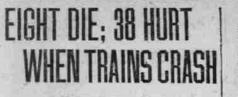
THE MORNING OREGONIAN, MONDAY, MAY 10, 1920



Electric Cars Hit Head-on Near Bertha Station.

3 WOMEN, 2 CHILDREN DIE

Injuries of Five Others May Prove Fatal; Erring Engineer Is Killed in Collision.

(Continued From First Page.) struction, the list of killed and injured would inevitably have been much greater. But the cars did not telescope, the heavy steel construction taking up the impact after they had plowed a short distance into each other.

Accounts of survivors placed the speed of the inbound Hillsboro train at between 35 and 45 miles an hour. and that of the outbound train from Portland at 20 to 25 miles an hour.

The two cars were so tightly interlocked in a mass of crumpled steel, splintered wood from the platforms and shattered glass and other debris that it was with difficulty that many f the dead and injured were removed from the wreck.

Engineer Caught in Wreck.

One of the horrors of the wreck was the manner in which the body of Engineer Willetts was caught and held in plain view in the wreckage. Although dead, his body could not be removed until after the wrecking train arrived and pulled the two cars Mercifully the horror of fire was

not added to the other horrors of the

Two of the women killed in the Two of the women killed in the forward end of the inbound Hills-boro train lived for a few moments after the collision. They were so tangled in wreckage that it was dif-ficult to remove them. They died there as survivors were working to take them out

A little child, 5-year-old Fleurot Dosch, nephew of Miss Camille Dosch, seciety editor of The Oregonian and daughter of Colonel Henry Dosch, was killed instantly in his seat be-ids ber when the trains met. Miss side her when the trains met. Miss Dosch sustained a broken leg, in-ternal injuries and perhaps a frac-tured skull. It was feared last night that she, too, would die. The wife and 4-year-old son of C. B. Arundall were scueled before

The wife and 4-year-old son of C: R. Arundell were crushed before his eyes. He himself was injured about the head, but not seriously. Every ambulance in Portland re-sponded to the wreck call. Many nurses and doctors went out with them. Among the first to arrive was Dr. George Parrish, city health of-ficer of Portland. But for nearly an hour there were not enough docan hour there were not enough doc-tors or nurses to care for the pili-fully injured survivors, some with broken limbs, some with mangled arms or legs, others with internal beinging injuries.

Those survivors who were not in-jured or only slightly hurt im-mediately devoted themselves to get-ting the badly hurt ones out of the wrecked coaches.

Most Sufferers Silent.

With infinite tenderness they lifted out the victims and laid them on the grassy bank heside the wrecked cars. Some were moaning in pain, but for the most part they suffered in white-faced silence. One injured woman was crying in little anguighed screams. They wined

little anguished screams. They wined her face with handkerchiefs and women who had not been hurt southed her until the nurses and doc-



Siding

1/2 Mile from Curve

To Hills boro

Bertha Station (2) To Portland ->

FOLLOWING WRECK.

rowds Hamper Work of Ambulances and Police Sent to

Scene After Crash.

Coroner Earl Smith announced late vesterday that the inquest over the bodies of those killed in the wreck probably would be held tonight in ase the witnesses could be assem bled in so short a time. He said it would mean a great deal of work on

would mean a great deal of work on the part of his office, but that he and everyone concerned was anxious to have it as quickly as possible. Coroner Smith was on the scene of the wreck all day yesterday until the wrecking train arrived and pulled the two trains apart so that the body of Motorman S. K. Willett could be extricated from the wreckage. He and Deputy Coroner Goetsch took charge of the work of removing the bodies to the morgue where they were bodies to the morgue where they were embalmed. Three additional men were employed by the coroner's office for the day to assist in handling the

work. Coroner Smith discovered a purse which led to the identification of a woman up until that time unidentified as Ing L. Hatch. Her name was dis-covered on a book of tickets in the hand bur hand bug. When the body of Motorman Wil-

When the body of Motorman Wil-lett was pulled from the wreckage it was found that his watch had stopped at 10:32 o'clock. Coroner Smith declared that the accident, to his knowledge, was with-out parallel in the history of the city.

