

# COTTAGE GROVE LOCAL IS DITCHED NEAR IRVING STATION

(From Monday's Daily Guard.)

**THE DEAD**

Engineer Jack Nichols, of Portland.  
Fireman Frank Bolter, of Portland.  
George Bailey, Eugene.  
Ray Swartz, Junction.

**THE INJURED**

Verne Apperson, of Eugene, back wrenched and body and face scratched and bruised.  
John Wright, of Portland, arm badly gashed.  
John Francis Wilbright, of Pittsburg, Pa., left leg broken.  
B. C. Gilbert, of Eugene, back injured.  
Albert Rahn, of Portland, left leg injured.

A tawny colored bull caused the death of four men in the worst railroad wreck ever near Eugene last night at 9:30 four and one-half miles north of this city and delayed traffic nearly twelve hours when the Cottage Grove local was ditched by running onto the body of the brute. Five persons were more or less injured. Of the dead all but Engineer Jack Nichols were instantly killed. He was scalded from head to foot, and after unutterable suffering died this morning at 2:30 o'clock in the Eugene hospital. Four cars, the mail, baggage, smoker and one day coach, besides the engine, were ditched.

Roy Swartz, of Junction City, and George Bailey, of this city, a member of the firm of Bailey & Dietz which runs the lunch counter near the depot, opposite the Gross hotel, were both instantly crushed to death. They were riding the blind of the mail car, and their fearfully mangled bodies were identified this morning. Both were young fellows. Bailey lives with his parents over the Campbell & Fellman store.

The accident occurred shortly after 9 o'clock, just after the local had pulled out of Irving at a speed of somewhere between thirty and forty miles an hour. The track is on a slight curve, and Engineer Nichols could not see the bull until his engine was almost on top of it. According to his story, which he told in his first few moments of consciousness, the animal was lying between the rails sleeping. From the position of the cars after the accident the engine was evidently raised off the track by the animal's body, and then plunged down the right side of the road bed, instead of twisting the coupling off at once, the tender went over the engine, followed by the mail car, and shot to the left side of the roadbed two car lengths beyond the engine. The mail car went over the top of the tender, and was projected furthest along the right of way of any of the cars or the tender. The engine evidently turned a complete somersault, its front being pointed toward Portland. The back end of the baggage car rested on it, and the front end of the smoker also was on top of the machine.

The crew and the passengers all report that the train did not immediately stop, and that fact probably saved the lives of a score of the eighty passengers, for the cars were all projected up from rather than down to earth. Of the six cars, coaches, baggage and mail car, all but the last two were off the track, but not one had been toppled over. The forward end of the mail car, the baggage car and the smoker were stove in, and the trucks of the first two skinned off from the body of the cars.

**Nichols Did His Duty.**  
Engineer Nichols, it was found, had reversed his engine and put on the brakes. The oil was shut off, either by him or the fireman. He said before his pain was too great that he saw something on the track, but had struck it before he could distinguish it. When they struck he was covered with scalding steam, so that when help arrived and the train tried to assist him from the train they found the flesh on his arms and shoulders peeling off in his hands. Fireman Bolter did not know what killed him. He was buried in the wreckage of the cab so deep that not until the arrival of the wrecking train and after several hours of work was the body recovered at about 10 o'clock this morning.

The tramps which were killed were riding on the blind of the mail car just behind the tender to the engine. On the platform there were four men. Wilbright, the tramp, who had his leg broken, said that he knew one was from Eugene from the way he talked.

The others who were hurt were passengers riding in the smoker with the exception of Verne Apperson, who was riding in the vestibule of the smoker from Junction. He was badly hurt around the hips, but will be out in a few days.

The wreck at once took fire, but conductor Minkler discovered it before it had gained headway and put it out.

The train crew consisted of Conductor Charles Minkler and brakemen Bryant and Sprague. In the mail car were three clerks and in the baggage car the express messenger and baggage master. All escaped injury.

On the train were many Eugene people among the passengers. The shock, however, from what they say, was not as great as might be sup-

posed, the train not stopping for several hundred feet.

