

The Cottage Grove Sentinel

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NUMBER 1

FATAL ACCIDENT OCCURS AS O. P. & E. BRIDGE IS WRECKED

Men Are Caught Under Debris and Blinded and Cooked By Rushing Steam and Hot Water.

BRAND AND MOTTER ARE DEAD

Stroud Escapes Fatal Injuries by Climbing Through Window But Is In Serious Condition.

Engineer S. B. Brand and brakeman Elmer Motter sustained fatal scalds and fireman V. S. (Buster) Stroud sustained scalds that came near proving fatal in a disastrous wreck on the Oregon Pacific & Eastern railway Thursday afternoon, when the engine of the logging train went through the Walden bridge, completely wrecking the 90-foot span and pulling three loaded logging cars with it into Mosby Creek. The train was traveling towards the city and the engine, which was at the head of the train but backing, had passed almost over the bridge when the accident happened. This was the last bridge to be crossed in reaching the city.

The work of clearing away the debris of the wrecked bridge, engine and logging cars started the day following the accident and the construction of a bridge to replace the one destroyed is nearly completed.

Operations at the Anderson & Middleton mill were brought to a standstill because the wrecking of the bridge shut off its source of log supply. It will again be in operation within a few days. The first train over the new bridge was run yesterday.

There has been no satisfactory explanation of the accident. A coroner's inquest was held Saturday but the jury failed to fix the blame. The members of the jury were C. V. Simon, Kelly Brantletter, Jack Eddy, G. E. Wood, C. H. Howard and B. F. Mulkey, all of Eugene.

No Defective Timbers Found.

As the debris was cleared away no defects were found in the timbers sufficient to explain the giving away of the structure. Many of those who visited the scene of the wreck after the timbers had been pulled from the river found timbers lying on the bank that had rotted, but these were timbers that had been used in the construction of the concrete piers by which the bridge was supported and the timbers had been left to rot away because there was no reason for removing them. They had no part, however, in supporting the bridge. The bridge had undergone a thorough inspection only three days before and had been pronounced good for several years. By the irony of fate, the inspection was made by Fred Motter, father of one of the men whose injuries proved fatal.

The most plausible explanation that has been made of the accident is that one of the loaded cars jumped the rails and that the logs came in contact with the timbers of the bridge, causing the structure to give way.

Conductor Durham and the engine crew always gave an examination to each side of their train before entering a bridge to see that there were no protruding timbers. This had been done on the day of the accident, so that if timbers came in contact with the bridge they had to shift within a few moments after the examination had been made by the conductor and engine crew.

Only One of Crew Escapes.

Fireman Stroud, the only surviving member of the engine crew, said that they felt no jar such as would result from a heavy log coming in contact with the bridge timbers. They felt a sway, he said, and then the engine crashed through the bridge. He hung onto the framework of the window of the cab and as soon as he came to a realization of what had happened he climbed through the steam to the window and out to the air.

All three of the men were in the engine cab, but despite the fact that the debris was piled over them, they were not pinned in any

way. The engine and tender jacked in such a way as to leave space in which they were saved from being crushed to death. The framework of the engine prevented timbers from falling onto them and but for the blinding steam from the burst steam pipe they might have escaped almost unscathed. Motter fell under the engine. Brand remained in the engine cab. The death-dealing steam prevented them from seeing the openings through which they might have escaped.

L. W. Peters, who arrived at the lumber docks of the Peters & Mosby lumber company a few hundred feet away just in time to see the top structure of the bridge falling into the river, but who did not hear the crash, hurried to the city with Stroud and on the way notified members of a road crew to go to the scene of the accident. Although they were but a short distance away the road men had not heard the crash.

Steam Prevents Rescue.

Dave Haskins, who chanced to be near when the accident happened, was the first to respond to the cries for help from the two men under the wreckage. Conductor Nelson Durham, who rushed forward from the rear end of the train as the sudden stop told him something was wrong, was next. He was accompanied by John Skilling and Don McCargar, passengers. Members of the road crew, who had been notified by Peters, arrived within a few minutes.

