

HILL WILL KILLED IN NOT YIELD ATTEMPT TO SAVE BABES

Deadlock Continues in Regard to Consolidation of the Terminal Properties—President Elliott of Northern Pacific Returns East.

President Howard Elliott of the Northern Pacific and his party of officials of the Hill lines left this morning on the steamer Bailey Gatzert for a trip up the Columbia river to some point along the north bank, where they will board Mr. Elliott's special train and return east via Kennewick. As indicated by The Journal's forecast yesterday, no settlement of the Portland terminal question was reached, and the situation remains about the same as before Mr. Elliott's visit to this city.

Unless the Hill lines recede from their position of declining to consolidate the Northern Pacific terminal properties by an outright sale to the proposed combined company, it is now generally expected that there will be two separate passenger stations and freight terminals for the Hill and Harriman railroad systems in North Portland. The Harriman company are believed to hold the stronger position and will be able to maintain their contention for a mutual sale or actual ownership by the consolidated company of all terminal grounds and tracks within the area affected.

They have proposed that the properties of the Hill lines and those of the Northern Pacific be combined under one ownership, that of the present terminal company, and that the stock of this company be equally divided between the Northern Pacific, the Great Northern, the Southern Pacific and the O. R. & N. company, or substantially that result be obtained as between the Hill and Harriman interests, giving the two big rivals equal control.

President Elliott and J. P. O'Brien held a short conference yesterday afternoon, but did not reach a settlement, and the president of the Northern Pacific left Portland without further conference with the Harriman people. He said that the matter is still under consideration, and that there is good reason to hope for a settlement between the existing differences between this time and the date when the Portland & Seattle rail will enter Portland. Meantime the latter company has brought condemnation suits in the circuit court to secure the right to cross the tracks of the O. R. & N. company in North Portland, to give the Portland & Seattle road connection with its new freight yards.

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Little Florence Bates was thrown through the car window and escaped with two slight cuts on the face. When the rescuers began work among the debris and ruins they heard the faint cry of a child. Bleeding and frightened out of her senses, they found the girl. Only a few feet away was her mother and little brother, both dead. A part of the car had to be chopped away before the bodies could be taken out.

Remarkable Escape.
The most unusual escape of the wreck was that of Miss Grace Harding of Gaston, a student, who was thrown through a car window, alighting in a pool of water and only slightly injured. Today Miss Harding is at school as usual.

Of those injured Mrs. J. H. Brown of Sheridan is in a critical condition. She was taken to her home last night on the relief train. Mrs. Brown was thrown against the seats in front of her as the coach left the track. It is thought that she is internally hurt. Mrs. Brown is 62 years old.

Frank Knight of Dilley is another who was severely injured. One of his legs was broken, one hand was bruised and he was hurt about the body. For a distance of 90 feet the cars remained on the trestle, running on the ties. Just as the smoker was about to reach the other side of the small bridge, it swerved and fell, breaking away from the engine and dragging the other cars behind. There were about 50 people on the train. As the first coach left the track every one of those in the cars were thrown forward with great force.

Every pane of glass in the three coaches was shattered, so terrific was the force of the fall from the trestle to the bottom of the gulch. Chairs were wrenched from their fastenings, doors were torn from their hinges, the vestibules and ends of the cars were smashed and badly damaged. The track was cleared by midnight last night and today the trains are running as usual.

J. O'Brien, general manager of the Harriman lines in Portland, accompanied the relief train which left the city soon after 6 o'clock last night. Cots and supplies to be used in an emergency were carried on the special which was made up of two coaches. Those in the party were G. C. Morris, assistant superintendent; Major D. E. Hall, claim agent of the Southern Pacific, and Drs. F. G. Wilson, J. O. Wiley and Rosa of the Good Samaritan hospital.

Inquest Held Today.

An inquest over the three victims of the wreck is being held this afternoon by Coroner Brown of Hillsboro. The funeral of Mrs. Bates and her boy will take place in Forest Grove tomorrow afternoon in the Congregational church. Mother and child will be buried in the same casket.

