

8 DEAD; 38 HURT IN TRAIN WRECK

Electric Cars Hit Head-On Near Bertha

3 WOMEN, 2 CHILDREN DIE

Injuries of Four Others May Prove Fatal—Erring Engineer Meets Death.

CRASH COMES AT CURVE

Forward Coach, Lifted Into Air, Sweeps Along Floor of Other, Pinning Victims.

Eight persons, three of them women and two of them little children, were killed and 38 other persons were injured yesterday when two fast-moving Southern Pacific electric trains met head-on near Bertha station, just outside the city limits of Portland.

Four of the injured were so seriously hurt that they may die.

The failure of an engineer-motorman, long in the service of the company, to obey orders was the cause of the wreck. This engineer, Silas K. Willetts, of train 124, inbound from Hillsboro to Portland, died in his cab as the two trains crashed.

His train, No. 124, ran past Bertha station, where it was under orders to pass train 107, the McMinnville passenger, outbound from Portland.

Trains Meet on Curve. It did not stop at Bertha at all, but proceeded at high speed down about half a mile of straight track beyond that station toward Portland.

At the end of this tangent of straight track the track starts to swing in a curve around a high bank. This was the point where the two trains met head-on.

Train 107 from Portland, with three cars, was just rounding this curve. The inbound train, with two cars, had just reached it. They met at high speed, each engineer having time only to throw on the emergency air before they crashed.

Evidently each train had been hidden from the engineer of the other until they were within 200 or 300 feet of each other on the single track.

The wreck occurred at 10:23 yesterday morning.

Car Lifted Off Track. The forward coach of the fast-going train 124 from Hillsboro bored into and through the vestibule of the forward car of train 107, lifted it slightly and shoved it partly off the track.

But the lifted end of this front car of the outbound train from Portland sheared through the forward car of train 124, crushed the vestibule and continued on for about a quarter car-length into the coach.

It was here that all the deaths occurred. There were many people, including women and children, seated near the front of the inbound Hillsboro car. The heavy steel bumper of the other car, lifted as it was, slid along the floor of their car, plowed into them and crushed them.

For the most part they died there as they sat, poor, mangled, twisted remnants of human beings.

Passenger Coach in Front. This car in which they died was a passenger coach. Usually on the red electric trains of the Southern Pacific the smoker and baggage cars are at the head of the train. This was the case with train 107.

But on train 124, composed of only two cars, this order was reversed. The day coach, with many women and children aboard it, was first and the smoker last.

The men back in the smoker were shaken up, but no one was seriously hurt there. But up forward in the first car men, women and children were either killed or badly injured.

Virtually every person in this car was injured in some manner, though not all the injuries were serious. There were also many persons injured in the forward car of train 107, the outbound McMinnville passenger.

But for the fact that these Southern Pacific red cars are of all-steel construction (concluded on Page 6, Column 1.)

NAMES OF VICTIMS IN WRECK ARE LISTED

ENGINEER WHO CAUSED DISASTER AMONG DEAD.

Condition of Miss Camille Dosch, Society Editor of The Oregonian, Very Grave.

Those killed in yesterday's collision of Southern Pacific electric trains near Portland were:

Mrs. Charles A. Crooks, Hillsdale, Or.

Frederick J. Peebler, 304 Ross street, Portland, an engineer who was off duty.

Mrs. C. R. Arundell, Dosch station, Or.

Robert Arundell, 4, Dosch station, Or.

Fleurot Dosch Josselyn, 7, Dosch station, Or.

Silas K. Willetts, engineer of inbound train, 868 East Kelly street, Portland.

Newton Hoover, Beaverton, Or.

Ina L. Hatch, Hillsdale, Or.

Clarence R. Smith, 393 Eugene street, Portland, fractured skull and internal injuries. May die.

Mrs. Charles Allen, Beaverton, Or., possible fractured skull, injuries to back and chest.

Homer Allen, 10, Beaverton, Or., possible fractured skull, left arm broken.

Vernon Allen, 8, Beaverton, Or., broken left arm.

