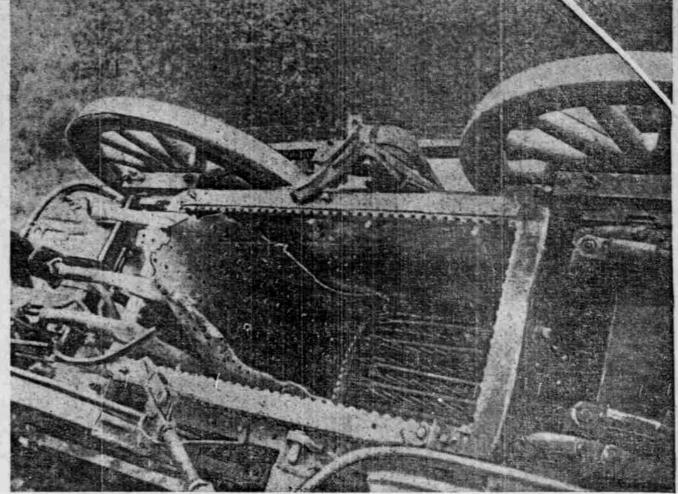
PHOTOGRAPHS TAKEN FOR THE OREGONIAN OF THE WRECKED ELKS' EXCURSION TRAIN NEAR CHEHALIS, WASH.







VIEW SHOWING ENGINE WITH BOTTOM OF BOILER BLOWN OUT

ALL ARE INDIGNANT

Railroad Company Callous Toward Sufferers.

DELAY IN GIVING ASSISTANCE

Elks Join in Chorus of Condemnation of Northern Pacific's Management of Wreck-Engine Was Clearly Unfit for Service,

A regular gale of indignation has been aroused among the Eiks of Portland and their many friends here over the seeming indifference, inattention and neglect of natural obligations by the Northern Pacific Railway Company in regard to the Eiks' excursion disaster near Chebalis. Wash, Saturday, It began with the general belief in the company's calpability for the accident. Then the Eiks charge that mismanagement, stupidity or inhuman indifference on the company's part, or of some of its officials, was the cause of much needless delay and suffering.

Frominent Eiks are very outspoken in the expression of their common opinion on the subject.

"I will not say the feeling is general—it is universal," said D. Soils Cohen yesterday. "Doubleless the milroad records.

"I will not say the feeling is general-it is universal," said D. Solis Cohen yes-terday. "Doubtless the milroad people could offer excuses, best it is hardly likely to it, and would say, perhaps. 'It's the usual kick after an accident.' But if you want me to go over the points of the time Elks' complaint. I'll give them to you.

Long and Painful Delays.

Immediately after the accident an engine and one undamaged coach were, syallable on this side of the wreek. The passecurers bested that the injured be at once taken this the cooch and hurried to Portland, where they belonged. For some rensen, this was retused, and, londed on flatcars, they were taken to Chehalis."

Passengers on the wrecked train say that the railread officials had first ordered the injured brought to Tacomo, but that this plan was resolutely turned down by the physicians and other unlivined Etks.

"The news reached here about noon," continued Mr. Cohen, "and some 16 of us

at once assembled at Allich's drug store. We arranged for extra doctors and a corps of nurses, and I hurried down to the main office of the Northern Pacific Rad-

Superintendent Lyons, of the Terminal Company He appeared not to regard the matter very seriously, and said he could not possibly arrange a special for us to leave before 5 o'clock.

"You would better go on the regular 3 o'clock train," he said. That will take you right through to the wreck just as well as a special, and get you there much quicker. You'll be there before 8 o'clock.

"As a mater of fact, it was about midnight before we got there. When we reached Namwine, seven miles this side of Chehalis, we were held there three hours waiting for the track to be cleared of wreckage. An engine and empty car were standing at Napavine, and we beged to use them. We were refused and the station agent at Napavine refused to send a dispatch for us, either to Portland or Tacoma, asking for permission to use the extra engine and car."

Mr. Cohen was informed that the same operator had "held out" news dispatches to at least one afternoon paper until too late least one afternoon paper until too late for publication, and had also declined across the river, and, when we reached

operator han held out news dispatches to at least one afternoon paper until too late for publication, and had also declined to send other newspaper dispatches later Saturday evening.

