

THE DEAD NUMBER 39

Several Others Expected to Die in Tacoma.

CORONER'S JURY WAS IMPANELLED

Curious and Distressing Incidents of the Trolley-Car Catastrophe—The Company's Statement.

TACOMA, Wash., July 5.—Coroner Hoskins today impanelled a jury to hold an inquest over the 28 victims of yesterday's railway accident. After viewing the bodies and the wreck the inquest was adjourned until Monday.

- The following is a corrected list of the dead: G. Brown, Old Harbor; James Remondino, Lake View; G. Bertell, Hillhurst; Mrs. M. D. Campbell, Parkland; J. D. Calhoun (conductor), Tacoma; Miss Louie Drake, South Tacoma; Bettle Dinger, South Tacoma; Louis Dinger, Lake View; W. H. Davis, Lake View; Charles Davis, South Tacoma; Mrs. George Edlitt, Parkland; Mrs. G. Fleming, South Tacoma; Rev. Herbert Gregory, Lake Park; Annie Giasso, Parkland; Mrs. Grossman, McNeil's Island; Carl Dinger, South Tacoma; Albert Meyer, South Tacoma; William Nelson, Lake Park; Gordon Newton, South Tacoma; John Panik, South Tacoma; Ole Hanson, Parkland; Lottis Suiter, South Tacoma; Robert Steier, South Tacoma; A. T. Siffberg, South Tacoma; John J. Sumpster, Parkland; Mrs. J. J. Sumpster, Parkland; Richard Sembron, Lake View; Gustav Vanderhellen, Reservation; William Williams, South Tacoma; C. W. Woodruff; E. E. Bray.

The following are the names of the injured who are not expected to live: Mrs. Swanson, Lake View; Ethel Withers; Unknown man at St. Joseph's Hospital. The more seriously injured who have good chances of recovery are: O. T. Broten, Parkland; Alfred Broten, Parkland; J. F. Callahan, South Tacoma; Mrs. Louis Dinger, Lake View; Guy T. Fleming, South Tacoma; Dot Fleming, South Tacoma; Gerald Hoffman, Parkland; Bernice Hoffman, Parkland; M. M. Hosking, Wilkeson; Earl Hosking, John Jaeger, J. E. Lingerman, South Tacoma; Oscar Larson, South Tacoma; M. Moser, South Tacoma; Arthur Newton, Spanaway; Artillitis Pistolet; Sophia Sorely, Parkland; Lillian Severon, Parkland; Harry Sutter, South Tacoma; Herman Sutter, South Tacoma; Alfred Anderson, South Tacoma; Malcolm D. Campbell; Samuel Hill, South Tacoma; Russell Hayes; Besse Eise, Woodland; Fred T. Startzel, Washington, D. C.

The Growing List of Dead.

Since 8:30 o'clock yesterday morning when Cor. No. 12 struck the bridge, the death toll has been steadily creeping up. A total of 28 dead was taken from the wreck. Since then 10 of the injured have gone beyond suffering and are expected to die, raising the list of fatalities to 38. It is impossible to describe the scenes in the vicinity of the disaster. Old soldiers who passed through bloody scenes in the Civil War agree that no place on any of the battle-fields presented such a horrible sight as was to be found in the vicinity of the wrecked car. In a space of about 200 yards there were more than 100 dead, dying and wounded men, women and children, many of them horribly mangled. Women and children, little boys and girls, dressed in gay attire, were lying on the grass, some minus legs or arms, others covered with blood from wounds in the head and body, and almost destitute of clothes, made such a sight as no battlefield could present. The dead in several cases were so terribly mangled, that even the doctors shuddered at the sight; as the heavy car, as it fell, had in many cases decapitated its victims.

That the death toll, large as it is, is not much greater, is miraculous, for when one looks down upon the splintered boards and car tracks, and when one realizes that it is all that remains of a large car, and remembers that when this car took its fatal plunge it contained over 100 souls, the wonder is, that any one came out of the wreck, that not a board in its construction is intact.