The first report reached Eugene at about 10 o'clock. Dr. Paine took a gasoline road vehicle to look after the injured. Engineer Nichols was brought to the Eugene hospital in an automobile. At 12:30 the first train from Eugene reached the scene and brought in the passengers and the remainder of the injured. The bodies of the three men who were killed were left lying at the wreck. The wrecking train from Roseburg arrived at 2:30, and the track was cleared by 9 o'clock this morning. Two sections of No. 16 were here until 10 o'clock.

The engine which was overturned by the sleeping bull was No. 2203. The name of the farmer by whom it was owned is not known. It had been completely severed from its body and the remainder mangled.

Because of the color of the animal, the theory has been advanced that the headlight of the engine does not show a brindle tawny color distinctly, and for that reason the engineer could not tell what was in the path of his train.

The slight which greeted the Eugene people who went to the wreck was most gruesome. The lights of the cars were extinguished by the impact. The first arrivals from Eugene searched the ruins, a number of them walking over the dead bodies of the men who were thrown to the ground from the end of the mail car. Their bodies were horribly mangled, as was the fireman's who was buried beneath the debris in the wreckage.

**Nichols An Old Engineer.**  
Engineer Nichols was one of the oldest locomotive masters on the Oregon divisions of the Southern Pacific, being about 55 years old. He was popular with railroad men, and besides those in railroad circles, had a host of friends in the towns through which he had run for the past 25 years. He is survived by his wife. His home was in Portland.

Frank Bolter, the fireman, was also well known. His age was about 30, and he leaves a wife in Portland. The tramp who had his left leg broken stated last night that his home was in Pittsburg, Pennsylvania. He is well built, and showed good nerve. He was taken to the Eugene hospital, where he is resting easier.

**Wreck Notes**  
Verne Apperson, who was hurt, though not seriously, works for the electric company.  
Albert Rahn, of Portland, is a florist.  
John Wright, of Portland, who is numbered among the injured, has his arm cut to the bone by glass.

The track was badly torn up, the rails and ties being shifted off the roadbed.

There would have been danger of an explosion if the oil had not been shut off by either the fireman or engineer.

The passengers to Cottage Grove were taken to the South Lane city by the two cars which make up the Wendling train at about 1 o'clock this morning.

The wreck will be cleaned up by tomorrow with the exception of some of the debris.

W. Waddie returned on the Cottage Grove local from Portland. He thought the train was being held up at first. Verne Apperson, he says, had a very narrow escape. The young man was in the vestibule at the front end of the smoker, which was smashed to splinters, yet he escaped with a few bruises.

**TWO KILLED ON BLIND WERE BOYS**  
(From Monday's Daily Guard.)

George Bailey, the Eugene boy who was killed with his friend, Ray Swartz, while riding on the blind baggage between Junction and Eugene on the Cottage Grove local last night, on the seventeen-year-old son of C. B. Bailey and wife, who live in the Gordon block at the corner of Olive and East Eighth street. The family has resided in Eugene about a year, coming here from Washington, to which state they had come a short time before from the East. He is survived by his parents and one sister. For some time he has been engaged in the lunch counter business near the depot.

The two boys, Swartz, whose home was in Junction and who was only 19 years old, and Bailey, it is understood, were riding to Eugene for the fun of it. Conductor Minkler chased them off at Irving, and thought he had left them to walk into town. The first that he knew there were any "beasts" on the train was when Wilbright was found with his leg broken. The Bailey youth was so disfigured that not until noon was he completely identified by his watchchain. His family did not know for certain until then that the unfortunate young man was their son.

The parents of the other youth, Mr. and Mrs. Al Swartz, who live at Junction, were notified as soon as the body was identified this afternoon, and arrived here this afternoon to take the body back to their home. Ray is also survived by a brother, Henry.

The three bodies, those of Nichols, Bailey and Swartz, were taken to Coroner Gordon's morgue. Fireman Bolter's body was shipped to Portland as soon as it was taken from the wreck this morning about 9 o'clock.

## CORONER HOLDS INQUEST OVER WRECK VICTIMS

(From Monday's Daily Guard.)

