

GREEK LABORERS KILLED BY RUNAWAY CONSTRUCTION CARS

Five Workmen Die as Result of
Accident and Seventeen Re-
ceive Serious Injuries —
Women and Children Escape.

Five Greek railroad laborers were killed and 17 were injured in a runaway car accident on the United Railways line at 6 o'clock last night. The dead are:

Tom Gelussa, aged 28, wife and child in Greece.
John Halkas, aged 27, single.
Nick Alexen, aged 26, wife and two children in Greece.

Harry Mustakas, aged 26, wife and three children in Greece.

George Jimatras, aged 30, single.
Seventeen of the injured are at the Good Samaritan hospital and eight are at St. Vincent's. Among the latter is Conductor A. H. Ryan, of the runaway car. The others are Greek laborers.

Three of those at the Good Samaritan hospital are in serious condition and one or two names may be added to the list of dead before the day is over. Will Sojas is perhaps fatally injured. His injuries are internal. Brakeman C. C. Prewitt escaped with a sprained ankle. He is at the Good Samaritan.

Dead Brought to Portland.

The dead are at the morgue and Coroner Ben Norden, assisted by Deputies T. J. Dunning and Frank Bane are at the scene of the accident investigating into the causes of the disaster. General Manager Charles A. Coolidge is also having an investigation made.

The accident occurred in Washington county, but owing to the fact that the victims and witnesses were brought here the inquest will likely be conducted by Coroner Norden of Multnomah county.

At close of work last night one of two flatcars was loaded with a crew that had been at work near the west end of the tunnel through Cornelius gap, about three miles from Burlington, to be taken to a new camp down the line towards Glencoe. On board were about 25 Greek laborers, Conductor Ryan, Brakeman Prewitt, Assistant Foreman Wallace, his wife and two children. Mrs. Wallace was the only woman on the car and she escaped with a few scratches not serious enough to prompt her to go to the hospital. The children also escaped with a shock.

Cars Ran Away.

After getting the people on the car, the construction locomotive in charge of Engineer F. J. Stevens was uncoupled from the cars to switch back the empty flatcars between it and the one laden with passengers. It is said that the air brakes were set but in spite of this the flatcars started down the incline. Conductor Ryan and Brakeman Prewitt worked frantically at the hand brakes but failed to check the momentum of the car. Instead it gained speed rapidly and soon shot through the darkness like a streak. Over a high trestle, with a roar, and terror-stricken passengers shrieking and praying, the car sped with lightning rapidity. Beyond the trestle, about two miles from the starting point, the car with its load of terror-stricken humanity, clinging to it as best they could, collided with another flatcar that had been loaded with a large quantity of heavy grading equipment, steel shovels, wheelbarrows and heavy timbers.

Terrible Scenes of Slaughter.

The crash was terrific. The impact threw nearly every one into the mass of wreckage. Gun Tremblais fell off the car as it lurched just before striking. He escaped with a bruised knee and elbow. Three of those dead in the morgue tried to save themselves by leaping from the car. Their brains were dashed out on the jagged rocks with which the new road was ballasted. Tremblais was one of the first to realize what had happened. In the dark he groped his way to the mass of groaning men thrown in a heap amidst the wreckage and splinters of the shattered cars and started the work of rescue.

Help Summoned.

Foreman Charles E. Gossett, who rode on the engine and the engine crew, who came in pursuit of the car, hastened to summon help from other camps in the vicinity and as quickly as possible the injured were placed on a flatcar and hurried for Portland. The dead were picked up and placed on the tender. The scene was one of terrible carnage. Mustakas' left arm had been clipped off near the shoulder and the member nearly ground into a pulp. His right arm was also broken. Mustakas died soon after the accident, before the train started for Portland. John Halkas showed signs of life when dragged from the bleeding mass. He died as bandages were being placed about his head, which had been crushed.

George Jimatras was cut about the

COFFEE WAS IT

People Slowly Learn the Facts.

