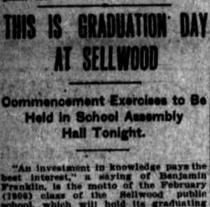
County Expects Soon to Have Traveling Man Says Engineer o **Electric Road to Connect** Valley Towns.

IKUI IX

JACKSON COUNTY BANNER PEACH COUNTY OF STATE

and Acres of Tillable Land, The Says E. V. Carter of Ashland, and Mines Are Promising.

An electric road, having the dual ob or further developing Jackson inty and looping Gold Hill, Central and Ashland. Jackson only is a project the has long since been dreamed of DL. Ray of Ashland and is sont to plande, who is among the guests at maner to according to E. V. Carter is atomad, who is among the guests at maner is hotel. Mr. Carter is a former member of the state legis. The period is a formation and any first have been done in the sont time during which done, would have pre-vent the accident? Or, in this case, and for the Republican nomination at former member of the state legis. The rest there has been a growing to for years there has been a growing to interest outside capital in such the socion of the state in which he so interest outside capital in such the long, and besides joining the print to the transportation facilities. I having the but have been told by those the indiging to tak hardfeigent that the but have been told by those the indiging to tak infelligently that it with the tak infelligently that it with a former. I understand that the south the spring. The work will be begun upon it that work will be begun



Fireman Should Have **Blown Whistle** 

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MIGHT HAVE PREVENTED BRIDAL VEIL DISASTER

Irrigation Project Will Add Thirty O. R. & N. Officials Say, However, That If the Men in Engine Could Have Got to Whistle They Could Have Stopped Train Just as Well.

<text>

"down brakes." **Bhoshid Envo Warned Grow.** There may not have been an air valve on the pilot, but the chances are there was: but if not, what prevented letting the crew of trained men know that something was wrong? Why was it not the natural and logical thing to do to pull open the whistle and get help? Dose the engineer or the con-ductor run the modern train? And is there no rule that when the engineer is in trouble he is to let the conductor and trew know at once? Or must be hurned crew know at once? Or must he, burned and blinded, crawl around and in his agony seek some dangerous and doubt-ful expedient to accomplish his end, while his train slides on to sure destruc-tion and while his brave freeman ac-

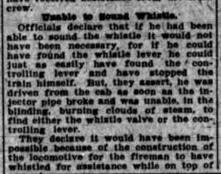


THE OREGON DAILY JOURNAL, PORTLAND, TU

place drives unchecked into the trail in front. **Resp** Gool is Wreshe Of course we do not have all the facts and therefore can only peak of our view of the matter, yet when on has been through several relireds acc dents in his efforts to carf a livelihood for his family, which necessitates trav-eling, he is very apt to have his min-trained to this; that in case of accident I will seek to maintain complete self possession until I can form a clean judgment as to what is the right thin to do first. This simple little rule would have absolutely prevented the Bride Vell wreck if the facts are as reported in The Journal. It was easily an avoidable accident for the steam pipe broke, there were three miles between the two trains and if there was nothing to prevent blowing the whistle or getting at the at on the pilot. Very truly yours, A TRAVELING MAN.

Officials of the O. R. & N. express he belief that the above communica-ion was written by a rear trainman-here is usually a feeling of rivalry or caloury between rear trainmen and orward trainmen, they, say, between that because an empire and board. They also decl modern types of engine vided with air valves on

forward trainmen, they, say, between the crew that operates an engine and the crew that has charge of the other part of a train. They further declare that the point raised by the writer of the communica-tion is of no value and will receive no consideration at their hands. The writer insists that if the engineer had sounded a whistle he would instantly have received assistance from the train crew. and has no such valve cordingly, officials declare nave been impossible for a have stopped the train if colleardy enough to tain if



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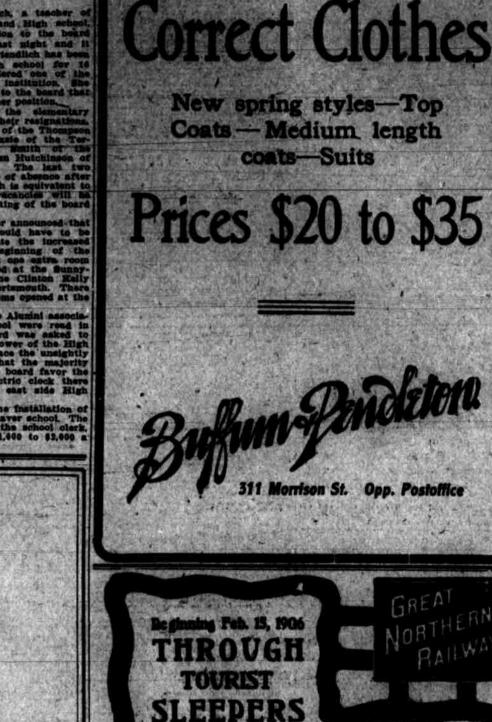
THE AMERICAN CLOTNIC

Four Teachers in Elementary Schools Tender Reag-

In P

have been impossible for the informan to have stopped the train if he had been foolhardy enough to have attempted to climb around the engine to the pilot. The engine was going at a fearful rate and was rocking violently. The road is full of curves and trainmen de-clars that Fireman Morgan performed a remarkable feat even in clinging to, the outside of the engine as long as he did while it was in such motion. "Nothing that could be said would rause the to hold the engineer or fire-man responsible for the accident," said an official of the O. R. & N., "unless it could be shown that it was due to negligence on their part; that, T believe, is impossible. They did everything that a human being could do to stop the train."

fire escape on the man the interview of H. S. Allen, the interview of from \$1,800



Alfred Benjamin

EVERY DAY IN THE YEAR

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Route of the Famous Oriental Limited

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## in General Demand.

In General Demand. Significant of the consumption of hampagne in this country is the quick ppreciation of wine perfection which ceps Most & Cliandon champagne at the head of the list of importations into he United States. Last year there ore brought into the port of New York 3.387 cases of Most & Chandon cham-agne, which amount is over 56 per cent reater than the importations of the read second on the list, as shown in he Custom house statistics. Most & handon "White Seal," vintage 1900, is elected for service almost exclusively t prominent functions, and the barge mercy of this grand when serves to and the popular demand for it.

the popular demand for it.

tion, and while his brave fireman at-tempts an equally hasardous plan and equally futile? Why did he not report at once by whistling to his superior offi-cer that he was in danger and give him a chance to come to his relief by bringing the train up standing in less than three lengths? What a chance for the hero hobos, if there were an air cock on the pilot, for when they saw danger ahead they could have eased the train down to the station and alighted as gentlemen should, in a dignified manner, instead of losing

charge.

Name.