An idea of the destructiveness of the wreck may be obtained by the fact that it is understood that out of the entire list of passengers on the car, not over 30 escaped without serious injury, and not over five or six uninjured, and of more than 200 passengers supposed to be on the car at the time it took the leap, 65 were treated at the hospitals, and five at private houses, and 23 of the victims were killed instantly.

Strange Incidents.

At Mrs. Austin's is a little 8-year-old boy as yet unidentified, but whose parents are supposed to be either dead or in the hospital. This boy was thrown bodily through the window of the car, just before it struck the bridge. The presumption is that his parents realized their danger and tried to save their offspring. The boy fell in some bushes by the side of the tracks and, after a short search, was unhurt. Another strange case is that of the three children of Mrs. W. A. Wering. Mrs. Wering spent the evening of the 3rd with her mother-in-law, and her children were coming in on the fated car to join their mother. Though all three of the children went down in the wreck, and when taken out were surrounded by dead and wounded passengers, they escaped almost unharmed, and beyond a few bruises, are today none the worse for their experience.

Many Painful Mistakes.

On account of the mixing-up of the effects of the passengers at the wreck, as clothing of every kind was gathered up by the charge by the firemen, many a heart was made sad for a time as people who had relatives or friends on the ill-fated car recognized a hat, a coat or other articles at the morgue. They naturally came to the conclusion that the wearers of these were among the victims, and in some cases it was hours before the mistake was discovered. One man who had come on his bicycle, after leaving his wife on the platform to take the wrecked car, was wild with grief, as he could not find any trace of her among the injured. He thought she must be under the wheels of the car, and was digging away to help get the bodies out, when a voice called his name, and there on the bridge stood his wife. She had missed the car, and had come in on the following one. The strain was too much, and he fainted.

No Funeral Arrangements.

No arrangements have been made regarding the burial of the dead. Some of

the friends of the dead may wish to inter themselves from their homes, but it is expected a public funeral will be given the remains.

A subscription fund was started to give immediate relief to the victims of the street-car company headed by the late 1900 subscription, and by noon today \$2500 had been raised. The street-car company doing all that lays in its power to relieve the sick and the injured, and every physician and hospital in the city have instructions to care for all the injured at its expense.

"An Unavoidable Accident."

Street railway officials claim the disaster was the result of an accident and not entirely unforeseeable, and it is possible to have prevented. An officer of the road stated last night that the company had recovered the register and this showed 93 fares. The number of children on the car is not, of course, included, and the commuters state their tickets are never rung on the register. Estimated on the basis of 100 passengers, it is believed about 100 passengers were on the car, and this is the number the street-car officials estimate.

General Superintendent F. L. Dams gave the following statement: "The car was in charge of Motorman F. L. Boehm and Conductor Calhoun. Mr. Boehm is an experienced man and was well known to the South Tacoma run on account of his expert driving. He was for nine years an employe of a Cincinnati electric line, and thoroughly competent. Conductor Calhoun had been working for the company about two months.

"I posted an order at the street-car barn Tuesday night, instructing all street-car employes not to attempt to keep on schedule time on the Fourth. They were told to pay the utmost attention to the safety of passengers, and to be especially careful about teams and pedestrians who might be on the tracks. This applied to all lines, as well as the South Tacoma system.

"The car was in perfect condition. Boehm was at the car barn Tuesday night working on the car. He took out the old sand and put in new; tested his brakes and the current. The brakes did not fail, for an examination shows they were not broken. I understand the motorman tested his sand at the top of the hill.

"Just how the car got beyond the motorman's control is not known. The rail was bad, and it may have started to slip. It was on the Fourth. They were told to pay the utmost attention to the safety of passengers, and to be especially careful about teams and pedestrians who might be on the tracks. This applied to all lines, as well as the South Tacoma system.