The body of John McDonald is to be taken to McMinnville for burial. Mrs. Bates was 30 years old. She leaves a husband and two children, Florence aged 5 and Marion 8 years old. Andrew Dickson, of the Oregonian, is a brother of Mrs. Bates. Frank Dickson, a singer, who is with Dr. Chapman in the east, is also a brother. Mrs. Bates had two sisters, Mrs. John Baxter and Mrs. Alex Alexander, who live in Forest Grove. Florence Bates is at the home of her aunt, Mrs. Baxter. She did not know until this morning that her mother had been killed. All night long she tossed on a cot with her head tied up with bandages. "Mama, mama, mama," she cried all night long. This morning the aunt told the child that her mother was dead.

"NOT VERY SAFE ROADBED," SAYS TRAIN'S ENGINEER
"Everyone knows that the track and roadbed of the west side road are not of the best. I think the rails used are 54 pounds to the yard. I have my theory as to what caused the wreck but I'm acting under orders and can't give that to the public."—Statement of Engineer Zimmerman of the wrecked Southern Pacific train.

Rails of pattern and weight that would be turned down as obsolete by most street railway companies are in use by the Southern Pacific on its west side road and it was one of these rails, of what is known as the 54-pound variety, that broke beneath the weight of the coaches near Forest Grove last evening.

Railroad men, employees of the Southern Pacific, said today that most of the rails used by that road on this branch were 54 pounds, none being heavier than 60 pounds. Such rails as these have been discarded by street railroads years ago. The fact that light equipment is used by the Southern Pacific on its west side branch is given by the railroad as its excuse for the original light rails.

Officials said that with the exercise of common care the light rails used on this branch should not be dangerous. The average rails used in this country weigh 85 to 90 pounds to the yard. The Portland Railway company has recently been laying in the streets of this city rails weighing 120 pounds to the yard.

Although gagged by official orders, the crew of the wrecked passenger train who arrived this morning from Forest Grove say that the roadbed is in poor shape; that little money is expended on it, and that the rails used are of the lightest and most out-of-date pattern.

Engineer Zimmerman said that he was going at about 20 miles an hour at the time of the wreck. "We left Forest Grove exactly on time," he waited over half an hour in order to keep our schedule perfect," said Zimmerman. "As we passed the trestle everything seemed to be all right—neither I nor the engineer, the fireman, nor I felt any jar in going over the trestle."

He was unable to move and had to be carried from the wreck on a stretcher. When he reached the union depot this morning Fowler was very modest about the part he had taken in helping to rescue the injured passengers and said that he did no more than the other members of the crew. He may be in the hospital a week before returning to duty.

COMMISSIONERS WILL INVESTIGATE CAUSE OF WRECK
(United Press Leased Wire.)
Salem, Or., Feb. 12.—The railroad commission consisting of James Campbell, Oswald West and Clyde B. Altshouse have gone to Forest Grove to investigate the cause of the wreck which occurred there last evening.

IN THE GRIP

The Best Cathartic Reduces to a Minimum the Prostration and Weakness Characteristic of This Prevalent Disease.

What the Attacked Should Do.

It has been found by the experience of a great many people that the best cathartic to take in cases of the grip, where there is commonly great weakness and prostration, is the tonic cathartic, Hood's Pills, which do not weaken but

strengthen the system as they do their special work. They are "easy to take, easy to operate." If attacked by the grip, take them at once, for a free movement of the bowels, and begin treatment with Hood's Sarsaparilla for the elimination of the grip poison from the blood and the renewal of health and strength.

Completely Restored.—"I have taken Hood's Sarsaparilla and Pills, and believe they have saved my life. I had the grip and it left me so weak I did not think I could live. In one week after beginning to take these medicines I gained wonderfully, and was soon completely restored." Stanford C. Horton, Bristol, Wis.

Never-Failing Remedies.—"I had the grip and became so weak I could not walk across the room without sweating profusely. I took Hood's Sarsaparilla and Pills and they did me so much good I regard them as never-failing remedies." Mrs. Anna B. Cooper, Tusculville, N. J.

Hood's Sarsaparilla is sold every where. In the usual liquid, or in tablet form called **Sarsatabs**—One hundred doses one dollar.

ing over the rail which was jumped by the smoker. The first we knew of any trouble was when the air was shut off. Charley looked back and said, "They're piled up all over the country." We felt no fear nor disturbance of any kind excepting the pulling of the airbrake."

