

MRS. MARY HOLYFIELD OF DRAIN IS KILLED ON SHEEP CAMP GRADE

Auto Runs Up Bank and Upsets; Thrown Out, She Sustains Broken Neck.

(Special to The Journal.) Roseburg, Or., Aug. 29.—The first fatal automobile accident to be recorded this year on the Roseburg-Myrtille Point stage road occurred near Sheep Camp, 36 miles west of Roseburg, yesterday afternoon, when a machine driven and owned by W. W. Kent of Drain, upset and instantly killed Mrs. Mary Holyfield, mother of Mrs. Kent, who also occupied the car and sustained two fractures of an arm. Mr. Kent and three small children were unhurt except for a few bruises and a bad shakedown. Mrs. Holyfield was 66 years old. Her body was brought here by automobile early this morning, but because of the difficulty of traveling the road after dark the remainder of the party remained at Sheep Camp till today. Mrs. Holyfield lived at Drain. Mr. Kent has owned the car only two months, and it is said friends warned him before he started of the danger of that road and tried to persuade him not to go. The car was making an "S" turn. The first turn was negotiated safely but on the second turn Kent drove too close to the upper bank. The wheels caught in the loose earth, pulling the car up the bank and over the edge before he could control it. Mrs. Holyfield was thrown to the ground, struck on her head and broke her neck. The auto then turned turtle, pinning the remainder of the party under it but not seriously injuring any of them. The party left Drain early yesterday morning en route to Coos Bay. Another auto accident occurred about eight miles southwest of Roseburg last night when a car occupied by a party from Marshfield whose names could not be learned, left the road and tipped over a couple of times. No one was injured.

ANOTHER TRANSPARENT SKIRT!



SUFFERING WOMAN SLIPS AWAY TO RIVER

Mrs. M. A. Guild, 60 Years Old, Probably Drowns to Escape Pain.

(Salem Bureau of The Journal.) Salem, Or., Aug. 29.—Sixty years old and suffering from continuous ill-health, Mrs. M. A. Guild last night made true her declaration to her daughter that some day her relatives would find her body in the Willamette river. The river is being dragged for the body today. Fearing that she would end her life, her husband and daughter, with whom she lived at 689 North Commercial street, had kept close watch of her, but last night after they had dropped asleep the suffering woman arose,

DARING BANDITS HOLD UP TRAIN IN HEART OF CITY

Continued From Page One.

The robbers climbed over the tender and ordered the train stopped. They reached another telephone and called up the train dispatcher who in turn got in connection with Ed Wood, chief of the railway company's special agent. One robber sent several shots after Monroe as he fled up the side of the gulch. Within 15 minutes after the alarms had been sounded a squad of policemen under Captain Riley and half a dozen detectives under Captain Eddy arrived in the neighborhood. Detective Wood, accompanied by Detective "Ded" Hunter, reached the scene a short time later, and a thorough search was started. The hunt was barely under way when a man believed to have been one of the robbers was seen sneaking up a pathway leading from the gulch to the Twelfth street viaduct, and Detective Hyde and Vaughn, who were stationed nearby, fired several shots. The only apparent effect the missiles had was to cause the fellow to accelerate his pace, and he topped the ravine on the run and disappeared.

Officers Search Neighborhood.

The officers made a thorough search of the neighborhood, and Patrolman Lewis found three grips and a handbag belonging to one of the robbed passengers, Mrs. George Marshall of Jamesville, Wis., along the railway right of way several hundred yards in the direction of Portland, indicating that at least two of the robbers followed the tracks back toward Portland as far as the Grand avenue viaduct. It is believed they left the tracks at this point and returned to Portland, accompanied by Barnett and Eastman, spent most of the night scouring the north end. Both boys are under 20 years of age, and say they believe they can identify the bandits, as they saw them at the East Portland depot several times before the Soo-Spokane arrived from the north end. They insist that there were three men in the party and their descriptions tally well with those wired back by Conductor Ream from Hood River. Their stories also serve to disprove the suspicion that Barron was mixed up in the robbery, a theory which was given credence somewhat by the police, and which is now being considered, but

only in the light of a "possible proposition."

Boys Saw Robbers.

According to Barnett, he and Eastman waited for the limited at the east side station and there saw three men hanging around in the shadows. They noticed that they were hard looking characters and each wore a handkerchief tied around his neck. They decided to "keep away" from them, and when the train pulled into the station took pains to board it on the side opposite to the one chosen by the trio.

Eastman chose the rods of a coach and Barnett climbed on the roof of a coach next to the observation car. He said no one was on the roof of the observation car, a declaration which contradicts Barron's statement that he was on the top of the car when the holdup occurred.

The train was traveling slowly up the gulch, and had gone only a short distance, Barnett said, when it halted and the next moment he heard shots. Realizing a holdup was being staged, he alighted from the train and hid under a coach and did not venture out until the robbers, with the engineer in front of them, went past in the direction of the observation car. Then he ran for the police.

Robbers Climb Over Tenders.