"The car must have come down at a terrific rate of speed, for it leaped the track and landed in the gulch. It is an unusually high one, and under ordinary circumstances there would not have been any danger. The guard rail and timber did not stop the car; in fact, it drove wall into the gulch.

"The brakes on the car were found half set. Little can be told from this, however, as the fall would have dislocated the wheels. It is probable they were set on as hard as possible. The truck motor was not destroyed, but the rest of the car is ruined.

"The accident is a most terrible and deplorable one. It is not clear what the cause has been, and it is purely the result of causes over which we had no control."

Other Accidents on the Grade.

The Delin-Street grade has been fatal to accidents. Twice during the days the old trolley line ran to Oakes, two deaths were lost by accidents on the street, and since the electric line was built there has been one other accident besides that of the trolley. This was during the time the line was under the management of the Tacoma Traction Company. A car jumped the track at the O-street curve, but did not go over the bridge. On the same grade, near two motor cars collided with force about 18 years ago, and a half dozen men were maimed and at least one death occurred. It was on Sunday, and both trains were heavily loaded with pleasure parties, either bound to or returning from Wapato Lake. The list of injured was confined to those on the platforms.

On the same grade, a woman leaped over the bank and into the gulch during the time the steam road was operated. A woman lost her life in this accident.

Horseman Was Run Over.

CORVALLIS, July 5.—While running in one of the teams yesterday afternoon, Elmer Clark, of the Young America horse team, fell and was run over by other members of the team. Fortunately, the wheels of the horse cart did not pass over him. As a result of the accident, he was severely bruised on various parts of his body, the consequences are not important.

Washington Notes.

The ball given at Olympia, the night of July 3, was attended by 900 people, most of whom danced.

E. S. Herbert, extradited to Pennsylvania to answer a charge of forgery, writes friends at Everett that he has been acquitted.

The rate of salmon at New Whatcom is slowly increasing, and all the canneries will be running full time within a few days.

Spokane needs a smelter, and is agitating the question whether the city, or below the city, can be operated successfully and profitably.

Work on the new Everett flaring mills will commence at once, and be pushed rapidly so as to permit of active operation by the last of the summer.

By a vote of 3 to 1 the New Whatcom Aftermath Club, Monday, withdrew from the State Federation of Women's Clubs, and recalled the invitation to the federation to meet there next summer.

Edward E. Cushman, of Tacoma, has been tendered the appointment of Assistant United States Attorney for the District of Washington, to succeed Colonel Charles C. Smith.

Frank J. Parker, late of the Wallis Wallis Statesman, is reported to have retired to his ranch in Lincoln County, Oregon, because of "delinquent subscribers to the Statesman."

The Washington State Grand Lodge of Masons, at its recent session in Tacoma, voted not to admit liquor dealers to membership in the order, and directed present members who are in that business to withdraw.

TO HELP EARLY CLOSING

RESOLUTION PASSED BY THE OREGON CITY COUNCIL.

Police to Report Infractions of the Agreement—Clackamas Teachers' Institute—Suits in Circuit Court.

OREGON CITY, July 5.—At the regular monthly meeting of the City Council, held tonight, the Recorder's report showed that three burial permits had been issued during the month of June. A petition was read asking for the improvement of Jackson street with crushed rock and six-foot sidewalks, which was referred to the street committee. The Council passed the following resolution unanimously:

"Whereas, The merchants of Oregon City have signed an agreement to close their stores at 8 o'clock P. M. of each

day, except Saturdays and payday at the Willamette Pulp & Paper Mills; and Whereas, The said merchants desire the assistance of the City Council in the enforcement of said agreement, believing the early closing of the stores beneficial to the citizens; therefore be it

Resolved, That the City Council assist the merchants in the early closing movement, and that the Recorder be and is hereby instructed to perform such duties as are imposed upon him by the said merchants' agreement, and to furnish the night watchman with a copy of said agreement containing the names of the merchants, and the said night watchman is hereby instructed to report all violations of said agreement to the Recorder and to the merchants' executive committee."