Conductor Sam Thompson, in charge of the wrecked train, was in the smoker at the time of the accident. He returned in charge of the local this morning. Thompson himself was not injured in the accident, but when his car jumped the track and began to roll over escaped and joined in rescuing the passengers imprisoned in the three coaches.

It is the belief of the train crew that the light engine and mail and baggage car passed the rail in safety, but that the heavier coach was too much for the lightweight rail and split it, causing the accident.

INJURED CARED FOR BY PEOPLE OF McMINNVILLE
(Special Dispatch to The Journal.)
McMinnville, Feb. 12.—The engine, baggage and express cars of the Forest Grove train arrived here at 10:35 last night. There were four of the injured sent to their homes here, including Mrs. David Stout, whose eyes were hurt and who is suffering from bruises and possible internal injuries. He is also suffering from a cut on the side of the head. Mr. Hembree says that he expected his last moments had come when he found himself pinned in the wreckage. His first thought was that the car would catch fire and he would be burned to death.

M. W. Gordon is a retired business man of this place. He is suffering much with his chest and fears that he has been badly hurt. His arms and back are black and blue from the blows he received.

David Mayberger, manager for R. Jacobson & Co., of this city, was thrown violently against the side of the car and his head badly bruised.

B. H. Grant is a Portland man and represents Sig Sichel & Co. Mr. Grant was cut about the head and bruised. He is not badly hurt.

Thomas C. Finnegan is a traveling representative of The Journal. He is suffering from many bruises and it was at first thought that his hip was broken.

George M. Badders belongs in this city and was thrown against the side of the car when the accident occurred. His knee is hurt and his bruises are many. Badders, when interviewed for The Journal, said that Mr. Cunningham was thrown against the top of the car and received his injuries by striking the ventilators.

"There was very little excitement after the first shock," said Mr. Badders. "The passengers behaved admirably, and soon as they realized that the accident had not been so bad as at first supposed."

BAGGAGEMAN FOWLER HURT HELPING OTHERS
Baggageman John W. Fowler of the train, who was injured while trying to carry a helpless woman passenger out of the wrecked coach, was brought to Portland this morning on a stretcher in the mail car of the Forest Grove local. He was taken to the Good Samaritan hospital where it was said that the injuries to his back were not serious.

Fowler, who lives in Portland at the hotel Houston, on North Sixth street, was in the baggage car at the time of the accident and was, of course, uninjured. He hurried to the assistance of the passengers imprisoned in the wrecked coaches, however, and found one woman sick and unable to move. Taking her to his arms he attempted to carry her out of the overturned car, but slipped and fell across the steps of the coach.

He was unable to move and had to be carried from the wreck on a stretcher. When he reached the union depot this morning Fowler was very modest about the part he had taken in helping to rescue the injured passengers and said that he did no more than the other members of the crew. He may be in the hospital a week before returning to duty.

Great Special Sale



Men's Blue and Black Suits

—all new, desirable goods, built for 1908 trade—well made and trimmed, single and double-breasted, at low price of

\$12.50

These are the equal of any \$20 Suits in town

BALANCE OF STOCK

Overcoats and Raincoats

Values Up to \$20.00

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My Advertisements Never Contain Any Exaggeration

BEN SELLING LEADING CLOTHIER



THE MALLEABLE RANGE

MADE IN SOUTH BEND RANGE
\$1.00 in Thirty Days
\$1.00 Per Week Thereafter

OUR SPECIAL OFFER DURING THIS WEEK IS TO INSTALL THIS INDESTRUCTIBLE RANGE IN YOUR HOME ON THESE LIBERAL TERMS

A strong inducement and one that will enable every intending range-buyer to place in their home this splendid cooking apparatus. In "The Malleable" is the construction that will last a lifetime—it is riveted throughout like a boiler—thus enabling the cooking and baking to be done ideally and economically. The very best of material and finish combined with the skill of experienced range-builders are features worthy of the consideration of those who demand the range of superior qualities. We offer to accept your old stove or range in exchange, for which the most liberal allowance will be made.

