

BR-AKES BALK; TRAINS WRECKED

East Side Yards Scene of Smash When Control of Coaches Is Lost.

CARS PILE UP; NONE HURT

Noo-Spokane-Portland Limited In-Bound Tears Down Gulch Toward River Falling to Reach Derrilling Switch; Hits Freight.

With a heavy passenger engine lying on its side, the tender completely overturned, the baggage and mail car 12 feet in the air atop of the tender, three coaches derailed, two cars smashed to splinters and 100 feet of track torn up, the Noo-Spokane-Portland Flyer, inbound came to an unexpected stop in the East Side yards yesterday morning at 11:30 o'clock within 200 yards of the steel bridge, and out it was approaching at high speed and out of control.

Despite the immense amount of property damage done the only personal injury of note was a slight scalp wound sustained by the engineer of the runaway.

Failure of the air brakes to work in the ascribed cause of the wreck, the Canadian Pacific train de luxe was heading down Sunnyside Gulch, virtually on time, under charge of George Ferguson, engineer; Walter Robinson, fireman, and A. F. Wall, conductor, when, nearing the East Side station at the junction of the O. R. & N. and Southern Pacific lines, Engineer Ferguson discovered that his air brakes were not in working order.

Distress Signals Whistled. He made every effort to bring his train to a stop, and sounded frantic warnings with his whistle, calling for the application of the hand brakes. The speed of the train was checked to some degree, but control had not been gained, when the train reached the junction, just north of the East Side station. The passenger engine, under the direction of Engineer Taylor and Fireman Havercamp, was just pulling out southward bound, and, leaving the warning of the runaway train, quickened its speed to clear the main line. Had it succeeded in doing so, and had the passenger train kept the rails in rounding the "moon" which leads onto the bridge, it would have run unchecked into the derrilling switch at the approach.

As it was, all but two cars of the freight train had cleared the frog when the passenger crashed into them. A carload of lumber was hurled sideways off the track and against a telegraph pole.

A carload of automobiles, which constituted the end of the freight train, was pushed ahead of the flying passenger, shunted off on the westward track, while the passenger engine continued on the "moon" track, struck the transfer engine which was in waiting to relieve it, and shunted it 100 yards from the track, where its boiler head crashed and its pilot smashed.

The big passenger engine turned on its side in a cloud of steam, its boiler full of fuel oil, which, when it fell, set the train on fire. The passenger engine, which was derailed, was completely wrecked, and its boiler head, which was derailed, was completely wrecked, and its boiler head, which was derailed, was completely wrecked.

Glassware Total Wreck. An automatic block signal was smashed and torn down, and two telegraph poles were broken. The forward truck of the passenger engine sprang clear and ran 100 feet down the track in front of the wreck. The frog at the junction of the two tracks was torn from its place and portions of it were splintered like glass. Back of the baggage car, only two panes of glass were broken in the whole train. Glassware in the dining car was a total wreck. Automobiles in the freight car carried ahead of the engine, were damaged to the extent of about \$1000.

PHOTOGRAPHS OF THE WRECK OF THE SOO-SPOKANE-PORTLAND LIMITED TRAIN NEAR EAST END OF STEEL BRIDGE YESTERDAY.



ONE, WRECKING TRAIN AT WORK CLEARING AWAY DEBRIS—TWO, BAGGAGE AND MAIL CAR OF LIMITED PILED ON TOP OF FREIGHT CAR.

wreck will be conducted this morning by M. J. Buckley, senior assistant general manager of the O. R. & N. and Southern Pacific. A board consisting of L. T. Fields, superintendent of the Southern Pacific division and William Hollens, superintendent of the O. R. & N. division, several of the assistant general managers, George Nicoll, George W. Hoyt and Charles Smith, the last three named being interested citizens of Portland, will hear the testimony.

The board held an informal hearing at the scene of the disaster yesterday afternoon to hear the statements of the engineer and to examine the train and the brake which the engineer alleges failed to work.

These two cities. This is a drawback, not only to the farmers, but to all travel through from Portland to Salem and Southern Oregon. The Tri-County Push Club urges that Butteville, being located midway between Oregon City and Salem, would be the best location for a bridge.

Dec. 14.—(Special).—All of the soldiers in this post, who are to go to the Philippine Islands next year, also their wives and children, will be vaccinated, if they have not already been. When a soldier enlists, he is also vaccinated at each succeeding enlistment, if he is not immune from smallpox.

Troops to Peel Lance. VANCOUVER BARRACKS, Wash., Dec. 14.—(Special).—All of the soldiers in this post, who are to go to the Philippine Islands next year, also their wives and children, will be vaccinated, if they have not already been. When a soldier enlists, he is also vaccinated at each succeeding enlistment, if he is not immune from smallpox.