The steam was blowing through the wreckage with such force that none could make their way through it to rescue those being cooked by it. Conductor Durham made four attempts before he could get in far enough to shut off the oil feed and keep the wreckage from catching afire. The steam pipe had burst and there was no way of stopping the deadly work of the steam and hot water which blew with such force as to tear a hole in the dirt bank of the river. It was probably 10 minutes before the wreckage work of rescue could be accomplished. When Brand and Motter were finally pulled from under the wreckage, it was found that a stream of cold water had also been pouring over them and this probably saved them from immediate death.

Considerable fuel oil escaped into the bed of the river and it is certain that the fire under the boilers must have been extinguished in the crash of the engine or the escaping fuel oil would have caught fire and made a funeral pyre of the wreckage.

Durham's Narrow Escape.

Conductor Durham frequently rode the front end of the train but at the time of the accident was in the caboose at the other end with his passengers, being the only member of the train crew not in the engine cab.

A few moments before the accident he had been in the cupola of the caboose and it was only because of the fact that he had gone below to recover a cigar which had fallen from the holder that he was not there at the moment of the accident. His chances for injury there would have been much greater. He was thrown to the floor of the caboose when the crash came.

The injured men were rushed to the city to the office of Dr. Dyott, where other physicians of the city gathered to give aid. Quantities of opiate were necessary to relieve the intense agony of all of them. After first aid had been given, they were rushed to a Eugene hospital, where Motter died at 5:30 that evening and Brand at 9 o'clock.

Both Brand and Motter were scalded about the face, arms and shoulders and Motter was severely scalded about the abdomen. Stroud was scalded on one side only and it was at first thought that his injuries could not prove serious. His condition grew worse the following day, however, and frequent reports reached here that he had died. The physicians at no time held out any hope that Brand or Motter could live more than a few hours. Both must have been severely burned internally by breathing the live steam.

Engine Was New One.

The engine which went through the bridge was a new oil burner which had been in use but a few months. It weighed about 80 tons. The engines in use before weighed about 60 and 70 tons. The weights include the tender. It is thought that it will be possible to

(Concluded on page 4.)

FREAK LIGHTNING SETS FIRE TO GASOLINE TRUCK

Standard Oil Company Tanker Is Destroyed by Flames But Driver Escapes Injury.

The Standard Oil company's large delivery truck was completely destroyed by fire at Anlauf Monday afternoon when a freak bolt of lightning set fire to the gasoline tank that was being transferred to the Anlauf camp ground.

The lightning passed over the head of Clyde Leonard, driver, who was making the transfer. He thought his head had been set afire and was endeavoring to extinguish what he thought were flames in his hair when he observed that the gasoline being funneled into the tank and the gasoline running from the spigots of the tank wagon were aflame. There was no way of extinguishing them and tank wagon, service pump and service tank were burned almost beyond repair.

The blaze was a spectacular one, with the flames shooting high into the air. A store building was saved by driving the truck away from in front of it. Two hundred fifty gallons of gasoline and 90 gallons of kerosene were burned.

Mr. Leonard was not injured. A new truck has arrived from Portland to take the place of the one destroyed, which was valued at about \$8,000.

PROUDFIT IS SEVERELY INJURED IN WOODS ACCIDENT

Hugh Proudfit, employed at the Anderson & Middleton logging camp at Star, sustained severe injuries in an accident at the camp Friday forenoon. A 40-foot timber on a ground swing up-ended when the front end snagged in a hole. The rear end swung over the heads of Glen Gillespie and Stanley Damewood, barely missing them and striking Proudfit on the head. He was knocked down with such force as to cause a fracture of one hip and a fracture at the base of the spinal column. Damewood would have been struck had he not seen the log coming and dropped to the ground. Gillespie was standing in a slight depression, which saved him.

Proudfit, who is aged 23, is at a Eugene hospital, where he has been placed in a plaster cast. His injuries are serious and he probably will be several months in recovering.

Trout Planting Season Nears End.

The trout-planting season for the Willamette hatchery near Oakridge ended Saturday when the last of the fingerlings were released in streams around Oakridge. Between three and four million fish were hatched. This is a big increase over 1923, when the hatch was 1,772,000. A few more releases are to be made from the McKenzie hatchery.