The coroner's inquest over the bodies of Engineer Jack Nichols, George Bailey and Ray Swartz, who were killed in last night's wreck, was begun at Coroner Gordon's undertaking parlors this forenoon at 10 o'clock. The body of Fireman Bolter was taken to Portland on one of the trains this morning at the request of Superintendent Fields, who came up from Portland last night upon hearing of the wreck. The jury selected was as follows: W. M. Preston, J. M. Howe, L. D. Forrest, W. E. Brown, F. M. DeNeffe and G. H. Irish.

The first witness examined was Dr. D. A. Paine, surgeon for the railroad company. He stated that he was informed of the wreck about ten o'clock; that he came down town to the depot and went to the scene of the wreck on a handcar, arriving there before 11 o'clock. He found the engine and fireman beneath the overturned engine. The engineer was taken out and sent to Eugene in an auto. He died about 2:30 this morning. Dr. Paine stated that he examined those who were injured. He said Verne Apperson, who was supposed to be riding on the front end of the smoker at the time of the accident, suffered a severe injury in his back and on his arms. John F. Wilbright had a broken leg. He stated that Engineer Nichols died from the effects of being scalded.

Conductor Charles Minkler, who had charge of the train, was called. He told of the wreck in a graphic manner. He said that the train reached Irving at 9:20 o'clock, on time and was going at the usual rate of speed, about 35 miles an hour, when he felt a sudden jar and the train seemed to come to a standstill. He felt two other jolts and he knew that the train had been wrecked, as he had been in several smashups before. He was in one of the coaches, and when the crash came he tried to get to the smoker. He saw that all were out of that car and then went up to where the engine was lying. He was in time to see a number of men pulling the engine from beneath the wreckage. He then ran back and learned that all were safe in the mail and baggage cars, and he then sent one of the trainmen back with a flag to protect the rear of the train from any other trains that might happen along. The conductor noticed a couple of fires beneath the train, the fires coming from the gas tanks. He feared the tanks would explode and took pains to put out the blaze. He told of the position of the cars and how he found the fireman dead with his body pinioned beneath the boiler head. In answer to the question whether or not the men on the blind baggage and the tender, two of whom were killed, had paid their fare, the conductor said they had not.

When the train pulled out of Junction City he saw several men on the ground ready to board the train. He ordered them away and he himself rode on the blind baggage for a short distance. He supposed they got on after he got off.

Eugene Davis, of Portland, news agent on the train, was in the front end of the smoker at the time of the wreck. He said he tried to reach for the emergency brakes, but was thrown to the opposite side of the car. He felt the train skidding along on the rails and then he knew that the brakes were already set. The car tilted and he crawled out the upper side. He ran back to the day coach and secured several bottles of whiskey for the injured men. He then went among the passengers and procured talcum powder and clothing with which to dress the burns and scalds of the engineer.

W. Waddie, proprietor of the Hotel Gross, who was a passenger on the train, testified that he was sitting in the rear end of the smoker. When the train came to a standstill with a jolt he thought it was a holdup, but soon learned the cause of the sudden stopping. The day engineer was a personal friend of Mr. Waddie's, and as he told how he tried to help Nichols out of the wreckage tears came to his eyes and his voice was choked with emotion.

William Hodges, who was with Mr. Waddie, testified that he jumped through the window of the smoking car. He was then close to the engine and might explode he ran over into a wheat field and remained there until he thought all danger was past. He heard the engine moaning and helped get him out.

Conductor Minkler was recalled and testified that the carcass of the bull was badly mangled and that its head was cut off near the junction of the neck with the shoulders.

Otto Gilstrap, a newspaper reporter, testified that he saw the neck and head of the animal.

Coroner Gordon made a statement that the track was properly fenced at that point and that there were two gates nearby, both securely tied. He could not be seen how the bull had gained access to the railroad right-of-way. He stated that Superintendent Fields, of the Southern Pacific Company, asked permission of him for the removal of the body of Fireman Bolter to Portland, and the permission was granted.

The coroner then adjourned the inquest till five o'clock this afternoon in order to secure more testimony.

The new testimony is intended to bring out facts as to the responsibility for the bull being on the railroad right-of-way at the time of the wreck.