"Next at Chehalis," went on Mr. Cohen,

the Eiks themselves had not been on hand with stretchers and conveyances, there would have been much longer delay and trouble. As it was we got the in-jured to their homes or to the hospitals about 18 hours after the disaster, when it might have been done in one-third that

Mr. Cohen's arraignment of the railroad company was echoed with more or less hent by every other Elk who had anything to say yesterday.

Company Criminally Liable. Dan R. Murphy, former United States District Attorney, lying in pain at his res-idence on the East Side yesterday, de-clared that in his belief the railroad com-pany is criminally liable for the accident. "I don't know much about the action or inaction of the railroad people subsequent to the accident," he said, "but I was moved about from one place to another several times, which caused me great suffering. Could we have been taken at once to Portland, I fancy all of us would have been saved much pain."

Engine Unfit for Service.

On the Kalama ferry Green and his fireman were tinkering at it all the way across the river, and, when we reached Castle Rock there was a long delay, due, I was informed, to the engineer having had to drown his fire in order to clear the grate. The boller was leaking, and it seems that the injector would not work

tion yesterday with some experienced lo-comotive men. We found that the crown comotive men. We found that the crown sheet—the great iron plate that is bolted over the top of the fire-box and separates it from the boller—had been burnt, unquestionably, whether yesterday or at some previous time. I cannot say. Also, some previous time, I sannot say, Also, it had been patched some time ago. It was of the blue color of burnt metal and had every appearance of having been heated red-hot, so weakening it that it collapsed down into the fire-box, into which it fitted in front so weil that the engine crew were saved from being scalded by escaping water and steam.

"According to expert opinion, the explosion was due to weakness of the

plosion was due to weakness of the crown sheet. It could not withstand the extra pressure of steam when the supply was increased by the engine using less on that down grade. No doubt as to the railroad company's liability appeared to exist among those who examined the wreck. I heard several say the company is getting off mighty lucky that no more

were killed in such a frightful wreck. Ready to Settle Claims.

It seems that the rallway company real it seems that the railway company lead-ines its responsibility for the accident. Chief Claim Agent Blumauer, of the Northern Pacific, arrived on the 6:10 P. M. train from the Sound yesterday. He was heard to say that he would adjust all claims of the injured as rapidly as possible, that the company would see that they should be well cared for at its ex-pense. He hopes, he said, to settle claims without the intervention of lawyers with

Washington, however," said a We arranged for extra doctors and a corps of nurses, and I harried down to the main effice of the Northern Pacific Rathers, it seemed impossible to learn anything there. They could do nothing for this there. They could do nothing for extraord, in the matter of getting a special train. Finally I was referred to

Carious Crowd Gathers to See Them

at the Depot. The last of the injured in the Elks' ex-cursion wreck arrived on the Northern Pacific train last evening. The train was due to arrive at 5:39, and before that time due to arrive at 5:20, and before that time a large delegation of Elks and the friends of those injured were waiting impatiently. It was 7 o'clock before the train reached the depot, and by that hour the crowd had swelled to several hundred. Some were there out of sympathy or personal interest; others were there for curiosity, and it was this latter class which was the most immanageable to the police guarding the entrances and exits. guarding the entrapces and exits.

In an effort to dedge the crowding of the simply curious, the three ambulance crivers played a praiseworthy trick. They backed their sinster vehicles to the curb at the main entrance, so the crowd gath-

not withstand the Charles Farleman was carried from the

how it happened. The sound of the ex-plosion and of the breaking cars seems to have conveyed a different idea to every one on the train, and there was a gen-eral comparing of notes and exhibition of The four nurses from the Good Samari-

tan Hospital who went to the wreck on the train Saturday afternoon, returned, having in their care those whose injuries were the most severe. As the Good Samaritan Hospital was

ompletely filled, the injured three wer

taken to St. Vincent's Hospital.