judging from the number of dead. He said he coud not remember of an in-stance when the coroner's office was asked to handle such a large@num-ber of dead.

ber of dead. When the news of the wreck was first telephoned to Police Captain Moore he immediately dispatched Drs. Schuester and Biair of the emergency hospital to the scene in one of the fast police automobiles. A large number of police officers also were dispatched to handle the crowds and render assistance. Policemen sent were Patroimen Rekdahl. Stiles. and render assistance. Policemen sent were Patroimen Rekdahl, Stiles. Linton, Ingle, Wiles, Anderson, Frei-berg and Sergeant Gouldstone. The sheriff's office also was represented on the scene by Chief Deputy Christ-offerson and Deputies Bailey, Wilson, Lamont, Rexford and Mullenhour.

The police officers and deputies watched the crowds which had im-mediately gathered following the news of the wreck and provented any looting of bodies and property. They also assisted in collecting the various argument belowings of parameters personal belongings of passengers which were scattered about. This personal property was later turned over to the railroad officials to be held for the owners. The work of getting the ambu-

lances to a point near the scene of the wreck was assisted by the police and deputies, who held back the crowds and automobiles.

Owing to the large number of auto-mobiles which were driving out the Terwilliger houlevard to the scene of the wreck the drive was almost blockaded for a time and the work of driving the ambulances to and from the scene of the wreck was rendered difficult. In order to put a stop to this, Captain Moore dispatched Pa-trolmen Madden and Weber to Sixth and Sheridan streets and the traffic there was turned east on Sheridan there was turned east on Sheridan street

Victim Is Wife of Army Major.

SEATTLE, Wash., May 9 .-- (Spe-ial.)--Mrs. Edgar Hadley, who was station, Or., is the wife of Major Edgar S. Hadley of the First infantry. stationed in Seattle on recruiting duty. He is a veteran of the world war and recelptent of many army deco-rations. Major Hadley was transferred to temporary duty in Portland

& H. green stamps for nan Fuel Co. Main \$53, -Adv

tors came. Some of the injured mere carried

into the rear cars of the two trains and cared for there. But most of them were laid on the grass, where their huddled, bandaged forms were

infinitely pathetic. The dead were laid side by side in rows of twos on the railroad grade beside the track. Their bodies were concealed by cloaks thrown over them. As the ambulances arrived from the

city with nurses and doctors, the worst injured were placed on stretch-ers, some of them still unconscious or

worst injured were place on close or ers, some of them still unconscious or faining moaning, and gently borne across a long wooden footbridge and up a bill to the ambulances in the road. **Ambulances Hurry Away.** As each ambulance received its hoad, it would clang its way back to the main Capital highway at Bertha station and hurry to town. Most of the injured were taken to the Good Samaritan hospital. Samaritan hospital. Samaritan hospital.

In his hand he held tightly clenched bled their way down the railroad In his hand he held tightly clenched track to Bertha station where they a piece of broken glass. "I'll keep caught passing automobiles into Port- that glass as a souvenir," said Mr. piece of broken glass. "I'll keep Johnson.

R. A. Bland, engineer of train 107 R. A. Bland, engineer of train 107 from Portland, escaped serious in-jury. His nose was broken and he was badly bruised but he was able to walk from the ambulance into the hospital. His escape from death and the fact fact that no persons were killed in the leading car of his train, and com-naratively few seriously injured was Mrs. Lee of Hillsboro, wife of an

the leading car of his train, and com-paratively few seriously injured was due probably to the fact that the two trains met at a slight angle, train 107 ried to the wreck scene and did ried to the wreck scene and did trains met at a slight angle, train 107 being just at the finish of the curve while the leading car of train 124 had not quite started to turn the curve. valiant work in assisting the injured. Heart-rending scenes were enacted force had reported for duty, nor was almoe at Good Samaritan hospital through-the mechanical department in better I it was

This outbound car was raised and slid along the floor of the other, the lives of its occupants being saved by

Every telephone line to the hosthis fact. Every telephone line to the hos-pital was in constant use throughout the day and additional operators were pressed into service in order that all relatives might receive information concerning their injured. After the collision, this car, tilted at an angle, rested against a trolleywire pole, which was bent over but did not break. This saved the car from falling on its side. About an hour after the wreck, about the time Miss Loveridge in Charge.