"All my life I have been such a slave to coffee that the very aroma of it was enough to set my nerves quivering. I kept gradually losing my health, but I used to say, 'nonsense, it don't hurt me.' 'Slowly' I was forced to admit the truth and the final result was that my whole nervous force was shattered. 'My heart became weak and uncertain in its action and that frightened me. Finally my physician told me, about a year ago, that I must stop drinking coffee or I could never expect to be well again.

"I was in despair, for the very thought of the medicines I had tried so many times nauseated me. I thought of Postum, but could hardly bring myself to give up the coffee.

"Finally I concluded that I owed it to myself to give Postum a trial. So I got a package and carefully followed the directions and what a delicious, nourishing, rich drink it was! Do you know I found it very easy to shift from coffee to Postum and not mind the change at all.

"Almost immediately after I made the change I found myself better and as the days went by I kept on improving. My nerves grew sound and steady. I slept well and felt strong and well balanced all the time.

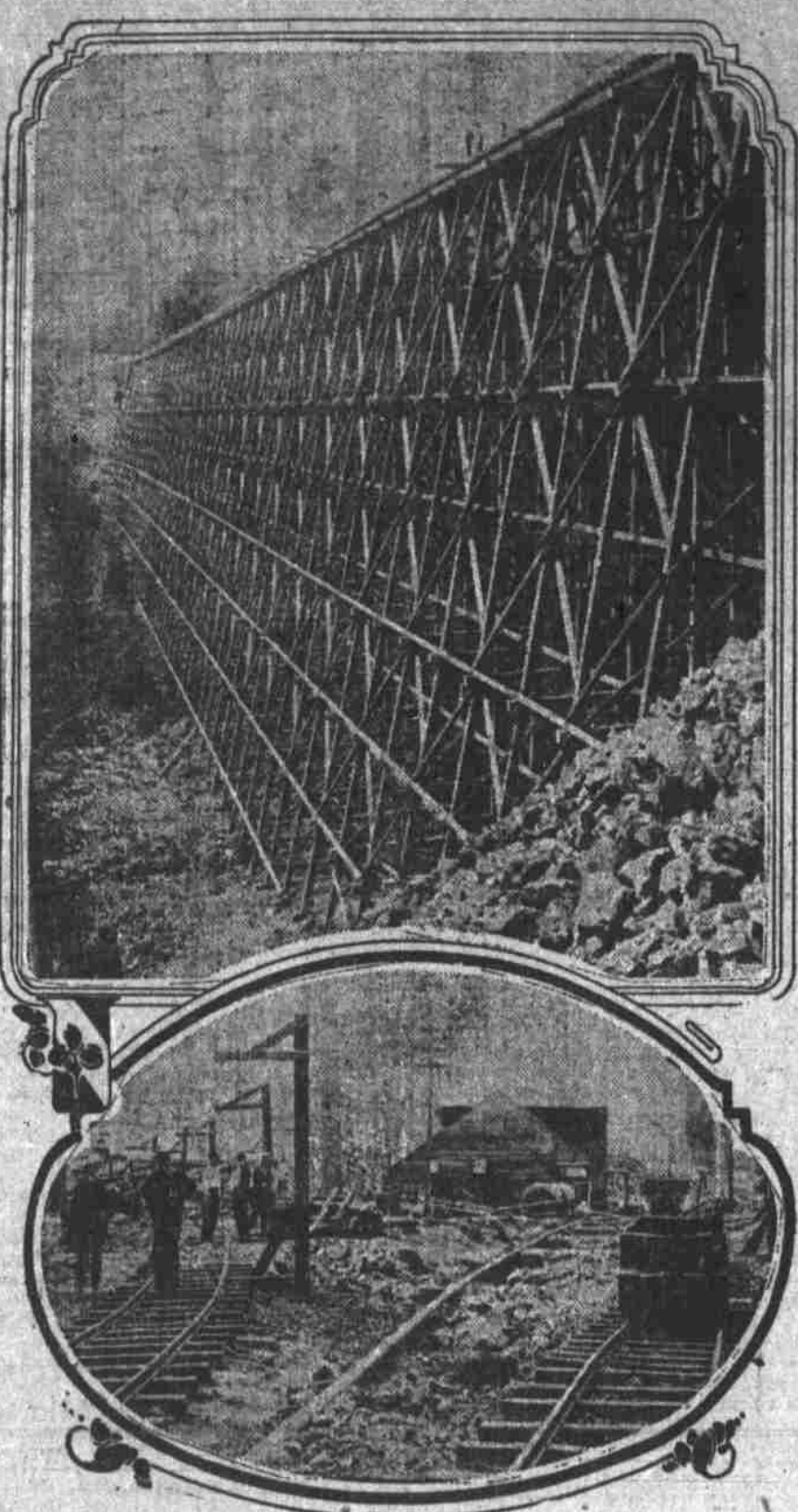
"Now I am completely cured, with the old nervousness and sickness all gone. In every way I am well once more."

