

## EIGHT DIE; 38 HURT WHEN TRAINS CRASH

Electric Cars Hit Head-on  
Near Bertha Station.

3 WOMEN, 2 CHILDREN DIE

Injuries of Five Others May Prove  
Fatal; Earning 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 30 to 35 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 of 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 Willett 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 apart.

Mercifully the horror of fire was not added to the other horrors of the wreck. In fact, the fire was not started until after the wrecking train had pulled the two cars apart.

Two of the women killed in the forward end of the inbound Hillsboro train lived for a few moments after the collision. They were not tangled in wreckage that it was difficult to remove them. They died there as survivors were working to take them out.

A little child, 6-year-old Fleuret Douch, nephew of Miss Camille Douch, society editor of The Oregonian and daughter of Colonel Henry Douch, was killed instantly in his seat beside her when the trains met. Miss Douch sustained a broken leg, internal injuries and perhaps a fractured skull. It was feared last night that she, too, would die.

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 responded to the wreck call. Many nurses and doctors went out with them. Among the first to arrive was Dr. George Parrish, city health officer of Portland. But for nearly an hour there were not enough doctors or nurses to care for the pitifully injured survivors, some with broken limbs, some with mangled arms or legs, others with internal injuries.

Those survivors who were not injured or only slightly hurt immediately devoted themselves to getting 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 beside 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 anguished screams. They wiped her face with handkerchiefs and women who had not been hurt soothed her until the nurses and doctors came.

Some of the injured were carried into the rear cars of the two trains and cared for there. But most of them were laid on the grass, where they 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 stretchers, some of them still unconscious or faintly moaning, and gently borne across a long footbridge and up a hill to the ambulances in the road.

**Ambulances Hurry Away.**  
As each ambulance received its load, it would clang its bell and head for the main Capital highway at Bertha station and hurry to town. Most of the injured were taken to the Good Samaritan hospital.

A long line of slightly injured persons, after their first hour, hobbled their way down the railroad track to Bertha station where they caught passing automobiles into Portland.

R. A. Bland, engineer of train 107 from Portland, escaped serious injury. 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 that no persons were killed in the leading car of his train, and comparatively few seriously injured were due probably to the fact that the two trains met at a slight angle, train 107 being just at the finish of the curve while the leading car of train 101 had not quite started to turn the curve.

**Car Lifted Into Air.**  
This outbound car was raised and slid along the floor of the other, the lives of its occupants being saved by this fact.

After the collision, this car, tilted at an angle, rested against a trolley wire 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 the wrecking train arrived, this pole began to creak and settle outward.

There was grave danger that the pole 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 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.

A pathetic feature of several of the deaths and injuries was that the train 124 stopped at Bertha station, as it was under orders to do, these persons would have left the train there to go to their homes.

This was the station for which Miss Douch, badly injured, and her little nephew, Fleuret Douch, who was killed, were bound. They live with Miss Douch's father, Colonel Henry E. Douch, near Bertha.

Mrs. C. R. Arundell and son, Robert, aged 4, both killed, and the husband and father, C. R. Arundell, who was slightly injured, lived in Hillsdale. They, too, would have left the train at Bertha. Others of the injured also lived in Hillsdale, which is near Bertha.

One near-miraculous escape from death in car 503, which headed the

WRECK SCENES SNAPPED BY THE OREGONIAN PHOTOGRAPHER SHORTLY AFTER HEAD-ON COLLISION OF SOUTHERN PACIFIC ELECTRIC TRAINS.



1—View of wrecked trains showing two cars telescoped. 2—Physicians examining dead and injured victims. 3—Aeroplane view of wreck scene. Photograph taken by O. K. Jeffery 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 general geographic view of wreck scene.

outbound train from Portland, was that of Harold, 12-year-old son of the street, Portland. This car was the

worst injured were placed on stretchers, some of them still unconscious or faintly moaning, and gently borne across a long footbridge and up a hill to the ambulances in the road.

He was dug out of the debris nearly an hour after the wreck, covered with blood and still unconscious. It was thought he was dead and he was laid on the grass beside the badly injured. Five minutes afterward he sat upright, rubbed his head, and presently rose to his feet. His only injury was a broken nose, a severe blow on the head, and a cut hand.

