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LA GRANDE - - - OREGON

Rail Service Has Been Used in Japan For Half Century

(By Associated Press.)
TOKIO, Dec. 2.—The fiftieth anniversary of the inauguration of railway service in Japan was celebrated recently with appropriate ceremonies in a large pavilion in front of the Tokio central station. The Crown Prince read a message of congratulation on behalf of the emperor. About 3,000 persons participated.

The first rail of the present system was laid in 1871, the line from Tokio to Yokohama, eighteen miles, having been opened for traffic June 12, 1872. As a souvenir for those attending there was distributed to each a thin cross-section of rail bound in brass for use as a paper-weight, cut from the first rails laid. More than 100 tons of such rails were cut into 47,000 slices for this purpose.

SEVENTEEN HAD RIGHT OF WAY ON FATAL NIGHT

Cause of Wreck is Thoroughly Investigated; Helper Engine Conductor Had no Authority to Take Train Orders.

PORTLAND, Dec. 8.—Trainmen on eastbound trains over the O.-W. R. & N. single track in operation at Celilo at the time of the fatal head-on crash December 1 operated on verbal orders, following a general practice during the temporary schedule, according to testimony offered at the hearing this afternoon before the public service commission.

Witness testimony showed that although operation of train on verbal and not written orders was not permitted, the custom had been generally accepted.

A. E. Curtis, engineer on the train that preceded No. 12 eastbound, said that he took his train out of Oregon Trunk junction on such orders received from the head brakeman. Other trainmen gave similar testimony.

Railroad brotherhoods rallied to the defense of employees involved in the collision in an effort to prove that the railroad management was as much to blame for the wreck as the employees.

The place selected for the defense was in the offices of the public service commission of Oregon, which this morning opened its formal inquiry into the disaster, which took the lives of 10 people and resulted in the injury of 60.

Equally determined to show that the train employees were to blame, the representatives of the management were lined up solidly ready to fight on the issue.

For two hours the hearing went into such minute details of examination and cross-examination that only two witnesses were heard, and in each case three-quarters of the time was spent in cross-examination upon hypothetical questions.

Say Orders Safe.

The two witnesses taking the stand this morning were R. C. Charlton, signal engineer for the O.-W. R. & N., and H. Buchanan, train rules examiner for the same road.

These two witnesses brought forth clearly the facts that block signals were operating correctly at the time of the accident and that train orders were issued which were positively safe.

The meeting was opened by Fred Williams, chairman of the commission, who read a message stating that Wasco county officials would not attend the meeting, but desired an abstract of the testimony.

J. B. Rhodes, general chairman of the Order of Railway Conductors, then asked for the privilege of counter-examination, followed by G. O. Barnhart, chairman of the B. of L. F. & E. Each expressed the desire to bring forth all the testimony so that the blame might be laid on the shoulders of the ones really at fault.

Two Methods Used.

Charlton's testimony was concerning the signals and the methods of single track operation on a double track system. He explained that two signals were passed by eastbound No. 12 between Oregon Trunk junction and the point of collision and that No. 12 was the only one given signals because No. 17 was operating on train orders since semaphores on the double track system were wired to operate for one way traffic only. Charlton also testified that an examination of the signals showed that they were in perfect working order.

With Buchanan on the stand the commission delved into train operation methods. The train rules examiner said that trains were operated on two methods, the O.-W.—through issuance of clearance cards, which were signed by conductors, and ones which were not. The cards which did not have to be signed were those which were issued by telephone.

Duty Explained.

In reply to the hypothetical question of Fred Butcher, member of the commission, Buchanan said that both the engineer, conductor and train dispatcher were responsible for seeing that the unsigned train orders were delivered correctly.

"It is clearly the duty of the conductor on an eastbound train to copy train orders and hand them to the engineer before proceeding from the Oregon Trunk junction," said Buchanan. "But there is no authorization to run trains verbally under company rules," he replied in response to a question by G. L. Winter, inspector for the interstate commerce commission.

