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FOUR ARE KILLED AND EIGHT HURT

Disastrous Wreck at Bridal Veil.

ENGINE STRIKES PULLMAN CAR

Heroism of Engineer in a Crippled Locomotive.

WORK WITH BURNED HANDS

Rear-End Collision of Passenger Trains Proves the Most Serious in the History of the O. R. & N. Co.

The Dead.

George W. Buchanan, 45, member of the firm of Clark & Buchanan, accountants, Macleay building.

Edward L. Sinnott, 35, 175 Sherman street, traveling salesman American Typefounders Company.

Andrew E. Edwards, 37, messenger for the Baggage & Omnibus Transfer Company.

J. N. Frost, 60, en route from Walla Walla to his son at Scio.

The Injured.

Mrs. Nellie Riley, Walla Walla.

James K. Russell, San Francisco.

Mrs. Sarah A. Kilneman, of Kern Park, Portland.

W. H. Swain, engineer of No. 5.

Slightly Injured.

Louis Morgan, fireman No. 5.

Mrs. L. M. Coburn, Hot Lake.

Mrs. V. Well, Tacoma.

W. A. Duncan, Portland, porter buffet car No. 3.

In the most disastrous wreck in the history of the Oregon Railroad & Navigation Company and the only one in which the life of a passenger on that road has been killed, Chicago-Portland Express No. 5 ran into the rear end of the Spokane Flyer, No. 3, at Bridal Veil yesterday morning at 7:30, telescoping the Pullman car Galatea, killing four persons and injuring a score of others. Engine 193, in charge of Engineer William Swain, became unmanageable and dashed into No. 3, which was standing on the track

William Swain, the Engineer Who Left His Post After Making Heroic Fight.

at Bridal Veil. Had it not been for the presence of mind of Silas Smith, brakeman on the Chicago-Portland Express, who pulled the emergency cord when he realized the train was beyond the control of the engineer and was running away, thus setting the brakes, the collision would have been one of the worst in the history of Western railroading.

Delayed by Its Engine.

Train No. 3 had stopped at Bridal Veil station, and was delayed there by its engine, which was out of order. The rear car of the train, the Pullman sleeper from Walla Walla, picked up by the Spokane train at Wallula Junction, was standing opposite the depot. Flagmen had been sent back 15 telegraph poles, or the required distance of about 2000 feet, to flag No. 5, which was following, and torpedoes were also placed on the track. When about four miles east of Bridal Veil, the locomotive hauling the Chicago-Portland Express got out of order and became unmanageable.

Injector Pipe Breaks.

The injector pipe broke inside the cab of engine 193, letting out a flood of steam and driving the engineer and the fireman out of the cab. Engineer Swain reached for the throttle to stop the engine, but could not reach it. In a moment he heard the torpedoes on the track and realized the Spokane Flyer was ahead on the main track and rushed back into the cloud of burning steam that filled the cab in the effort to stop the flying train. He groped about for the levers he could not see, fearing even to breathe in the deadly atmosphere, suffering tortures to his scorched hands and face, and, finally baffled, was compelled to retreat to the engine tender. Both he and the fireman then leaped to the connections between the tender and the mail car and tried to reach the air hose and break the connection, thus applying the brakes, but Engineer Swain's hands were so terribly burned they were useless, and he could not disconnect the hose. In an instant the engine crashed into the Pullman.

Locomotive Is Detached.

Meanwhile Silas Smith, living at Second and Grant streets, brakeman on No. 5, realized the engine was beyond the control of the engineer and pulled the emergency cord, setting the brakes. This slowed the train, and the locomotive was detached from the train and shot ahead, crashing into the Pullman. In a moment the rest of the train, coming at a slower speed, struck the engine, and again hurled it against the wrecked Pullman. Those in the wreck felt two distinct shocks, and by his prompt action in bringing the Chicago-Portland Express almost to a stop, Brakeman Smith prevented a much heavier loss of life.

Special Train Sent Out.

