

TRAIN DASHES BOGGY

O. S. L. No. 16 Runs Down Vehicle on Layton Crossing This Morning.

ROY SESSIONS IS KILLED. Leo Sandall Injured—Both Young Men Thrown 75 Feet by Force of Impact.

Accident Happened on the Same Spot Where the Four Kershaws Met Death Last June.

DEAD. Roy Sessions aged 19, of Geneva, INJURED. Leo Sandall, also aged 19, a butcher of Layton.

Southbound passenger train, O. S. L. No. 16, struck a buggy with these two young men in front of Layton at 6:58 o'clock this morning, with the above result.

Both boys were riding in a one-horse buggy and according to the official telegram-report received at headquarters here, endeavored to head the track when the train was close.

Engineer O. A. Chaffee says he was blowing the whistle and ringing the bell for the station crossing as the buggy drove near the track. Before the brakes could clamp the wheels tight enough to bring them to a dead stop the engine plowed into the buggy.

Both victims were thrown about 75 feet to one side of the tracks. The train was stopped and Conductor H. W. Logan, assisted by other members of the train crew and passengers, placed the boys (both unconscious) into a baggage car.

They were brought to Salt Lake and hurried to the L. D. S. hospital, where Sessions died at 10:50 this morning. Sandall has taken a decided turn for the better. Sessions received horrible bruises and injuries, external and internal.

(Special to the "News.")

Layton, Oct. 14.—This morning's accident in which Oregon Short Line southbound passenger No. 16 struck a buggy containing Roy Sessions of Syracuse and Leo Sandall of Layton, happened at the Oregon Short Line crossing, the very spot where the four Kershaws were killed in a similar manner last June. Sessions and Sandall, each 19 years old, were crossing the tracks in a new one-horse buggy. The buggy was demolished and its occupants thrown 75 feet to one side of the tracks. The train was stopped and both young men were carried senseless into a baggage car. Mr. Sessions died shortly afterwards from his wounds, while Sandall is running high against the railroad company here, and a meeting has been called for tonight in Farmers' Union hall to consider means to compel the railroad to refund the public from this dangerous crossing, with its record of five and probably six lives within a few months.

Local officials of the Oregon Short Line say they cannot account for the accident, except for the explanation contained in the official report sent in at once by the train crew. The train was a big sweeping bend where the accident occurred, but it is asserted a train moving in either direction can be seen and heard for a great distance. The whistle blowing and bell ringing by the officials are inclined to believe the statement of the engineer when he says the men were evidently "taking a chance" to get across the track in a hurry rather than wait until the train had passed. It is explained the engine struck the rear portion of the buggy, knocking it from the track with terrific force. The company only took statements from witnesses and passengers, but these have not been received here yet.

SANDALL'S STORY.

When seen at the L. D. S. hospital shortly after being brought to Salt Lake, Sandall stated that Sessions drove in from Syracuse to get some food and not finding him at the butcher shop he (Sessions) drove around to the house to get him. The first he knew that the train was coming was when he got on to the track," said Sandall. "I heard the roar of the approaching engine and saw it too late. Sessions jumped across when the engine hit the rear of the buggy and we went into the air—and that is all I know."

Relative of the dead man who accompanied him to the hospital denied that the horse was a fractious one and it was no fault of the animal that it failed to clear the track in time.

The man who came in to Salt Lake with the two young men expressed great indignation that the "death trap" as they called it had not been attended to by the railroad company. One of the party was responsible for the statement that showing the Kershaw accident a complete outfit for a grade crossing electric sign had been shipped to Layton and that it had been lying there unattended ever since.

All stated that the depot and a clump of trees completely hide a rapidly approaching train from view there are so close that it is nerve racking work to get out of the way.

SELLING LIQUOR ON SUNDAY.

Complain Filed in Judge Dible's Court Against Robinson Drug Co.

A complaint was filed in Judge Dible's court this afternoon against the Robinson Drug Co., at 347 south West Temple street, charging them with selling liquor on Sunday. Officer Taylor, who was the complainant, claims that the drug firm in question has been in the habit of selling liquor every Sunday, but until now has a case been made

AGAINST THEM. The officer thinks evidence sufficient to insure conviction has been secured, hence the swearing out of this afternoon.

MUST PAY POSTAGE.

Ruling of Department Made Public in Regard to Post Cards.

Postmaster Thomas received today a copy of an order relative to rates of postage on post cards and postal cards mailed under cover of envelopes. The order is from the office of the third assistant postmaster-general at Washington, and reads:

Post cards and postal cards mailed under cover of envelopes (transparent, or otherwise, are chargeable with postage as first-class mail, and are subject to the same rate of postage as first-class mail. If enclosed in unsealed envelopes, they are subject to postage according to the character of the message. If the first class rate, if wholly or partly in writing, or the second class rate (1 cent for each two ounces or fraction thereof, if entirely in print, and the postage should be affixed to the envelopes containing the same. Postage stamps affixed to such cards enclosed in envelopes having an opening exposing the stamps can not be recognized in payment of postage thereon. However, when such cards, properly addressed and prepaid, bearing no matter rendering them unmailable when sent openly in the mails, are enclosed in envelopes, it will be assumed that they were inadvertently placed under cover, and they may be removed therefrom and dispatched without additional payment of postage.

The attention of the public is particularly called to the above, as a considerable number of enclosed postal cards are being held in the Salt Lake general office as unmailable, because enclosed in unsealed envelopes, with holes cut for pasting the postage stamp on the card thus makes them unmailable as cards unenclosed. The reason for this is that the coloring in the unsealed envelopes is often unattractive, and a postoffice clerk in Washington was so badly poisoned by one of them that he lost a finger.

