

# WEST BOUND CREW BLAMED FOR WRECK

## Conductor and Engineer Are Accused by Southern Pacific Inquiry Board.

# DISPATCHER TELLS ORDER

## Train Said to Have Been Told to Wait for Eastbound Freight and Exceeded Authority Given.

Conductor F. H. Ortschild and Engineer F. J. Kothoff were held responsible for the collision of two Southern Pacific trains on the Oswego branch Friday night, resulting in the death of two men and the injury of another. This is the result of the investigations of the Southern Pacific Board of Inquiry.

"It is the opinion of this board," says the report, "that conductor F. H. Ortschild and Engineer F. J. Kothoff of Extra 212B, are responsible for the accident by reason of having undertaken to run from Cemetery to Oswego without any authority to do so."

It was announced by the railroad company that the entire crew of that train, consisting of C. E. Erickson, fireman; G. T. Renfro, R. Stanton and R. Scroggs, brakemen, besides the conductor and engineer, would be discharged. Later in the day, however, the statement was made that in all probability, some of these men not directly responsible for the accident, might be retained.

**Commissioner's Inquiry Adjourned.**

The investigation was conducted by Superintendent F. C. Burchhalter, Assistant Engineer H. A. Hampton, E. Sears, superintendent of electrical equipment; H. P. Coffin, chairman of the Public Safety Commission, and George D. Schalk.

Another investigation begun yesterday by the Public Service Commission was not completed, but will be resumed at 2 o'clock Monday afternoon.

The board of inquiry investigation was conducted in the presence of Deputy Coroner and Chief of Police, and Conductor H. P. Best, Brakeman H. E. Potter were killed and Brakeman J. V. Hatcher suffered a badly crushed back.

**Equipment Found Standard.**

The report says:

"Two extra freight trains, namely, Extra 212A West and Extra 212B East, were running on a curved track between Ewahu and Riverdale while running, the former sight and the latter 15 miles per hour, resulting in the collision of the two trains, serious injury to another, and approximately \$1800 damage to equipment. The former train consisted of six empty flat cars, one empty box car, one empty gondola car and one loaded with wood. Braking appliances and equipment were in first-class operative condition.

"We believe that the men involved in this accident had good and sufficient rest prior to reporting for duty, and that their period of duty was only ordinary and not excessive. The train orders issued by the dispatcher covering the operation and movement of these trains were regular and comprehensive."

**Dispatcher Says Wait Order Sent.**

Dispatcher P. W. Cantrell, testifying before the Public Service Commission yesterday, said that Conductor Ortschild had orders to wait at Cemetery for the other train. At this station he called the dispatcher on the telephone. Ortschild said he thought the dispatcher told him to go ahead. He had no orders, he said, to go ahead.

There was a slight irregularity on Engine 212B also, according to the testimony. The engine was pushing the cabooses and a car of wood.

**Operator to Be Called.**

The commission's hearing adjourned until Monday, when the telegraph operator at Sherwood will be called. The operator was the one who pushed the button when Ortschild was talking to Cantrell from Cemetery station. He will be asked whether he understood the dispatcher to tell the conductor to go ahead.

Superintendent F. L. Burchhalter testified as an expert on the book of the rules. He said that Ortschild had no right to leave Cemetery without written orders.

"What would you do if you were at Cemetery with this order and the dispatcher told you to go ahead?" This question was asked Engineer Corbett.

"I'd rather not say," he said.