C. N. Rankin said: "I was sitting on the front seat of the rear car when the accident happened. There was the sound of escaping steam when the crownsheet blew out. There was a sudden jerk, then another, when we came to a sudden stop. I sprang to my feet and said: Boys, a fearful accident has happened. Let's get out of here.' We went out, I hurrled out of nere. We went out. I nurried along toward the front end. There lay the engine and tender down the embankment. The car that went down the embankment was partially on its side. I hurried inside with difficulty as the car was tilted up. I first saw Pike Davis with blood streaming from cuts on his face.

Alex Sweek had been thrown clear into
the brush. Women were planed under the
wreckage. I saw only the face of Mrs.
Brown, She was covered, except her face. With the help of some others, I got her out. Mrs. John Kelly was helped out, and the wounded were finally all taken

and the wounded were finally all taken out.

"I want to speak of the wonderful devetion of the women of Chehalis to the ones who were injured. Why, there was a woman to every injured one. I saw one woman take off her waist and say: "Take this for bandages."

"I came very near being in the front car. W. W. Bretherton asked me to go there to have a smoke, but I said I did not care to go. He got as far as the second car when the accident happened. The only thing that prevented telescoping of the whole train was the hig stump which tore the side of one of the cars out and checked the fearful speed of the train. Hed it not been for that, I believe out and checked the rearrus speed of the train. Had it not been for that, I believe that the cars one after another, would have telescoped and piled on top of each other. Engineer O'Mailey and Mr. Drennan measured the distance the train travials of the train travials of the train travials. eled after the first jolt, and it was found to have been six car lengths.

HOME-COMING OF THE INJURED. Long-Delayed Train Brings Suffering

Elks to the Hospitals. It was a scene of sadness, the It was a scene of sadness, the home-coming of the cariond of injured pleas-ure excursionists early yesterday morn-ing. The delayed through Northern Pa-cific train, with the improvised bospital car bearing is more or less helpless in-jured from Chahalls, reached Portland after 4 A. M. yesterday, almost is hours after the wreck. A haif dozen other less injured ones were on the same train. The names of the is are:

mames of the 19 are:

Mrs. J. E. Kelly, George J. Blodgett,
Dr. H. R. Littlefield, Phil Harris, Mathias
Foeller, Elmer Quimby, Charles Harr,
William Reidt, Mrs. M. Roberts, D. R.
Murphy, Thurston E. Daniels, John Caswell, John Ruedy, H. B. Stout, William
Stevenson, Mrs. Mand. Company, Grants Stevenson, Mrs. Maud Comstock, C Kratz, Otto Windfelder, Charles Kabn.

Superintendent Lyons, of the Terminal engine No. 347 for service. When asked are usually based on the injured person's cared for by three of the trained nurses condition in life, his earning capacity, and consequent loss during the period of recovery, or lif permanently wholly or partially disabled."

LAST-OF THE INJURED RETURN.

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Who had gone to Chehalis with the Elkz relief committee on the 3 P. M. train Saturday. Drs. Boyd and J. Arch Stewart, who had performed wonders during the day, were in charge of the car, and several other like with the Elkz relief committee on the 3 P. M. train Saturday. Drs. Boyd and J. Arch Stewart, who had performed wonders during the four loss of the control of the loss E. W. Rowe. Messrs. Davis and Rowe were the only members of the excursion committee that had been able to go on the excursion. Mr. Davis bore many bruises, but still wore his glasses complacently. His experience was most re-

markabje "Dr. Brown." he said, "had just got up "Dr. Brown," he said, "had just got up from his seat by his wife's side in that front coach and I sat down in his place. Mrs. Brown sat at my right, next the window. Mrs. J. E. Kelly sat opposite me, and next her, at the window, sat Miss Tilly Cornelius. We were singing and chatting, when suddenly there was an explosion. Next instant we felt the car bumping over the ties.

"I had time to say "Sit still and bold."

"I had time to say Sit still and hold on, and caught hold of the seat arm my-self. I felt Mrs. Brown catch hold of my arm, but she must also have had hold of at the main entrance, so the crowd gathered in front of them ten deep. Just as the train pulled in and every one turned toward the arriving throng, the drivers quietly pulled out of the line and went around to the baggage gate. But the crowd finally "tumbled" to the trick, and men and women, the great majority of whom had no personal interest in the proceedings, raced to the spot, where they might feast their eyes upon the unfortunates in the cots.

