SAYS HE CONFESSED WHEN TORTURED BY BURNING MATCHES

Their Committee Reports on Trainwreck.

SCORES MINOR OFFICIALS

Engine Alleged to Have Been Defective.

BAILROAD DENIES ALL CHARGES

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

WHAT THE ELES SAY.

The engine which pulled the excur tion train wrecked on August 22 was

defective and not first-class. The engineer was only an extra man, and had never been on the loco-

motive before. Minor officials of the Northern Pa cific were indifferent and dilatory, and the railroad is to blame for the delay experienced by the various relief parties which attempted to reach the scene of the disaster.

WHAT THE RAILROAD SAYS.

The engine was first-class. The engineer was an experienced and capable man.

The company should not be blamed for the discourtesy of petty employees. The accident was due solely to the fact that the water in the boiler was allowed to run too low, and the ex-plesion which followed would have occurred under similar circumstances with any locomotive in the world.

Any delay experienced by the relief parties was caused by the congested condition of the road, which on that particular day had to care for a numher of excursions.

The committee appointed by the Elks to investigate the accident in which their excursion train bound for Olympia was wrecked, has made a report. Its tone is decidedly adverse to the Northern Pacific. and a note of bitterness is sounded in the commont made upon the alleged dilatory action of the railroad in affording the relief parties transportation to the scene of the disaster.

The committee states—and their report has been adopted by the lodge—that the engine which drew the excursion train was not in first-class condition, that the engineer and fireman into whose charge the locomotive was given, were both extra men and had never before been on the big machine. From a legal point of view these matters are the most important touched upon in the report, but the snapplest part of the document is that which relates to the conduct of various minor officials of the road after the wreck had occurred.
"A monumental instance of indifferent

officialism," is the phrase applied to the inactivity of the station agent at Napa-vine, and such condemnatory adjectives as "incompetent," "unwilling" and "inex-cusable" lend a spice to the judicial lan-

guage of the committee.

The Northern Pacific officials, on the other hand, stand pat on their first state-ments that the accident was not to be avoided by them, but was due entirely to the negligence of the engineer who allowed the water in the boller to get too

causing the crown-sheets to

"As far as the charge that we were slow in getting relief parties to the scene may go," said A. D. Charlton, assistant ral passenger agent of the road, yesterday, "it must be remembered that even a railroad has its imitations. It can perform no miracles. On the day of the ac-cident we were running excursions to many different points along the line, to Olympia, Gray's Harbor, South Bend and many other places. It was a very busy day for us, and when the accident occurred it was impossible to give the imme-diate relief that we could have extended on a less congested day. Our willingness in the matter may well be judged from the fact that we stopped a trainlend of ex-cursionists at Winlock and used their conches to bring the people back to Port-land who could be removed at that time. "It was out of the question to think of moving the injured to Portland at once. They needed immediate attention, and the

best place to give them that attention was at Chehalis, two miles distant. They were immediately removed to that point and cared for by our physicians.
"I think these criticisms heaped upon
the Northern Pacific are induced by a lack of understanding. People who understand

raffroad conditions and know what we did will agree we did the best that could be done. Some of the things suggested for us were absolutely impossible and some of them would have resulted in great injustice to the injured."

Other officials of the railroad when apprised of the criticisms contained in the Elks' committee's report, expressed their belief that the charges were not well-founded, and telegraphed their opinions to the Oregonian as follows.

REPORT OF COMMITTEE.

Complains Bitterly of Delay Experienced by Relief Parties.

To Portland Lodge, R. P. O. E., 142: You nittee, appointed to investigate and report upon the cause of the accident to the Elks' excursion train from Portland to Olym pla, over the Northern Pacific Railroad, Saturday, August 22, 1903, and upon the action of the officials of that road, in relation t the accident, respectfully report that we have carefully and thoroughly performed the duty placed upon us to the full extent of our ability, and the opportunities within our

Two members of our committee, Brothers Cari H. Jackson and John Driscoll, were sent to Tacoma, Chehalis and Napavine with authority to take with them two locomotive experts and a stenographer, to examine the wrocked engine, take the testimony of the engineer and fireman, and of various other parties whose names have been handed to the committee and to interview the chies officials of the Northern Pacific at Tacoma. These members took with them Messra Mc-Caulty and Thomas as experts, and Miss Julis Maxwell, stenographer, and proceeded north, leaving Portland Thursday and re-turning the following Monday. They performed their work thoroughly and conscien-tiously and returned to your committee the statements of the following parties bearing Bradley:

R. W. Green, engineer of the wrecked train; Lou Derskey, fireman of the wrecked train; Lou Derskey, fireman of the wrecked train; Lou Derskey, fireman of the wrecked train; Mr. Law, of the Northern Pacific Railroad engineer on the Pueblo Northern Pacific Railroad engineer caused the wreck heccause the crown sheet had been red hot. The steel looked blue where it was broken. It allew down. The crown sheet in deep the wreck, and asked the coperator in charge of the company's office to telegraph either to Portland or Tacoma the wreck; A. L. Mattingly, of Chehalia, one of the first persons at the scene of the blew back around the rear part of the boiler doctors with that unemployed engine.

I have lived here five years and got to the wrecked at Napavine; we requested the handling of the engine is concerned is a subject for investigation and will be wreck, because the crown sheet had been red hot. The steel looked blue where it was broken. It allow down. The crown sheet to telegraph either to Portland or Tacoma asking permission to forward nurses and doctors with that unemployed engine.

Summ the handling of the engine is concerned is a subject for investigation and will be as subject for investigation and will be a subject for

wreck, G. B. King; J. P. Bradler; h. J. Jones, (all early at the wreck, and all of Chehalis); Mr. Donohue, Mayor of Chehalis; H. W. Urquarhart, Sheriff of Lewis County, Wash.; Dr. A. C. Tucker, of Portland; E. J. Jones, a machinist who examined the engine immediately after the wreck; Messra Mc-Caully and Thomas, experts above mentioned.

Verbal Statements Not Considered. Your committee had also before it the statements taken in Portland of E. W. Rowe, as to the conditions existing at the wreck and at Chehalia, from the time of the disaster until the severely injured were started back to Portland at 10:30 that evening. Also of Brother Harvey L. Moreland, as to the treatment accorded to the suress and doctors taken to the wreck by members of the Eiks of Portland; of Dr. W. E. Carll, of Correct of the treatment accorded to the suress and doctors taken to the wreck by members of the Eiks of Portland; of Dr. W. E. Carll, of Correct of the treatment to consider the control of the control of the sures of the treatment to construct the control of the sures of the treatment to control of the sures of the treatment to control of the sures of regon City, as to the treatment he received his endeavors to reach and aid the in-ired, shortly after the occurrence of the wreck; also verbal statements from E. A. Durr, as to the condition of engines 347 on August 11, 1903, and of an engineer of the company, through a second party, as to its condition between August 11 and 22. These statements not being in writing and signed, were not considered by the committee.

Your committee carefully examined the testimony and after due deliberation reachtestimony, and after due deliberation reached the following conclusion and findings in the evidence:

We find that the engine pulling the excur-tion train August 22, 1903, was not a firstclass engine.

The engineer and fireman into whose charge the engine was given, were both ex-

Neither said engineer nor said fireman had-ever before been upon or run the engine that day given into their charge. IV.

III.

We find that the cause of the accident was ow 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, blow-ing out the grate bars, ash pan, etc., which obstructed the track and threw the train off.

We find that the officials in charge of the Northern Pacific Railroad the day of the disaster, were either unwilling, unable or incompetent to render the prompt services which the nature of the occurrence at Napavine demanded, and the detention of the car containing the wounded and suffering at Kalama was inexcusable, and we condemn the action of the official in charge of the station and telegraph at Napavine as a monument-al instance of indifferent officialism.

Regrets That Charlton Was Absent.

In closing its report, the committee desires to express its regret that Brother A. D. Charlton, of the Northern Pacific Railroad, was not in the city the day of the accident We are convinced, as must be every member of the Lodge, that had he been in Portland or anywhere upon the line of his road, conditions after the accident would have been tifferent, and much suffering and anguish of mind saved to all concerned.

Respectfully submitted.

D. Solis Cohen, R. E. Moody, Frank C. Baker, Harry F. McKay, R. W. Hoyt, John Driscoll, Carl H. Jackson, Alex Sweek, W. J.

TESTIMONY OF WITNESSES.

Engineers Say Wrecked Locomotive Was "Strictly on the Bum."

