

TRAIN PLUNGES THRU BURNING TRESTLE

Troy, August 24.—The Lewiston-bound Northern Pacific freight train of five cars, which left Spokane at 9 o'clock last night, plunged through a burning trestle about one-half mile southeast of here at 5:50 this morning, resulting in the death of Elmer Vetter, engineer, the serious injury of Joseph Carlson, fireman, and the loss of thousands of dollars in burning freight and rolling stock, as well as trackage and other equipment of the road. The toll paid is a heavy one, the wreck constituting one of the most disastrous in the history of the branch line between Spokane and Lewiston.

The train was made up of five freight cars and a caboose, and was running on schedule time when the wreck occurred. Four of the cars were of ordinary box type, two were loaded with wheat, two with mixed merchandise, and a refrigerator car loaded with lard and meats. The box cars and their contents were entirely consumed by the flames which followed the fatal plunge, and owing to the fact that the refrigerator car was heavily iced its total destruction was prevented, the flames ceasing when coming in contact with the frozen substance. The car was damaged considerably, but not beyond repair, and the contents suffering partly by fire, and partly by smoke.

The scene of the wreck is where the railroad enters a canyon, a distance of about one-eight mile northwest of where the trestle lies. At a point about three hundred yards this side of the trestle the road makes a sharp turn, which prevents a view any great distance ahead. It is to be observed that with a trestle work burning beneath the surface that it would be almost impossible for the engineer of a train running out from this station toward Lewiston to see danger ahead until almost upon it.

The first attention of the residents of Troy was called to the wreck by the prolonged blowing of the engine's whistle, this coming about as if by miracle. When the engine dropped to the bottom of the creek bed, which is at this time dry, in some manner the cord attached to the whistle became caught, sending out its shrill warning to the people here, and in a comparatively few minutes scores were rushing to the scene to offer first aid. On arriving they saw Conductor Robert Zermeeers and E. O. Salberg and C. Groff, brakemen, putting forth herculean efforts on behalf of their stricken fellow workmen, and after about half an hour the body of the dead engineer was taken from the wreckage, his body being found between the engine and the tender, which had plunged its way to the very rear end of the engine, taking the place of the cab which had been burned to a crisp. The left leg of Engineer Vetter was hanging by a bare thread of flesh, and the right limb was badly crushed. The man's body and face and head also suffered from serious injury, and those first on the scene are of the opinion that his agony ended within a few minutes after the wreck.

At the point where the wreck occurred the trestle work extends possibly for a distance of about 200 feet, and five different supports were in place. Train No. 662, leaving Lewiston at 7 o'clock Monday evening, was the last to pass over the trestle before the ill-fated one, and to ashes dropped from the fire-box of this train is attributed the cause of the fire. The fire started at the base of the support at the extreme south end of the trestle, and it is thought to have been burning almost seven hours before train No. 661, that which was wrecked passed over, the fast freight from Lewiston passing through Troy at a few minutes past ten o'clock. Fire brands falling and coming in contact with the wooden supports, dry as tinder, would take quick hold. The train wrecked entered upon the trestle and had gone possibly 150 feet when the weakened part of the trestle was reached. The downward plunge was taken, and the engine landed on the ground and righted itself, the tender being precipitated onto the cab, and the four box cars followed it. The fire from the engine quickly scattered to the ground and in a short time another of the piers was ablaze. Water was not to be obtained, and the flames

ed their way from pier to pier, consuming as they progressed the fallen box cars and their contents.

The engine was almost spared from the flames, even the running boards to either side not showing the least signs of damage. This is thought to be due to the fact that whatever fire existed at the spot where the engine alighted was extinguished with the great weight of iron and steel heaped upon it. The cars containing wheat were the first victims of the blaze, and as fast as the wooden containers were burned the contents poured forth and began to burn, causing a dangerous fire with its smoldering qualities and its intense heat. The other box cars contained mixed merchandise, among other things a large shipment of crockery and tin cans.

