

# The Monmouth Herald

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No. 38

## A CHAPTER OF ACCIDENTS

### One Person Killed, One Is Demented and Others Are Injured

Polk county and vicinity had its share of accidents during the last week.

Mrs. J. S. Macomber and eight-year-old daughter, of the Oakdale school district, were thrown from a hack while returning home from the closing exercises of the school Friday afternoon, with the result that the girl received a broken leg and the mother received injury to one hip and had a thumb dislocated.

On Saturday two accidents occurred at the Powell logging camp above Falls City. A man—Arthur Lee by name, while attending the donkey engine was struck on the knee cap by a flying pin from the machinery. Part of the knee was torn away and the flesh ripped to the hip.

Samuel Irwin had his left thumb torn off by getting it caught between a choke chain and a log.

On Sunday evening word reached here of an accident which occurred at Briedwell Station, on the Yamhill division of the Southern Pacific shortly after 7 o'clock, when the Portland-Dallas train collided with a team that was running away. In the collision, Miss Leighton, of McMinnville, was killed, Miss Eunice Lewis, of Newberg, was badly cut about the head, and George Whipple, of Sheridan, was badly injured. James Scully is reported crazed with grief because of the death of his sweetheart.

The Dallas Observer gives the following particulars of the accident:

"From all the particulars available, it is learned that the two women were on their way from McMinnville to Sheridan on the Sheridan passenger train, which runs over the Yamhill division between Whiteson and Broadmead a few minutes ahead of the Dallas train. At Briedwell they were met by Scully and Whipple, who were to take them to Sheridan in a carriage. The party had just entered the carriage and started on the drive when the Dallas train approached the station. The Dallas train does not stop at Briedwell, and was running at a speed of about 15 miles an hour.

"At the approach of the train, the horses became frightened and started to run. As soon as they had passed the warehouse, which had hidden them from the view of the trainmen, the frightened animals wheeled and ran across the track, directly in front of the locomotive. The carriage was struck squarely in the middle and the occupants were hurled in all directions.

Miss Lewis and Scully were thrown from the front seat into the ditch at the edge of the track. Scully was not hurt, but Miss Lewis was thrown against a post and was seriously injured. Miss Leighton and Whipple, who were riding in the back seat, fared worse. Miss

Leighton was thrown against the pilot of the engine and almost instantly killed, the force of the fall crushing her skull. Whipple's skull was cracked and his side was badly bruised.

"Engineer Casey stopped his train within two car lengths, and the dead body of Miss Leighton was removed from the pilot of the engine.

The trainmen and passengers then rushed to the aid of the injured. Miss Lewis was found lying in the ditch with a broken shoulder. Miss Leighton was lying dead on the pilot of the engine, the back of her head being crushed and her body mangled.

"The injured were placed on the train, and Conductor Keyser ordered a quick run to Sheridan for surgical assistance, instead of proceeding on the regular schedule to Dallas. Crazed by grief because of the death of Miss Leighton, Scully became frantic on the train and tried to take his own life. It was only by the closest watchfulness of the passengers that he was prevented from carrying out his designs.

"It is believed that Miss Lewis and George Whipple have a chance for recovery, although both are badly hurt. At last reports Scully was still demented, and it was feared he might lose his mind entirely.

"No blame can be laid on Engineer Casey for the sad affair, as he was running his train at a moderate speed and the position of the warehouse at Briedwell made it impossible to see the runaway team before they whirled and ran directly toward the track. The stopping of the train within two car lengths of the spot where the collision occurred showed the effort put forth by the engineer, and his presence of mind under the exciting conditions."

Roseburg, Ore., May 10.—Roseburg last evening was visited by hailstones in some cases nearly as large as walnuts. Hail fell to a depth of nearly four inches inside of 10 minutes. Flower and truck gardens were ruined. 103 street lamps and many windows were shattered, some outbuildings were wrecked or moved several feet, and small trees, billboards and fences were blown down. The interior of buildings equipped with sky-lights were damaged and one firm lost in this way \$1500 worth of millinery. Street drains and sewers were clogged and in some places miniature rivers ran over the sidewalks. A large tree on an island in the Umpqua was split by lightning. Bad as the storm was, it fortunately was confined to the city, else outlying orchards and strawberry patches would have been ruined.