Injured (Good Samaritan). In the following list no seriously injured persons are included, it is believed by attendant physicians.

Miss Anne Cameron, Woodrow, Or.

Mrs. S. W. Bird, Bellingham, Wash.

Mrs. Edgar S. Hadley, Seattle, Wash.

R. A. Bland, McMinnville, Or., engineer of outbound train in wreck.

R. Bush, sailor, 171 East Twenty-first street, Portland, slightly injured.

Austin Pharis, Beaverton, Or.

Mrs. Ella R. Spalding, 1128 Hawthorne avenue, Portland, nose broken and back hurt slightly.

Mrs. Sophia E. King, formerly of women's protective bureau, police department, back hurt.

Florence Hatch, Hillsdale, Or.

Fred Kirby, Beaverton, Or.

Mrs. Andrew Kidd, 853 East Thirty-second street north.

Injured, but Discharged. Mrs. W. E. Cameron, Woodrow, Or.

Miss Rinalda Cameron, Woodrow, Or.

Mrs. W. E. Sawdey, Shattuck, Or.

HUMANITY PROVES TEMPER IN TESTS

Grim Scenes Greet Those Who View Wreck.

ENGINEER LOYAL TO PARTNER

Teacher's Seat Companion and Friends Killed.

WATCH STOPS AT 10:23

Souvenir Hunters Inevitably Invade Scene; Supposed Corpse Revives; Good Samaritans Help Injured.

Out of the crash and terror of collision, when two trains plunged into head-on wreckage, as they did in yesterday's disastrous smash at Bertha station, emerge brief stories of men and women under severe trial—stories that are creditable to the race in their narration of unselfish service or loyalty. Or there are glimpses of humor amid scenes stark with death.

Spared from the fate that crushed life from the body of his fellow engineer, on the inbound train, the surviving engineer did not by word or inference seek to cast the blame of the wreck upon the shoulders of the dead craftsman.

"I only know that I was not to blame," he said, stoutly declining to offer a single conjecture regarding the probable cause of the crash.

Supposed Corpse Revives. From the mass of twisted steel and iron and ragged push, where the two front coaches met, searchers dragged the lax body of a victim and laid him down in the grass as one of the dead.

Ten minutes later, before the stretchers bearers reached him, he rose and declared his freedom from injury. Clenched in one hand was a fragment of glass. He carried it away as a souvenir.

The terrific noise of the collision brought nearby residents to their doors and to the track—laden with water, restoratives and sheets for bandages. They tolled as volunteers, with indefatigable effort and with compassionate tenderness for the injured. One woman won for herself the praise of many, as she moved swiftly here and there, ministering with water and bandages.

Souvenir Hunters On Scene. These thronged the tracks and fought of way, soon after the collision a vast crowd of curious, who gazed at the flaccid arm and hand of the dead engineer, pinned between the wreckage of the two coaches.

Well-dressed women picked up bits of twisted iron and splinters of glass as mementoes of the catastrophe.

"It all happened so quickly that I (concluded on Page 7, Column 1.)

ENGINEER IS BLAMED FOR FATAL SMASHUP

ORDERS TO WAIT AT BERTHA DECLARED DISREGARDED.

Southern Pacific Officials Think Wreck May Have Been Due to Illness of S. K. Willetts.

Responsibility for the wreck was placed by A. T. Merlier, superintendent of the Southern Pacific lines in Oregon, on the failure of Engineer Silas K. Willetts, who was killed, to stop his Portland-bound train at Bertha station and await train No. 107, which had been ordered to take the siding at this point.

"Both train crews held orders to meet at Bertha," said Superintendent Merlier. "The orders read for 124 to hold the main line at Bertha and train No. 107 to take the siding. Train 124 passed Bertha station and failed to wait for train 107. That tells the story."

"The company will make a complete investigation Tuesday morning to determine why orders were disregarded."

That the accident was due to disregarding orders by the crew of the incoming train, No. 124, was the statement also of C. W. Martin, assistant superintendent of the Southern Pacific, who reached the scene shortly after the wreck.