As to the incidents concerning the human sacrifice there is little to be learned. Fireman Joseph Carlson, in a statement issued at the Inland hotel at this city, to which he was removed within a few minutes after the wreck occurred, where he was attended by Dr. Field of this place, pending the arrival of Dr. Carithers of Moscow, Northern Pacific surgeon, who arrived on a special, said that his first warning of trouble came when Engineer Vetter shouted and applied the emergency brakes. With this the engineer moved to the left side of the cab, that occupied by the fireman. This movement proved to the fireman that something was wrong, and he leaped from his side to that of the engineer, the men meeting in the gangway. It is thought that after applying the brakes and seeing that instant death was almost inevitable the engineer was preparing to leap, and that his move was in the direction of his fireman to also save his life by leaving the engine. Mr. Carlson said that the next he remembered was when he saw a hole and plunged for it, and when found he was clear of the wreckage. His memory failed him following the exciting few seconds as to whether or not he tried to jump from the engine, or whether the engineer left the cab. From the position of Mr. Vetter's body lying between the engine and the tender with its load of burning coal, it would seem the engine and tender parted as the plunge was taken, and that Vetter's body dropped through the opening only to be caught, crushed and jammed into the rear of the cab.

Carlson suffered a severe injury to his forehead, evidently from coming in contact with some flying substance, or on striking the ground, and a fractured leg. The man was removed from the hotel here to Moscow, from which point he was reported to be resting well.

The track for a distance of more than 200 feet, including that crossing the trestle, was torn from its place and cast to all sides. It was twisted and pointing to all angles, and the ties were shattered and burned. At the north side of the trestle there still remained Tuesday afternoon the truck of one of the freight cars, with the rails twisted downward at a very sharp turn. Then for a distance of about 25 feet the rails spread to both sides of the road bed, until the tender of the engine is reached, this being cast flush against the engine, with the forepart pointing downward, and the rear to an upward position.

The heat resulting from the burning coal and wheat was so intense that to carry on resultful work was unavailing, and with each turn of the breeze the scores on hand were forced to leave their positions.

From Spokane there came to the scene a number of officials of the Northern Pacific, including J. L. DeForce, superintendent of the Idaho division; James Shannon, trainmaster; T. J. Cutler, master mechanic, and bridge superintendent Shively. Immediately with their arrival these men outlined a plan of work, and word was soon dispatched to Spokane to rush to the scene the fire car from Kootenai and a wrecking train.

The train leaving Lewiston at 8 o'clock each morning did not pull out from the union station until 11:15 arriving at Troy shortly after two o'clock. It ran to within a few feet of the wreck, where the mail matter and baggage and express were transferred to the train leaving Spokane at 8:15 yesterday morning, and the matter destined for Lewiston and points along the Camas and Clearwater prairies was carried from the outbound Spokane train to that leaving Lewiston.

Miss Georgia Aimes, who has been visiting at the home of Miss Lucie Huff on Cedar creek returned to her home in Lewiston the first of the week.

Mrs. Murtle Jett left for Juliaetta Monday to visit her aunt.

ANNOUNCEMENT

THE KENDRICK Co-operative Creamery Co. hereby announces the formal opening of its plant to the public on Saturday, September 4, 1915, and cordially invites every one to make a special effort to visit the plant on that day and become acquainted with the butter maker, Mr. Gibbons. Come and have a drink of home grown buttermilk, brewed by Potlatch cows and then put your shoulder to the wheel to help along an institution that will put the farmer on the pay roll the year around.

Kendrick Co-operative Creamery Co Ltd.
G. S. PORTER, Manager.

Both trains and their respective crews returned to the cities they left this morning. The passengers walked the distance of about one-eighth mile to make the transfer.

Traffic will not be seriously interrupted on the line, stated superintendent De Force yesterday. A large force of workmen were set to work constructing a shoo-fly to the west of the track destroyed, and it is expected that this will be completed by 10 o'clock Wednesday morning.

Elmer Vetter was about 37 years of age and he is survived by a wife and a 5-year-old son, their home being in Spokane. His wife was formerly Miss Rosell, sister of Frank Rosell, engineer on the Clearwater mixed run. Mr. Rosell and wife departed for Spokane last evening.

Mr. Vetter entered the employ of the Northern Pacific as fireman on the Idaho division about 18 years ago. He was advanced to the position of engineer about 14 years ago and was one of the most popular engineers of the division. He was a man of congenial disposition, sterling qualities of character, faithful to his company and true to his friends. These characteristics attracted to him the most sincere friendship and highest esteem of the officials of the company, fellow employees and a large number of acquaintances at terminal points on the Idaho division.

In Lewiston he was known to a large number of people and the most sincere sympathy is extended by them to the grief stricken family and relatives. He had been assigned to the runs on the Lewiston branch at periods since the road was constructed. At times he held the runs on both the daylight and night passenger trains but for the last three years had been on the "high-ball" run, the fast night freight between Lewiston and Spokane. He left Lewiston for the last time a week ago last night. He laid off for two trips to spend the time with his family at the lakes near Spokane and resumed work Monday night to come out on the Lewiston trip.

