

Rain this afternoon, tonight and Friday; southerly winds.

VOL. IV. NO. 237.

PORTLAND, OREGON, THURSDAY EVENING, DECEMBER 7, 1905.—SIXTEEN PAGES.

PRICE TWO CENTS. ON TRADES AND NEWS STANDS, FIVE CENTS.

FEARFUL WRECK ON THE UNION PACIFIC

East-bound Overland Limited Crashes Head-on Into Freight While Going Mile a Minute Near Green River, Wyoming.

Nine Are Killed, One Is Missing, a Score Are Injured in Smash-up—Fire Adds Horror to Disaster—Four Victims Are Incinerated.

(Special Dispatch to The Journal.)

Cheyenne, Wyo., Dec. 7.—The worst wreck in the history of Wyoming occurred at 2:30 o'clock this morning when the east-bound Union Pacific Overland Limited, running more than a mile a minute, crashed into a west-bound fast freight head-on at Wilkins, Wyoming, four miles east of Green River. Nine were instantly killed, four of the victims were incinerated, one is missing. Eight passengers and 10 employees were injured. Among the dead are the engineers and firemen of both trains, the conductor and head brakeman of the freight, four postal clerks and the entire dining car crew of the flyer. The track was torn up in a terrible manner, cars of both trains demolished and burned.

Number 2 east-bound flyer was late and was running at the rate of 70 miles an hour, while the freight was making 40 miles an hour to reach the next siding before the flyer. The cause of the accident has not been made known, but evidently the employees overlooked their orders.

The two engines met head on and both were demolished in the fearful crash. The mail, baggage, dynamo and dining cars of the passenger were smashed to kindling wood. Several cars of freight were piled together in a heap and the fire which immediately broke out added its horror to the scene, consuming all the wrecked cars of both trains and 12 cars of the freight.

Assistance was at once sent for from Green River and a train-load of doctors, nurses and volunteers went to the scene of the disaster where those who escaped were busy attending the wounded and crippled and rescuing the victims from the flames, which lighted up the scene with a lurid glare.

This morning in the burning debris were found the charred bodies of two mail clerks who were burnt up and also two

KILLED. J. Bugbee, first cook of dining-car. John Lewis, fourth cook, Omaha. Ed Rosenbaum, second cook, Oakland. Stigers, dynamo car electrician. Helper to electrician, name not known. Edward Brink, engineer of the freight train.

MISSING. Miss Edna Mishik, San Francisco. FARRINGTON ESTUARD. Oscar Peterson, fireman of freight. J. T. Hooker, Salt Lake. M. C. McCoy, Kansas City. Dennis McArthur, Auckland, New Zealand.

EMPLOYEES INJURED. Andrew Jordan, engineer of passenger.

Alex Williams, Pullman porter. W. G. Bourque, third cook. Oscar Peterson, fireman of freight. C. A. Shaffer, mail clerk, Cheyenne. F. A. Wheeler, dining-car conductor. J. T. Smith, waiter. E. B. Mitchell, waiter. W. D. Parker, waiter. Ed Hart, waiter. J. Alfaro, fireman passenger.

corpses that were being transported east for burial.

The terrific speed at which both trains were traveling left no time for escape by either engine crew, as an instant after the gleaming headlights faced each other the terrible shock occurred.

The first car behind the tender was the combination baggage and electrical car, one end of which contained baggage and the other the dynamo and other appliances by which light for the entire train was furnished.

The electrician in charge with an assistant occupied the latter end of the car. The impact of the two engines was so great that the huge steel tender of the heavy passenger engine cut through the baggage car attached to it with the speed of a bullet, crashing the huge pile of heavy trunks and boxes into the apartment occupied by the two electricians.

The force of the impact piled the demolished baggage car into the mail and express car and these into the dining car following, heaping the whole in one inextricable mass of tangled debris.

Twelve heavily loaded freight cars piled up at the front of this mass and in the space of a few moments amid the hissing of escaping steam bright tongues of fire shot skyward swiftly fanned by a cold wind that swept down from the snow covered foothills. In half an hour after the collision the entire mass of wreckage was in flames and uninjured passengers were hurriedly taking wounded and dead from the tangled pile of wood and steel.

