

OREGON CITY ENTERPRISE.

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For Perfection In Baking

Use Patent Flour Manufactured by the Portland Flouring Mills Company, Oregon City, Oregon.

IT IS WARRANTED THE BEST.

A BAD ACCIDENT

One Man Killed and Several Dangerously Hurt.

TROUBLE IN THE TRANSVAAL.

Misreading of the Orders on the Astoria Road—Hard Battle in the Philippines—Miles on the Subject

PORTLAND, Or. June 19.—The special train bearing the Red Men's excursion home from Clatsop beach collided with Northern Pacific freight train No. 54, a mile below Linnton, at 8:55 last evening. One man was killed and six people were injured, two of whom were women. All of the injured, save the engineer and brakeman, were on the baggage-car attached to the excursion train. As near as could be learned, the accident was the result of a misunderstanding of orders on the part of the train crew of the freight.

Killed.
 D. P. Bell, confectioner, 414 East Davis street.

Injured.
 Homer Darling, broom maker, 41 north East Ninth street, severely cut, left arm broken.
 Mrs. D. P. Bell, bruises and severe shock.

James Mallon, locomotive engineer, cut in leg.
 Miss Vertie Pitman, West Chehalis, spine injured.

E. R. Barnes, brakeman, slight.
 John Larsen, lumberman, Bridal Veil, teeth knocked out, lip cut.

The excursion train, crowded with passengers, was just pulling around the curve before coming to Linnton, when Engineer Mallon saw something black on the track, which he presently made out as a locomotive. He says the headlight was not lighted. Instantly he threw on the air and reversed the engine but in another second, and while both he and Fireman James Hume were at their posts, the engines came together. The box of the baggage-car behind the engine was torn from its platform and telescoped over the tender, as if it were built there. The occupants of the car—D. P. Bell and Homer Darling—who were conducting an ice-cream business, and several of their friends, were caught like rats in a trap. Bell was killed outright.

Darling was caught in a mass of splintered timbers, and Miss Vertie Pitman was pinned to the floor of the car by a moving pile of wreckage. Mrs. Bell was thrown across the car and severely bruised. John Larsen, who was on the platform, was hurled against the handhold and received a severe gash in the mouth.

All through the train, passengers were thrown from their seats and frightened into a panic, and for a time the scene was one of tremendous excitement. Fortunately, however, none of the cars left the track, and soon a number of quick-witted people were hurrying forward to help the injured, while the rest huddled along the embankment on which the train stood, and viewed the wreck with sensations bordering on a nervous chill.

Engineer Jennings and Fireman Mallon, of the Northern Pacific train, saw that it would be fatal to stay in their cab, and jumped just before the engines struck. A second later and the cab was splintered to kindling-wood, the tender plunged in a slough west of the track, and a cattle car, shivered to pieces, piled over the wreck of the engine, while the ill-fated beasts that occupied it went tumbling down the embankment, to be drowned in the slough or killed by the wreckage that fell about them.

The heads of the two engines came squarely together, each flattened out and "buckled." All about were piled masses of tangled timbers from the shattered baggage and cattle cars, but the main body of each train stood on the track unharmed.

Might Have Been Much Worse.
 The two engineers had seen the danger in time to check most of their headway. The excursion train, which was running 30 miles an hour had slackened to less than 15, and the freight train was nearly at a standstill. To this circumstance the passengers owe their lives, for had the trains come together with just a little more momentum, the passenger cars would have rolled down the embankment, and on either side were sloughs which the swollen Willamette had filled to a depth of from eight to 20 feet.

Conductor Clough, of the freight train, went immediately to Linnton and telephoned for assistance to Portland. Ed Lyons, manager of the Terminal Company, soon had a special relief train ready, and Drs. J. J. Pantan, C. W. Cornelius, H. B. Drake and D. H. Rand were summoned to go to the scene of the accident. The passengers were speedily loaded on the relief train while the physicians attended the injured. Dr. J. B. Morris, of Lewiston, who was a pas-

senger on the regular Astoria train which had followed the excursion, and was but half an hour behind when the accident occurred, was on the scene and had superintended the removal of the injured to one of the coaches, where he had eased their sufferings with morphine. The Portland physicians attended to their injuries, and they were soon transferred to the relief train, which, in the meantime, had been boarded by a swarm of excursionists and passengers on the regular train behind. When all were on board the train was backed into Portland, and the sufferers were sent to Good Samaritan hospital.

Conductor Lowe's Statement.
 Conductor M. A. Lowe, who was in charge of the excursion train, made the following statement to an Oregonian man who went to the scene of the disaster on the relief train.

"Engine 17 was running extra on following schedule, with rights over Northern Pacific freight No. 54, due at Linnton at 8:55 p. m. At 8:55 we struck Northern Pacific freight train No. 54, one mile east of Linnton. The engineer and conductor of the freight say that they read the orders to meet at Holbrooks' station, both the extra and the regular, which followed it, making a mistake of just an hour. That is the whole story."

Engineer's Story.
 Engineer Mallon, of the excursion engine, said:

"I had just pulled out of Holbrooks station, and was running about 30 miles an hour. Suddenly I saw something black on the track, which I at first took to be a water tank, but a moment later I saw hand lamps shining out at each side. Then in a minute I knew what it was, and exclaimed to my fireman: 'My God, it's a train on the main line!' I put on the air and reversed the engine, but in another second the crash came."

Mallon got an ugly cut in the leg, and was quite faint from loss of blood, but he will probably be all right in a few days. The passengers realize that to his coolness and daring in standing at his post in the face of what seemed to be certain death they owe their lives, and were loud in his praises.