According to stories told by the engineer and train crew, two robbers, dressed in blue bandana handkerchiefs, climbed over the engine tender and to the top of the observation car. Barnett said he did so and as the train was traveling slowly, came to a halt. Monroe jumped out the cab window and sped up the gulch side, his flight punctuated by reports from one of the robber's revolvers, who attempted to bring the fireman down. Then the robbers were forced to accompany the bandits to a point near the rear of the train, where they told him to stand if he did not want to be killed. Meanwhile Conductor Ream and brakeman Abbott rushed through the train shouting "Hold-up—Hide your valuables." After going through the forward coaches they slipped from the train and took a position by the side of a coach. With the engineer halted where the robber's guard could watch him, two bandits entered the observation car, and the passengers were ordered to face the front of the car.

Under the menacing revolver held by the older bandit, a heavy set fellow, the passengers offered no resistance while his companion went through

their clothes and relieved them of whatever they had worth taking.

Older Robber Cool Hand.

During the robbery the older man kept cautioning the younger fellow to keep his feet in the ground, that is not to get excited. After every one had been searched the younger robber said that "picking was awfully slim" and with a departing shot, which splintered the bookcase in the car they backed out and disappeared, carrying with them three grips which were later recovered farther down the track.

While the duo were operating in the observation car, another bandit outside kept the heads of passengers inside the coach windows, by repeatedly firing his revolver.

Whether he shot Barron is not known. Barron was found after they had fled, stretched out on the observation car platform, blood pouring from his wounds. He said he had been shot on the track and had dragged himself on to the platform.

As the man has refused to make a statement, every effort is being made to ascertain his identity. Beyond saying he is a Mexican, he has refused to say anything. A purse containing a \$5 bill and receipts for two money orders drawn at Hoquiam, Wash., recently, are the only clues which the police have to work on.

Railroad Offers Reward.

President J. D. Farrell of the O. W. R. & N. has offered a reward of \$1500 a special telegram to this effect was sent out to all agents by the company this morning.

Special agent Wood was very uncommunicative this afternoon in regard to the case, and it is believed has valuable information. Beyond stating that no suspects had been arrested, he declined to talk. The police during the night rounded up the usual number of vagrants, but none of them fit the descriptions of the two robbers furnished by Ream and Barnett.

The apparent bandit leader is described as follows: About 40 years of age, dark sandy, stubby mustache and about four days' growth of beard; light colored shirt, light yellow tie, with small stripes, hair streaked with gray and very short; dark hat, small buttons on each side of hat next to brim. The other robber is described as short, with black shoes and dark suit.

Names of Victims.

The following passengers were robbed: W. H. Lewis, Portland, lost gold watch, chain and \$8 in money. L. A. McArthur, Portland; lost \$4.50. C. W. Hill, salesman, Portland; \$23. Miss Elma McLeod, Lewiston, Idaho; one silver mesh bag, \$20 and jewelry. Mr. and Mrs. J. B. Bone, Hood River, watch and jewelry, \$15. Albert Tomlinson, Grand Forks; \$22.50. J. E. Wood, Pincher Creek, Alberta; \$38, watch and other jewelry. Mr. and Mrs. Sam W. Davis, The Dalles, gold necklace and some cash. E. E. Thomas, rear flagman, gold watch and chain. C. E. Redar, Pullman conductor, \$7 in cash. V. G. Smith, Pullman porter, \$2, watch and keys. Mrs. George Marshall, Jamesville, Wis., handbag containing money, railroad tickets and jewelry. This handbag was afterward found on the track.

In a telegraphic report of the holdup to the company this morning Conductor Ream said the passengers took their loss good naturedly, and that several succeeded in hiding money and jewelry before the desperadoes entered the car. One man, he said, hid \$1000 in bills in the lavatory.

Auto Speeders Listed.

Clerk Reutgen of the municipal court is preparing a list of violators of the automobile law to be forwarded to Secretary of State O'Leary. Upon this record, applicants for auto licenses will be carefully scrutinized. Yesterday afternoon Judge Stevenson received a request from the secretary of state for the list. In the communication it is pointed out that reckless drivers, speed fiends and persons considered unreliable are the wheel of a motor car will not be granted a license from the state office.

Women Escape Conviction.

Eight women living in the vicinity of Fourth and Alder streets were set free by a jury last evening in the municipal court. Some of the women were before the court a few days ago, and found guilty of vagrancy. The jury last night consisted of Ed J. Daly, W. S. Hay, A. H. Shawk, H. R. Dugas, R. S. McPherson and F. B. Mallory.

Two of the largest circuses carry their own electric plants, illuminating everything from their largest to their smallest tents.

dressed herself with the exception of shoes and slipped out of the house. She was missed about 2 o'clock this morning. Searchers found tracks of a bare foot woman leading from the residence direct to the river. Besides her husband and daughter, she leaves a son, Fred Guild, in California.

SALEM, OR., HOTEL OWNER FALLS DEAD ON PORCH

Salem, Or., Aug. 29.—Heart failure caused sudden death of Charles F. Van Allen, proprietor of the Eldredge hotel here, last night about 8 o'clock. Apparently in his usual health, he was talking to George Miller on the rear porch of the hotel when he fell dead. He leaves a widow and two daughters, Mrs. Abbie L. Farris and Miss Birdie Van Allen. He was born December 7, 1861, in Crawford county, Wisconsin. He came to Salem in 1897 and bought the Eldredge hotel, before which time he was a prominent hop grower near Silverton. Several months ago he was in poor health and went to California for a time, returning apparently improved. Funeral arrangements will not be made until Mrs. Van Allen returns this evening from Newport.

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