the wrecking train arrived, this pole began to creak and settle outwards. ent of the hospital, took personal

There was grave danger that the post would break and the car topple over on throngs of people who by this time had flocked to the wreck. An effort was made to get them away, but regardless of the danger they still crowded around. There also were men still working to get the body of the dead engineer out of the debris, so a guy wire was fastened to the pole and fastened on the bank above. pole and fastened on the bank above A pathetic feature of several of the deaths and injuries was that thad train 124 stopped at Bertha station, as it was under each of the station, as it was under each of the station, but the station of the stati

outbound train from Portland, was car 503 led the outbound Portland that, of Harold Johnson, 179 Morris street, Portland. This car was the smoker, hence no women were in it. Mr. Johnson was sitting in the front Practically every undertaking es-

eral geographic view of wreck scene.

-View of wrecked trains showing two cars telescoped. 2-Physicians examining dead and injured victims. 3-Aeroplane view of wreck scene. Photograph taken by 0. K. Jeffry in machine owned by Oregon, Washington, Idaho Aeroplane company, J. C. Harding, pilot. 4-Removing dead from wreckage. 5-Wrecked cars after wrecking crew had pulled telescoped cars apart. 6-Diagram showing position of trains before wreck and gen-eral geographic view of wreck scene.

detouring trains via Oswego. The line was cleared by 9 o'clock last night and the regular schedule over he west side lines will be resu

which cost the lives of eight persons and injufed two score more, stands as and injured two score more, stands as one of the most serious accidents of the kind in the annals of Oregon rail-road history, acording to officials of the various lines yesterday. Not in years has a railroad accident of simi-lar proporitions occurred upon the roads in the apparent visiting of Det

ar proporitions occurred upon the roads in the general vicinity of Port-

WRECK IS ONE OF WORST

DISASTER OF ELECTRIC LINE

RECALLS OTHERS IN STATE.

In Lake Labish Accident 30 Years

Ago 9 Killed, and 3 at For-

est Grove in 1908.

The disastrous collision yesterday on the Southern Pacific electric line

When word of the wreck reached members of the editorial staff of The Oregonian none of the reportorial force had reported for duty, nor was Oregonian none of the reportorial

condition-owing to the fact that the sustained its first accident, three paper is of morning issue, with its people being killed and 18 injured as creation confined to afternoon and the result of a collision occuring near night. But its complete and detailed

on the street, with the newsboys be

Miss Loveridge In Charge. Miss Emily Loveridge, superintend-20.000 copies were sold-containing

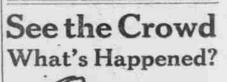
DANDRUFF "It was almost an act of provi-dence that we had arranged to have the dread that some friend of rela-many rooms vacated Saturday after-noon which gave us adequate access

A pathetic feature of several of the trainent. Said Miss Lover trainent trainent trainent trainent trainent trainent trainent trainent trainent trainent. C. R. Arundell and son, Robert and the husband and the fulled, and the fulled also forty-sixth street Southeast; C. R. Webb, Claude Cole, 4312 Fortiand. C. Fording and wife, Rexford lightly injured. lived in Hillsdate the trainer the sould be following and wife, Rexford land Son, Robert faither, C. R. Arundell and son, Robert and the husband and fulled, and the husband and fulled, and the husband and the fulled, and the husband and fulled, and the husband and fulled, and the husband and the fulled, and the husband and the fulled, and the husband and the fulled, partiments. Portland. They, too, would have left the trainer the fort frainer, C. R. Arundell and Son, Robert faither, C. R. Arundell, who was the forties and the street for the social for service in the fulled area. C. Fording and wife, Rexford and the fulled area the foldered has a load of freight. The interior is handsomely fluished. Captain Badger of the social for three or forther the social for the soci





CAR TUMBLES INTO RIVER the road and ran off the bank, turn-ing turtle several times before it struck the water.



12 AN



-How often you've said that. Usually you find some one has fallen, been run into, or otherwise injured.

-What's your first thought?

How Badly -What's your next thought?

Wonder if he's got an ACCI-DENT POLICY?

-Laudable interest, but

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