

ELKS AGREE Their Committee Reports on Trainwreck.

SCORES MINOR OFFICIALS

Engine Alleged to Have Been Defective.

RAILROAD DENIES ALL CHARGES

General Superintendent of Northern Pacific Says Disaster Was Due Entirely to Negligent Engineer Who Let Water Run Low.

WHAT THE ELKS SAY. The engine which pulled the excursion train wrecked on August 22 was defective and not first-class.

WHAT THE RAILROAD SAYS. The engine was first-class. The engineer was an experienced and capable man.

TESTIMONY OF WITNESSES. Engineers Say Wrecked Locomotive Was "Strictly on the Bum."

Extract from the statement of H. W. Green, the engineer in charge of the wrecked train:

I am on what they call extra runs, and this was the first trip I made on the engine. The grate bars would not work; that is, they would not cover the crown sheet, which broke or exploded and dropped down, blowing out the grate bars, ash pan, etc., which obstructed the track and threw the train off.

We find that the cause of the accident was low water in the boiler; that the injectors were not working perfectly, and that the water did not cover the crown sheet, which broke or exploded and dropped down, blowing out the grate bars, ash pan, etc., which obstructed the track and threw the train off.

Regrets That Charlton Was Absent. In closing its report, the committee desires to express its regrets that Brother A. D. Charlton, of the Northern Pacific Railroad, was not in the city the day of the accident.

Extract from the statement of R. W. Green, the engineer in charge of the wrecked train:

I am working on the extra list. I could not tell you anything about it. It was just a flash, but it seemed to me the engine was on the rail all the time before she exploded.

Extract from the statement of L. J. Jones:

I have been a boiler-maker over 20 years. I found the crown sheet of the engine blown out. It was without doubt caused by low water.

Extract from the statement of G. P. Thomas:

I have been employed in the practical construction of boilers nearly all my life. I saw that boiler made, and when they got down as far as I think, Corliss, or near there, the fire-box began giving them trouble. They started to repair it, and shake it up, and then it would not work.

Extract from the statement of Dr. W. E. Carril of Oregon City:

I was on the North Coast Limited about 30 minutes after the Elks' special, and told the conductor that I was the surgeon of the Southern Pacific at Oregon City. That I had friends on the wrecked train, and wanted to have the train run down to the place of accident, with material. The conductor seemed anxious to do so, but he had no orders.

Extract from the statement of A. L. Mattingly:

I have lived in Chehalis ten years, and am interested in a gutter factory. The engineer said, "She was a bad engine, and she had no business on that train." He said also that it had been a passenger engine at one time, but had been taken off and sent over to the yard, out there, railroad thought it was good enough to make that trip.

Extract from the statement of J. P. Bradley:

I have lived here five years and got to the wreck shortly after it happened. I have been the railroad engineer on the Pacific Northern. In my opinion, low water caused the wreck, because the crown sheet had been red hot.

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SAYS HE CONFESSED WHEN TORTURED BY BURNING MATCHES

Burning his back with matches to force a confession of incendiarism is the charge which Edward Arpin makes against Detectives Day and Hartman. He says that his story of confession of highway robberies and setting fire to a number of buildings was made by him under the torture of burning matches applied to his back.

The police believe that Arpin is about to try the insanity dodge, and that this is his first statement along that line of defense.

The specific charge which was made against Arpin came from F. C. Fletcher, who was held up on the night of August 21. W. S. Spencer, who with his wife was held up at Eleventh and Clay streets in June, appeared in court and took a good look at the young prisoner. "He looks like the man," said he.

Arpin's mother could not bear the ordeal of the courtroom after an after-interview with her son.

"Edward is such a good boy," is her plea. "He has always worked so hard for me and has been so kind and so faithful. I just know that he is innocent."

"How about his confession?" she was asked. "He confessed because the officers were torturing him with burning matches," she cried hysterically. "He says that he would have confessed to anything rather than to be tortured."

As Detectives Day and Hartman are the officers who put Arpin through the sweat-box of cross-examination, the charge which he makes of torture is evidently directed against them.



EDWARD ARPIN, ALLEGED FIREBUG.

—took the arch pipe and all with it. I examined the thing pretty closely. Might Have Happened to Any Engine

Extract from the statement of L. J. Jones:

I have been a locomotive engineer 23 years on the Chicago, Milwaukee & St. Paul, on the Delaware, Lackawanna, and on the Northern Pacific ten years here. I have run engine 317, which blew up, hundreds of miles, and near as I can make out, was made it new in 1898. But it has been repaired a number of times since.

Extract from the statement of Mr. McCaully:

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Injured Kept Waiting. Extract from statement of E. W. Rowe:

We endeavored to get the engineer of the locomotive that came from Napavine to hook onto the coach which was on the track, and start that car back to Portland with a number of the injured; he refused to do so.