"Apparently the incoming train disregarded orders," he said. "The trains were to have passed at Bertha station, and this order was not obeyed by the incoming train."

The order, which is said to have been disregarded, read as follows: "No. 107 take siding and meet No. 124 at Bertha."

This order had been signed by Conductor Pharis on the incoming train, and hence railroad officials are certain that it was transmitted to Engineer Willetts.

The two ill-fated trains had been meeting at Bertha station each day for months past, both trains were said to have been on schedule time, and no recent change in time schedules had been affected on this branch of the road, which might tend to confuse the train crews.

These facts led officials of the company to believe that Engineer Willetts had either become ill or that his air brake refused to respond.

Investigation made by engineers of the Oregon Public Service commission, working under the direction of Fred G. Buchtel, chairman of the commission, who was at the scene of the wreck shortly after the crash occurred, is said to have determined that the brakes were in working order at the time of the crash, thus removing the possibility of failure of the brake applications to work as a cause for the wreck.

Colonel John May, assistant superintendent of the Southern Pacific, declared the wreck to be the worst he had witnessed in all his years of railroading. Mr. May, although not in direct control of the division on which the smashup took place, was at the scene an hour following.

Fire Fatal to Three. NEW YORK, May 9.—Three persons were burned to death and one other probably will die as the result of a fire in an east side tenement house early today.

FALL OVER PRECIPICE SURVIVED BY VETERAN

CARL WÖNNER DROPS SHEER 50 FEET INTO GORGE.

Footing Lost at Top of Falls at End of Ononca Chasm; Friends Make Rescue.

To lose his footing at the top of the falls at the end of Ononca gorge, to plunge 50 feet to the bottom of the chasm and to be alive to tell the tale was the experience yesterday of Carl Wönnner, 1550 East Taylor street, who recently returned from service overseas with base hospital 46 and now is employed in Portland as an optician.

Mr. Wönnner had climbed to the top of the falls and in some manner lost his balance and plunged over the cliff, falling into the pool of deep water at the base of the falls. He was rescued by friends and was reported but little injured last night.

Wönnner was making the trip yesterday to Ononca with a group of about a score of friends, the occasion being a weekly "hike" of the Portland Social Turn Verein under the leadership of Professor Gens. The former soldier, according to other members of the party, was among the first up the trail to the head of the falls at the top of the famous chasm. In some unaccountable manner he lost his footing in the slick rocks at the top of the falls and was carried over the crest.

The water at this point falls a sheer 50 feet between two giant boulders, little more than a crevice between the rocks existing for the water to fall into the pool. Had the young man fallen in such a way as to strike either of these projecting rocks he would have been plunged to instant death. He fell between the boulders, however, and plunged into the deep water.

When companions reached the pool they found him still conscious and struggling in the water. He was speedily rescued and a few moments after being taken from the water became unconscious from a deep gash in the head. He was rushed to the highway and brought to Portland, but had sufficiently recovered by the end of the trip to walk unaided into the office of Dr. F. H. Dammasch, who gave him treatment.

Beyond a gash in the scalp about three inches in length, which was not considered dangerous, the young man was practically uninjured.

POLES WIN WAY TO KIEV

Red Troops Evacuate City as Cavalry Enters.

WARSAW, May 9.—(By the Associated Press.)—Polish cavalry entered the city of Kiev Saturday morning on the heels of the retreating bolsheviks.

The infantry kept up its advance towards Kiev, cavalry detachments keeping contact with the infantry.

There was little fighting, according to reports reaching Polish headquarters in Warsaw, the cavalry going into the city all day as the infantry advanced in a great semicircle.

A few machine gun shots were fired in the early morning as the cavalry appeared, but this was quickly silenced, and reports say that the evacuation of Kiev began soon afterward.

CARRANZA FORCES SLAY, THEN FLEE

Wholesale Massacre Reported in Mexico City.

REBELS NOW HOLD CAPITAL

Four U. S. Destroyers Are Dispatched to Tampico.