# WIDOWS' HOME IS OPENED

## Grand Army Commander Officially at Dedication at Puyallup.

# CLUB TAKES TRIP ON RIVER

## Proceeds of Laurelhurst Outing to Be Used in Improvement.

# BARRACKS CONCERTS DRAW

## Programmes for Week at Vancouver Are Announced.

# VANCOUVER BARRACKS, Wash.

Aug. 21.—(Special).—The band concert given by the Twenty-first in-

# EMPLOYEES TO OWN IN 'INSPECTION DAY'

## Business Houses Will Turn Cars Over for Trip on Columbia Highway.

# AD CLUB PLANS PROGRESS

## Stops to Be Made at Scenic Points Along Way for Picnic Parties.

# MISSIONARY TO TELL OF AFRICAN SAVAGES

## Capacity of Trains to Be Limited to 5000.

# PORTLAND ATTORNEY IS ELECTED INSTRUCTOR IN Y. M. C. A. LAW SCHOOL.

## Thaddeus W. Veness.

# HOP BLIGHT IS REPORTED

## McMinnville Dealer Says Crop May Be Estimated in Week.

# BROTHER LOST IN BATTLE

## Portland Man Survives Victim of Fighting at Flanders.

# FRUIT OUTLOOK IS BRIGHT

## Linn and Benton Growers to Market All Products This Season.

# CELLS ON SHIP ARE COOL

## Captain of Success Finds One Advantage Prisoners Had.

# CAMPFIRE GIRLS ARRANGE SING

## Campfire Girls will hold a sing in Room A. Central Library, tomorrow night at 8 o'clock.

# ALAMEDA PARK LOT SOLD.

## Lot 6 and a portion of lot 5, in block 25, Alameda Park, was purchased by the Alameda Land Company from T. M. Hurlbut, for \$112,000.

# BOOTLEGGERS 'CAUGHT IN ACT.'

## KLAMATH FALLS, Or., Aug. 21.—(Special).—Sheriff C. C. Low today

# EASTERN PARTY DUE IN CITY LABOR DAY

## Governor Brumbaugh and 100 Pennsylvanians Will Be Guests of Portland.

# INSTITUTE DATES ARE SET

## Teachers of Multnomah County Will Convene September 1, 2 and 3.

# LOCAL CLUB TO ENTERTAIN

## Visiting Delegation Includes Many Men and Women of Prominence From Various Parts of Keystone State.

# TOUR OF CITY PLANNED.

## Upon the arrival of the party in Portland they will be greeted by a committee of the Pennsylvania Club.

# LIST OF PARTY GIVEN.

## Governor Brumbaugh and his party is composed of the following members.

# AMAZING TRICKS ARE PERFORMED BY VAUDEVILLE MYSTIFIER.

## The amazing tricks are performed by Yuma, a vaudeville mystifier, who will arrive in Portland tomorrow for a week's visit.

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# Swan Island Purchase by Portland Is Urged

## President of Port Commission Points Out Advantages Possible for City Without Inroads Into Funds by 30 Small Annual Payments.

# ADDITIONAL EXPENSE SHOWN.

## The only remaining place that I know of that would contain any considerable yardage would be the Guild Hall and this would necessitate pumping material a mile and a half or two miles, which of course adds to the expense of dredging.

# USE OF BARGES IMPOSSIBLE.

## "Even if the desires of the Dock Commission are not backed by the community it is only a question of a few years when we will have filled all the near by places. Whereas, if the Port owned Swan Island the dredged material could be deposited upon it for some time to come, without any bulkheading, and as time went on it could be bulkheaded into a reduced area and filled up to above high-water mark."

# CAPTAINS DISLIKE DISTANCE

## "We also know that as a rule we have the opposition of the captains on account of our location being so far from the city center which makes it difficult for them to get to and from their vessels. There is no means of transportation nearer than the St. Johns car, which lands them about one mile from the dock. The only jobs we are sure of are vessels too large to go on the Oregon drydock."

# BULKHEAD IS PROPOSED.

## "It would be a good site for a city hospital and a portion of it, if desired, could be used for a Park."

# CONVENIENCE AS MOORING CITED.

## "A bulkhead along the south point of the island, sloping down stream, would be a convenient place for mooring vessels instead of having them anchored out in the harbor. They would take up much less room this way."

# CONVENIENCE AS MOORING CITED.

## "When the Port sees fit to move the drydock to the island, which would probably be when the present pile docks have to be renewed, the dock site could be used for a sum that would go a long way toward paying for the island."

# CONVENIENCE AS MOORING CITED.

## "A year or more ago the question of purchasing the island for \$500,000 and building docks, etc., at that point, was proposed and a scheme outlined for the purchase of the island for \$500,000. I think the purchase of the island by the Port of Portland would head off any further scheme of that sort and be a protection to the taxpayers. It would also prevent any further effort to get a bulkhead across the point as an obstruction to the shipping. The present bridges have proved to be and are pushing the shipping down the river."

# CONVENIENCE AS MOORING CITED.

## "Having drawn your attention to what appear to me to be convenient places for mooring the island, I would like to express my sincere hope that you will be able to give me a final answer to what I have suggested."

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