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BAD WRECK ON THE N. P.

Spokane, Feb. 20.—Five persons were killed and three seriously injured today at South Cheney, 17 miles west of Spokane, when Northern Pacific train No. 2, known as the North Coast Limited, ran into the rear of Northern Pacific-Burlington train No. 42, telescoping an empty day coach that was being "dead-headed" east into the rear Pullman of the Burlington train which was standing in front of the station. The accident happened in a dense fog.

The dead: Professor Elton Fulmer, state chemist, Pullman, Wash.

I. J. Minnick, deputy oil inspector, Spokane.

Lee M. Conry, Northern Pacific traveling passenger agent, Spokane.

B. L. Berkey, traveling salesman, Portland, Ore.

J. J. White, Spokane.

Seriously injured: R. J. Spear, Pomeroy, Wash.; Dr. John Matthews, Everett, Wash.; J. A. Payant, Los Angeles.

All of the dead and injured either were asleep or dressing when the crash came. A score of persons had berths in the car but several had just gone into the dining car ahead and were not injured. The others escaped with minor bruises save Mrs. J. N. Atkins, of Spokane, who is suffering from the shock.

A special train from Spokane carried surgeons and nurses and returned before noon with the victims, the three seriously injured being placed in a hospital.

Both trains, eastbound as sections of S. P. & S. No. 4, were being detoured over the Spokane, Portland & Seattle railway between Pasco and Marshall because of flood conditions on the Northern Pacific. The engineer of the Burlington train stopped at South Cheney for orders. C. G. Lude, rear brakeman, says he immediately started to flag No. 2 which, according to the last report the Burlington train crew had, was one hour and twenty minutes behind the Burlington at Pasco. When Lude had run a distance of between 900 and 1000 feet—passengers estimate the distance at five or six car lengths—he saw the headlight of No. 2 beginning to glow through the fog. He lighted a fusee, but the engineer of the North Coast limited, applying the emergency brakes, could not quite stop his train in time to prevent the smashup. Whether the Burlington train was behind schedule or the rear train had made up sufficient time to encroach on the running time of the Burlington, has not been ascertained.

On the body of Prof. Fulmer was found an accident insurance card providing for \$25,000 insurance in case of death on the trip. The policy was obtained just before he boarded the train at Pullman, Wash.

Railroad officials tonight were unable to assign the cause of the collision. An investigation has been begun by J. L. Deforce, division superintendent of the Northern Pacific and by the county coroner.

The crews of both trains reside in Spokane. Engineer J. J. Gander and his firemen, as well as Conductor A. K. Wilkins, all of the North Coast limited, escaped without injury.

Today's wreck almost exactly parallels that which occurred at South Cheney, Jan. 1911. At that time Burlington train No. 42 was standing at the station in a heavy fog and the North Coast limited, while running to make up time, crashed into the rear of the Burlington train, killing five and injuring 15 persons.

Lee Conry, who was killed in the above wreck, was formerly in the Northern Pacific office at



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Stock Market Report.

Following is a report of the stock market at Portland for the week of Feb. 22:

A small run of 660 head of cattle found the market a shade easier. Prime steers brought \$7.50 with cows going at \$6.50 to \$6.75. A few good bulls went at \$5 with heifers and calves remaining steady.

There was a good run of 4675 head of swine. Market was sluggish at first but soon picked up and tops remained at their former prices. Two loads of well finished hogs sold at \$8.15 with bulk at \$8.

Only a handful of sheep arrived. One load of excellent lambs brought \$9.05, a nickel over last weeks top. Ewes are quoted at \$7 and yearlings at \$8. Market strong.

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