VERA CRUZ ALSO TAKEN

Revolutionists Reported to Have Occupied Town; Place Opposite Laredo, Tex., Is Taken.

EL PASO, Texas, May 9.—General Francisco Murguía, Carranza military commander at Mexico City, before leaving the capital, which is now in complete possession of revolutionary forces, carried out a wholesale slaughter of political prisoners at Santiago, the military prison, according to a bulletin issued at revolutionary headquarters here tonight.

Fifteen Mexican generals were among those reported slaughtered.

"The city was shocked over this bloody episode for the Carranza regime," the bulletin said.

GALVESTON, Tex., May 9.—The federal garrison at Vera Cruz consisting of approximately 500 well-armed and equipped soldiers, went over to the revolutionists early today, according to apparently reliable but unofficial advice received here tonight.

City Is Entered Twice. Revolutionary troops believed to be part of the forces of General Pablo Gonzales, entered Vera Cruz twice before the federals withdrew their allegiance from the Carranza government, the advice said.

First they penetrated almost to the water front and then withdrew to the outskirts because of the presence in the harbor of two Mexican gunboats.

Later the rebels again entered the city and began occupying strategic points, according to the advice. Firing was said to have been general for some time. The gunboats, however, did not fire on the city. It was asserted. The reports did not make clear whether the warships had deserted the Carranza cause.

President Carranza was said to be in hiding in Vera Cruz and a dragnet was reported to have been thrown out by the revolutionists to prevent his escape if possible.

LAREDO, Tex., May 9.—General Reynaldo Garza, commander of federal forces in the Nuevo Laredo military district, tonight is a refugee on American soil. After the defeat of his troops and capture of Nuevo Laredo (concluded on Page 4, Column 3.)

ALL PORTLAND DOES HONOR TO MOTHERS

CHURCHES HOLD SPECIAL SERVICES IN TRIBUTE.

Thousands Signify Love by Wearing Flowers; Musicians Feature Theme.

Mothers, here only in memory, and mothers living in homes scattered throughout the world, were honored in Portland yesterday by thousands of men and women who signified their love and honor by wearing flowers.

Mother's day was observed principally in the churches. Among the church musicians who carried out this idea were Professor Lucien E. Becker in his organ paraphrase of "Home, Sweet Home" by Dudley Buck and Warren Brewster, who sang the tenor solo, "Mother." This was at the First Congregational church.

Among the churches which held elaborate Mother's day services were the Woodlawn Methodist, which gave a monologue, "The Story of Bessie"; Central Methodist, Mount Tabor Methodist, Rose City Park Methodist, Selwood Methodist, First Congregational, Pilgrim Congregational, Sunnyside Congregational, Highland Congregational, Waverly Heights Congregational, Atkinson Memorial, St. James' English Lutheran, St. Paul's Lutheran, Piedmont Presbyterian, Presbyterian, Anabel Community, First, Second, Third and Fourth United Brethren, Millard Presbyterian, First Presbyterian, Central Presbyterian, Gloucester Baptist, White Temple Baptist, and the East Side Baptist.

QUESTION PUT ASPIRANTS. Anti-Asiatic Association Asks Attitude of Candidates.

HOOD RIVER, Or., May 9.—(Special.)—The Anti-Asiatic association, organized here for the purpose of preventing alien land ownership and for working for a constitutional amendment that will prevent the automatic citizenship of children born of aliens that cannot be naturalized, has sent a circular letter to every Oregon candidate for congressional or legislative office. The letter says:

"This association was formed because the Japanese ownership of land in Hood River county is becoming an indication of what will gradually happen in Oregon, as it has happened in California and Washington. The members of this organization are vitally interested in your attitude, as an aspirant for public office, upon the purposes of the association, and therefore respectfully ask you whether or not you favor these purposes."

Other States Are Affected. It is assumed, however, that his course was well thought out and that he knew that he could not interfere in an Oregon senatorial contest on such a pretext without also projecting himself into contests in seven other states where democratic senators who voted for the Lodge reservation are seeking renomination and re-election.

