

Over the County

William W. Kentor, a prominent pioneer and veteran of the early Indian wars of Southern Oregon, died at Ashland last Saturday, aged 79. Mr. Kentor, who was a wagon-maker by trade, was a native of Illinois, and came to the Pacific Coast in 1855, first settling in Yreka, and engaging in mining for a number of years in the then rich placer fields of Northern California. He located at Ashland in 1860 and has ever since resided there, highly respected. A wife, who was Miss Sarah Millon, also of a well-known pioneer family of this section, survives him, besides a daughter, Mrs. Ida Ward, who resides near San Francisco.

The body of the late Dr. Claude Hoover, after being in the water three days, was found Sunday by a diver who came for that purpose from Portland. It was brought to Medford for burial, the services being held in the Baptist church Tuesday afternoon by Rev. W. T. Van Scoy, who was the deceased man's preceptor in former years. A large number paid their last respects to him who but a few days before promised to be so useful a member of society and the professional world.

The coroner's jury inquiring into the death of the Baptist evangelist, Rev. Chas. L. Engle, a passenger on an S. P. train last Sunday evening, at Clawson, returned a verdict that he came to his death by falling or jumping out of the car window and being crushed by the rear wheels of the car, and that so far as the evidence submitted indicated there was no one to blame in connection with the affair. Although there was some fifty passengers in the car no one was found to testify who saw the man jump out of the window. The report that the car had a hot box which caused the wheels to jump the rail, was disputed by the evidence of the trainmen who gave as a possible reason for the accident the slipping of a tire.

Senator L. L. Mulit while in San Francisco last week made a tender to the S. P. Land Agent of the gold coin for the purchase price of railroad lands in Jackson county by four persons and presented their applications to purchase, for filing. Mr. Mulit reports that he was courteously received but that the company through its representatives declined the money and also as has been their rule declined to file the applications, which however, he left in the office.

A new time card has gone into effect on the Southern Pacific which makes a few changes in passenger train schedules. The principal change is in the arrival of No. 12, which is now scheduled to arrive nearly two hours later from the south, arriving in Medford at 5:45 a. m. This will be quite a convenience for people in the valley. No. 14's schedule arriving at 10:32 a. m. is unchanged and No. 16's time is not affected, 5:09 p. m. The only change in trains from the north is in No. 13, which is now scheduled to arrive here at 12:45 p. m. The new schedule calls for the continued arrival of No. 15 at 10:32 and No. 11 at 11:45 a. m.

Two peculiar accidents, resulting in a useless loss of life, took place at Ashland last Sunday. The one in which a car inspector was killed is the subject for official inquiry. While the train was standing at the station the inspectors, as in their custom, were making the round of the train, when the foreman discovered a defect in the air brake draught irons and informed a fellow employe that he would attend to it. The employe having finished his tour of inspection informed the train crew that all was clear as far as he was

concerned and the train pulled out, grinding the unfortunate employe, who had not been warned, into a shapeless mass. The second accident, in which a Portland butcher lost his life, was due to a defective switch, a short distance south of Ashland. As the last car on the northbound passenger struck it, it left the rails and swung around like the tail of an ill balanced kite. The passengers with one common impulse grabbed the bell rope and in their eagerness broke it making it impossible for the engineer to be warned. A wild scramble followed as the car bumped along over the ties and the gentleman mentioned leaped from a car window and was ground beneath the wheels. No one else was hurt and the train was brought to a stop within a few moments of the derailment.

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