Extract from the statement of R. W. 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 shake. They may have been out of line or twisted. We had Black Raven coal, the lump coal, and it was not good grade. We had a very hard time to keep up I had trouble with the right-hand injector and tried the left-hand one. It did not work either, and I went back to the right-hand injector again. I think the trouole was caused by the valve being worn; the injector was old; it was an Ohio. I have got no opinion of the cause of that wreck, or what caused the crown sheet to drop, or how the engine could be burned, or could give away at the patches, but one thing I do know, that I had water—it blew the grate

Extract from statement of Lou Dorskey, the fireman:

I am working on the extra list. I could ot 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. We stopped at Castle-Rock to clear the fire. The engine had clinkers in her; it was impossible to move the grates, and it took so that we had to stop and push out the fire: The engine was on the rails when the explosion took place. I can give you no reason why she would not steam. We did not have a good grade of coal, it was Raven raw coal we had, it was pretty coarse stuff. That caused the delay at Castle Rock. The explosion blew out the ashpan and grates and everything. The crown sheet dropped down. I had a good gauge of water. We had an auxiliary injector and when we saw that this other one would not work, we tried the left-hand injector. About that time the engineer got the right one to work, and we did not use the left-hand one. It was bucking all the time until we got her started, then it worked all right.

In Run-Down Condition

Extract from statement of Mrs. P. M. Shay:

I would not care to repeat the man's conversation if it would injure him in any way. He is a workingman, and my husband is a workingman. The engineer was brought to this place, which is part of the hospital. The engineer was reclining on a couch; the gentleman was in the room, and the conversa-tion, as I understood it, was a private con-versation. He said that when they came to the transfer boat at Kalama, they repaired a box on the outside of the engine. repaired the fire-box later on, and when they got down as far as, I think, Carroll's, or near there, the fire-box began giving them trouble. They started to repair it, and shake the grates and they would not work. I heard him two or three times, I could not tell how many times, make the statement, that the engine was "a strictly bum engine he said that he, of course, was not acquaint-ed with the machine, that it was the first time he had run the engine out, but when he got into the engine and looked it over he knew it was in a run-down condition. I heard him say also, that of course if he and the fireman did not take the engine out

here were others that would.

This, of course, was private between him and me; we were just talking over these af-

Extract from the statement of Dr. A. C.

I heard the engineer make comments as to the condition of his engine at Kalama, on the ferry. I was right up against the drive-wheel; I was first attracted by hearing the engineer talking to himself, and I stepped engineer talking to himself, and I stepped across the track and went over close to see what he was doing. He looked up and saw me there, and then be said. They would not dare send this engine out on a freight train. I do not see why they give it to me to pull a passenger." I did not say a word to him. He had a nammer and I believe a cold chisel and was pounding something, sie said the engine ought not to be used. *He acted to me like a man who had all those people's lives in his hands, and on whom an sition had been put by giving him that

Good Enough to Make Trip. Extract from the statement of A. L.

Mattingly:

I have fived in Chehalls ten years, and am interested in a guiter 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 into the pards, but the railroad thought it was good enough to make this trip.

Burning his best with matches to force a confession of incendarism is the charge which Edward Arpin makes against Detectives Day and Hartman. He new says that his story of confession of highway robberies and setting fire to a number of build-ings was made by him under the tor-ture of burning matches applied to ture of burning matches applied to,

Burning his back with matches to

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

When arraigned in the Municipal Court yesterday morning, young Ar-pin, who first gave his name as Orpen, pleaded not guilty. In default of \$3000 bonds he was committed to the County Jul.

Arpin apparently made up his mind to dany his confession after his mother had vasited him in his cell yester-day morning before the hour for court. Up to that time he had stuck by his confession, but either the sight of her tear-streaming face, or some instinct of self-defense prompted him to plead not guilty before Municipal Judge Hogue.