The other senators who find themselves in the same position as Senator Chamberlain are: Beckman, of Kentucky; Fletcher, of Florida; Gore, of Oklahoma; Nugent, of Idaho; Phelan, of California; Smith of Georgia, and Smith, of Maryland.

Secretary Tumulty gave out without comment a copy of the telegram exchanged by the president and Mr. Hamaker and it was impossible to ascertain whether the president knew when he sent his sweeping reply that Chairman Hamaker is the leader of the anti-Chamberlain forces in Oregon who are seeking to displace Senator Chamberlain by the nomination of Harvey G. Starkweather.

Results Believed Contemplated. That the president is acquainted with the purpose for which his telegram will be used is deduced from the fact that the only candidate for the presidential nomination in Oregon is his son-in-law, William Gibbs McAdoo, who is understood to be anxious to the league of nations covenant just as Mr. Wilson brought it home from Versailles. Therefore, it cannot be said that he was seeking to influence Oregon's democratic presidential preference.

The president's telegram was read to Senator Chamberlain over the telephone tonight, but he declined to comment. He said that he would not express himself until he had time to examine carefully the context of the message to Chairman Hamaker. It would be time enough then, he said, to decide his course.

Senator Chamberlain's record on the League of Nations treaty is that he voted first for the ratification of the treaty without reservations.

Reservations Are Supported. He voted then for the Hitchcock so-called interpretive reservations and finally, when everything else had failed, supported the peace treaty with the Lodge reservations along with 20 other democratic senators who, besides those heretofore mentioned, are: Ashurst of Arizona; Kendrick of Wyoming; King of Utah; Myers of Montana; Owen of Oklahoma; Pittman of Nevada; Pomeroy of Ohio; Randall of Louisiana; Walsh of Montana; Walsh of Massachusetts and Wolcott of Delaware.

None of the senators last mentioned are affected by the president's pronouncement tonight except Owen of Oklahoma, because they do not come up for re-election this year. Senator Owen is only affected as it concerns his candidacy for the democratic presidential nomination.

Gore and Smith Also Are Hit. One conclusion which could readily be drawn by an examination of the democratic senatorial contests in eight states necessarily affected by tonight's letter is that the president assured himself before acting that those declarations would only harm those senators whom he desired to injure. The three he undoubtedly hoped to handicap are Chamberlain of Oregon; Gore of Oklahoma and Hoke Smith of Georgia. Fletcher, Henderson, Nugent, Phelan and Smith of Maryland, either have no position for renomination or nothing to fear from opposing candidates already announced.

The president's telegram was decidedly a political sensation, but eastern comments will give it little attention as it relates to the Oregon senatorship. Political commentators appeared determined to construe it as (concluded on Page 2, Column 1.)

WILSON TAKES RAP AT CHAMBERLAIN

Oregon Leaders Asked to Fight for League.

"NO RESERVATIONS" IS STAND

All Democrats Supporting Amendments Get Blow.

DEFEAT EVIDENTLY GOAL

Wilson Projects Self Also Into Contests in 7 Other States. Course Held Contemplated.

OREGONIAN NEWS BUREAU. Washington, May 9.—President Wilson threw himself into the democratic United States senate contest in Oregon tonight and of necessity into similar democratic contests in several other states.

There is room for some speculation as to whether he knew when he sent a telegram to Gilbert E. Hamaker of the Multnomah county democratic central committee at Portland, Or., tonight, declaring that the democratic party must stand squarely for the unamended league of nations covenant and against the league reservations, that he was furnishing a weapon to be used against Senator George E. Chamberlain, who comes up for renomination in the Oregon primaries on May 21.

It is assumed, however, that his course was well thought out and that he knew that he could not interfere in an Oregon senatorial contest on such a pretext without also projecting himself into contests in seven other states where democratic senators who voted for the Lodge reservation are seeking renomination and re-election.