SHAFTS ARE HURLED

Municipal League Again Issues Statement.

REPLY MADE TO CHIEF COX

District Attorney Says Subject of Alleged Graft Is Being Investigated by Grand Jury—Member Executive Board Called.

The Portland Municipal Association issued a statement yesterday in which it again directs severe arraignment of Mayor Simon, Chief of Police Cox, Sheriff Stevens and District Attorney Cameron, alleging that the officials have been derelict in performing their sworn duties.

The statement recites the repeated attempts of the association to secure enforcement of the laws covering prostitution, sale of alcoholic liquors to women and minors in saloons, the sale of liquors on Sundays, gambling and like offenses, all of which have been carried on openly in this city for some time past.

The statement contains the declaration that the association has met voluntarily from officials sworn to enforce the laws and for that reason the members of the association have concluded that the only course open is to appeal to the whole people of the city. The leading members of the association are D. A. Pattullo, John Bain and H. M. Esterly. Referring to Chief Cox, the association says:

Chief Cox is indignant at the assertion of the association that the laws of the state and city are not being enforced and of good faith and the care which he exercises in these matters, he proffers the statement, voluntarily, that when he first took office he visited all of the houses of prostitution in the city and earned all the "madams" (as he calls them) and the inmates to pay a cent for protection; which unlawful action on his part seemed to his idea of his duties as Chief of Police. Think of it! The Chief of Police engaged in criminal traffic, and peddling the advice to them to keep their clothes on their pocketbooks, instead of closing their houses of prostitution, as it was and is his sworn duty to do.

The association accuses District Attorney Cameron of not making an attempt to bring out the facts before the grand jury when an investigation was being made. The association believes that "the evidence it had submitted was sufficient to bring in indictments against the guilty parties."

When seen last night District Attorney Cameron said that these cases referred to by the Portland Municipal Association had been continued from the November grand jury and that they were now being considered by the present grand jury. He suggested that the association be patient and withhold judgment until the cases were entirely investigated.

J. F. O'Shea, a member of Mayor Simon's Executive Board, was closed with the grand jury for about 15 minutes yesterday afternoon. The nature of his conference was not divulged, but it is expected that the matter will be taken up actively in a few days.

Aside from the interrogation of Mr. O'Shea, no action was taken by the jury in that relation and no call for witnesses in the graft inquiry has yet gone forth. It is expected that the matter will be taken up actively in a few days.

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CALIFORNIA HOTELS AND WINTER RESORTS

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PRESS CLUB WINS STAR

ALICE LLOYD TO APPEAR IN "A NIGHT OFF" AT HELLIG.

Noted English Comedienne Headliner of Orpheum, Will Sing for Newspaper Men, December 19.

Miss Alice Lloyd will appear in the Portland Press Club's entertainment, "A Night Off," at the Hellig Theater next Monday night.

With box-office magnets of Miss Lloyd's vintage, vaudeville managers draw up contracts which preclude a diversion of talent to other fields than their own, in protection to themselves for the big salaries paid such high-class artists.

Tri-County Push Club Works for Viaduct at Butteville.

Reason Ultimately Rules!

Be it known that "caffeine"—the drug in coffee—is a poison that works directly on nerves, stomach and heart.

It is hardly as quick in destruction as whiskey, but in time, quite as certain. Our duty ends with telling the facts. Individuals are, of course, free to follow their own inclination. They can continue the drug and pay the cost in physical suffering or quit and return to comfortable health, provided the disease (stomach, bowels, kidney, nerves or heart) has not become chronic.

It is our work to narrate the facts and offer an easy way to slip off the coffee habit and not feel it. If a good, hot, well-made cup of Postum is served instead of the coffee, it furnishes the deep seal brown beverage which turns to a rich golden brown when cream is added and all the comfort of the morning cup is there, with this increased and never-to-be-forgotten advantage.

The drug-poison and its effect on stomach, nerves, bowels and heart is gone. In its place day by day can be plainly seen the effects of the change. The killing work of the drug has been stopped, Nature begins to repair, and is helped tremendously by supplying the needed elements Nature requires to do her rebuilding.

These elements are in Postum. It is not necessary to take anyone's word for it. Try it yourself. Quit the coffee 10 days. Use Postum (well made according to easy directions on package). Then at the end of the ten days take account of your gain toward health. If it shows well (and it will) keep on the good comfortable road.

There's no joy on earth equal to the joy (24 hours in the day) of perfect health. If you have been a coffee victim, you'll appreciate it. Besides, health gives you power to make money, and money rightly used brings comfort.

Wake Up! "There's a Reason" for POSTUM

POSTUM CEREAL COMPANY, Ltd., Battle Creek, Mich., U. S. A.