The specific charge which was made

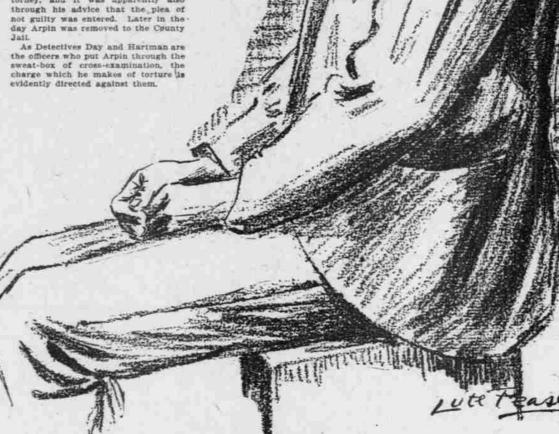
against Arpin came from F. C. Fletcher, who was held up on the night of August 21. W. S. Spencer, who with his wife was held up at Eleventh and Clay streets in June. appeared in court and took a good look at the young prisoner. "He looks like the man." said he. Arpin's mother could not bear the

ordeal of the courtroom after an af-fecting interview with her son. "Edward is such a good boy," is her pica. "He has always worked so hard for me and has been so kind and so faithful. I just know that he is inno-

"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." Judge H. H. Northup is Arpin's attorney, and it was apparently also not guilty was entered. Later in

evidently directed against them.



EDWARD ARPIN, ALLEGED FIREBUG,

amined 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 347, which blew up, hundreds of miles, and as near as I can make out, they made it new in 1890. But it has been re-paired a number of times since. I exam-ined the engine after the wreck; I found she dropped her crown sheet. It looked to me as though it had been red hot. It was twisted and not crumpled and blue. Low water undoubtedly caused the crown sheet to drop years, but my opinion was that the engine was a little out of general repair—out of first-class repair, because they had had it on the work train, pulling gravel. The Northern Pacific are good friends of mine, they always treated me well, and I have no fault to find. The same thing might have ocgred with a brand new engine right out of

Extract from the statement of Mr. Mc-Caully:

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

Extract from statement of G. P.

I have been employed in the practical contruction of bollers nearly all my life. I saw that boller, made a personal examination of it. I saw the crown sheet blown up against the fire door. It tore part of the flue sheet out with it. In my opinion the cause of the accident was, no water on the crown sheet.

Said Accident Wasn't Serious.

Extract from statement of Dr. W. E. Carll of Oregon City: I was on the North Coast Limited about 0 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 edient, with material. The conductor seemed anxious to do something, and took me to the station agent, who refluctantly admitted us to his room. He pretended to manipulate his Morse machine and soon assured me that help was not needed, that the accident was not a bad one, and that everything was provided for. Soon after this a train of empty vided for. Soon after this a train of empty passenger coaches pulled into Napavine from the south, stopped there an hour and a half; we tried to go down the line to the wreck on this, but were refused permission. Extract from statement of Harvey L.

News of the accident reached us at o'clock P. M. Doctors and nurses were ready to proceed to Chehalls and endeavored to engage a special train to take them down. Officials in charge at Third and Morrison streets informed us they had no news of the accident other than they had received from the outside. We could get more detailed information at other places than from them We were finally referred to Mr. Lyon of the Terminal Company. He informed us it would be impossible to have a special train; advised us to go on the I o'clock North Coast Limited, which would certainly land us in Chehalis before 7 o'clock, and would take us directly to the wreck. We informed him we had doctors and nurses with us. He told us the train would be as much at our dis-posal as a special train. Dr. Linsley and his wife, parents of Mrs. Brown, were also was good enough to make this trip.

Extract from the statement of J. P.

Bradley:

I have lived here five years and got to

There was a locomotive and empty car on

lama and nothing more could be done. He information, and every effort made not refused to use his instrument in any way only to care for the injured, but to enable whatever as we requested. We were detainrefused to use his instrument in any way whatever as we requested. We were detain-ed at Napavine three hours. On the return trip our train which contained the severely injured, was detained at Kalama for nearly two hours, while a circus train was passed ahead of us.

Injured Kept Waiting.

Extract from statement of E. W. Rowe: We endeavored to get the engineer of the comotive 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. An engine with two flat cars came to the wreck, and took aboard such of the injured down. I have not run that engine in four as the two cars would carry, leaving a num-years, but my opinion was that the engine ber still on the track. Mr. Bloomfield, claim agent, arrived in Chehalis during the afternoon, and told me he did not think we could get a train through to Portland that evening, but would have to go to Tacoma. No effort was made by the Northern Pacific Railroad to hurry passengers through to Portland; they were left there until the coming of the regular train, and assuming that they sent the two flat cars as soon as they were noti-fied, it must have been about 11 hours before we were permitted to send the injured back

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 tor 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 conducto and the operator, you certainly cannot hold the company and the officers responsible for

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 oper are very sorry for it.