ENGLAND ASSEMBLING A MIGHTY WAR FLEET.

London, Oct. 14.—There is now assembling in the North sea and the English channel for manuevers under the command of Admiral Lord Charles Beresford, a fleet of British warships representing an aggregation of naval power surpassing all the immediately available resources of any two other countries of Europe and yet not a single ship of this fleet has been drawn from the Devonport and Portsmouth divisions. The home fleet, which is now assembling, consists merely of those ships maintained in the vicinity of the British Isles, and which throughout the year have been engaged in war training. It numbers 110 pennants and is composed of 26 battleships, 15 armored cruisers, several protected cruisers, various auxiliary vessels and 48 torpedo vessels. The battleship Dreadnaught is not taking part in the manuevers, as she is being fitted with a new steering gear before being subjected to a further series of sea trials, which it is hoped will prove of assistance in determining the problem of the steering gear.

The first section of the coming naval manuevers, covering four days, will be of a tactical description and the final days will be devoted to studying the tactics of defending ships against torpedo attacks. With the "mosquito fleet" attacking the large warships and all the land sections manned, the coming operations are expected to be most interesting.

CUCHURACHA SLIDE AT PANAMA IS SLIDING.

Panama, Oct. 14.—The American engineers are having trouble with the Cuchuracha slide, at the south end of the Culebra cut. This point of land always a source of trouble to the French when they tried to dig the canal, is again in motion and will prove hindrance all during the wet season.

About 500,000 yards of dirt is in motion. All of this dirt must ultimately be removed, but the engineers would rather get it slowly than have it pushed on them.

LABOR SITUATION IN ITALY DISQUIETING.

Rome, Oct. 14.—Although the general strike has been officially called off at Milan, the labor situation in other cities of the north of Italy is disquieting. It is understood that the decision taken by the labor leaders at Milan was the result of the promise on the part of the Signor Giolitti, the premier, and minister of the interior, that the government would punish the carmen who were striking, and that they were not justified in shooting into the mob.

STAHL TO N. Y. TEAM.

New York, Oct. 14.—Announcement is made today that Jake Stahl will be a member of the New York American League team next year as a result of a three-cornered trade. The deal, which was consummated at the Washington team, comes to New York from the Chicago Americans and Frank Laport goes to the Boston Americans, while the Chicago Americans get Fred Barrett.

A WORLD'S RACING RECORD.

Oklahoma City, Okla., Oct. 14.—The world's racing record for two-year-olds was broken yesterday afternoon at the state fair racing course by Slim Beauty, a gray filly, owned and driven by Frank T. Vennum, of Newkirk, Okla.

PRESSMEN'S UNION CASE.

Judge Thompson Wants More Time Before Announcing Decision.

Cincinnati, Oct. 14.—Explaining that he wished more time to examine the authorities on the question of jurisdiction, United States Judge Thompson today deferred the announcement of his decision whether to make permanent the temporary injunction against the International Pressmen's union. Certain members of the United Typographic in New York, Chicago, St. Louis and Massachusetts, as well as that organization had secured a temporary injunction on the union from adding or inciting a strike in contravention of the contract between the union and the Typographic, which does not expire until Jan. 1, 1909, the union being charged with seeking to break its agreement to wait until that date before demanding an eight-hour day.

ANXIETY OVER FRANCIS JOSEPH

Court Physicians Issue Optimistic Reports Which Are Not Confirmed by Private Advisors.

Vienna, Oct. 14.—Optimistic accounts of the progress made by Emperor Francis Joseph were received from Schoenbrunn castle this morning. Though his night was completely disturbed by bad fits of coughing, the emperor felt considerably easier when he arose, somewhat later than usual, and seated himself in his chair, and his mood was noticeably more cheerful. Dr. Horzl, the imperial physician, who examined the emperor carefully today, found that the patient's expectation was abundant and that though the inflammation continued, it has not increased. His majesty manifested more interest in affairs of state than in recent days, and so it is hoped that the emperor will be able to transfer his attention to the public in particular, called to the above, as a considerable number of enclosed postal cards are being held in the Salt Lake general office as unmailable, because enclosed in unsealed envelopes, with holes cut for pasting the postage stamp on the card thus makes them unmailable as cards unenclosed. The reason for this is that the coloring in the unsealed envelopes is often unattractive, and a postoffice clerk in Washington was so badly poisoned by one of them that he lost a finger.

HEIR APPARENT NEAR AT HAND

Keeps in Constant Touch With Foreign Ministers—Hungarian Question Rather Troublesome.

Washington, D. C., Oct. 14.—Thomas Ryan, for nearly 11 years first assistant secretary of the interior, will retire from that office the latter part of this month. He will be succeeded by Frank Pierce, of Salt Lake City, Utah. The reason given for his resignation is that his health has become impaired by the work of his office. The announcement of the change was made today by Secretary of the Interior Garfield. Mr. Ryan was formerly minister to Mexico and is from Kansas.

Frank Pierce was born in London, Vermont, April 18, 1857, son of Alvan Warren and Lucy Allen Pierce. His ancestors are among the most prominent New England families of colonial times. He is connected with the family of Vermont, including Colonel Ethan Allen, with the Adamses of Massachusetts and the Pierces of New Hampshire. His father was a member of the board of regents of the University of Vermont, and he has been chairman of the board of regents of the University of Utah since 1892, and for the last few years has lectured to the graduating class in mining engineering in the university, on mining law. He has been chairman of the board of examiners for admission of candidates to the bar of the supreme court for the last 10 years. He was president of the Utah bar association in 1898, and has since that time been a member of the bar of the state of Utah. He is a lawyer by profession and has practiced in and around Salt Lake City for nearly 25 years. 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