Basement Specials

- These following items for today and tomorrow suggest timely buying:
- Heavy galvanized Mop Pails in two sizes:
 - 12-quart size; special **40¢**
 - 14-quart size; special **45¢**
 - Combination Wringing Mop; special **55¢**
 - Extra heavy galvanized Wash Tubs with Wringing Attachment:
 - No. 2 size; special **\$1.00**
 - No. 3 size; special **\$1.25**
 - "Russwin" patent Food Choppers:
 - No. 1 size; special **\$1.00**
 - No. 2 size; special **\$1.25**

Sale of Lace Curtains

- Tomorrow and Friday only in the Drapery Department, sixth floor—Cluny, Arabian, Brussels, Irish Point and Nottingham
- Laces in white, ivory and Arabian tints—regular **\$4.75, \$5.50, \$6.00 and \$6.50 values, per pair..... \$3.00**
 - Corded Arabian, Swiss Muslin, Cluny and Nottingham Laces; regular **\$3.75, \$4.00 and \$4.50 values; per pair..... \$2.00**
 - A general clean-up from our entire stock of Laces, a few slightly soiled, in small quantities of from one pair to two pairs; values up to \$5.00 per pair; your choice at, pair..... **\$1.00**

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COMPLETE HOUSE FURNISHERS

Phone Exchange 34 Regarding the Exchange of Your Old Furniture

STRANGER UNDER BED SAYS HE THOUGHT HE WAS IN HIS HOME

J. M. Ford found a man under his bed last night. The man was Bernie Johnson and the bed was in a room in the Glendora hotel, Nineteenth and Couch streets.

Finding a man of some resource, Mr. Ford drew a revolver from his pocket and mounted guard at the door of the room where another inmate of the hotel telephoned for the police. Patrolmen Phillips and Adams soon arrived in response to the call and Johnson was haled to the city prison, where a charge of burglary was placed opposite his name on the police blotter.

It was afterward ascertained that Johnson had formerly occupied a room at the Glendora, but he left the place three weeks ago and sought lodgings elsewhere. It was also ascertained that he had not appropriated any of Ford's property before he crawled under the bed.

COP SHOT BY YELLOW PERIL

Chinese Chicken Thief Escapes Clutches of Law by Gun Play.

(United Press Leased Wire.)
Vancouver, B. C., Feb. 12.—Patrolman Arthur McLeod was this morning shot but not fatally injured by a Chinese chicken thief.

McLeod had traced the oriental by his tracks in the snow yesterday morning and today he lay in wait for the Chinaman's return. He called on the Chinaman to halt but the oriental pulled a gun from his blouse and commenced to shoot. One bullet went through McLeod's neck and a second whizzed past his ear. The Chinaman escaped.

HUGHES WILL OUST JEROME

Governor of New York Puts Ice Trust Prosecution in Jackson's Hands.

(United Press Leased Wire.)
New York, Feb. 12.—Governor Hughes has taken the first step of his administration to set aside District Attorney Jerome as the public prosecutor of this county, by the positive declaration of Attorney-General Jackson, that the American Ice company has violated the Donnelly anti-trust laws and the penal code, and the governor ordered the state official to present the case to the grand jury of New York county and to prosecute "in the place and stead of the district attorney."

SLOOP VIKING MAY HAVE GONE TO BOTTOM

San Diego, Cal., Feb. 12.—Fear is expressed for the safety of the sloop Viking which left La Jolla Saturday with a small party on board, bound for the Coronado islands.

CURES YOUNG AND OLD

Even the suffering baby when it has a cold or cough can safely be given Dr. Bull's Cough Syrup. It will cure—maybe spare the child's life—and comfort the mother in the time of fear.

Dr. Bull's Cough Syrup

For our baby and found it a very good remedy. The little one's cough was cured with less than a bottle. We recommend it for grown-up people as well, and we are never without it in the house.

Mrs. S. Schoenberg, 306 E. 88th St., New York, N.Y.

TRIAL BOTTLE FREE.
We have a special confidence in Dr. Bull's Cough Syrup and to convince you that we are right, we will send a trial bottle free to all who will write for it and mention this paper. A. C. Meyer & Co., Baltimore, Md.

DON'T BUY A SUBSTITUTE.—Don't endanger the life of your little one by buying a substitute. Dr. Bull's Cough Syrup is the best that I ever bought. I insist on getting it. It is absolutely pure. It is safe for all ages. Dr. Bull's Cough Syrup can be bought with perfect safety from the youngest child. Guaranteed under the National Pure Food and Drug Act, Serial No. 226.