Extract from interview with Mr. Law, assistant general superintendent, and Mr. Albee, division superintendent, Northern Pacific Railroad:

Mr. Law:—There is no question in my mind but that the operator and the conductor both should have communicated with Mr. Albee and advised him what you wanted, but since he was kept in ignorance of what you wanted by the action of the conductor and the operator, you certainly cannot hold the company and the officers responsible for it.

Mr. Albee:—As Mr. Law stated, there was a hitch in getting a little quicker action from this side of the wreck. I told him that things did not move quite so well as we thought they were going to, and if our operator and our conductor were disinterested, they were very sorry for it.

Mr. Albee:—You know what the situation is in regard to transferring across the river there at Kalama. The reason for delay at Kalama, which I very much regret, was that the yard was congested. They thought they would have time to go across the river and get back and get your train. I was very sorry that I think I had been there myself I might have figured out some scheme for taking those cars over and avoiding the delay.

ENGINEER ALONE RESPONSIBLE. General Superintendent Says Low Water in Boiler Caused Wreck.

ST. PAUL, Sept. 11.—The report of the Elks' committee is of such a character as to seriously reflect on the company and its officials, and should not be allowed to stand uncorrected.

Engine 347 was turned out of shops last January after a thorough overhauling, and had been in passenger service until about three weeks prior to the accident, when it was put in freight service between Portland and Goble. It was inspected before leaving Portland and found in good condition. The engineer states that he had no trouble with it between Portland and the point where the accident occurred.

He made no complaint to the conductor about the engine, nor did he ask for another engine. He did not draw the fire at Castle Rock, simply cleaned it, which is an ordinary proceeding. Thorough investigation shows conclusively that the cause of the accident was low water in the boiler, for which the engineer was wholly responsible. There was no weakness whatever in the engine, and precisely the same accident would have resulted from the same cause to any engine that ever was built.

The accident was an unfortunate and deplorable one and the sufferers have our keenest sympathy, but it is only fair to all concerned that the true cause of the accident be made known and the company and its officials relieved from the odium of having sent out an engine on a passenger train that was not fit for service.

THOMAS COOPER, General Superintendent, Northern Pacific Railroad.

Chloroform and Rob a Family. WABASH, Ind., Sept. 11.—Burglars early today chloroformed the family of Chris Harnish, a farmer living near Dora. They ransacked the house, securing considerable money and jewelry. As a result of the chloroform Miss Lulu Harnish, a daughter, is in a critical condition, and the other members of the family are suffering.

No route across the continent offers so many attractions as does the Denver & Rio Grande. Write the Portland Agency, 124 Third street, for illustrated booklets.

Summer weakness can be avoided if the blood is purified by Hood's Sarsaparilla.

WEEK'S WAGES GONE

Longshoreman Thos. O'Neill Is Held Up.

PISTOLS COW STALWART MAN

Two Highwaymen Make Way With Hard-Earned Savings and Proceeds of the Sale of a Long-Cherished Violin.

Robbed of more than his week's wages and the money from the sale of a long-treasured violin, Thomas O'Neill, a stalwart longshoreman, was forced to walk for a block with his hands high above his head in deadly fear of the two highwaymen, who at the point of their pistols took \$25 from him at the corner of Front and Ankeny streets at midnight.

O'Neill, who has lived in Portland for nine years and is employed by Brown & McCabe, started towards his home, 2704 Front street, a few minutes before midnight. With the intention of taking the third-street car he turned up Ankeny from Front. At the southwest corner, in front of the Bank of British Columbia building, now occupied by the Merchants' Protective Association, two men stepping from around the dark corner thrust pistols in the face of the astonished longshoreman.

"Hands up," came the order. Though fully aware that his pockets contained a rich haul for the robbers, O'Neill realized that it was revolvers against two bare hands, strong though they were. Up went his muscular arms. While one robber stood at the side and held a revolver at his face, the other coolly went through his pockets. A few cents more than \$25 was abstracted.

"Now, get out of here and don't you dare to look back or I'll blow you're head off," growled the robber, who still held his gun to the victim's face. Raging inside, but still obeying the orders of the highwaymen, O'Neill walked up the dark passageway called Ankeny street by courtesy, with his hands as high above his powerful head as he could lift them. Robbed of the money he had expected to send to his motherless children in a few days, and stripped of the proceeds of the sale of an old violin he had loved for years, with every cent of his week's wages and more too, taken from his pockets, O'Neill could do nothing but obey the request.