A special train left Portland as soon as the news reached the railroad officials in this city, carrying doctors and nurses to the scene of the wreck, and speedily brought to Portland the dead and injured. The former were taken to Coroner Finley's morgue and the injured were met at the train with ambulances and

Edward L. Sinnott, Killed in Wreck.

conveyed to St. Vincent's Hospital. An inquest will be held by Coroner Finley at 10 o'clock this morning.

Engine 193, upon which the break in the injector pipe occurred, is one of the best passenger engines on the lines of the O. R. & N., and arrived in Oregon early last year just out of the shops of the Baldwin Locomotive Works, where it was manufactured. That the accident was one of those things that cannot be guarded against, as every precaution had been taken to safeguard the train standing at Bridal Veil, is the belief of General Manager J. P. O'Brien and other officials of the company.

Escaped by a Fortunate Chance.

The wrecked train was in charge of Conductor Glendenning, but Jefferson D. Hayes, Pullman conductor, was on duty in the Galatea, and escaped death only by a fortunate chance. Just before the wreck happened he stepped out on the rear platform of his car and then went forward into the Pullman ahead, where he was when the collision occurred. He sustained some slight bruises, but immediately went to work helping the wounded. Two nurses who were on the Chicago-Portland Express, en route from Hot Lake to Portland, got on the scene as soon as the crash was over and were busy wherever their skilled fingers could bring relief to the suffering. They bandaged the wounds of injured passengers and with Dr. Vincent of Bridal Veil cared for them until a special train arrived from Portland.

Reports Two Distinct Shocks.

Conductor Hayes said he felt two distinct shocks, due to the applic tion of the emergency brakes by Brakeman Smith, which checked the speed of the heavy train, with the exception of the engine, which broke away from the train and dashed into the Galatea. This ill-fated car has been on the Pendleton-Spokane

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SPECIAL BOARD TO HOLD INQUIRY

President Wants Facts About the Valencia Disaster Discovered.

TO BE THOROUGH AND RIGID

At Request of Washington Delegation, He Acts Promptly—Board Will Not Delay and Frye Will Give Assistance.

OREGONIAN NEWS BUREAU, Washington, Feb. 6.—At the request of Senators Ankeny and Piles and Representative Humphrey, President Roosevelt today ordered that a searching investigation be made into the disaster to the steamship Valencia. This investigation will be independent of that now being conducted by inspectors of the steamboat inspection service.

The request of the three members of the Washington delegation was made at the instance of the people of Washington State. They informed the President that the people of their state are highly wrought up over this affair and unhesitatingly express the opinion that an investigation by two steamboat inspectors will never bring out the facts or result in the punishment of those guilty of neglect or cowardice. What they want and demand is a commission composed of big, broad-gauge men who would not be susceptible to local influence, and who would have the ability to get at facts which might be concealed from the two inspectors.

President Acts Promptly.

The President took up the matter immediately with Secretary Metcalf, and it was at first intended that the board which investigated the cause of the Slocum disaster should make the inquiry into that of the Valencia. That was found impracticable. Mr. Metcalf then announced that the commission would consist of Assistant Secretary Lawrence O. Murray, of the Department of Commerce and Labor; Herbert Knox Smith, Assistant Deputy Commissioner of Corporations, both of whom were members of the Slocum board, and Captain William T. Burwell, commandant of the Navy-yard at Bremerton, Wash.

Inquiry Thorough and Rigid.

The Department of Commerce and Labor expects them to make the thorough and rigid investigation desired by the President.

United States District Attorney Frye has been directed to assist the commission. Thus the commission will be able to summon witnesses and secure necessary testimony. The commission will have a wider scope than the local board now making an investigation. The latter, however, will prosecute its inquiry to a conclusion and report to Washington.

Root Also Gets Busy.

Secretary Root has taken up with the Canadian authorities the question of establishing and maintaining suitable lighthouses on the Vancouver coast, with a view to preventing further serious accidents to vessels navigating in those waters.

Representative Jones today introduced a bill authorizing the construction of a Government telephone line from Cape Flattery to the lifesaving station at Gray's Harbor, and will press this bill in connection with the bill establishing a lifesaving station at Flattery.

WILL ACT WITH LOCAL BOARD

Special Commission Will Begin Inquiry Without Delay.