AIR AND WATER SERVICE AT THREE PLACES ARE WRECKED WITHIN WEEK

Seldom do three accidents so similar in character occur in one place in so short a time as happened last week in Cottage Grove with the result that motorists were almost left without air and water service. On Monday Ed Jenks' "Mountain Goat," with which he travels to and from the Bohemia mining country, became imbued with too much of the energy necessary for the climb to the mines and demolished the air and water standpipe near the Ninth street entrance to Woodson Brothers' garage. Mr. Jenks, John Graber and W. H. Osterman were in the car which climbed onto the sidewalk as Mr. Jenks pulled up to the curb for the air and water service preparatory to starting for Bohemia.

Some time later in the week Walter Downes' Chevrolet car climbed over the curb near the Main street entrance to the same garage and the air and water standpipe was demolished. Downes had cranked the car while it was in gear.

The standpipe at Billie Hall's service station on Fifth street was also damaged by being struck by a car. All the standpipes are again in service.

FOOTPRINTS OF PIONEER DAYS

Interesting Events in the Lives of Those Who Laid Sturdy Foundation for the Present Generation

Following is a continuation of the reprint of biographical sketches from Cottage Grove Leader of January 7, 1899:

"Uncle Burne" Veatch. Harvey Clayburne Veatch, one of the few living early pioneers of this vicinity, was born Nov. 10, 1828, in White county, Ill., moving to Iowa in 1845. Early in the spring of '53, having joined the emigrant outfit known as the Oglesby and Knox train, he started for Oregon. This company, captained by William Oglesby, reached the Willamette valley September 8 of that year without any incident of note and wintered at what is now Sodaville, in Linn county. In the following February, coming to this locality, he located his homestead and lived there until 1895, when, after selling the greater portion of his property, he moved to and has since resided in this city.

On Christmas eve, 1845, he married Margaret Jane, eldest daughter of S. B. Knox. The following year the southern Oregon Indians became hostile and after the first sacking among the early settlers in this community had subsided to some extent, he enlisted under Captain Buoy to assist in subduing the Rogue River and Cow Creek redskins. A few months later, under the command of Major Martin, he fought in the decisive battle of Cow Creek Canyon, where the Indians were put to rout. His company was lucky in that it lost not one man, though several were wounded.

The girl for whose home address as Vancouver, B. C., but said she had been visiting relatives near Yreka, Calif., Mullen said that he had no home but had become acquainted with the Olson girl while working near Yreka. The couple at first claimed they were brother and sister. They had hiked from California, picking up rides along the way. The couple were turned loose when county officials received money from a sister of the girl at Vancouver for the girl's fare home. The boy's youth saved him from being charged with a violation of the Mann act.

WEST SIDE HIGHWAY IS TO BE OPENED AT ONCE

The west side highway between Corvallis and Albany which has been closed all summer, will be opened within a few days. This will give a paved road the entire distance to Portland. During the construction of this piece of road all traffic has had to use the east side highway, with the inconvenience of a ferry at Harrisburg. With all the traffic using the ferry, there have been long delays during the busy part of the day. With a large part of the traffic now using the west side highway, there will not be so much inconvenience in the use of the ferry for those who wish to go that way.

County Fair Opens Monday.

The annual Lane county fair opens next Monday and continues to Thursday. Indications are that there will be a fine array of farm products on display and the management has arranged an amusement program that is expected to draw a large attendance.

Heavy rain is about the only thing that can prevent a successful affair and the management has taken the precaution to insure the gate receipts against rain.

OREGON CLIMATE AND ROADS BEING BOOSTED AHEAD OF CALIFORNIA'S

Everywhere Oregon climate and Oregon roads are being spoken of by tourists more favorably than those of California and the time may not be far distant when Oregon will be the state the tourists come to see, while California will be merely a stretch that the tourist has to pass through in order to get here or to get home. An item in the Times-Record, Alamo, Iowa, refers to a postal card written by residents who had passed through both Oregon and California on a western tour. The tourists wrote: "Arrived on California border tonight. No rain. Good roads. Only two punctures. Oregon best state so far." The item was headed, "Wallaces Are in Arid California."

Phillip Numbers.