The wreck which resulted in the death of Mr. Vetter was the third of his experience. Several years ago he was in a head-on collision at Marshall Junction when he was run into by another engine and a few years later he was in a smash-up in the Palouse country when pulling the Lewiston day passenger train, the cause at this time being a big tractor engine that pulled onto the track at an obscure crossing. Mr. Vetter was little injured in either of these smash-ups. The remains of the dead engineer were shipped to Spokane on the train leaving here at 5 o'clock this afternoon.

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Martinson Case Was Continued

Moscow, Aug 23.—Because of the added expense that would be incurred, it is announced that no special jury will be summoned to try the case of the state of Idaho against Theodore E. Martinson, charged with having falsified the records of the assessor's office while holding that position. This was the grounds on which Judge Steele permitted the case to go over until the December term of the court. The continuance was granted at the opening of the term with the understanding that a special jury would be summoned to handle other business and to also determine whether other defalcations might appear against Martinson. It is understood that the county attorney and the attorney for the defense acquiesced to the case going over.

Judge Steele announced today that the Latah county term of the district court would be adjourned Monday and that he would go to Lewiston about Wednesday to spend a few days. He will open the Idaho county term at Grangeville on August 30. The court does not anticipate opening the winter term in Moscow until December.

Today the court heard arguments in the injunction suit filed by G. W. Suppiger and Joseph Reilly against the board of county commissioners employing a special deputy at \$4 per day to prepare a tract index of the records of Latah county. Many authorities were cited by both sides. Briefs are to be submitted after which the court will render a decision.

Will Erect Road Signs

Pullman Tribune—The Chamber of Commerce is preparing to have a large number of road signs erected along the roads and at the cross roads in the vicinity of Pullman, and to facilitate the matter voted to appoint a committee consisting of F. O. Brownson, F. C. Forrest and B. F. Campbell to take the matter in charge. It is planned to make a sign of good size arrow shaped, and work out of Pullman all directions and paint on the sign the exact distance to town as indicated by the speedometers of the automobiles.

B. J. Bovenkamp, of Little Bear ridge, has purchased one of those 1916 Overlands of the Model 83 with the 35 horse power engines, electric starter and all the modern equipments and with the 33x4 tires that make it an easy machine on the country road. This is the third Overland this month for the Kendrick Auto Company to sell. The Company is surely making good and will soon be established in their new home in the new fire proof building.

Mrs. H. E. Haynes of Lewiston arrived in this city Monday to visit her mother, Mrs. Pemberton.

PROSPECTS GOOD FOR ELECTRIC LIGHTS

Who said that Kendrick was not coming to the front and going to be the metropolis of the entire Potlatch country? We did and we are "Boosting her for that sole purpose." The Gazette is more than pleased to have the pleasure to announce that prospects are bright for an Electric plant in this little burg this fall. A. V. Dunkle of Plummer, Idaho, who was in this city a couple of weeks ago looking into possibilities of installing a plant for the purpose of giving light and power to the citizens of Kendrick returned the first of the week and asked the city council to hold a special meeting for the purpose of granting him a franchise. The council met and after a thorough reading of the franchise passed upon it as a first reading and Mr. Dunkle has returned to his home and after proper action with the State Utilities Committee expects, if nothing to the contrary happens, to commence the erection of the plant soon so that it can be in operation at least by the first of December. If the plant is built according to the man's expectations it will cost between \$8,000 and \$10,000, and Mr. Dunkle will make Kendrick his home and operate the plant. Hurrah for Kendrick, watch her grow!

Teachers Hired

The School Board have now completed filling the roll of teachers and contracts are all signed for the coming year. H. M. Beat, of Dakota, has been employed as Superintendent. He comes with the best of recommendations from the school directors where he has been teaching for a number of years. Miss Winfred Calkins will fill the same position as last year, assistant Superintendent. Miss Georgie Hupp has charge of the seventh and eighth grades and Miss Clara Abrahamson the fifth and sixth. Miss Edna Mellison the third and fourth, and Miss Anna Long the first and second. The directors have worked hard the past summer in lining up the business for the coming term of school and have done all in their power to arrange things so that the coming year will be the best in the history of the school. If the town can send out the glad tidings that it has a first class school it is one of the best advertisements it can have, so let everybody help the coming year to make that be the report.

