

A RUNAWAY TRAIN

ENGINEER AND FIREMAN UN-ABLE TO PREVENT WRECK.

O. R. & N. Express No. 5 Crashes Into Spokane Flyer at Bridal Veil—Four are Dead.

Running away at terrific speed with engineer and fireman unable to control the locomotive, Pacific express No. 5 of the O. R. & N. crashed into the rear of the Spokane Flyer No. 3 of the O. R. & N. on the main track at Bridal Veil falls at 7:30 Tuesday morning, killing four and wounding three persons. One of the wounded will probably die. The Pullman sleeper on the rear of the flyer was demolished and the engine of the express wrecked. All of those in the Pullman car wrecked were either killed or injured with the exception of one young man who jumped and escaped the crash.

Four were killed outright in the Walla Walla Pullman, the car wrecked by the express engine. The dead are Geo. W. Buchanan, whose name is familiar to Umatilla county people, he having experted the books in the sheriff's office, and who was the leading witness against C. P. Davis. The others are Edward L. Sinnott, 35, 175 Sherman street, Portland, traveling salesman American Typefounders company.

Andrew E. Edwards, 36, messenger for the Baggage and Omnibus Transfer company, Portland.

J. N. Frost, 60, enroute from Walla Walla to his son at Scio.

The injured are Mrs. Nellie Riley, Walla Walla.

James K. Russell, San Francisco. Mrs. Sarah A. Klenneman, of Kern Park, Portland.

W. H. Swain, engineer of No. 5. Slightly injured, are Louis Morgan, fireman of No. 5.

Mrs. L. M. Coburn, Hot Lake. Mrs. V. Weil, Tacoma.

W. A. Duncan, Portland, porter Buffet car No. 8.

The Portland Journal gives the following details of the wreck:

Both trains were westbound and the express was following the flyer. It was supposed to be running cautiously and a flagman was sent out from Bridal Veil Falls to warn the approaching train that the flyer was standing on the main track at that place.

About four miles east of Bridal Veil a steam pipe in the injector on the Pacific express burst. The cab was quickly flooded with highly heated steam that almost scalded Engineer W. H. Swain and his fireman to death while they were trying to stop the engine. Forced to a place of safety on the tender, the engineer was compelled to stand there and see his train gradually increase its speed with no guiding hand on the throttle. The train was running away. He realized the danger and despite the heat of the steam in the cab he crawled back over the tender and made an attempt to reach the throttle valve. He was so badly scalded by the live steam and his sight was so clouded that he could not reach the lever. He was forced to crawl back over the tender and tried to reach the air pipe.

The story of the wreck tells of one of the greatest and most thrilling displays of heroism ever performed on a railroad train in this country.

Three miles above Bridal Veil, the steam pipe connecting the boiler with the injector burst. No. 5 was running at a high speed.

The crew knew they had to stop at Bridal Veil and Engineer Swain of 588 Gantebein avenue was just reaching to ease up the throttle when the steam pipe blew out. In an instant the cab was filled with steam but even this did not deter the brave engineer. Thrusting both arms into the scalding steam he reached for the throttle and the air but in the blinding shower could not locate them. In his efforts his arms were scalded from the hands to the elbows. Both were so badly injured that the flesh peeled off them, but suffering intense pain, he thought only of his duty and endeavored to reach the throttle and air.

Engineer Swain knew that No. 3 was ahead of him at Bridal Veil and he knew that to avoid a crash he must shut off his engine, but his heroic efforts were in vain. Failing to reach the throttle and air through the cloud of steam his fireman, Lewis Morgan, a young man of 555 Albina avenue, Portland, then volunteered to reach the throttle. Climbing up on the tank he managed to reach the roof of the engine cab. Clambering over this he got down on the run board of the engine. Tearing off his overalls, young Morgan wrapped them around his head and then broke a pane of glass in the cab of the engine. The scalding steam poured out on him with a rush, but the man reached inside of a broken window and grasping the throttle shut off the steam. This did not stop the rush, for it was down grade and the engine was running at full speed.

In reaching the throttle young Morgan was scalded about the face for the wet steam came through the cloth of his overalls. While he was fighting his way to reach the throttle Swain with his bleeding and scalded hands was making further effort to stop the train. Climbing over the tank he

reached the platform of the baggage car. Down on his knees he went and then getting down further laid flat on the little narrow platform. Putting his arms down between the car and the tank, in danger every minute of having them crushed, he fought for the air pipe, knowing that if he could reach the hose and cut it the brakes would work automatically and stop the train. Four times he grasped the air pipe. Each time he got a hold on the pipe the skin slipped from the scalded flesh of his hands and the air pipe went dangling away from him.

For the fourth time he had got a hold on the pipe, and was praying that he could hold it long enough to cut the air, when the crash came, and he was thrown out on the ground. Otherwise he would have been crushed to death between the car and the tank.

The ride of three miles was one of the most thrilling two men have ever taken in a railroad locomotive, for the three miles was a battle ground. Engineer Swain and Fireman Morgan knew that the other train was stopped at Bridal Veil, and they were making every effort to stop their train. Just as Fireman Morgan had reached the throttle through the broken cab window he looked around and saw that they were only a few hundred feet from the other train, and then he jumped from the running board. He landed on his head, cutting a severe gash over his right eye and scraping the flesh off one side of his face.

The engine of the express had ploughed its way through the Pullman on the rear of the flyer standing at the station. Both car and engine lay a tangled mass of wreckage, the whole enveloped in a cloud of scalding steam. Those who had been in the Pullman, unconscious of the destruction that was rushing down upon them, lay dead and injured among the debris.

When the crash occurred there was the greatest excitement at Bridal Veil and the entire population rushed to the assistance of the injured. There was but one physician in the village and an appeal was at once sent to Portland, where a special train containing physicians and others was at once made up and dispatched to the scene.