While the masked robbers were slouching out of sight to divide their booty and hide for the night from Chief Hunt's sleuths, O'Neill continued on his way until he found a policeman. The officer, of course, could not leave his beat to go in the direction of the robbery, and O'Neill finally came to the police station a few minutes after 12 o'clock with his tale of trouble. Dressed in citizen's clothes, Officer Austin was sent out with the longshoreman, as O'Neill in his naturally excited state could not tell definitely the scene of the robbery.

When taken to the corner of Front and Ankeny streets he recognized the spot. Officer Austin continued his search for the robbers, but no men of the descrip-

tion given by O'Neill could be found in any of the hang-outs. Owing to the darkness of the corner and his complete surprise, O'Neill can give but a poor description of the two highwaymen. Of one point he is certain, and that is that both held guns to his face at the corner. In almost every robbery lately one thing has done the gun play while his accomplice went through the pockets of the victim. Evidently this precious pair believes in ample protection, O'Neill believes that his robbers wore dark clothes. Black masks completely covering their features hid their identity. They were of medium size.

Thomas O'Neill is a powerful man, six feet high and weighing over 200 pounds. In a fist-fight the robbers who attacked him would have undoubtedly made a poor showing, but it was pistols against muscle. "Twenty-five dollars is a big loss to me just now, for I wanted to send it to my children, and now I must wait and earn more before I can send them anything. Well," and he breathed a sigh. "I guess I ought to be thankful they didn't kill me so I couldn't earn anything. I guess I ought to be a little bit thankful, after all."

INJURED IN EXPLOSION.

Leaking Gas in Home of J. T. Ross Causes Accident.

Four persons were seriously burned by today's explosion of gas in the home of J. T. Ross, 239 Adams street, early Thursday evening. The injured are J. T. Ross, his wife, his daughter Nettie, and J. R. Ensminger, an employe of the Portland Gas Company.

The first explosion occurred at 6 o'clock. Mrs. Ross, smelling escaping gas in the pantry, lighted a match and started to search for the leak. Immediately afterward her husband heard a muffled explosion and a scream. He rushed into the room and saw his wife with her clothing in flames. He at once caught up a rug and enveloped her with it, smothering the flames, but not until after she had been badly burned.

About an hour later, J. R. Ensminger, an employe of the Gas Company, was summoned to investigate the trouble with the gas. After considerable search he satisfied himself that the only leak was in the pantry. Entering the room, he called for a light. Miss Nettie Ross came with a lighted candle. As she handed it to him a second explosion occurred.

Ensminger was bruised and seriously burned about the face and body. Mr. Ross was burned about the face and head, his hair and beard being badly singed.

Miss Nettie Ross was severely burned about the face and arms.

Mrs. Ross, who at this time of the second explosion was in her room suffering great pain from her burns, was not informed of the second accident until yesterday morning. The notice of the second explosion brought several neighbors to the scene, who helped Miss May Ross, another daughter, to put out the fire and care for the injured. None of the injured are fatally burned, and beyond the suffering from the bad scorching, all are doing well.

Confer to Stop Cutting of Prices. CHICAGO, Sept. 11.—A protracted conference took place here today between the warring strawboard interests of the country, in which representatives of the independent concerns and the United Boxboard Company tried to come to an agreement to stop cutting prices. The conference finally adjourning to be resumed in New York at the end of next week. Plans for conciliation suggested provided for the election of G. C. Barber, of the Diamond Match Co., as president, and the agreement of the independent interests to discontinue their product through the united Boxboard Company.

THE BOSTON PAINLESS DENTISTS. With large offices in all large cities in the United States have leased the entire corner offices on second floor of BENSON BLOCK, cor. Fifth and Morrison Sts., opposite Meier & Frank's and Postoffice; and will, on next Monday, September 14, open the most modern and approved DENTAL PARLORS on the Pacific coast. WE ARE THE LARGEST DENTAL ESTABLISHMENT IN THE WORLD. Boston Painless Dentists. The Boston Dentists made my nice teeth. For thirty days, beginning next Monday, we will do all Dental work for Cost of Material, in order to introduce our high-class work to the people of Oregon. NOTICE. Every man, woman and child who has a tooth that should be extracted must come and have it done without charge or pain, in order that you may tell your friends about the Boston Painless Dentists. A written guarantee for 10 years on all work; best extractors of teeth; best fillers; best gold crown and bridge workmen; best artificial teeth makers known to the dental profession. REMEMBER FOR THIRTY DAYS YOU ONLY PAY FOR THE MATERIAL THAT GOES IN YOUR MOUTH. LADY ATTENDANT ALWAYS PRESENT. BOSTON DENTAL PARLORS. COR. FIFTH AND MORRISON STS. Opposite Meier & Frank's and Postoffice. Hours—8:30 A. M. to 8 P. M.; Sundays till 11.