It pays to give up the drink that acts on some like a poison, for health is the greatest fortune one can have.

Read the little book, "How to Know Wellville," in place of "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

SCENES ADJACENT TO ACCIDENT



Rock creek bridge on the United Railways, near which the runaway car started on its wild ride to death. Scene at the west end of the Cornelius Gap tunnel of United Railways.

thigh and the head. Nick Alexen struck on his head and was killed instantly. The entire top of Tom Gelussa's head was torn off and he was also bruised about the body.

Scene Near Big Tunnel.

The car got away at a point about 100 yards from the west end of the Rock Creek bridge, a short distance beyond the west end of the big tunnel, and the collision occurred about two miles from that point.

The relief train reached Portland about 11 o'clock and was met at Twenty-second and Nicolai streets by ambulances and dead wagons. Dr. H. S. Naramore, company physician, directing the disposition of the injured.

The accident cast a deep gloom over the Greek colony in Portland. This morning the morgue was visited by many who offered to attend to arrangements for the funeral of the victims.

St. Mustakas, one of the injured at St. Vincent's hospital, is a brother of Harry Mustakas, who was killed.

VICTORY CLAIMED BY BOTH SIDES IN NEW YORK STATE

(Continued from Page One.)

both parties are said to give little indication of the probable trend of the "silent vote," and this is causing the leaders some worry. That this vote is to be a big factor in the result in New York matters for both parties admit. It is to bring as much influence as possible on the "silent voters" that the whirlwind flash has been planned.

Roosevelt Losing His Grip.

Republican leaders admit guardedly that the Roosevelt campaign tour has not been an unqualified success. In several places his audiences were small and unenthusiastic. His personal influence did not bring out the response that was expected, and in some parts of the state, though he met with rousing receptions in other places.

During the closing week of the campaign the administration forces will flood the state, and will endeavor to arouse enthusiasm for the party. The Democrats will answer with as much spirit, and the close of the campaign promises to be exceptionally hot.

FEDERAL APPROPRIATIONS WILL FOLLOW ADOPTION OF PUBLIC DOCK PLAN

(Continued from Page One.)

ple have the best possible opportunity and encouragement to use water transportation. The cause for the decline of water transportation was sought. It was discovered that the railroads had acquired the water terminals and were stifling water competition by their control of the wharves and docks. The railroads were carrying the freight at their own rates and keeping traffic off the waterways. Consequently the government shut down on appropriations for harbor improvement and channel deepening where the corporations controlled the waterfront.

Portland, said Major McIndoe, is in a peculiar situation. It is the only port on the Pacific coast having a fresh water harbor. It is the only port accessible to seagoing vessels, so far inland. Transfer of freight from water to rail is absolutely necessary here, because this is a natural distributing center.

Buy Up Waterfront.

So the railroads took advantage of the situation. They bought up the waterfront. With few exceptions of narrow strips the railroads own Portland's waterfront today, and they resist public ownership because public ownership will mean an equal shipping opportunity to all, and because public ownership will mean opening and improvement of the harbor and deepening of the channel by means of federal and other appropriations that, so long as the railroads own the waterfront, cannot be obtained.