The trainmen, postal clerks and dining car crew who were killed, evidently died instantly.

Shrieks of pain and cries for help from the injured soon ceased as the rescuers dragged them from the danger of a death by cremation and in an hour after the shock a special train bearing doctors and nurses had arrived and the work of caring for the unfortunate was begun.

The rescue train was followed by a wrecking outfit and force of workmen, but little could be accomplished until the flames had burned themselves out, when the work of removing the debris that remained was begun. The work of laying a track around the wreck was at once started and all trains will pass around the torn up track until the latter can be repaired within the next day or two.

Passengers in the sleeping and chair cars were thrown clear of their bunks, and although badly shaken up in numerous instances, no one so far is thought to be fatally injured in these cars.

The force of the crash with which the two trains came together can be better understood when a survey is taken of the scraps to which the huge dining



The Assessor in Antediluvian Days
"What Are They Chasing Stonehammer for?"
"Oh, He's Trying to Get Up a Scheme to Make Everybody Pay Taxes."
"That Crank Will Get Lynched the First Thing He Knows."

IS THE JOURNAL THE LEADER? JUST WILL INVESTIGATE ALASKA LINE

Half of Veniremen Who Read Newspaper Stories of Reis Murder Got Their First Information From The Journal—One Read the Oregonian, Another May Have.

Of 18 veniremen, from whose number 12 were chosen to serve as a jury in the Reis murder case at The Dalles, 17 were asked in what newspaper they had read the report of the case. One had not read any newspaper. Of the remaining 16, eight had read the news in The Journal, four in The Dalles Chronicle, two in the Dufur Dispatch, one in the Spokesman-Review, one in the Oregonian and one thought he had read it in the Oregonian or Telegram, but he wasn't sure, as he took neither.

Henry Mayhew, Kingsley; C. S. Magee, Dufur; S. A. Kistner, Wamic; L. E. McCartney, J. W. Moore, Hood River; W. H. Sharp, The Dalles; Oscar Angell, Hood River, and A. H. Gilles, Wamic, read the news in The Journal. G. W. Otey said that he might have seen it in the Oregonian. J. B. Haverly might have read it in the Oregonian or Oregonian, but did not take them. W. H. H. Dufur of Dufur thought he had read it in the Oregonian.

Five of the 12 men chosen to serve on the jury had read the first news of the case in The Journal.

Here is the official court stenographer's record of the questions asked as to newspapers in the drawing of the Reis jury.

Henry Mayhew, Kingsley—Q. What paper did you read the account in? A. I believe it was in The Oregon Journal.

C. S. Magee, Dufur—Q. What did you read about it? A. I read it in The Oregon Journal. Q. Did you ever read it in the Oregonian? A. No, sir. Q. The Dalles Chronicle? A. No, sir. Q. Dufur Dispatch? A. No, sir. L. L. McCartney, The Dalles—Q. Have you ever read any statement of the facts in this case? A. Yes, sir. Q. Where did you read it? A. I think I read it in The Journal and The Dalles Chronicle, both. Q. Do you read The Journal, too? A. Yes, sir. Q. George W. Otey, Dufur—Q. Have you read any account of the facts in this case? A. Yes, sir. I believe it was in the Dufur Dispatch. I couldn't say probably the Oregonian. I might have saw it in the Oregonian, I couldn't say for sure.

J. B. Haverly, Dufur—Q. Have you read any account of what was said about the facts in the case? A. I remember when the thing happened, I read it, I believe, in the Chronicle. I might have read it in the Telegram or Oregonian, but do not take them.

Oscar Angell, The Dalles—Q. Have you read any account in the papers, or what were claimed to be the facts, in this transaction along about the time it is said to have occurred? A. Yes, sir. J. What did you read it in? A. I read it in The Journal. A. H. Gilles, Wamic—Q. Have you read any account of what is claimed to have been a statement of the facts in the case? A. I think I read a piece in the Oregon Journal.

W. H. H. Dufur, Dufur—Q. Now about the time of the transaction, do you remember reading any account of it in the newspapers and what was said about the facts in the case? A. Yes, I think I read it in the Oregonian and I think I read in the Chronicle and Dufur Dispatch something of an account.

