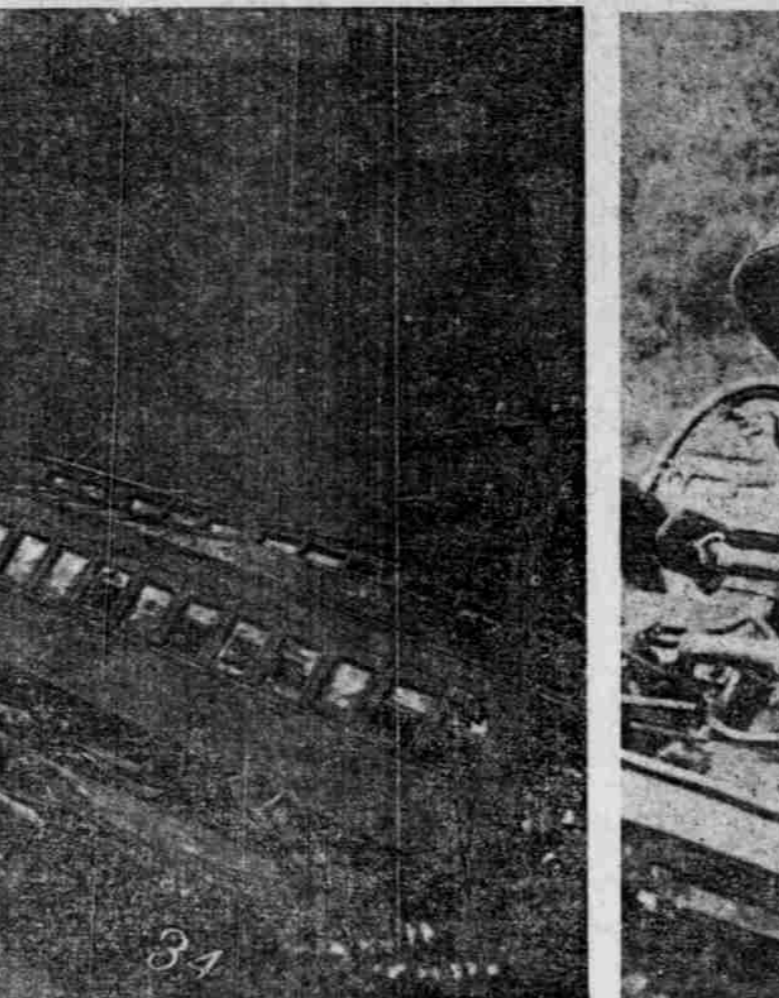


PHOTOGRAPHS TAKEN FOR THE OREGONIAN OF THE WRECKED ELKS' EXCURSION TRAIN NEAR CHEHALIS, WASH.



SCENE OF ELKS' TRAIN WRECK NEAR CHEHALIS.



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 Fault for Service.

A regular gale of indignation has been aroused among the Elks 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 Elks' excursion disaster near Chehalis, Wash., Saturday. It began with the general belief in the company's culpability for the accident. Then the Elks 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.

Long and Painful Delays

"Immediately after the accident an engine and one undamaged coach were available on this side of the wreck. The passengers begged that the injured be at once taken into the coach and hurried to Portland, where they belonged. For some reason this was refused, and, bonded on flatcars, they were taken to Chehalis.

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 8 o'clock.

News Dispatches Held Out.

Mr. Cohen was informed that the same operator had "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.

Company Criminally Liable.

Dan B. Murphy, former United States District Attorney, lying in pain at his residence on the East Side yesterday, declared that in his belief the railroad company is criminally liable for the accident.

Engine Unit for Service.

State Senator Alexander, accompanied by a machinist and two experienced locomotive engineers, spent the forenoon yesterday at the scene of the wreck. His investigation convinced him of the truth of the reports regarding the unfitness of

engine No. 247 for service. When asked at his home last evening for a statement, he said:

"I was on the rear car of the excursion train at the time of the accident, and with the others hurried forward to assist the injured. I want to say right here that, but for the presence and very prompt services of Drs. Boyd, J. Arch Stewart, Connell and Cornelius, several more dead would have been added to the list. They all deserve great credit.

Ready to Settle Claims.

It seems that the railway company realizes its responsibility for the accident. Chief Claim Agent Blumauer, of the Northern Pacific, arrived on the 5:30 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 expense. He hopes, he said, to settle claims without the intervention of lawyers with suits.

Home-Coming of the Injured.