SEATTLE, Feb. 6.—The Chamber of Commerce this afternoon received the following telegram from William Loeb, Jr., secretary to the President, which supplements a dispatch from Senator Piles this morning, promising a Federal investigation into the Valencia wreck:

"The President has directed the Secretary of Commerce and Labor to send out a commission immediately to investigate. The commission must, of course, act with the local board, because it is only the local board that has authority to administer oaths and compel the attendance of witnesses.

"The Commandant of the Bremerton Navy-Yard will be added to the two other members of the commission, who will probably be Assistant Secretary of the Department, Mr. Murray, and Deputy Commissioner of Corporations, Mr. Smith, both of whom were on the Slocum commission."

ELOPES WITH CHAUFFEUR

NEVADA MINING MAN LOSES HIS BRIDE OF TWO MONTHS.

Mining Stock Also Disappears—New York Enjoys Hot Race Between Automobiles.

NEW YORK, Feb. 6.—George C. Coleman, said to be the president of a gold-mining company in Goldfield, Nev., today caused the arrest of his wife, Mrs. Mabel Coleman, aged 19, and Frank Stanley, a chauffeur and former employe, on charges of grand larceny. Coleman alleges that he was deserted by his wife January 15 last, at which time his chauffeur left him, and he discovered the loss of 50,000 shares of a gold-mining company with a par value of $1 each.

Mr. Coleman has been living at a hotel in this city for several months. When he came here with his wife, who was Miss Mabel Zimmer, of Philadelphia, and whom he married November 26 last, he leased an automobile and employed Stanley as chauffeur.

Stanley was arrested during the early afternoon after a lively chase, which lasted for 20 blocks. He said he lived at 106 West Sixty-first street. Tonight the police located Mrs. Coleman at that address. She denied any knowledge of the missing stock. Stanley was held in $4000 bail for further examination. Mrs. Coleman will be arraigned tomorrow.

DOUGLAS' NEW CAMPAIGN

Will Head Organization to Agitate for Tariff Reform.

BOSTON, Feb. 6.—The announcement is authorized on behalf of ex-Governor W. L. Douglas that before his recent departure for a two months' visit in the South he accepted the presidency of an organization which has just been formed under the name of the Business Men's Tariff Reform League. The league has established headquarters here and is preparing to enter upon an active campaign of education to advance the cause of reciprocity and revision of the tariff. The membership includes a number of the leading business men of the state.

PUTS PREMIUM ON PERJURY

Folk Proposes Repeal of Tax on Personal Property.

ST. LOUIS, Feb. 6.—Governor Folk made the statement here today that he is in favor of repeal by the Legislature of the personal property tax law, as he holds that it is responsible for the indiscriminate spread of the crime of perjury.

"I think the state is in a position to lift this burden completely from its citizens," he said.

Two-Cent Fares for Ohio.

COLUMBUS, O., Feb. 6.—The House today by a vote of 104 to 1 passed the Freiner 2-cent-fare bill, which was submitted for the Rathbun bill, passed by the Senate. The Senate, it is said by leaders of that body, will accept the Freiner bill, which will go into effect 30 days after it is signed by the Governor.

Hill Out for Alger's Seat.

DETROIT, Feb. 6.—Arthur Hill, of Saginaw, a wealthy lumberman, today made formal announcement of his candidacy for the United States Senate in opposition to Senator R. A. Alger in 1907.

FRENZY OF CHINA GROWS MENACING

American Consuls All Tell of Increasing Hatred of Whites.

OUTBREAK IS AT HAND

State Department Alarmed at Spread of Boycott, Which No Concessions Restrain—Troops Are Ready in Philippines.

WASHINGTON, Feb. 6.—(Special.)—It is at last admitted that the Chinese situation is causing the gravest apprehension to the State Department. Under the instructions sent to the Legation at Pekin and the Consular officers and agents throughout China, reports by cable and mail are pouring into the department depicting the development of the anti-foreign feeling among the merchants and laboring classes of nearly the whole of Eastern China.

The extremities to which the Consular officers have been reduced may be appreciated by a recent dispatch from one of the northern seaports sent by a Vice-Consul. He inclosed an edict by the local merchants' Chamber of Commerce, ordering the total suspension of trade in American goods.