Phillip Numbers was born in Fayette county, Pa., in 1824 and is 75 years of age. After living in Ohio during his boyhood days he concluded to go west and in 1854 reached his present home on the Coast fork and there located his donation claim. Three years later his wife died, leaving one child, now Mrs. Melvina Howard.

Mr. Numbers was also a pioneer sawmill man and in 1870 built the old mill known as the Numbers mill. In 1873 he married Mrs. Corissa Lucky, who was one of the earliest pioneer women in the Willamette valley. She came with her father in the early '40s. In the fall of 1844 they reached Portland where at that time there was but one building and that a log cabin. Mr. Numbers retired from the sawmill business several years ago.

Rubber stamps of every kind at The Sentinel live wire print shop. Anything in the printing or allied lines can be secured at or through your home live wire print shop.

BEAUTIFUL EYANSON HOME IS DESTROYED BY FIRE

Although Family Are at Home, Nothing Is Saved; Loss Is Estimated at \$30,000.

The E. W. Eyanson home and large barn at Lorane were completely destroyed by fire Thursday last. The home was one of the finest in this section of the state and the same was true of the barn, into which the winter's feed had been placed. The garage and granary were saved.

Although the family were at home, the flames, which had developed a large part of the house when discovered, spread with such rapidity that only a trunk and tool chest were saved.

The loss was estimated at \$30,000, only partially covered by insurance. The barn and contents alone were valued at \$20,000. A set of books, said to have been valued at \$1000, had just been unpacked in the house.

The fire was thought to have started from a defective flue.

The Eyansons came here seven years ago from Seattle. They are living temporarily on another ranch which they own near the one upon which the home was destroyed.

YOUTH ESCAPES MANN ACT CHARGE BECAUSE OF AGE

Marguerite Olson 18, and LeRoy Mullen, 17, were taken into custody Monday night at the Woodson auto camp north of the city by Night Officer Frank McFarland, who took them to the county jail in Eugene Tuesday.

The girl gave her home address as Vancouver, B. C., but said she had been visiting relatives near Yreka, Calif., Mullen said that he had no home but had become acquainted with the Olson girl while working near Yreka. The couple at first claimed they were brother and sister. They had hiked from California, picking up rides along the way. The couple were turned loose when county officials received money from a sister of the girl at Vancouver for the girl's fare home. The boy's youth saved him from being charged with a violation of the Mann act.

TENNIS TRIO FROM EUGENE CARRIES OFF THE HONOES

A tennis trio from Eugene performed victoriously on the Wyant court Sunday afternoon with local racket fans. In the trio were Donald Young, J. L. Fischer and Mr. Baird. Those pulled against them were Dale Wyatt, R. S. Trask, Dwight Weir, "Pop" Gramis and Elbert Bede. Young and Fischer defeated Bede and Warren Daugherty in a five-set series at Eugene on Labor day, the number of games won by each side being equal. The local men expect to go to Eugene within a short time for a return match.

THIEF IS CAUGHT WHILE SEARCHING SAGINAW HOME

Saginaw, Ore., Sept. 8 (Special)—The Harry Cotter home was entered Sunday by a burglar, who was caught at work by Ben Cotter, son of Mr. and Mrs. Cotter, who were at Roseburg for the day. The man claimed he thought he knew the occupants of the house and decided to burgle it. Only a few things of little value have been missed.

Calapooza Springs to Have Track.

A 40-foot, half-mile race track, suitable for either motorcycles or horses, is being constructed at Calapooza springs. It is to be semi-circular at the ends, with long straightaways on each side and is to be located in the open space just south of the hotel. The county tractors and graders, which have been secured for the work, are to arrive at the resort today. N. S. Hays, the manager, plans to have a motorcycle race there Sunday.

Nine Births; Five Deaths.

There were 9 births and 5 deaths here during August, according to the report of C. E. Frost, health officer. Of the births, 3 were males and 6 were females. Of the deaths, 1 was female and 4 were males.

E. J. HOWE HAS NARROW ESCAPE WHEN STRUCK BY AUTO

Ford Crashes Into Wall and Window of Confectionery When Driver Steps on Gas.