Long-Delayed Train Brings Suffering Elks to the Hospital. It was a scene of sadness, the home-coming of the carload of injured pleasure excursionists early yesterday morning. The delayed through Northern Pacific train, with the improvised hospital car bearing 13 more or less helpless injured from Chehalis, reached Portland after 4 A. M. yesterday, almost 18 hours after the wreck. A half dozen other less injured in the same train. The names of the 19 are:

are usually based on the injured person's condition in life, his earning capacity, and consequent loss during the period of recovery, or if permanently wholly or partially disabled.

LAST-OF THE INJURED RETURN.

Curious Crowd Gathers to See Them at the Depot.

The last of the injured in the Elks' excursion wreck arrived on the Northern Pacific train last evening. The train was due to arrive at 5:30, 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 unmanageable to the police guarding the entrances and exits.

Home-Coming of the Injured.

On every hand could be heard stories of the wreck, and the breaking cars seem to have conveyed a different idea to every one on the train, and there was a general comparing of notes and exhibition of sympathy.

Home-Coming of the Injured.

The four nurses from the Good Samaritan Hospital who went to the wreck on the train Saturday afternoon, returned, having in their care those whose injuries were the most severe.

care for by three of the trained nurses who had gone to Chehalis with the Elks' 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 Elks were assisting the nurses, among them W. M. ("Pike") Davis and 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 experiences was most remarkable.

"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.

Home-Coming of the Injured.

"I had time to say 'Sit still and hold on,' and caught hold of the seat arm myself. I felt Mrs. Brown catch hold of my arm, but she must also have had hold of the window. Suddenly we plunged downward and a moment later I found myself with my legs buried in debris and everything covered with cinders and dust. I was the first man out of the car. Dr. Stewart, who had been sitting just back of me, was the next man out. He hadn't a scratch and was as cool as a cucumber. Say, I wish you would speak of him. He was one of the coolest and most capable men of the occasion. We at once went to work digging out the others. We had got out on the open side of the car and pulled the debris away that side. Soon there was plenty of help.

Home-Coming of the Injured.

"Mrs. Brown lay on her face heaped in a tight place. 'Are you hurt?' I said. 'My arms,' she replied very calmly. '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 hear her groan.

break in the East when the train pulled in. A great gathering of the most prominent Elks 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 were carefully borne out at the end of the cots, placed in the carriages and taken to homes or the hospitals.

Mr. E. M. Welch, a delegate to the Trans-Mississippi Congress at Seattle, appointed 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 facilitated.

Home-Coming of the Injured.

A singular coincidence of interest to people superstitious about numbers is in the fact that the engine number, "34," of the Chehalis wreck, the most disastrous wreck on the Northern Pacific, is the same as that of the engine of the Lake Labiah wreck, the worst disaster of the Southern Pacific line in Oregon.

Home-Coming of the Injured.

Articles of Incorporation Filed. SALEM, Aug. 22.—(Special)—Articles of incorporation were filed in the office of Secretary of State Dunbar this week as follows: Northwest Steel Company, Portland; \$10,000. Charles F. Beebe, Walter B. Beebe, H. M. Calk.

road Company, Portland; \$500,000. John C. Ainsworth, Louis Gertinger, Henry F. Conner; object, to build railroads from the mouth of John Day River to Condon and from Lone to Condon.

Pacific Pulp and Paper Company, Portland; \$25,000. H. B. Augma, George A. Brodie, R. F. Conner. Chattanooga Gold Mining Company, Seaside, Grant County; \$50,000. Charles Graham, E. S. Heaton, S. E. Heaton, W. G. Heaton, F. C. Heaton.

ALL CANNOT HANDLE MAIL

Order Permitting Swearing 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 an intention to permit the indiscriminate swearing into the postal service of all railway employes, and the department has received a number of protests. Second Assistant Postmaster-General Shellenberger states the position of the department as follows:

Home-Coming of the Injured.

"The postal laws and regulations already provide that every regularly scheduled 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 facilitate, if possible, the prompt delivery of newspaper packages marked for outside delivery."

Home-Coming of the Injured.

Muckle Bros. Want the Property.

ST. HELENS, Or., Aug. 23.—(Special)—Muckle Bros. have begun suit in the Circuit Court against the Lone Star Lumber Company for possession 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 purchase of the mill and adjoining property, but the deal fell through and Muckle Bros. now desire possession of their mill and yard.



GROUPS OF PASSENGERS AIDING THE INJURED.

Photo by Ed. C. Johnson.



RESCUERS COMFORTING AN INJURED PASSENGER.

Photo by Ed. C. Johnson.