

SIXTY ARE KILLED IN TRAIN CRASH

100 Persons Are Hurt in
Missouri Wreck.

BOY SCOUTS ARE VICTIMS

Scene of Disaster Resembles Battle-
field; Strikers Go to
Relief of Injured.

ST. LOUIS, Aug. 5.—(By the Associated Press).—Sixty persons were killed and at least 100 injured when Missouri Pacific fast train known as No. 4 crashed into a local passenger train at Sulphur Springs, 26 miles south of here, at 7:30 tonight, according to an official bulletin issued by the Missouri Pacific here shortly before midnight.

Four rear coaches of the local train, known as No. 32, were telegraphed, the bulletin announced. The accident occurred at the railroad station where the local passenger had stopped to take water. Engineer Glenn, on the fast train, was instantly killed, while his fireman, J. E. Tinsley, was badly injured.

Most Injured Boy Scouts.
Most of the injured, it was said, were boy scouts who were returning from their summer camp at Ironton, Mo., about 100 miles south of the scene of the disaster.

The names of the dead were not known, and many were said to have been so badly mangled that identification would be almost impossible.

Relief trains from here, Poplar Bluff and Desoto were sent to the scene of the wreck carrying all physicians available from the towns and cities along the route.

Union Men Man Relief Train.

The relief train for Poplar Bluff was manned by union men now on strike, who offered their services when the reports of the disaster reached that town.

Because of the confusion and the debris, the relief work was greatly hindered and only slowly could the injured be taken from the wreckage. Among the first of the dead to be taken from the demolished coaches were Rev. V. O. Penley of Desoto, Mo., Miss Irene Moon of Festus, Mo., and Engineer Glenn.

One of the coaches was thrown into a creek which runs along the track and was completely demolished.

The fast train was en route from Fort Worth, Tex., and the local from Poplar Bluff.

Coaches Drop Into Creek.

Several of the coaches were pushed into a creek and some of the passengers were said to have been drowned. A number of boy scouts were on the Hoxie train.

Engineer Matt Glenn of train No. 4 was killed instantly. He resided in St. Louis.

No. 32 was composed of seven coaches.

According to the report of the conductor of the relief train sent from here, the scene of the wreck "resembled a battlefield."

The engineer of the fast train, it was said, had received an order from his train passed through Riverside, Mo., station for the relief train to stop at Sulphur Springs, Mo., and that he was reading the order when his train passed the block signal and he inadvertently overlooked the signal to stop.

Railway Issues Bulletin.
At midnight the following bulletin was issued by the Missouri Pacific officials here:

"About 7:29 P. M. train No. 4, engine No. 3212, in charge of Conductor Gregg, Engineer Glenn, struck rear end of No. 32, in charge of Conductor J. A. Long, Engineer Cress, while No. 32 was taking water at Sulphur Springs, telescoping four rear coaches on No. 32 train and demolishing No. 4's engine."

"Engineer Glenn, on No. 4, killed and fireman, E. Tinsley, badly injured. No other casualties on No. 4. Last reports indicate probably 35 or 40 killed on No. 32 train and about 60 injured. We are running relief trains from St. Louis, Desoto and Poplar Bluff, also all doctors that we can get hold of. Wires all cracked down but linemen now making repairs."

An Associated Press correspondent found a confused and horror-stricken village looking on in dumb amazement as the cries came from the debris of the coaches scattered along the track and piled up in the ravine about 50 feet below the tracks.

Doctors in shirt sleeves and railway men in their blue overalls, aided by citizens from the small village, made every effort in extricating the victims from the wreckage. The first aid to be given to those whom it would benefit.

Bandages and tissue in some cases were smeared with blood, resulting from wounds of the crash, but were used in the emergency.

The heavy boy scout belts and backpack straps were converted into tourniquets on a few injured, while the khaki scout coats and poles were used as stretchers, pending the arrival of ambulances and the relief train.

Some Victims Drowned.

The steel coaches of the express special entered the wooden coaches of the accommodation from the rear, dumping passengers and debris over the quarter of a mile area and tearing up the roadbed and twisting rails into a tangled mass resembling a knotted bunch of huge ropes.

the injured and worked frantically to assist their less fortunate companions.

The local was composed of seven coaches while the fast train consisted of 11.

Scalding steam from the engine of the flyer, which was dented, escaped into the wooden coaches it had splintered, cooking victims in the wrecked cars. Axes and picks from the emergency kits aboard the flyer and from equipment of the Boy Scouts were put to heroic use by passengers who were not too greatly excited or shocked to aid in the rescue work.

Temporary Morgue Arranged.
The railroad station and express room were arranged as a temporary morgue. Private automobiles served as ambulances and private homes were opened to the injured.

Numerous ex-service men aided in the first-aid work.

Hundreds of tourists and annual visitors at the springs left their evening diversions to help the injured.