Orville Jennings, engineer of the Northern Pacific engine, 834, which pulled the freight train, is one of the oldest men in the service of the company, and considered as one of the best. In 16 years of service this is his first accident.

Story of Mrs. Roberts.
 Mrs. C. S. Roberts, mother-in-law of Darling, was in the baggage car when the accident happened. Bell and Roberts had made that their headquarters, and were sending out from it boys selling ice cream, etc.

"The first I knew," said Mrs. Roberts, "the air brakes were put on suddenly, and we were all thrown off our feet. Then the smash-up came. Mr. Bell, who was washing dishes in the front end of the car, was covered up with timbers, and I did not see him again alive. I heard Mr. Darling calling for help, but could not reach him, and Miss Pitman, who was sitting on a box across the car from me, was also calling for assistance, so one of the candy boys and I went to her, and after half an hour's hard work, we liberated her. Mrs. Bell was thrown across the car and badly bruised. It all came so quickly that there are none of us who really know much about it."

Mrs. Bell's condition was pitiable when she learned of her husband's death, and added so much to the severity of her injuries that the physicians were unable to learn of their exact extent. Her two small sons accompanied her.

The News in Portland.
 A crowd gathered at the depot to meet the excursion, and when the special train went out, the news of its errand in some way got abroad. There was a wild rush for places on the train, and it was only by the exercise of great tact and patience that Manager Lyons was able to keep it clear. A great number of anxious faces peered through the bars on the depot when the relief train finally rolled in, and many were the exclamations of relief when relatives and friends turned up unharmed.

MANILA, June 19—8:30 p. m.—A battalion of the Fourth infantry, which left Imus with General Wheaton in command this morning, to reconnoiter toward Padas Dasmariñas, where it was believed most of the rebels who escaped from Paranaque and Bacoor had fled, was attacked in the rear by apparently friendly natives.

This brought on a sharp engagement, lasting several hours, and resulting in five Americans being killed and about 25 wounded. The loss of the rebels was very heavy.

The battalion soon exhausted its ammunition, and at 2:30 p. m. General Wheaton and his staff, with two mountain guns and one field piece, went to reinforce the troops attacked. General Wheaton was fired on in the road and had a narrow escape.

A third battalion was ordered to the front and formed on the Las Pinas road. Heavy firing on both sides followed, the

artillery being freely used. The enemy was located in the woods at 4 o'clock, showing signs of retiring, as they were being pressed very hard.

One gun of the Sixth artillery, in an advantageous position, did great execution. The fighting was still in progress at 5 o'clock, at which time the Americans had secured a quantity of Filipino arms which had been abandoned in the woods. The scene of the fighting is over 20 miles from Manila.

MANILA, June 20—9 a. m.—General Wheaton's command has renewed the attack upon Das Marinas. Early this morning they moved on the town, hoping to reach there by noon, unless very strong opposition was encountered.

The latest list of the American casualties in yesterday's fighting shows that five were killed and 23 wounded. The list includes no officers. The wounded were brought to Manila from Bacoor.

Miles Says Case is Serious.

New York, June 20—"The situation in the Philippines is very serious," said General Nelson A. Miles at the Waldorf-Astoria last night. "I know nothing concerning the story that the war department is suppressing the news from Manila. But everybody knows that things are very serious there. The question of issuing a call for volunteers has not, I believe, been decided. I do not care to discuss the Philippine matter. I am here on private business."

LONDON, June 19—The St. James' Gazette today claims to have received from an absolutely reliable source at Pretoria, capital of the Transvaal, the plan of campaign which will be followed by General Joubert, commander-in-chief of the Boers, in the event of war between the Transvaal and Great Britain.

General Joubert's force, it seems, will consist of 20,000 men, armed with Mauser rifles, in addition to 46 quick-firing guns and 1000 artillerymen, most of them drawn from the German and Dutch armies. With these troops and help expected from the Orange Free State, he will march on Kimberley, the diamond-mining center in West Griqualand, which forms four of the 70 divisions of the Cape Colony. Kimberley is about 100 miles northwest of Bloemfontein.

In his march on Kimberley, Joubert will use the railroad as far as available, expects to capture the town with slight loss, and blow up the DeBeers diamond mine. Simultaneously, it is added, the railroad from Cape Town to Bulawayo will be destroyed by Boer sympathizers, and agents in Cape Colony will destroy the Port Elizabeth-Pretoria line south of Bloemfontein, to prevent British troops from using it.

Finally, immediately after Kimberley is captured, General Joubert will advance on Cape Town, the capital of Cape Colony, through the western provinces, where the Dutch predominate, and are expected to join the Boers. Joubert calculates he will be master of Cape Town a fortnight after the declaration of war, and that he will then be able to dictate terms of peace.

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W R Wade to J M Wade, 30.16 acres in P Welch claim t 2 s, r 2 e	1
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J M Wade to R W Wade, 40 acres in sec 17, t 2 s, r 3 e	1
D L Edwards to N B Hart, 15 acres in Crow claim t 3 s, r 3 e	3000
R W Wade to A F Wade, trustee, 10 acres sec 17, t 2 s, r 3 e	
H C Wade to R W Wade 30.16 acres sec 17, t 2 s, r 3 e	1
M E Bain to H A Snyder, lots 1, 2 blk 15, lot 1, blk 3, Barlow	1
T D Phelps to W H Phelps 5 1/2 of sw 1/4 sec 5, t 2 s, r 5 e	1
C D Irvin to T J Anderson, lot 1, 2 blk 43, Minthorn	65
M J Duffy to M J Hally, 28.50 acres sec 10, t 2 s, r 2 e, lots 5, 6, blk 43, Minthorn	165

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