J. W. Moore, Hood River—Q. Have you ever read what purported to be a statement in this case? A. I have read what there was in the Hood River Glacier and The Journal.

W. H. Sharp, The Dalles—Q. Have you ever read anything about the facts in this case? A. I read an account in The Dalles Chronicle and The Journal.

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After having accomplished a vast amount of work that is regarded as of the highest importance in promoting transportation matters in Oregon, the transportation committee of the Portland chamber of commerce has taken up the subject of a steamship line between Portland and western Alaska. At a meeting to be held tomorrow afternoon in the office of W. A. Meads the question will be considered.

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ALASKA LIKES PORTLAND. The conditions here favor such a project in a remarkably strong degree. Alaska merchants continuously come here to do business regardless of the fact that they have to pass through Seattle and Tacoma to reach this city. Every one of them has declared emphatically that Portland is the largest and best wholesale market on the coast. It is said that Alaska merchants prefer to trade with Portland, and would throw the bulk of their business in this market if there were direct means of transportation.

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MITCHELL OUT OF ALL COMMITTEES

Oregon Senator Requests to be Relieved From All Assignments This Session.

(Journal Special Service.) Washington, D. C., Dec. 7.—It is announced that Senator Mitchell's request to Vice-President Fairbanks to be relieved from service as chairman of the interoceanic canal committee goes farther, and asks that he be relieved from all committee assignments, pending final action of the courts in his case. If his wishes are complied with there will be a spirited contest for his place on the judiciary committee, this being one of the most highly sought committees in the senate.

FUND FOR CANAL IS CUT DOWN

Amendment to Hepburn Bill Reduces Appropriation to Eleven Million.

(Journal Special Service.) Washington, D. C., Dec. 7.—The Hepburn bill appropriating \$16,000,000 for canal work was debated at length in the house today. The bill was amended and placed on its final passage.

Senator J. H. Millard, Who May Take Mitchell's Place on the Interoceanic Canals Committee.

KILLS HIMSELF BECAUSE HE GOT A WHIPPING

(Special Dispatch to The Journal.) Aberdeen, Wash., Dec. 7.—As the result of a row in which he was whipped, Andrew C. Thompson, 33 years old, mate on the local steamer Harbor Belle, committed suicide last night about 10 o'clock by drinking carbolic acid. He will probably be buried by the Protestants, of which lodge he was a member.

Neubausen Promoted. The president today nominated Captain Charles H. McKinstry of the corps of engineers to be a member of the California debris commission. Thomas B. Neubausen was promoted from inspector in the Oregon land office to a special inspector in the interior department as a reward for services in the Mitchell trial.

Tillman raising a rumpus in the senate this morning by demanding action on the campaign contribution resolution which he offered yesterday, and declaring that he wanted "the debauching of the electorate stopped, and did not want money paid on his policy to be used to support the McCurdy family."

The resolution was agreed to without opposition, after Tillman's war speech, it asks the secretary of the treasury whether the reports of the bank examiners contain any reference to the name

Chauncey Won't Resign. (Journal Special Service.) New York, Dec. 7.—Senator Chauncey M. Depew arrived in this city this morning. He said there was no truth in the report that he would resign from the senate.

MARSHAL OYAMA IS WELCOMED TO TOKIO

(Journal Special Service.) Tokio, Dec. 7.—Field Marshal Oyama, commander-in-chief of the Japanese army and staff, entered this city this morning from his victorious campaign in Manchuria. A great crowd warmly welcomed him despite the inclement weather. A general holiday has been declared. Oyama was driven directly to the palace.

BRAND GAPON TRAITOR

Robespierres of the Revolutionary Tribunal Pronounce Death Sentence Against Their Leader.

DRUNKEN BUTCHERY ABROAD AT KIEFF

More Than a Thousand Jews Reported to Have Fallen Before the Onslaught of the Terrorists—Mutilities Among Troops Continue—St. Petersburg Cavalry Disaffected.

(Journal Special Service.) St. Petersburg, Dec. 7.—The revolutionists have information that a reign of terror exists at Kieff. Drunken mobs are massacring Jews and slaughtering middle-class reformers. Troops are making no effort to suppress the disorders. It is reported that 1,500 have been killed, more than 1,000 of them Jews.

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