The testimony then ran as follows: Charles H. Cochran, attorney for O.-W.—"Whose duty is it to know that these orders are in the proper forms?"

Had No Authority.

Buchanan—"The conductor, engineer and train dispatcher."

J. B. Rhodes, O. R. C.—"Is there any provision for issuance of these train order blanks at the Oregon Trunk connection telephone booth?"

Buchanan—"I do not know."

Rhodes—"Whose duty is it to see that the blanks are in the booth?"

Buchanan—"The Railroad Management."

Rhodes—"Which would have been the safest method of operation, by telephone or telegraph?"

Buchanan—"It would make no difference."

The testimony then developed that Conductor Clark of the helper engine at the Oregon Trunk connection, had no authority to take orders for a train.

Had Right of Way.

The train order issued to train No. 17 was then entered into the testimony to prove that it had the right of way westbound over the eastbound track. The train order read:

"Engine 3211 run extra Biggs to Oregon Trunk connection, about one mile west of Celilo. Run on eastward track and has right of way over all opposing trains. This order annuls 2:01 a. m.—W. A. B."

In reply to questions placed by Rhodes, Buchanan admitted that the order while perfectly safe to operation, was technically in error because it did not include that the right of way was between Biggs and Oregon Trunk Junction. In response to a question asked him by W. E. Weeks, inspector for the I. C. C., Buchanan said that if all rules had been lived up to by the employees the accident would have been avoided, but admitted upon cross-examination that there were no actual rules in the book of orders to control the conversion of double track to single track operation.

"There is nothing in the rules that would demand the conductor to write out the order, is there?" questioned Williams.

"No, but the conductor surely must if he is to retain the order," was Buchanan's reply.

The morning testimony was concluded with Buchanan making the statement that the orders issued No. 17 were perfectly safe, although technically in error.

Dec. 10th, last day to pay water rent without a penalty. 12-8-21



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BUSTER
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SHOES

OVER FORTY WOUNDED IN CHICAGO FIGHT

(Continued from Page One.)

Injured. They were struck by missiles. The woman who was hurt was hit by a brick. Women and children shouted policemen when they charged on the crowds.

Militia on Duty.

At St. Paul, 500 national guardsmen patrolled the packing plants Wednesday after the unions refused to discontinue picketing.

Following the shooting of two persons and the beating of a third at Fort Worth Tuesday, an injunction restraining picketing of the plants was granted Wednesday, while at Omaha an opinion was rendered by the city attorney that the anti-picketing law passed by the last Nebraska legislature was as yet inoperative.

At Kansas City strike sympathizers were restrained from picketing plants by the threat that troops would be called out if the practice continued.

Omaha Under Arms.

(By Associated Press.)
OMAHA, Dec. 8.—Street fighting, followed by a dozen arrests, including two women, marked the closing hours of the afternoon here in the packing house district where a strike



of butcher workmen and meat cutters is in force.

(By Associated Press.)

ALBERTA LEA, Minn., Dec. 8.—Engineers, firemen and steam fitters at the Wilson & Co. packing plant here went on strike Wednesday in sympathy with the striking meat cutters and butchers. They were declared to be acting on orders from national headquarters of their union.

Egotism.

Always reflect that, of course, some of the services performed for you are not so well done as you could do them.

Overseer of Finger Print.

St. William J. Herschel, grandson of the English astronomer, Sir William Herschel, is known as the discoverer and developer of the finger print system of identification, now in general use as a method of identifying criminals. Sir William J. Herschel, who died in England in 1917, was an official in the civil service in India from 1855 to 1883, and discovered the use of finger prints in 1859, initiating it as a means of identification for civil purposes in Bengal.

Dec. 10th, last day to pay water rent without a penalty. 12-8-21

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X-mas candies, pound, 35c

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Del Monte Seeded Raisins large pkge., 28c

Royal Club Currants, large pkge., 32c

California softshell Walnuts, pound, 38c

Brazil's, per pound 35c, 3 lbs., \$1.00

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Peanuts, per pound, 25c

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