The special committee appointed, consisting of Albright, Beach and Huntley, to report on the advisability of Sunday closing, recommended the enforcement of the state Sunday law as to such stores as sell dry goods, clothing, notions and general merchandise. The report of the committee was adopted.

An ordinance was passed appropriating \$50 for the improvement of the Abernethy road.

There was a tie vote on the passage of the ordinance granting the Board of Bicycles Path Supervisors a three years' franchise for a path on the north side of Upper Seventh street. The Mayor, not desiring to cast his deciding vote, sent the Chief of Police out to arrest Councilman Grace, who was absent at a lodge meeting, and bring him to the Council chamber. Mr. Grace's vote defeated the ordinance.

Over 100 teachers registered at the teachers institute today, which promises to be the most successful ever held in Clackamas County. The musical programme each day is conducted by Professor E. E. Crumpton, and A. M. Griley, general secretary of the institute.

Bowland secured President W. C. Hawley, of the Willamette University, for the first class instruction this morning. He gives United States history and civil government at the same time, combining five sections in one. Professor E. S. Gibson, of Oregon City, gives instruction in arithmetic, and Professor D. W. Jarvis, of Portland, gives his methods of teaching geography and grammar. President A. B. Coffey, of the Washington State University, presided at this afternoon to primary teaching.

In the Circuit Court today, Mary Freeman filed suit for a divorce from Henry Freeman, on the ground of desertion. The following divorce suits were also filed, the plaintiff in each case being a former resident of Multnomah, and the ground in each suit desertion: George W. vs. Hannah J. Baker; Annie vs. Thomas Bell; Grace vs. Allen Randolph Murray.

E. Mack Howell has filed a suit against the Oregon Iron & Steel Company to set aside the title to 80 acres of land taking in a part of the town of Willamette Falls, and taking in the falls of the Tualatin. The plaintiff claims that the defendant's one-half interest in said property is not valid, and that he has purchased this land from the defendant, and wants the court to give him legal possession. The property is valued at probably \$25,000.

J. W. Berriam, superintendent of the Rogue River hatchery, left last night to begin taking salmon eggs for the season's work. He is accompanied by Deputy Fish Commissioner, has gone to that place to assist Mr. Berriam in the work.

BAKER CITY WATER CONTRACT.

Awarded to a Spokane Firm—Sumpter Rough Riders Coming.

BAKER CITY, Or., July 5.—At a special meeting of the City Council this evening, the contract for the construction of the gravity water system was awarded to P. F. Conlan, of Spokane. Their bid of \$17,750 was the lowest. Work on the line will commence as soon as the material can be laid on the ground.

Colonel John T. Grayson returned today from his mines in the Cable Cove district. He is the owner of four mines, and has 13 men at work on the property. He says the outlook is favorable. The ore is high grade, but depth is required, which will be attained as fast as the men can do the work.

The receipt of the postoffice of The Dalles are sufficient to entitle the city to free delivery, and the Common Council has instructed the Mayor and Recorder to present a proper memorial to the Post-Department asking that the same be established.

BIG FIRE AT RAINIER

HALF OF BUSINESS SECTION OF TOWN DESTROYED.

The Gazebo Arrived and Turned Her Horse On to Stop the Flames—Loss About \$100,000.

ST. HELENS, Or., July 5.—At about 1 o'clock this morning the rear end and upper story of the Delta block, in Rainier, was discovered to be in flames, and in a very short time the entire block was in ashes. The fire spread to the Newsman block and the old Muskie building, which were also burned before the progress of the fire could be checked.

W. J. Deitz is the heaviest loser—about \$200, partially insured. Deitz carried a large stock of general merchandise, a part of which was saved. C. W. Haw-

man, the butcher, saved nearly all his stock. W. H. Wagner saved a portion of his hardware, but lost his confectionery and bakery stock. His loss is about \$100, no insurance.