SWATOW HORROR GROWS

TYPHOON DEVASTATES CITY
AND RAGES FOR HOURS.

Hundreds of Chinese Craft and
Other Property on Waterfront
Swept to Destruction.

HONGKONG, Aug. 5.—(By the Associated Press).—Telegraph lines between here and Swatow are down, but details of the typhoon were brought here today by steamer.

The storm broke at 10:30 o'clock Wednesday night and gathered force until daybreak, when it subsided, leaving death and destruction in the city and harbor.

The death list is placed at 5000. Hundreds of native craft along the waterfront were wrecked and their occupants drowned, while houses ashore felt the effect of the terrific wind.

Several godowns, or warehouses, were badly damaged and their stocks of merchandise wholly or partially ruined. Trees were torn up by the roots, telegraph poles were snapped off, roofs were carried away and entire houses laid flat in the pathway of the storm.

Native boats in the harbor were picked up as the wind and the water linked forces and were carried far inshore. Coasting steamers dragged their anchors, some of them over distances of two miles and were pitched on land, damaged.

The lighthouses at the entrance of the harbor, despite their solid foundations and sturdy construction, also show the scars of the typhoon. The water in the harbor rose rapidly until several feet deep in the shoreline warehouses and as it continued upwards inhabitants of the houses left or retreated to their upper stories.

NORTHCLIFFE IS WORSE

PUBLISHER HAS POOR NIGHT,
PHYSICIANS ANNOUNCE.

Chicago Friends Attribute Illness
to Stench Bombs Thrown
During Speech There.

LONDON, Aug. 5.—It was announced today that Viscount Northcliffe passed a poor night and that his condition was somewhat worse.

By Chicago Tribune Leased Wire.
CHICAGO, Aug. 5.—Friends of Lord Northcliffe, residing in Chicago, attributed his mysterious and critical illness to poison gas, inhaled at a banquet here when German waiters threw stench bombs into the room when Northcliffe was addressing the association of commerce at the Hotel LaSalle. Mention of the bomb throwing was suppressed at the time, but those close to Lord Northcliffe said he was rendered so ill that he was obliged to visit his villa on the Great Lakes naval station the day following.

He was speaking when the bombs were thrown, but he continued, despite the effort and the apparent pain he was suffering. After he had left the banquet hall the irritation became worse and physicians were summoned. The apparent thyroid gland seriously affected. Late the next day he recovered sufficiently to proceed to Kansas City. One of his friends said today:

"I am positive his illness dates from his visit to Chicago. Gassed thousands of miles from the war zone, the victim of Potsdam spies in America, his death will be a martyrdom no less than that of the men who fell on Flanders fields."

LIGHTNING KILLS WOMAN

Shoe and Stocking of Friend Are
Ripped Off and Heel Burned.

BEHAVIOR, N. J., Aug. 5.—A bolt of lightning struck down a tree on the banks of the Delaware river, then leaped a distance of ten feet to the porch of the summer home of Mrs. Thomas A. Berkey of Easton, Pa., and killed her.

A shoe and stocking of a friend to whom Mrs. Berkey was talking at the time, seated but two feet from her, were ripped off but she escaped with a burn on the heel.

EUREKA, CAL., GETS JOLT

Three Earth Shocks Felt Within
Space of Two Hours.

EUREKA, Cal., Aug. 5.—Three earthquake shocks were felt here tonight within a little more than two hours. The first shock was felt at 7:35. The second shock was at 7:40 and another was felt at 9:45. No damage was reported.

Manila Strike Unsettled.

MANILA, P. I., Aug. 5.—(By the Associated Press).—The strike which has tied up international shipping for the past few days still continued today with both sides standing pat. The officers and crews who walked out on the local vessels still are determined that their wage demands be met. No disorders have occurred so far. Ocean freighters are taking cargo for inter-island ports.

Fatty Going to Orient.

LOS ANGELES, Cal., Aug. 5.—Roscoe C. (Fatty) Arbuckle, motion picture comedian, has applied to federal officials here for passports for himself and his secretary, Harry Brand, "for a business trip of indefinite length" to China, Japan and Korea. They plan to sail from San Francisco August 15 on the Siberia Maru.

The prestige of Oregonian want-ads has been attained not merely by The Oregonian's large circulation, but by the fact that all its readers are interested in Oregonian want-ads.

TELLER ADMITS \$34,600 THEFT

Lumbermen's Bank Is Fully
Protected.

AUTO DEALER IS BLAMED

Earl E. Patterson's Defalcations
Cover Period of 15 Months.

J. C. Osler Is Sought.

Earl E. Patterson, 30, of 1645 East Hoyt street, teller in the Lumbermen's Trust company bank, was arrested Saturday by Lieutenant-Inspector Harvey Thatcher, accused of the embezzlement of \$34,600 of the funds entrusted to him. He was said to have confessed. The bank was fully protected by insurance.