The water terminals, said Major McIndoe, are as important as the channel. Successful navigation cannot be assured by merely spending millions to deepen the way to the sea. The ideal held by the government for cooperative, practical, profitable improvement consists of three things:

1—A deep channel for sea going vessels.
2—A public ownership of docks, in-

cluding the building of adequate storage facilities and the construction of a belt line railroad.

3—Quick transfer of freight from ship to rail or vice versa.

These Things Needed.

"Obtain these things," said Major McIndoe, "and the Port of Portland will have no superior in prestige, influence and volume of shipping on the Pacific coast. Ships come as far inland as they can. Their owners like a fresh water harbor. The Portland harbor properly improved is ideal. But the most important thing the people of Portland have before them now, is the public ownership of docks. That is the essential thing."

Major McIndoe has just completed a survey of the docks and wharf opportunities between Portland and Oregon City. His report reads that dockage facilities are inadequate. Only the street ends of either Portland or Oregon City are publicly owned. In connection with plans for the Oregon City locks the people are planning for a public dock because a public dock is included in the government's exactions for the building of the locks. Major McIndoe has not found that railroad ownership of the waterfront as far as Albany has as yet become a serious problem.

Grange for Toledo.

(Special Dispatch to The Journal.)

Toledo, Or., Oct. 27.—Toledo grange has been organized by State Deputy Cyrus H. Walker, with quite a large charter list. The officers are as follows: Master, E. E. Emerton; overseer, James McDonald; lecturer, Martha Goin; steward, Charles McDonald; assistant steward, Claus Christensen; chaplain, Ella F. Stewart; treasurer, Charles Bockman; secretary, J. F. Stewart; gatekeeper, Floyd Butler; Ceren, Ella Bockman; Pomona, Lena McDonald; Flora, Lou M. Emerton; lady assistant steward, Maude E. Merrill.

Lincoln county is getting on the map.

Helpful Hints on Hair Health

Scalp and Hair Troubles Generally Caused by Carelessness.

Dandruff is a contagious disease caused by a microbe which also produces baldness. Never use a comb or brush belonging to some one else. No matter how cleanly the owner may be, these articles may be infected with microbes, which will infect your scalp. It is far easier to catch hair microbes than it is to get rid of them, and a single stroke of an infected comb or brush may lead to baldness. Never try on anybody else's hat. Many a husband is a resting place for microbes.

If you happen to be troubled with dandruff, itching scalp, falling hair or baldness, we have a remedy which we believe will completely relieve these troubles. We are so sure of this that we offer it to you with the understanding that it will cost you nothing for the trial if it does not produce the results we claim. This remedy is called Rexall's "33" Hair Tonic. We honestly believe it to be the most scientific remedy for scalp and hair troubles and we know of nothing else that equals it for effectiveness, because of the results it has produced in thousands of cases.

Rexall's "33" Hair Tonic is devised to banish dandruff, restore natural color when its loss has been brought about by disease, and make the hair naturally silky, soft and glossy. It does this because it stimulates the hair follicles, destroys the germ matter, and brings about a free, healthy circulation of blood, which nourishes the hair roots, causing them to tighten and grow new hair. We want everybody who has any trouble with hair or scalp to know that Rexall's "33" Hair Tonic is the best hair tonic and restorative in existence, and no one should scoff at or doubt this statement until they have put our claims to a fair test with the understanding that they pay us nothing for the remedy if it does not give full and complete satisfaction in every particular. Two sizes, 50 cents and \$1.00. Remember you can obtain Rexall's Remedies only at The Owl Drug Co., Inc., corner Seventh and Washington streets.

Nemo
TRIPLE STRIP

Corset Demonstration this week by Mrs. Dean, Expert Corsetiere, who will show you how to be Ultra Stylish, yet comfortable in NEMO and SMART SET CORSETS.

Eclipse
Manicure
Articles

No Groceries
No Liquors

Lipman-Wolfe & Co.