Daugherty House Burnt

Wednesday evening occurred the first fire since the completion of the large new concrete reservoir of the Kendrick Water & Power Co. and although there was considerable delay in getting water on the fire, owing to the deplorable condition of the fire equipment and the lack of any fire organization, the fire was confined to the building in which it originated. The water pressure was strong and the supply ample for a much larger fire.

Now that the Water Company has made available a large supply of water with high pressure it is up to the City Council to take immediate steps toward the securing of an apparatus that will be effective. There should be some inducement offered for the organization of a permanent volunteer fire company with frequent drills so that no time will be wasted in getting to a fire. In case of fire it is the first ten minutes that counts.

The Water Company deserves much credit for putting in a reservoir of such high quality and at the same time one that the town can grow to. It is well worth ones while to make the trip up the hill to inspect the reservoir; especially as it is unique in construction, being shaped like a jug and absolutely dirt and vermin proof.

The total assessed valuation of all agricultural lands in the state of Idaho for 1915 as reported in abstracts by the respective counties of the state is approximately \$115,000,000, according to the figures that are now in the hands of the state auditor for use of the state board of equalization.

Mrs. Laura Foster of Coeur d'Alene is visiting relatives in Lewiston.

EXPERT BUTTER MAN IS ON THE JOB

Mr. H. R. Van Auken of the Service Department of the Hastings Industrial Company was in Kendrick this week and was interviewed by the Gazette.

I came here to meet Mr. T. F. Gibbons the new buttermaker, introduce him and assist in lining up the Creamery business here. He is a Cornell man and a very practical buttermaker. You people could not get a better buttermaker than Mr. Gibbons. He knows the problems of dairying from the grounds up and his advice on dairy matters is invaluable.

You have a wonderful country here. Seldom do you see its equal. My opinion is, however, that you need the dairy method of farming to keep it up. The continual draining of the farms by selling off everything raised is already in evidence. For a ton of wheat you get \$25. to \$30. but you take out of your land \$5 worth of soil fertility. For a ton of butter fat you get \$600 and take out one-half dollars worth of soil fertility.

You can not keep up a constant draining of the land without some day "paying the fiddler," and dairying not only brings in, more money than any other method of general farming, but keeps up the farm to its formal state of fertility.

The Co-operative Creamery such as you have here has done much for the farmer. It is the power which carved from the forests of Wisconsin, Minnesota and Michigan the wonderful farms of those states. It is the alchemist's hand which, by its touch has turned the worn out lands of New York into healthy productive pastures. It is the savior of Iowa, whose lands were impoverished by continual cropping and set farmers to singing a song which ends with; "Mother's quit her washing."

So has sister Ann, Everybody's gone to milking, Even my old man."

The Co-operative Creamery gets at the business of farming in two ways. First, it brings the farmer the most money and brings it regularly, and keeps up his land at the same time. So much is known of the prosperity of the dairy districts that discussion is unnecessary.

Second, it always pays him a fair price for all his products. I want to say something about this. Last March the Dairy Commission of North Dakota told me in his office at Bismark that he knew that the Centralizers had sent word to their various Cream stations to cut the test of cream not less than two per cent.

Last spring in Rocky Ford Colorado, where there is a successful Farmer's Creamery, a Centralizer boosted the price 3 cents per pound for butter-fat. Some farmers fell for it. We shipped a can of nineteen pounds of cream of 54 per cent test under a farmer's name. They paid 3 cents more per pound for butter-fat but reduced the test so much that the returns were 76 cents less than the local Creamery would have paid.

I could go on giving instance after instance. But let it suffice to say, that in your Creamery nobody profits by unfair tests. Everybody gains by just fair plain honesty and square dealing.

You need silos, you need dairy cows and you need to "stick by the ship." We want to see you prosper. We know nothing can increase your prosperity like dairying. We know the dairy farmer always has money to pay his bills and a little left to jingle in his pocket.

We have a Service Department with the successful experience of a century behind it. This Department is conducted free for the benefit of Co-operative Dairying. We want to help and will do all in our power. But in the final analysis your future prosperity depends upon the loyalty and good sense your farmers render to this industry; and from what I know of them I preached Success.

The Creamery will begin operation September 4th.

Mrs. James L. Mabry and little daughter, Margaret of Southwick, departed for Kansas Monday, where Mrs. Mabry's father is very ill.

Lora Reitz on the Clearwater had her shoulder bone broken Tuesday.