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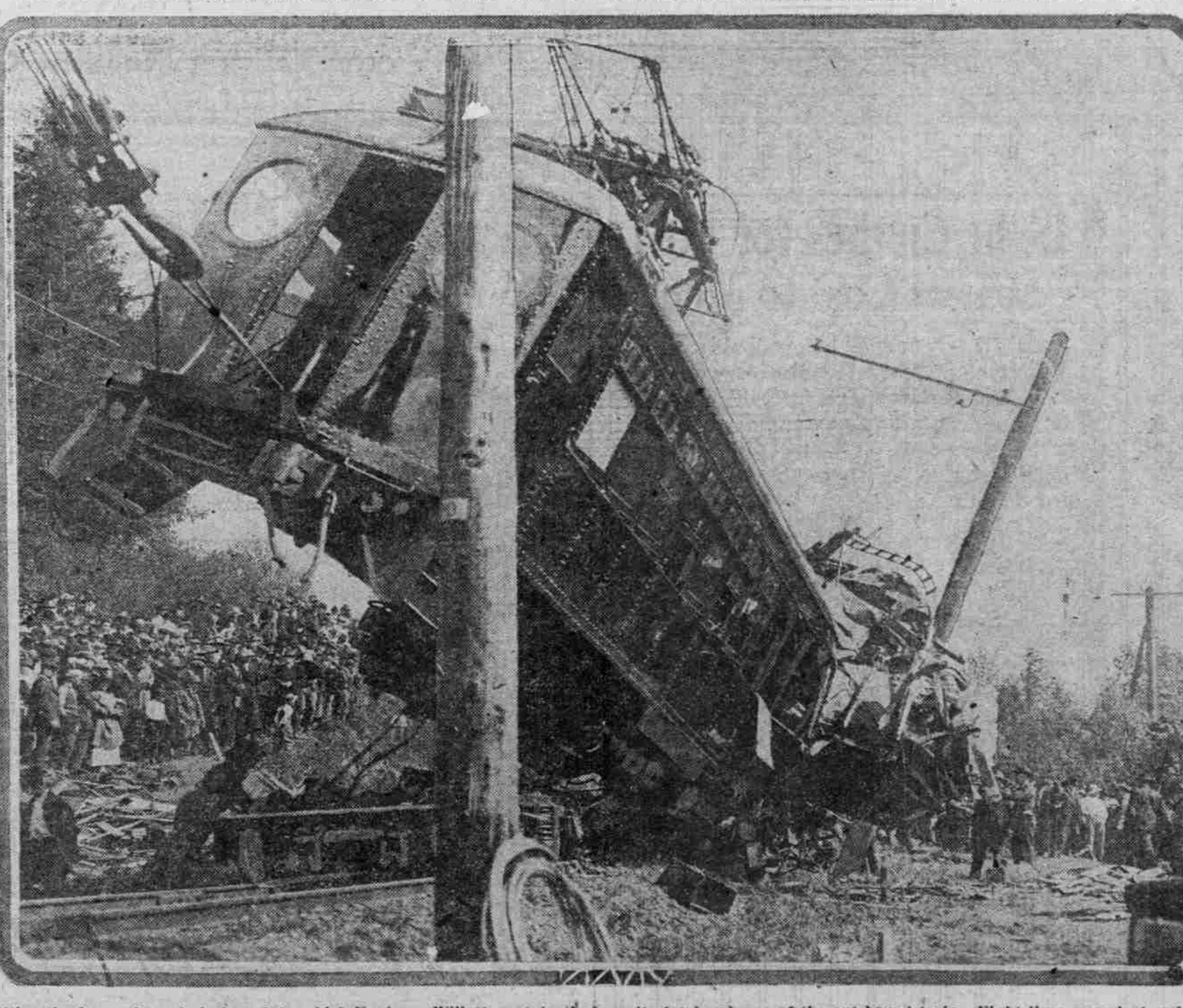
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WHEN THE WRECKING CREWS ATTACHED THEIR GEAR TO THE RUINED CARS OF THE BERTHA HEAD-ON COLLISION.



Lifting the forward coach, in-bound, in which Engineer Willetts met death, from its fatal embrace of the out-bound train. Eight lives were lost and two score passengers were injured when the first electric trains rushed together.