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## SUDDEN DEATH OF BARON VON STERNBERG, GERMAN DIPLOMAT

Heidelberg, Germany, Aug. 24.—Baron Speck von Sternberg, German ambassador to the United States, died last night at the Hotel Victoria. The baroness, who was Miss Lillian May Langham, of Louisville, Ky., was with her husband to the end.

Sternberg had been visiting in Germany since May. He came to consult a specialist in reference to a malady with which the ambassador has been suffering for some time. Cancer was feared, but the specialist assured the ambassador and his wife it was lupus, and that he could cure the disease, which had affected the left side of Sternberg's head.

**Lived in Louisville**  
Louisville, Aug. 24.—Although the Baroness von Sternberg lived in Louisville about two years, the guest of her uncle, Arthur Langham, she never made this city her home. Her parents have been dead a number of years, and she lived at one time in Los Angeles.

**Friend of Roosevelt**  
Washington, Aug. 24.—The news of the death of von Sternberg was a great shock to personal and official friends in Washington. When he left Washington on May 15th for his home in Germany the ambassador himself seemed to those close to him to have a premonition that he would never return.

He was one of the most popular and highly esteemed members of the diplomatic corps in Washington. The baron, President Roosevelt, Ades and Pinchot formed a quartet of very close friends, spending much time together. The baron and Roosevelt were intimate in their relationship, and had much in common, frequently riding together. The baron was always a welcome guest at the White House.

**Successor Not Known**  
Berlin, Aug. 24.—The foreign office sent a cablegram to Count Hermann von Hatzfeldt-Wildenberg, German, charge d'affaires at Washington, instructing him to inform President Roosevelt that the question of a successor to von Sternberg would not be settled until the second week in September, on the return of Prince von Bulow.

Heidelberg, Aug. 24.—The immediate cause of Baron von Sternberg's death was inflammation of the lungs.

## TREASURY TELLER ARRESTED FOR THEFT OF MONEY

Chicago, Aug. 24.—George W. Fitzgerald, who was assaulting teller at the Chicago sub-treasury at the time of the theft of \$173,000 of government money, seventeen months ago, was arrested yesterday charged with the crime. He was admitted to bail today in the sum of \$50,000 and his examination set for August 31.

"I have not a nickel that does not



ADLAI E. STEVENSON. Former vice president, nominated for governor of Illinois by the Democrats.

belong to me," Fitzgerald exclaimed to the reporters, and gave his attorneys an elaborate explanation of the money he had used in speculation since he was dismissed from the government's employ. His speculations began with an investment of \$200, he says, and netted \$700.

The evidence against him was worked up by a private detective agency, and the government was not represented in today's proceedings.

It is believed that Chief Wilkie and Captain Porter look askance upon the evidence in the case, while the friends of Fitzgerald have rallied to his defense and explain away categorically and to their own satisfaction every point made against him.

Assistant United States District Attorney Davis stated this afternoon that the federal authorities have concluded not to take part in the prosecution of Fitzgerald unless further evidence against him is unearthed. The government authorities do not believe the present evidence warrants holding Fitzgerald.

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DeWitt's Little Early Risers, safe, easy, pleasant, sure, little liver pills. Sold by all druggists.

## MAN WHO HELD WASHINGTON'S HORSE STILL LIVES

New York, Aug. 24.—In a sermon delivered yesterday at the Zion African Methodist Episcopal church in Somerset county, New Jersey, as a child, that he was ten years old when he held Washington's horse. He illustrated this part of his sermon by walking along the road to Harritan and locating the exact spot at which he held the horse. He said he had preached for the last seven years, and spent five years in Egypt, where he did missionary work.

## HAINS' PRELIMINARY HAS BEEN POSTPONED

New York, Aug. 24.—The arraignment of Captain Peter G. Hains and brother-in-law, William H. Hains, the former charged with the killing of William E. Annis and his brother as accessory, has been postponed until next Friday.

**Captain Acted Crazy**  
New York, Aug. 24.—Major Hains and one of the attorneys for the defense endeavored in vain to induce Captain Hains to remove his uniform and discuss the murder after he had returned to jail. The captain strode nervously back and forth in the corridor from the cell, saying: "You don't understand my leave of absence expires today and I must get back to my post of duty. I can't remain here any longer. I must get back to the fort."