Consul's Peremptory Demand.

To the Viceroy of the province the Vice-Consul sent a peremptory letter calling his attention to the edict, and informing him that it was his duty under the imperial edict issued at Pekin August 20, denouncing the boycott, to suppress the propaganda, and warning him that the United States Government would insist upon his obedience to the imperial edict. The significance of this attitude by the Vice-Consul toward the Viceroy is that the State Department fully indorses the peremptory steps now being employed towards Chinese officials to stem the rising tide of anti-foreign feeling in China.

Prepared for Violence.

The awakening in China is believed in the State Department to have actually arrived. It is also believed to have taken the form of the most violent hatred of foreigners, particularly Americans. A multiplicity of cases in addition to the exclusion laws in this country is assigned for the movement. From the undercurrent of opinion at the State Department, it seems to be the belief of certain high officials that an outbreak of violence may develop in the not distant future.

In the course of three months this Government will have two additional regiments of infantry and six field batteries installed in the Philippines ready for immediate field service in China.

WHOLE EMPIRE IN FERMENT

Boycotters Demand Repeal of Exclusion and Turn Against Whites.

WASHINGTON, Feb. 6.—Reports continue to pour into the Department of State from diplomatic and consular agents in China regarding the rapid increase of feeling against Americans and things American as expressed in edicts issued by local authorities in various parts of the empire. For six months the situation in China has been the subject of very genuine concern to the department, and Mr. Rickhill the American Minister at Pekin, is under instructions to keep Washington thoroughly and frequently informed of the situation. He is also exerting himself at the Chinese capital in an effort to check or allay the anti-foreign feeling that appears to be growing. While not admitting that the situation is one of danger, the officials here would not be at all surprised at any developments that a month may bring forth.

Although at the outset demanding only a return to the provisions of the original exclusion treaty of 1880, which excluded from this country Chinese laborers without specifying the classes of Chinamen which should be admitted, in some provinces manifestos have been issued declaring that, if the boycott is rigidly adhered to, Americans will be forced to forgo any exclusion at all. Such expressions have been immediately denied by Mr. Rockhill at Pekin.

Although directed primarily against Americans, the feeling of ill-will that seems to be growing in various parts of the Empire is interpreted by Orientalists to have a far deeper meaning. In a word, it is declared to be anti-foreign and there are indications that all foreigners, with the possible exception of Japanese, will soon be as keenly affected as are Americans.

Other Nations Consult.

Informal representations regarding the Chinese situation already have been exchanged between some of the European powers, but thus far this country has not called foreign nations into consultation, because there is a very general feeling among the European powers that the Chinese are unjustly discriminated against by the Americans. So long as the anti-foreign feeling is confined to the Americans, the Europeans are expected to bide their time.

The dispatch from Pekin published yesterday regarding the activity of Russia in Mongolia has been taken note of by the officials here.

BOYCOTTERS GROW DARING

English Bishop in China Fears Outbreak Against Whites.

LONDON, Feb. 7.—J. C. Hoare, bishop of Victoria, Hongkong, in an interview today on the situation in China, expressed the view that the outlook was more serious in the south, at any rate, than before the Boxer rising. He added:

The persistent American boycott is stirring up much trouble and there is danger that the Chinese may extend the boycotting principle, inevitably leading to a general anti-foreign feeling among the more ignorant classes. The attack on Dr. Andrew Beattie (the American Presbyterian missionary at Fatt, whose residence was looted on February 3) was particularly daring, as it occurred just across the river from the American settlement and was within a few yards of European gunboats. It is also significant that such a pro-foreign official as Viceroy Shi Kai should have discharged Professor C. D. Tenney (an American and director of education, who organized the new school system in Pe Chi Li province).

The spread of the boycott will be more difficult to contend with than the Boxer movement. As the exclusion of the Chinese from the United States and Philippine Islands caused the boycott of American goods, their exclusion from Australia and Canada will cause a feeling against Great Britain.

ENFORCE SUNDAY CLOSING

Advocates Seek Mandamus Against Mayor of Chicago.