With the greatest care Mrs. Dr. Brown, Charles F. Franks and Charles Francen were carried from the car and gontiy placed in the ambulances. Even the crowd of curious people who had rushed around the end of the depot building to gaze upon the injured seemed awed into

in. A great gathering of the most prom-inent Eiks in town was there. They had been waiting many hours. The railroad people had volunteered no aid, but the Elks had carriages and stretchers enough. for all needs, The hospital car was switched off and one by one the injured die, H. F. Conner. were carefully borne out at the end on the cots, placed in the carriages and taken sanville, Grant Co

Trans-Mississippi Congress at Seattle, ap pointed from Louisiana by the Governor o pointed from Louisiana by the Governor of that state, was a passenger on the wrecked train who distinguished himself signally, displaying coolness, quickness and an executive grasp of the situation that proved of great aid on the occasion. Through his efforts the work of getting the injured aboard the train was facili-tated.

A singular coincidence of interest to pe ple superstitious about numbers is in the fact that the engine number, "36"," of the Chehalis wreck, the most disastrous wreck on the Northern Pacific, is the same as that of the engine of the Lake Lablah wreck, the worst disaster of the Southern Pacific line in Oregon.

Articles of Incorporation Filed.

SALEM, Aug. 22—(Special.)—Articles of incorporation were filed in the office of Secretary of State Dunbar this week as

Northwest Steel Company, Portland; 10,000 Charles F. Beebe, Walter B. Beebe, H. M. Cake.

Springfield Canning & Preserving Company, Springfield, Yambill County; \$200; William Kincald, C. E. Newhouse, William

Pioneer Grocery Company, Marshfield; 50,000; H. E. Bessey, I. M. Condron, J. H.

Almsworth, Louis Gertinger, Henry F. Conner; object, to build railroads from the mouth of John Day River to Condon and

from ione to Condon.

Paelile Pulp Plaster Company, Portland; \$25,000; H. B. Augua, George A. Bro-

were carefully borne out at the end on the costs, placed in the carriages and taken to homes or the hospitals.

Mr. E. M. Welch, a delegate to the G. Heaton, F. C. Heaton.

ALL CANNOT HANDLE MAIL Order Permitting Swenring in of Trainmen is Misconstrued.

WASHINGTON, Aug. 22.-The decision of the Postoffice Department to allow baggagemasters to act as custodians of loose newspaper mail on certain trains has been misconstrued in some places as has been misconstruct it some places as an intention to permit the indiscriminate swearing into the postal service of all rallway employes, and the department has received a number of protests. Sec-ond Assistant Postmaster-General Shel-

ond Assistant Postmister-General Shel-lenberger states the position of the de-partment as follows:

"The postal laws and regulations al-ready provide that every regularly sched-uled train may be used for mail purposes if the company is willing to accept the compensation provided by law. All the department has in contemplation is to fa-cilitate, if possible, the prompt delivery of newspaper packages marked for out-side delivery."

Muckle Bros. Want the Property.

ST. HELENS, Or., Aug. 23.—(Special.)— Muckle Bros. have begun suit in the Cir-cuit Court against the Lone Star Lumcuit Court against the Lone Star Lumber Company for posession of the plant operated by the latter firm. The Lone Star Lumber Company is the successor of the St. Helens' Lumber Company, the latter operating the sawmill under a lease from Muckle Bros., the owners of the property. The Lone Star Lumber Company had entered into a contract for the nursbase of the mill and adjoining propa tight place.

"Are you hurt? I said.

"Are you hurt? I said.

"Are you hurt? I said.

"My arms.' she replied very caimly.

"To my horror, as I caught hold to pull her out, I found myself grasping the bloody stump of her arm. I did not even hargage car and taken to Finley's undertaking pariors.

On every hand could be heard stories of how it happened. The sound of the explosion and of the breaking cars seems.

**Eight place.

"Are you hurt? I said.

"Are yo



GROUPS OF PASSENGERS AIDING THE INJURED. All were resting quietly, several under the influence of opiates. They were being



RESCUERS COMPORTING AN INJURED PASSENGER.

Photo by Ed. C. Johnson.