The west plate glass window of Howe's candy factory was wrecked and Mr. Howe, who was washing the sidewalk in front of the building, sustained injuries to his left side and left leg and foot Monday forenoon when a Ford sedan driven by Ole Cushman, an employe at the city rock quarry, failed to make the turn at the Eighth and Main streets intersection, climbed onto the sidewalk and crashed into the window. Mr. Howe was struck and thrown several yards and his injuries are such that he is obliged to use crutches.

Mr. Cushman said that he stepped on the foot pedal when he intended to stop on the brake. He agreed to make good all damage.

Mr. Howe had stooped over to shut off the water which he had been using, the faucet being at the Eighth street corner of the building. He chanced to glance to the rear just in time to see the car about to run him. In the instant's time that he had he hurled himself part way around the corner of the building and this act alone saved him from instant death. The car straddled the outer brick wall of the building and would have crushed Mr. Howe against the wall. The fact that the car straddled the wall kept it from ramming its way into the store and wrecking it.

BENSTON SEEKS DAMAGES OF THOSE WHO SUEB HIM

F. T. Benston, merchant at Saginaw, has filed suit in circuit court against the Credit Service company and G. W. Ingram to recover \$1313 as damages and value of certain goods attached and which, it is alleged, have not been returned. Benston says in his complaint that on August 23, 1923, the service company began suit against him for \$599.18. He says the attachment was wrongful and without cause and by reason thereof he is damaged in the sum of \$193.85. Besides, he alleges, he was compelled to pay an attorney \$150 as fees. The goods, valued at \$969.27, have never been returned, it is stated. He seeks a judgment in the sum of \$1313, with interest from August 23, 1923.

Several Have Tonsils Removed.

Mary Allen, daughter of Mr. and Mrs. Judson Allen, had her tonsils removed Monday. Two children of J. W. Huff had their tonsils removed the same day and the same operation was performed Saturday for the 6-year-old child of Mr. and Mrs. Clair Spray, of Roseburg. All these operations were performed at the office of a local physician.

Hold a regular position by having an ad every week.

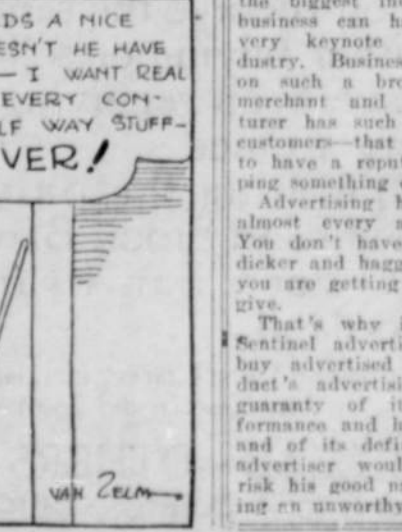
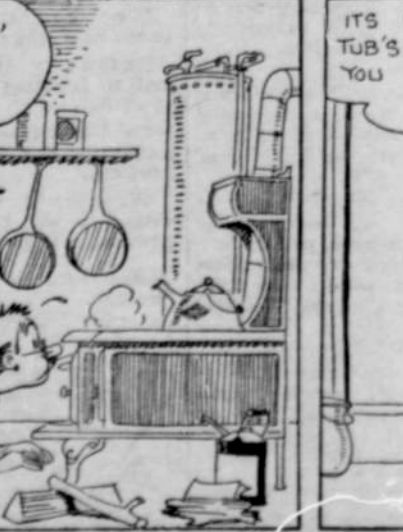
A GOOD NAME.

Under the dome of the board of trade in Manchester, England, is this inscription: "A good name is rather to be chosen than great riches." The thought is considerably more than mere sentiment. It is good business. A good name is recognized as the biggest individual asset a business can have. It is the very keynote of modern industry. Business today is done on such a broad scale—every merchant and every manufacturer has such a long list of customers—that it would not do to have a reputation for "slipping something over."

Advertising has standardized almost every article you buy. You don't have to bargain and dicker and haggle to know that you are getting as good as you give.

That's why it pays to read Sentinel advertisements and to buy advertised goods. A product's advertising is the best guaranty of its faithful performance and lasting usefulness and of its definite value. The advertiser would not dare to risk his good name by advertising an unworthy product.

WHAT'S THE USE



By L. F. Van Zelm

No Fifty-Fifty Stuff