the country was the one here today of the effects of the late Gen. S. Wheeler of Waterbury. Wheeler was a general store here during the Civil war, and practically all of the articles sold today had been on the shelves for over 40 years. The store was closed over 20 years ago. Among the articles sold were books, clothing, shoes, hats, cigars, tobacco, groceries, and in fact, a complete stock of such goods as were handled by New England country stores 40 years ago. Most of the articles were hopelessly shop worn and out of date, and valuable only as curiosities.

OPENING BIDS FOR \$40,000,000 N. Y. BONDS.

New York, Sept. 10.—Bids will be opened today for the \$40,000,000 issue of 4 1/2 per cent municipal bonds. While the last two bond issues sold in the city at a profit, the present issue has been disastrous failures, there is apparently a feeling of certainty in official circles that the present issue will be a failure. According to reports, only a few bids were received, and they were for less than the full amount. The bids were for \$38,000,000, and the city will be forced to default on many of its contracts and probably have to pay heavy damages, in addition to the loss of the \$2,000,000 per cent interest must be paid, amounting to the sum of \$10,000,000. Some of these claims are now over three and a half years overdue, which means that the city has paid on them 21 per cent of interest. It is admitted that if today's bond offering is a failure the city will be forced to default on many of its contracts and probably have to pay heavy damages, in addition to the loss of the \$2,000,000 per cent interest must be paid, amounting to the sum of \$10,000,000. Some of these claims are now over three and a half years overdue, which means that the city has paid on them 21 per cent of interest. It is admitted that if today's bond offering is a failure the city will be forced to default on many of its contracts and probably have to pay heavy damages, in addition to the loss of the \$2,000,000 per cent interest must be paid, amounting to the sum of \$10,000,000. Some of these claims are now over three and a half years overdue, which means that the city has paid on them 21 per cent of interest. 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