Mr. Law:-The operator at Napavine is not one of our regular men. All this criticism of the company's action at this time arose out of the action of the operator more than any-

Mr. Albee:-You know what the situation s 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 for that. I think if I had been there myself I might have figured out some scheme for taking those cars over and avoided the delay.

ENGINE WAS FIRST-CLASS. Division Superintendent Says Loco-

motive Was in Excellent Shape. gard to train accident near Chehalis Au-gust 22, engine 347 used on this train was a first-class engine, having recently been on a passenger run between Tacoma General Superintendent, Northern Pacific and Portland and was only relieved from Railroad. that service on account of not being large enough to handle the service passenger trains rendered necessary by the increased travel. The engine was in good condition in every respect. The engineer and fire-men were men of several years' experi-ence on this division with first-class records and were experienced in handling the chloroform Miss Lulu Harnish, a engines of the different classes in service, daughter, is in a critical condition, and including engines of the same class as the 347. The cause of the accident as far as the handling of the engine is concerned is a subject for investigation and will be

were afforded every facility for obtaining friends. After arranging this and par-tially cleaning up the congestion of passenger trains at Chehalis and Napavine by transferring two trains and starting passengers on the return trip it was necessary to use the track for the purpose of clearing away the wreck as promptly as possible. This resulted in delaying the train from Portland at Napavine longer than was expected. Although it the man-agement had been advised that there were friends of the injured on the train it would have been arranged in some way to move them to Chehalls.

The delay at Kalama was caused by excessive congestion of traffic and the en-deavor to clear it in advance of passenger train in order that the latter trains might be delayed as fittle as possible. The members of the Elks' committee, who were sent to Tacoma, were offered every facility for thoroughly inquiring into the details of the handling of the train and the cause of accident and it is to be re-gretted that they should see fit to censure the management of the Northern Pacific for the action of one of its employes who perhaps did not perform his full duty and failed to use that courtesy which is expected of every employe of the North-ern Pacific dealing with its patrons. W. A. ALBEE,

Division Superintendent. ENGINEER ALONE RESPONSIBLE,

General Superintendent Says Low Water in Boiler Caused Wreck, ST. PAUL, Sept. II.—The report of th Elks' committee is of such a character as to seriously reflect on the company and its officials, and should not be allowed to

Engine 347 was turned out of shops last

stand uncorrected.

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 Gobie. It was inspected be-fore 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. 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 of the accident was low water in the holler, 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 motive Was in Excellent Shape.

ELLENSBURG, Sept. II.—Referring to the report of the Elks' committee in repard to train accident near Chehalis August 22, engine 347 used on this train was a first close species. THOMAS COOPER.

> Chloroform and Rob a Family.
> WABASH, Ind., Sept. II.—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

> fering. 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 Sarsa-

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.

and the money from the sale of a longtreasured 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, 270% 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 fied himself that the only leak was in the held a revolver at his face, the other pantry. Entering that room, he called for 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'Nelll 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 Aus tin 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.

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 thug 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 pistole 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 Robbed of more than his week's wages 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

INJURED IN EXPLOSION.

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

Four persons were seriously burned by two explosions of gas in the home of J. T. Ross, 243 Adams street, early Thursday evening. The injured are J. T. Ross, his wife, his daughter Nettle, and J. R. Ensminger, an employe of the Portland

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 after-ward 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 sum moned to investigate the trouble with the gas. After considerable search he satisa light. Miss Nettle Ross came with a lighted candle. As she handed it to him a second explosion occurred.

Ensminger was in the pantry, Miss Ross was standing in the doorway and her father close behind. All three were thrown

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

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

Mrs. Ross, who at the time of the second explosion was in her room suffering great pain from her burns, was not in-

formed of the second accident until yesterday morning.

The noise 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. II.—A protracted con-ference took place here today between the warring strawboard interests of the untry, in which representatives of the dependent concerns and the United Boxboard Company tried to come to an agreement to stop cutting prices. The confer-ence finally adjourned to be resumed in New York at the end of next week. Plans for conciliation suggested provided for the election of O. C. Barber, of the Diamond Match Co., as president, and the agree-

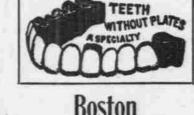
----THE-----BOSTON PAINLESS DENTISTS

Ankeny streets he recognized the spot.

Officer Austin continued his search for the independent interests to dispose of their product through the united the robbers, but no men of the descrip-

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.

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