SPRINGFIELD, Ill., Feb. 6.—A petition asking that a writ of mandamus be issued to compel Mayor Dunne to enforce the Sunday closing law in Chicago as regards saloons was filed today in the Supreme Court. Corporation Counsel Lewis questioned the right of the court to take the petition under consideration.

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MOODY AT ISSUE WITH PRESIDENT

Denies Accuracy of Statement About Beef Trust Inquiry.

FLUTTER AMONG PA

Identifies Copy of Roosevelt's Letter but Declares Incorrect Statement Departments Worked Together in Inquiry.

CHICAGO, Feb. 6.—The unique spectacle was presented in the beefpackers' trial today of the Attorney-General of the United States denying the accuracy of an official statement made by the President. Mr. Moody was called upon by John S. Miller, attorney for Armour & Co., to admit the authenticity of a copy of the letter of Mr. Roosevelt on the subject of the beef-trust inquiry. He did so, but added that the President's statement that the Departments of Justice and of Commerce and Labor were working together in the matter was incorrect. This assertion caused much excitement among the attorneys for the packers, and they objected to it as improper before the jury. The letter was not offered in evidence, but was marked for identification.

Not Acting in Unison.

The Attorney-General declared that he would admit the authenticity of the letter, subject to its verification by J. A. Kratz, his private secretary. The letter as produced in court by the attorneys for the packers was a copy of the original document as it appeared in a published account of the proceedings in the United States Senate. The Attorney-General read the letter and then rose to his fet.

"If it please the court," he said, "I feel it my duty upon reading this letter to say in regard to this sentence which it contains, 'With my permission, the Department of Justice and the Department of Commerce and Labor,' is not correct."

Packers' Lawyers Staggered.

All the lawyers rose to their feet at the words of the Attorney-General, several of them addressing the court excitedly.

"I would like to finish," said the Attorney-General.

"I understand that the Attorney-General merely assented to the authenticity of the document," said Judge Humphrey.

Mr. Miller did not introduce the document in evidence, but had it marked for identification.

The cross-examination of C. M. McFarlane was then resumed by District Attorney Morrison. The questioning was directed toward the subsidiary companies which, it is claimed by the Government, were the medium through which the control of prices on all by-products was effected. The witness and the Government agents examined the books of the Aetna Trading Company and the Kenwood Company, but he said that he knew very little about the operations of the subsidiary companies.

The afternoon session was taken up by the reading of the Garfield report on the packing industry.

AUTO ACROBAT'S CRASH

WOMAN FALLS WHILE LOOPING LOOP ON MACHINE.

Panic Follows, Mob Attacks Circus and Battle With Police and Troops Results.

LISBON, Feb. 7.—(Special.)—While "looping the loop" in an automobile at a circus performance last night, Mlle. Thiers, one of the most noted circus performers in Europe, was probably fatally injured by her machine dashing from the grooves in the runway while turning over, performer and machine being precipitated into the arena many feet below.

She was picked up unconscious and hurried to the Lisbon Hospital, where it is said she sustained fractures of many bones and internal injuries which will cause her death within a few hours.

The horrified spectators made a mad rush for the doors and many women and children were knocked down and seriously hurt. Afterwards a crowd attacked the circus and a fight followed, which was not quelled until police and troops charged the combatants.

THIS CAPTAIN NOT AFRAID

Clyde Line Rewards Rescuer of People on Board Cherokee.

ATLANTIC CITY, N. J., Feb. 6.—Captain Mark Casto, who with his crew of six men rescued 52 persons from the stranded steamer Cherokee, tonight received a check for $500 from the Clyde Line Steamship Company, the owners of the steamer.

NEGRO MURDERED BY MOB

Penalty for Shooting at White Who Thrashed Him.

OZARK, Ala., Feb. 6.—Jim Cotton, a negro, was shot to death Sunday at Elmaville by a mob of white men. Cotton was accused of shooting at Jim Philips, a guano salesman, who had administered a thrashing to Cotton

THE O. R. & N. WRECKING TRAIN CLEARING AWAY THE DEBRIS AT BRIDAL VEIL.