No Bakery
No Restaurant

Vaucaire
Galega
Tablets

WearWell Hose

C. B. Corsets

MERCHANDISE OF MERIT ONLY

W. B. Corsets

MaggioliGloves

Men's Economy Club

Finds much to save Friday

Outing Flannel
Night Shirts at 89c

—Men's outing flannel night shirts of a very fine quality. These night shirts are made very full in size and length with military collars and a large assortment of patterns to choose from.

Pure Linen Hdkts. at 19c

—Pure Irish linen hemstitched Handkerchiefs with a half-inch hem. This is a very special offer, as the linen is exceptionally fine.

Men's Suspenders, Special 29c

—In narrow and medium widths of an excellent quality rubber with leather cast-off ends. An endless variety of patterns to select from. Special 29c.

An Alien Sale of Socks, Spl. 10c a Pair

—10c Socks are strange and foreign to our store, yet in offering these socks at 10c a pair we do so with the knowledge that ordinarily at this price you'll receive only socks of questionable quality. You'll be surprised with the fine values we offer in this sale. Socks good enough for any man to wear. In an immense range of patterns in both light and dark colorings. In all sizes.



Attractive Neckwear, Friday 25c

Venice lace collars and jabots in Baby Irish lace patterns and floral designs. Also designs in roses and wheels used so extensively in the Baby Irish lace work. Many pretty jabots in net with heavy lace edge in single and double tab styles. It is an exceptionally fine collection of beautiful neckwear at this price.

\$2.00 Ladies Kid
Gloves, Special... \$1.27

—Gloves of a fine quality of kid in two and three clasp style, over seam stitching, and Paris point back. In colors and black and white.

\$2.00 Cape Gloves, \$1.57
Special.....

—Light weight cape skin gloves of an exceptionally good quality. In assorted tans only, out seam style and self color stitching.

35c Fancy Dresden
Ribbons, Yard... 25c

—Dainty patterns, warp prints, brocaded, and striped ribbons in light blue, lavender, yellow, green and combinations. Just the ribbons for fancy work.

Chiffon Auto Veils 98c
Special.....

—Chiffon Veils two yards long and a yard wide of an extra fine quality, hemstitched on the ends and sides. In a good assortment of colors, including light blue, pink, champagne, black and white.

Lace Veils Special 95c

—Lace Veils are growing in popularity every day and we are now showing many attractive meshes. This splendid veil is of a fine mesh net in allover figured patterns with a pretty lace edge. 1½ yards long and half a yard wide.

Offering Remarkable Values in Hats at \$3.95



—Every hat is not becoming to every woman, but every woman can find a becoming hat in this sale.

—500 hats are placed on sale and await your approval. Hats embracing all the popular shapes in greatest demand. Hats modeled in small, medium and large shapes employing every variety of trimming that is used in up to date and more expensive models.

—We don't want you to confuse this sale with the ordinary factory made and cheap store bargain hat. These hats are made of materials that will pass your closest inspection and are WORTHY of the LABEL OF OUR STORE, which is a GUARANTEE of their WORTH.

—They come in black and colors and are on sale Friday and Saturday only. The greatest sale of trimmed hats, for value, style, and quality ever offered to Portland shoppers.

Fur Beaver and Fur Felt Untrimmed Hats for \$2.95

These Hats Sell Regularly from \$4.95 to \$7.50 Each

Friday and
Saturday

\$2.95



Friday and
Saturday

\$2.95

—This week finds the Fall millinery season at its height. You have visited all the milliners. You have had your fashion books to guide you and post you on all the late shapes, on all the newest styles that are in vogue this season. No store could attempt to offer you old styles and label them as new. You are too well informed to be deceived so easily.

—In offering these IMPORTED and AMERICAN UNTRIMMED HATS at \$2.95 we do so with the knowledge that you'll find the biggest bargains ever offered in Portland. You'll find shapes reflecting the most recent hats sent over from Paris in small, medium and large styles.

—In this offering you'll find beautiful mushroom shapes in the peculiar flares spoken of in the French fashion books. Also a dozen other styles too numerous to enumerate. These beautiful hats come in BLACK ONLY. An immense display will be made in our millinery department.

Why Not Start Your Own Library? A Easy Accomplishment.
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