Patterson's alleged confession set forth that his defalcations had covered a period of about 15 months, and implicated J. C. Osler, East side automobile dealer, for whom a warrant was issued Saturday night charging receipt of stolen property. Patterson maintained that Osler had received the entire amount the confession said that he had embezzled.

Bank Officers Surprised.
The shortage came as a thunder-clap to bank officers, who said that Patterson had seemed to be a steady, dependable employee. Saturday afternoon, when he approached Carl Detering, vice-president of the bank and confessed to a shortage, his tale was scarcely believed. He showed Mr. Detering a personal note given him and signed by Osler for \$30,400, which carried partial conviction, and a check of the actual cash showed the entire shortage.

"I believe Patterson to be the victim of two friends, both crooks," said President Robert E. Smith. "I do not believe he took a cent of the money for himself, but defalcated under the pressure of circumstances."

"He worked this way: he was entrusted with \$100,000. When bank examiners came in, unexpectedly, he wrote a personal check on the Northwestern National bank, where he had a small account, to cover the deficit. Then he checks with his cash, would balance. The next day he would take money from his bill to other banks, buy cashier's checks and deposit them in the Northwestern to cover the check he had written. He must have passed safely through 15 different checks by state bank examiners and our own men. It was pure luck for him that his operations were not discovered."

Confession Is Voluntary.
The confession given voluntarily before Deputy District Attorney John Mowry Saturday night was said to be of the following purport:

Two years ago, when Patterson was employed as a teller in the Hartman-Thompson bank, a friend, W. L. Rickman, came to him and asked, as a personal favor, that he honor his checks, although he had not enough money in the bank to cover them. He said he would do so, and he was to be forthcoming the next day. In that manner Rickman put Patterson in debt to the bank about \$8000.

Rickman did not make good. He left town suddenly and has not been heard of since, leaving Patterson to hold the sack. To cover the \$8000, Patterson borrowed \$3000 from an aunt, Ella J. Patterson, who is interested in the state bank at Talent, Or.; \$500 from his mother, Mrs. J. L. Patterson; and \$2500 from Osler. He gave his personal note for these sums without other security.

Patterson Put in Power.
The money borrowed from Osler, of whom he made a confidant, put Patterson in his power, and the confession cites that in March, 1921, six months after Patterson had left the Hartman-Thompson bank to accept a position with the Lumbermen's Trust, Osler demanded payment. Patterson could not pay, he said, and alleges that Osler threatened to expose him.

The beginning of the \$34,600 embezzlement was about 15 months ago, when Osler approached Patterson at the Lumbermen's Trust company and asked him to act as hostess at a special dance given by a new supper and dance club opening this autumn in the mansion which has just been leased.

She is hesitating, fearing that her ex-husband, who is influential in Paris through his racing activities and social functions, may object and seek to wreck the club through influencing his friends not to patronize it.

"It is a rather delicate matter," said Edith today. "I know the French, English and American sets in Paris socially, but it might be different if I were hostess or a professional dancer."

The new club will have the first roof garden in Paris, obtained by permission from the police, and will be open nightly. It will have one of the best orchestras that can be hired and a loud jazz band, and it will have men's and women's bars, as well as a night bar.

Edith will leave London for Deauville tomorrow, proceeding to Paris Wednesday to accept or decline the offer.

THRESHER IS BURNED
Smut Explosion Causes Loss of
\$2000 Near Goldendale.

GOLDENDALE, Wash., Aug. 5.—(Special).—An explosion completely wrecked a 32-inch separator on a threshing machine owned by Robert Divers of Hockhouse, Wash., this morning. The machine was working on the farm of Joe Divers on the Little Klickitat river, six miles west of Goldendale.

A setting had been about completed, and the rig was running at top speed when the explosion took place. The separator, straw stack and about 600 bushels of sacked grain were destroyed, causing a loss estimated at \$2000.

DRUGS

WHEN there is sickness in the family, bring your doctor's prescriptions to the old reliable drug store that is open all night.

Established Reputation
FRANK HAU
CORNERS 6TH AND ALDER STS.
SELLING BUILDING

THE simplest way to end a corn is Blue-jay. A touch stops the pain instantly. Then the corn loosens and comes out. Made in a colorless clear liquid (one drop does it) and in extra thin plasters. The action is the same.

Pain Stops Instantly
Patterson's Matron's Son.
Patterson is the son of Mrs. J. L. Patterson, East Seventeenth, North, and East Hoyt streets, matron on the first night relief at the city jail.

His examination took place at the bank and he was kept away from police headquarters in order that she might not learn of his predicament.

Five years ago he married Miss Donna E. Greenfield, 401 Patton road. He has a boy of four years and his wife, who is at present visiting a brother, Ira Greenfield, in the bay district near Olympia, was said Saturday night to be in a delicate state of health.