Every time his counsel brought up the shooting of Annis the captain would repeat the performance, until finally his brother and counsel left him with the keeper, who was trying to induce him to remove his uniform.

## HOP GROWERS BEGIN PICKING SEPT. 5

Hop experts place the commencement of picking in this county at between September 5 and 10 in most of the yards. Near Junction one yard with an early variety will begin this month.

The date given is later than usual. The hop crop in the middle tier of counties of the Willamette valley is said to be two weeks late, but Lane county is expected to be only a week.

The growers are in a quandary. They have invested considerable money, but are in doubt which loss will be the greatest, to let the harvest go, or to sink more funds and risk the very low market.

DeWitt's Kidney and Bladder Pills will promptly relieve all Kidney and Bladder disorders. Sold and recommended by all druggists.

## FOUR BUILDINGS BURNED SUNDAY MORNING AT ALBANY

Albany, Or., Aug. 23.—Fire early this morning destroyed four frame buildings in the center of Albany's business district, causing a loss of \$16,150, with insurance of \$8850. Brick walls on each side of the burned district prevented a spread of the flames. The following are the principal losses:

Branch store of Eilers Piano House of Portland; loss placed at \$880; insurance, \$5000.  
Arcade barber shop, Bruce & Huston, proprietors; loss, \$1200; insurance, \$600. The buildings containing the piano store and barber shop were both owned by Mrs. S. Brenner, whose loss is \$1200; insurance, \$900.

Office of Linn Benton Real Estate Company; portion of office furniture burned; loss \$200 with no insurance. Building owned by Dr. A. Stark; loss \$500, fully covered by insurance. Stetter's Cash Store used a room in the rear of this building as a warehouse, and lost \$200, with no insurance.

Gun and bicycle store of A. Schmidt; loss on stock and tools in shop, \$3500; insurance, \$500. Building owned by Frank G. Will; loss, \$400, fully insured.

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Don't take this course. Follow the advice of a Eugene citizen.

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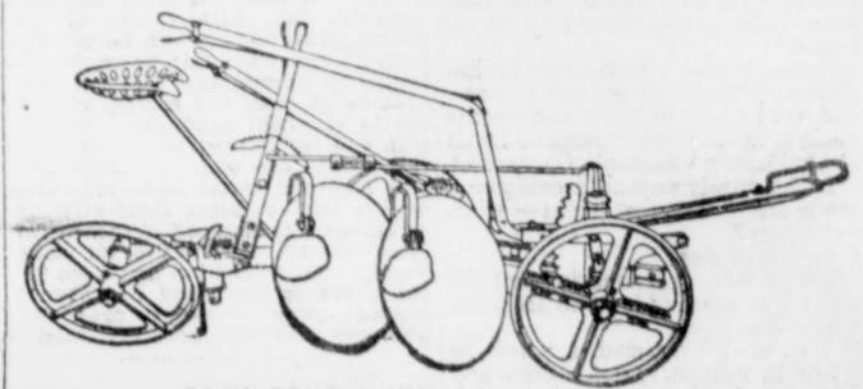
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**WOOL GROWERS MEET IN ZION CITY**

Salt Lake City, Aug. 25.—Plans to break up the "wool trust" will form the principal topic of discussion at the annual convention of the National Wool Growers' Association, which convened here today for a three days' session. Many leading wool growers are in attendance from Wyoming, Colorado, Oregon, Utah, Washington, Arizona, Montana, Idaho and other states and territories.

The growers believe that the problem of giving them control of the industry and eliminating the middleman and speculator can be solved by the establishment of storage warehouses in the chief wool-growing centers.

This plan has been placed in operation on a small scale in St. Paul and Omaha and the results have been highly satisfactory. It is now proposed to inaugurate the scheme on a large scale, with the establishment of large storage plants in Chicago, Denver, Omaha, Kansas City, Minneapolis and other market centers. A committee of the association has been investigating the subject for several months past and will report the results of its labors to the present convention.

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