**Glass Kept as Souvenir.**  
In his hand he held tightly clenched a piece of broken glass. "I'll keep that glass as a souvenir," said Mr. Johnson.

Mrs. Lee of Hillsboro, wife of an assistant trainman of the Southern Pacific, and her two children, were in the forward car of the inbound train. The oldest boy was severely cut by broken glass. The youngest, about 5 years old, was not scratched. The mother was only slightly injured.

They were cared for at a nearby house. Incidentally, it should be mentioned that people living nearby hurried to the wreck scene and did valiant work in assisting the injured. Heart-rending scenes were enacted at Good Samaritan hospital throughout the afternoon and evening as anxious friends and relatives searched for loved ones who were among the injured.

Every telephone line to the hospital 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.

**Miss Loveridge in Charge.**  
Miss Emily Loveridge, superintendent of the hospital, took personal charge of the emergency relief work at the hospital and called to her assistance outside nurses in addition to the hospital staff.

"It was almost an act of providence that we had arranged to have temporary rooms vacated Saturday afternoon which gave us adequate accommodations for all who were brought here for treatment," said Miss Loveridge. "Had the tragedy occurred Saturday morning we would not have had an available bed or cot to care for those brought here by the ambulances."

The following additional list of slightly injured was obtained from Frederick Rasch of the public service commission, and were not to be found at any Portland hospital: J. R. Carter, C. E. Webb, Claude Cole, 4212 First-street, Southeast; J. B. Negstad, Portland; M. Wilson, C. E. Welch, Paul Feldman, W. I. Heimicks, 243 East Fifth-street, Portland; and R. C. Fording and wife, Rexford apartments, Portland.

Curiously enough, the two leading cars of the two trains were Nos. 502 and 503. Car 502 was the front car of the inbound Hillsboro train and

car 503 led the outbound Portland train. It was car 502 that all the deaths and most of the serious injuries occurred.

Practically every undertaking establishment in the city got into communication with Coroner Smith and volunteered the services of themselves and employees in assisting in the work at the morgue.

All the bodies, with the exception of Miss Ina Hatch, had been removed to private undertaking establishments by late last night, said Coroner Smith.

## 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 Forest Grove in 1908.

**Partial Service Resumed.**  
Partial service over the line was continued during the afternoon by shunting trains via Oswego. The line was cleared by 9 o'clock last night and the regular schedule over the west side lines will be resumed today.

The disastrous collision yesterday on the Southern Pacific electric line, which cost the lives of eight persons and injured two score more, stands as one of the most serious accidents of the kind in the annals of Oregon railroad history, according to officials of the various lines yesterday. Not in years has a railroad accident of similar proportions occurred upon the roads in the general vicinity of Portland.

The accident yesterday was the second one of serious nature to occur upon that branch of the Southern Pacific lines in its history, according to officials of the "claims department of the road, and the first to occur since the electrification of the system.

It was 13 years ago when this line sustained its first accident, three people being killed and 18 injured as the result of a collision occurring near Forest Grove. At that time the line was operated by steam.

Another disastrous wreck recalled is the famous one of Lake Labish about 30 years ago when nine persons were killed and 66 injured.

Read The Oregonian classified ads.

**DANDRUFF**  
REMOVED BY  
**KEROSENE KREAM**  
RELIEVES  
**ECZEMA**

**KEROSENE KREAM**

Invigorates and strengthens the hair follicles, and also supplies a food to impoverished cells.

**DIRECTIONS**

The ointment should be applied just before retiring, rubbing in well at the roots of the hair, but care should be taken not to injure the scalp by a too brisk massaging. In the morning the KREAM should be removed, using warm water and as little soap as is necessary to clean the scalp. This procedure should be followed every other night for three or four treatments. After this a very small portion of the ointment may be applied to the scalp twice a week just to keep it moist and stimulate a natural hair growth. At all drug-gists. 25 and 50 cents.—Adv.