### Spelling Improvement.

Results of the spelling contest for schools of two or more rooms, held April 22, 1910:

Fourth grade—First place, Dallas, 99 2-7 per cent; second place, Falls City, 96 per cent; third place, Dallas, 99 4-8 per cent.

Fifth grade—First place, Buena Vista, 100 per cent; second place, Falls City, 99 5-8 per cent; third place, Dallas, 99 4-8 per cent.

Sixth grade—First place, Dallas, 96 1-2 per cent; second place, Bethel, 95 per cent; third place, Falls City, 91 per cent.

Seventh grade—First place, Ballston, 96 per cent; second place, Monmouth, 94 5-7 per cent; third place, Dallas, 93 6-11 per cent.

Eighth grade—First place, Ballston, 94 per cent; second place, Dallas, 92 per cent; third place, Buena Vista.

Several schools which did not receive any of the first places in the different grades made grades that are very close to those men-

## REGULAR PORTLAND LETTER

### James J. Hill Will Help To Develop Oregon

Portland, Ore., May 10, (Special)—The visit of James J. Hill and party to Portland during the past week has been of great significance. Accompanied by railroad officials, Louis W. Hill has left Portland to make a tour of the state. He will cross Central Oregon and see for himself what the tonnage possibilities of that great region are. After this trip it is expected that a definite announcement will be made as to the expected east and west lines across the state.

While in Portland, Mr. Hill talked freely, and his statements mean much for Oregon. He confirmed his purchase of the Oregon Electric and United Railways, interurban systems running out of Portland, and says he will extend them down the Willamette Valley. He also confirmed his purchase of the Pacific & Eastern but said it was yet too early to talk of a connecting road clear across the state. The Deschutes road will of course go ahead as fast as possible, he said, and besides all this railroad activity in this state, Mr. Hill proposes to do a great deal in securing publicity for Oregon throughout the East and Middle West.

The sale of the holdings of the Northwestern Corporation properties throughout Oregon, Washington and Idaho to H. M. Bylesby & Co., large Eastern investors, announced recently, was confirmed during the past week when the final options were closed in Philadelphia. This means the coming of a great amount of new capital to the Pacific Northwest where it will be used developing water powers and gas and electric plants.

Beginning May 16th, there will be a series of good roads meetings throughout the state that will continue until June 10. Mr. Maurice W. Eldridge, one of the best known authorities on good roads and a government expert, will be sent out from Washington to deliver lectures. He will start at Ontario and will hold meetings in the principal cities along the O. R. & N. as far west as Portland, when he will visit the Willamette Valley and Southern Oregon, holding the final meeting at Ashland. The lectures are to be given under the auspices of the State Good Roads Association and a decided impetus to the work of the organization will probably result.

That Oregon irrigation projects will be pushed to completion is the message of encouragement given by Arthur P. Davis, engineer of the United States Reclamation Service, who was in Portland during the week. He is on a tour of inspection of projected irrigation works throughout the west. Mr. Davis says he has ev-

tioned in the first three places and the work is much better than at the beginning of the school year.

Yours Respectfully,  
H. C. SEYMOUR.

ery reason to believe the \$30,000,000 bond issue for reclamation will be approved. This will be distributed among 20 projects and will mean \$1,500,000 for each of the Oregon projects, including Umatilla, Malheur and Klamath Lake.

The Portland Commercial Club, which recently presented to President Taft a beautifully bound book of pictures of Oregon scenery, together with photographs taken at Portland at the time of his late visit, has just received a letter of thanks from the President. He says he will never forget features of his reception in this city.

### Threshermen's Program.

The following program for the Threshermen's convention, to be held in Albany, June 2-3, will impress the readers of the Herald with the importance of the event:

Thursday, June 2nd.

Registration of members at convention hall during morning hours. Convention called to order at 1 p. m. by William H. Fletcher, president.

Prayer—Rev. F. H. Geselbracht, First Presbyterian church  
Address of Welcome—Dr. J. P. Wallace, mayor of Albany.

Response—President Wm. H. Fletcher, McMinnville.

Address—Hon. Frank W. Benson, governor of Oregon.

Good Roads Address—Hon. B. F. Heidel, Dept. of Good Roads, U. S. Dept. Agriculture.