As a bank teller Patterson received a salary of \$180 a month. Lieutenant Thatcher last night notified authorities in surrounding cities to be on the lookout for Osler, as he was thought to have left Portland in a red Bell roadster, dealer's license No. 421. Osler is described as being 5 feet 7 inches tall, wearing gray or brown suit, felt hat, No. 7 shoe; has florid face, wears thick, rimless eyeglasses, has black hair and is slightly bald on back of head.

STRIKE'S END FORECAST

RAILROADS DECLARED ANXIOUS FOR PEACE.

Otto Hartwig Tells Strikers That Employers Are Attempting to Save Faces.

Predictions that the railroad shop-workers' strike will be ended in a few weeks and statements that the railroad executives are now attempting to find a way out of the trouble without admitting defeat were made Saturday night at a mass meeting of strikers by Otto Hartwig, president of the state federation of labor. The meeting held in the central hall of the labor temple, drew a large crowd of union men, their wives and friends.

Mr. Hartwig reviewed the history of the labor movement and declared that the time was coming when American employers, like British employers, would no longer quibble over the rights of labor to organize or of the men to be represented at conferences by their own leaders. The strike, he held, was pointing out to the general public the wrongs endured by the rail workers and the time is not far distant, he stated, when the public will demand the abolition of strikes by the fair treatment of working men by their employers.

"The rail executives, alarmed by the aid given the shop crafts by the big four brotherhoods, are now attempting to settle the strike and at the same time save their faces," said Mr. Hartwig. "I look for a settlement of the strike at any time now."

"The time is coming when it will never be necessary for you to assert your rights as you have done in this case. The great American public, realizing its duty toward labor, will soon say to the railroad executives, treat your men fair and end this strike."

Mr. Hartwig did not go into the causes of the strike or the statistics which are so freely used by both sides. His address was calm and conservative. He said many employers are commencing to realize the futility of combating labor and now know the advantages of having happy, well paid and contented workmen in their employ.

Another mass meeting of the striking shopmen will be held tonight and will be addressed by J. L. Maier, personal representative of President Robertson of the Brotherhood of Locomotive Firemen and Enginemen.

MRS. GOULD GETS OFFER
WOMAN ASKED TO BE HOSTESS AT FRENCH CLUB.

Divorcee Hesitates Through Fear That ex-Husband May Object and Wreck Resort.

(Chicago Tribune Foreign News Service. LONDON, Aug. 5.—Edith Kelly Gould may become hostess in the biggest, most exclusive, costliest night club in Paris. A syndicate, backed by wealthy American women in Paris, has offered an attractive contract for her to act as hostess at a special dance given by a new supper and dance club opening this autumn in the mansion which has just been leased.

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New Low Prices

Miller Tires

GEARED-TO THE-ROAD

CORDS

30x3 1/2	\$13.95
30x3 1/2 Oversize	15.95
31x4	26.45
32x4	29.15
33x4	30.05
32x4 1/2	37.70
34x4 1/2	39.50
33x5	46.95
35x5	49.30

FABRICS

30x3 Rellim	\$ 9.00
30x3 1/2	10.00
30x3 Miller	9.80
30x3 1/2	10.90
32x3 1/2	16.30
32x4	21.20
33x4	22.35
34x4	22.85

Effective today

No extra charge for excise tax—tax paid by the Miller Rubber Co. of New York

MILLER AGAIN IN FOREGROUND OF TIRE VALUES

Before the reduction, the economy of Miller Tires was recognized the world over. They were bought by the most conservative buyers. Now you can buy Miller Tires at these new low prices and get more for your money than ever before. The quality remains unchanged.

THE MILLER RUBBER COMPANY OF N. Y., AKRON, OHIO

Men Wanted

Northern Pacific Railway Company Will Employ Men at Rates Prescribed by the United States Railroad Labor Board as Follows:

MACHINISTS	70 cents per hour
BLACKSMITHS	70 cents per hour
SHEET METAL WORKERS	70 cents per hour
ELECTRICIANS	70 cents per hour
STATIONARY ENGINEERS	Various Rates.
STATIONARY FIREMEN	Various Rates.
BOILERMAKERS	70 to 70 1/2 cents per hour
PASSENGER CAR MEN	70 cents per hour
FREIGHT CAR MEN	63 cents per hour
HELPERS, ALL CLASSES	47 cents per hour

Mechanics and helpers are allowed time and one-half for time worked in excess of eight hours per day. Strike conditions prevail.

Young men who desire to learn these trades will be employed and given an opportunity to do so.

A strike now exists on the Northern Pacific Ry.

Apply to Any Roundhouse or Shops or Superintendent

NORTHERN PACIFIC RAILWAY

AT TACOMA, WASH.