**Cowlitz Boat Completed.**

CENTRALIA, Wash., May 9.—(Special.)—Captain John C. Badger of Toledo has just completed and launched a boat for service in the Cowlitz river. It will be equipped with a high-powered engine and will be capable of carrying 30 passengers and a load of freight. The interior is handsomely finished. Captain Badger has received numerous flattering offers to build boats, but has been unable to accept any of them owing to the high prices of materials and uncertainty as to the time of delivery.

## CAR TUMBLES INTO RIVER

Foreman at Paper Mill Narrowly  
Escapes Fatality.

CAMAS, Wash., May 9.—(Special.)—Ed Reed, foreman of the pipefitting crew of the Crown Willamette Paper company, narrowly escaped death when an automobile backed off the bank with him and plunged into the Columbia river yesterday.

Mr. Reed was in a car driven by Ed Tidland, master mechanic of the paper mills, and they were leaving the Camas dock when the engine stalled. Mr. Tidland got out to crank the car but left the clutch in and when the engine started the car backed down

the road and ran off the bank, turning turtle several times before it struck the water.

**SEATTLE STRIKE LOOMS**

Sixteen Employers Declare for  
Open Shop Following Demand.

SEATTLE, Wash., May 9.—(Special.)—Threatened with a strike of their mill carpenters who had demanded a wage increase of \$1 a day from the present \$5 scale, and notified them that the demand must be complied with not later than Tuesday, 16 Seattle wood-working firms, regarding themselves as locked out by the employers.

The cost of building a house in England is three times as much as

acting through the millwork and before the war.

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

—What's your first thought?

How Badly

—What's your next thought? Wonder if he's got an ACCIDENT POLICY?

—Laudable interest, but

Have You?

—If not, telephone Mar. 2391.

Protect Your Income, Protect Yourself, Protect Your Family.

**W. R. McDonald**

General Insurance

All Claims Paid Direct From My Office.

Agents Wanted

YEON BUILDING

It's Better to Be Insured Than Sorry

**The Comet**

Coming

Is best visible from Oak street, opposite Benson Hotel Tuesday 8 P. M. Watch for it.

## INQUEST TONIGHT, PLAN

BODIES REMOVED TO MORGUE  
FOLLOWING WRECK.

Crowds Hamper Work of Ambulances and Police Sent to Scene After Crash.

Coroner Earl Smith announced late yesterday that the inquest over the bodies of those killed in the wreck probably would be held tonight in case the witnesses could be assembled in so short a time. He said it 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 Gotsch took charge of the work of removing the bodies to the morgue where they were examined. 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 Ina L. Hatch. Her name was discovered on a book of tickets in the hand bag.

When the body of Motorman Willett 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 without parallel in the history of the city, judging from the number of dead. He said he could not remember of an instance when the coroner's office was asked to handle such a large number of dead.

When the news of the wreck was first telephoned to Police Captain Moore he immediately dispatched Dr. Schuester and Blair of the emergency hospital to the scene. 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 Patrolmen Reddick, Stiles, Linton, Ingle, Wiles, Anderson, Fromberg and Sergeant Gouldstone. The sheriff's office also was represented on the scene by Chief Deputy Christofferson and Deputies Bailey, Wilson, Lamont, Rexford and Mullenhour.

The police officers and deputies watched the crowds which had immediately gathered following the news of the wreck and prevented any looting of bodies and property. They also assisted in collecting the various 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 setting the ambulances 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 automobiles which were driving out the Terrillier boulevard to the scene of the wreck the drive was almost blocked for a time and the work of driving the ambulances to aid from the scene of the wreck was rendered difficult. In order to put a stop to this, Captain Moore dispatched Patrolmen Madden and Weber to Sixth and Sheridan streets and the traffic there was turned east on Sheridan street.

**Victim Is Wife of Army Major.**

SEATTLE, Wash., May 9.—(Special.)—Mrs. Edgar Hadley, who was hurt in the train wreck near Bertha station, Or., is the wife of Major Edgar S. Hadley of the First Infantry, stationed at Seattle on recruiting duty. He is a veteran of the world war and recipient of many army decorations. Major Hadley was transferred to temporary duty in Portland last Monday.

S. & H. green stamps for cash. Holman Fuel Co. Main 252, 560-21.

—Adv

See the Crowd

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