The Utilization of Gasoline Power—Hon. Philip S. Rose, Madison, Wis., editor Gas Review.

Evening Session.

Experiences with the Threshermen—Lee Hardin, Field Superintendent The Russell Wind Stacker Co., Indianapolis Ind.

Marketing Wheat on Four Legs—Hon. D. O. Lively, Portland, Oregon, Gen. Agent Portland Union Stock Yards Co.

Friday, June 3rd.

Meeting convenes at 9 a. m.  
Report of Secretary, and annual election.

The Production of Good Seed—Prof. H. D. Scudder, Agronomist Oregon Agricultural College.

At 12 o'clock the delegates will assemble on the lawn of the Linn County Courthouse, as guests of the Commercial Club of Albany, to participate in a banquet to be served by the Club. This will be the most unique spread ever furnished a Threshermen's convention in the United States. The wives and daughters of the Linn County Threshermen will assist the Commercial Club in keeping the self-feeders busy. Hon. J. N. Duncan, county judge of Linn county, will address the banquet.

Following the banquet at convention hall an accounting system for the Threshermen, Prof. J. A. Bexell, Corvallis, Oregon, Dean of School of Commerce, Oregon Agricultural College.

"Why I Came," (Uncle Silas), B. B. Clarke, Madison, Wis., publisher The American Thresherman.

Question Box, to be established during the convention and opened at this time.

The evening session will be in

## NEWS FROM COUNTY SEAT

### Court House Notes.

#### PROBATE

Estate of W C Brown, deceased—final vouchers filed; administrator discharged and bondsmen exonerated from further liability.

Estate of Rachel Newman, deceased—estate admitted to probate; H A Newman appointed administrator; bond fixed at \$1720.

Estate of Rachel Watson, deceased—estate admitted to probate; Mrs. A. M. Thorp appointed administrator; bond fixed at \$2000.

Estate of Elezar Kimball, deceased—final account approved. Guardianship of Mary E Knowler—final account approved.

Estate of W A Stanton, deceased—final account set for hearing June 10, at 10 a. m.

Estate of Arnest East, deceased—Boyd G East appointed administrator; bond fixed at \$200; C G Coad, J M Grant and A F Toner appointed appraisers.

#### REAL ESTATE

H L May et ux to W M Siegmund, lot in Independence, \$10.  
Joshua Haggins et ux to Fannie Sewald, 40 acres, t 7 s, r 4 w, \$4200.

F P Bush et ux to O D Butler, 16 acres, t 9 s, r 6 w, \$1.  
Arminta D Bush to O D Butler, 160 acres, t 9 s, r 6 w, \$2000.

T J Hayter et ux to Absolom Byerly, 80 acres, t 8 s, r 5 and 6 w, \$10.

C P Mitchell et ux to Harvey O Ott, 5 acres, t 7 s, r 5 w, \$700.  
T P James et ux to John G Brown, lot in Germantown, \$600.

Mary E Brown and hd to T P James, 4.69 acres, t 7 s, r 5 w, \$10.  
J M Lynn to M B Young, 6.80 acres, t 7 and 8 s, r 5 w, \$500.

T P James et ux to Mary E Brown, lots in Dallas, \$10.

Robert Ground to Frank Moreland, lots in Monmouth, \$175.

J D Smith to B H McCallon, three-eighths interest in part blk 12, Dallas, \$10.

E F Lamson et ux to Rex Lamson, land in Polk and Yamhill counties, \$10,000.

E R Tuttle et ux to Peter Springer, 41.63 acres, t 8 s, r 4 w, \$3000.

Ethel Brown Jones and hd to Susan Jones, one-third int. lot in Independence, \$333.33.

Conrad Stafrin et ux to Edwin Jacobson, 60 acres, t 8 s, r 5 w, \$2000.

charge of a special representative of the United States government, sent from Washington, D. C., to deliver to the Threshermen of Oregon an illustrated Good Roads lecture. This lecture is the best of its kind ever given in the United States, and will be heard for the first time at Albany. The secretary expects every Thresherman in the state to make a special effort to be present, as he has promised the government a large attendance.

One and one-third round trip rate on the certificate plan will be made by the S. P. and O. R. & N. railroads and branches.

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