Bradshaw, the lunch counter man, saved all his stock. The Blue Goose saloon, owned by Daugherty and Clark, lost only the fixtures; covered by insurance.

The Knights of Pythias, Rathbone Sisters, Macabee and Lady Macabee, who met in the hall in the Delta block, lost all of their paraphernalia, which were uninsured. Their combined loss is said to be about \$500.

The Newsman block, a new building, still in the course of construction, and the old building, were insured for \$150, which will almost cover that loss. It was occupied by John Morgan with a general merchandise stock worth about \$400; no insurance.

S. H. Klitner's general stock of merchandise, valued at \$80, was insured for \$200. A. L. Clark, the Postmaster, saved everything except the fixtures. Eugene Harper, the barber in this block, saved all.

The Bailey Gatzert, which happened along at that time, did excellent work with her pumps and hose. She has the credit of saving the dock, warehouses and other buildings in that vicinity. The fire is a severe stroke to the town, as it takes almost half of the business part. It was only by hard work that the large, three-story hotel property belonging to M. Both was saved.

Superintendent McGuire, of the Astoria & Columbia River Railroad, was notified by wire of the fire, and speedily made arrangements to ship a fire engine to Rainier, but learned that the fire was out, and that the steamer Bailey Gatzert had arrived with a stream on the smoldering ruins before the relief train started.

NORTHWEST DEAD.

Old Soldier Ruptured Blood Vessel in a Fit of Sneezing.

ASTORIA, July 5.—Daniel Cronk, an old Grand Army man, died at the hospital this afternoon. He was in his usual health until last evening, when, during a fit of sneezing, he burst a blood vessel in his nostril, which caused his death. He was about 85 years of age, was born in Newark, N. J., and came to this coast in 1868. November 2, 1861, he enlisted in Company C, Connecticut volunteers, and served during a great portion of the Civil War, making an enviable record as a soldier. He was wounded at the battle of Gaines Mills, and was discharged from the service in 1865. He later became the Chief of Police out to arrest Councilman Grace, who was absent at a lodge meeting, and bring him to the Council chamber. Mr. Grace's vote defeated the ordinance.

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WHITE MAN ASSAULTS SQUAWS.

Beat Them With a Club and One Died.

NORTH YAKIMA, Wash., July 5.—There were three applicants for the teaching position in the school at Sumpter. The town of Sumpter is complacent over the fact that 100 horses were driven by it from Payette, for shipment to the East because of "better rates and better carrying facilities."

D. E. Wynkoop, a timber buyer from Travers City, Mich., recently sent to a laundry in Selma a bundle of clothing in which \$10 in greenbacks was wrapped. He missed the money soon after and recovered it.

In Linn County school district No. 6 there were three applicants for the teaching position. The Directors could not decide between them, and allowed them to draw straws. The youngest and prettiest was successful. There was no collusion.

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SHOT WIFE IN THE BACK

THEN TOOK A LARGE DOSE OF MORPHINE HIMSELF.

Afterward Shot at a Teamster's Wife Will Die—The Children Witnessed the Tragedy.

LEWISTON, Idaho, July 5.—A special to the morning Tribune, from Troy, Idaho, gives an account of the fatal shooting of Mrs. F. M. Griffith by her husband at 7 o'clock tonight. The couple live near that town, and Griffith is a woodchopper. They had trouble some time ago when divorce proceedings were instituted. The woman with her children has since been living alone. Griffith went to the house tonight when his wife fled to the yard, and he shot her in the back. He then carried her in the house and placed her in bed, and later sat on the foot of the bed and took a large dose of morphine. This is the first execution held under the law and it promises to be an important factor in promoting the cause of education. Thirty-two were granted diplomas, which entitle them to enter any of the public schools having completed a prescribed course, ending with the eighth grade. The County Superintendent has just completed passing up the examination papers of about 70 applicants. 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