HE CALLS IT BACK.

Withdraws Bristol's Nomination and Calls for Explanation.

President Roosevelt has withdrawn from the senate the nomination of W. C. Bristol as United States attorney for Oregon, and then forwarded to Mr. Bristol a copy of his letter to the Coos Bay Land & Improvement company together with that company's letter testifying to the authenticity of the original.

Mr. Bristol will be expected to make a prompt explanation of this transaction, showing what excuse, if any, there was for attempting to derive fees from both parties to a contract when he was employed as attorney for one party.

If Mr. Bristol fails to make a satisfactory explanation, the president will probably call for his resignation and ask Senator Fulton to recommend some one to take his place. If, however, Mr. Bristol has some valid excuse for writing this letter, an excuse which he can back with evidence, it is barely possible that his name may be sent back to the senate.

It will probably be ten days or two weeks before another move is made.

Teachers' Examination.

Notice is hereby given that the school superintendent of Umatilla county, Oregon, will hold the regular examination of applicants for state and county certificates, at the court house in Pendleton, Oregon, as follows:

For State Papers. Commencing Wednesday, February 14, 1906, at 9 o'clock a. m., and continuing until Saturday, February 17, at 4 o'clock p. m.

Wednesday—Penmanship, history, spelling, algebra, reading, school law.

Thursday—Written arithmetic, theory of teaching, grammar, book-keeping, physics, civil government.

Friday—Physiology, geography, mental arithmetic, composition, physical geography.

Saturday—Botany, plane geometry, general history, English literature, psychology.

For County Papers. Commencing Wednesday, February 14, 1906, at 9 o'clock a. m., and continuing until Friday, February 16, at 4 o'clock p. m.

Wednesday—Penmanship, history, orthography, reading.

Thursday—Written arithmetic, theory of teaching, grammar, physiology.

Friday—Geography, mental arithmetic, school law, civil government.

Primary Certificates. Wednesday—Penmanship, orthography, arithmetic, reading.

Thursday—Art of questioning, theory of teaching, physiology. Frank K. Welles, Sup't Umatilla county.

For Sale.

The desirable piece of real estate on Main street known as the Carden property is now offered for sale. For price, apply to Charles Norris, Athena, Oregon.

Cash for Shoeing.

Hereafter at our shops horse shoeing will be done for cash only.

O. G. Beck, W. S. Buel.

STILLMAN POINTERS

MAILS CIRCULAR LETTERS TO DEMOCRATIC VOTERS.

Relates to Democratic Assembly at Pendleton, February 17, and Registration of Voters.

A. D. Stillman, chairman of the democratic county central committee, has mailed a circular letter to democratic voters explaining the motive for the democratic assembly at Pendleton, Saturday, February 17, and other information. The letter is as follows: All nominations for office must be made at the direct primary election held on April 20, 1906.

In order for any candidate to get on the official primary ballot, he must file his petition with the requisite signatures, on or before March 30 if for state and district offices, and April 4 for county office.

The county assembly will select its choice of candidates for each office, and submit such candidates to the vote at the primary election.

Notwithstanding such action by the assembly any person can file a petition with the requisite signatures and be voted for at the primary nominating election for the nomination, and if he gets the majority vote he will be the party candidate.

The needs and claims of all parts of the county will be fully discussed at the assembly, as well as the claims of all candidates, and it is obviously wise to refrain from signing any petitions until the assembly has announced the platform.

The primary nominating election is held on April 20, and will be conducted by the same judges and clerks as the general election to follow, and vacancies will be filled in the same way.

While all parties vote at the same time and place, separate ballot boxes, tally sheets and poll books are provided for each party.

The assembly will be a very large one. Every democrat intending to attend is earnestly requested to send me his name and precinct, if possible, five days before the assembly, so that I may secure suitable hall and arrange seats. A great deal of time of the assembly will be saved if a roll of those attending can be handed to the committee on credentials as soon as it is appointed.

The assembly will apportion the proper number of voters to the four newly created precincts, viz: Ferndale, Fairview, South Reservation and Riverside. A large delegation from within the boundaries of each of these new precincts is earnestly urged to be present.

The democrats are entitled to at least one judge and one clerk on the election board in each precinct.

But if such appointment has been omitted by the county court, the law requires us to file our protest before February 15. I desire the committee in each precinct to see to it at once that at least one judge and one clerk on each board are democrats, and if not so in any precinct to advise me at once.

Every democrat is urgently requested to register at as early a date as possible, and certainly before the assembly. Those who cannot register before may do so when here to the convention. Sincerely,

A. D. STILLMAN, Chairman.

POLITICAL DATES.

Dates of Important Events to Be Observed During Campaign.

The following political information which has been compiled from statements and decisions of the attorney general will be highly important and useful to the voters of Oregon during the coming campaign, owing to the confusion resulting from the passage of the direct primary law now in effect.

The registration book for primary elections which are now open, will close at 5 o'clock April 10.

Registration books closed for the general election May 15.

County clerks must give notice of primary election not later than March 21.

Last day for filing petitions for placing names on ballots for state, congressional and district offices, March 30.

Last day for filing petitions for county offices, April 4.

Date of primary nominating elections, April 20.

Canvassing votes for primary elections for state offices, May 5.

Last day for filing initiative petitions, February 3.

Last day for filing pamphlets for opposing measures, February 5.

Number of signatures necessary to initiate laws and amendments, 7489.

Last day for filing certificates of nomination for state officers by assembly of electors, April 19.

Last day for filing nominating petitions for state offices, May 4.

Last day for filing certificates of nomination for county officers by assembly of electors, May 4.

Last day for filing petitions for county officers, May 19.

General election, June 4.

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