

HUMANITARIAN PROVES TEMPER IN TESTS

Teacher's Seat Companion and Friends Killed.

WATCH STOPS AT 10:23

Souvenir Hunters Invade Scene; Supposed Corpse Revives; Good Samaritans Are on Scene.

(Continued From First Page.)

had time to think of but one thing—apply the emergency brake," said R. A. Bland, motorman of train No. 107, the outgoing passenger.

Bland was brought to Good Samaritan hospital with severe cuts about the head and face and with his left knee badly crushed. His condition is not serious and he will be able to leave the hospital in a few days.

Cause Will Remain Mystery. "I never will be able to explain why I was not killed outright," he said. "Just as we rounded the curve I saw the other train rushing toward us. I realized the crash could not be averted, and I had no more than alerted the brakes when the two trains came together. I had no time or opportunity to jump, and the first thing I knew the other train was plowing through us."

The injured motorman would not offer any possible theory for the train crash.

"I know I was not to blame," is all that he would say.

Later he said that his orders showed that the train was to pass at Bertha. Bland displayed every evidence of grief when he learned that Motorman Willett, the incoming train had been instantly killed.

The two motormen were close friends and the injured man would not say one word which might tend to shift the blame on the dead motorman.

Watch Stops at 10:23. W. H. Fisch, brakeman on the incoming passenger, No. 124, had just left the front car and had entered the smoker in the rear when the crash came. He was thrown to the floor of the car and sustained painful lacerations about the face and head. His nose was badly cut and bruised.

Fisch said the two trains crashed head-on without an instant's warning, and he found himself crawling out from under the debris before he realized what had happened.

After being brought to Good Samaritan hospital, where his injuries were dressed, Fisch was taken to his home at 748 Reed street.

The injured brakeman's watch had stopped at 10:23 A. M., and this is believed to have been the exact time of the crash.

Teacher's Seat Companion Killed. "I was sitting directly back of two women who were killed and across the aisle from a woman and little child who were not among the lucky ones who escaped with nothing more than a few cuts and bruises," exclaimed Miss Belle Conlogue, school teacher of Warren, Or., who was a passenger on the incoming train.

"Some man was sitting in the seat with me, I was told, was among those killed. The first crash threw me to the floor of the car, beneath the seats and I believe that this small shelter is all that saved my life."

Miss Conlogue was taken to Good Samaritan hospital, where her injuries were dressed. She later left the hospital and went to the home of friends at 209 1/2 Adams street.

"I lost my purse containing between \$20 and \$30, my gold watch and my glasses," she said. "I have no cause for complaint; I should be devoutly thankful I did not lose my life."

Gallantry Saves Lives. That Joe F. Humphreys and Frank Kemp, Southern Pacific bridge carpenters, were not among the dead is due to the fact that shortly after the incoming train left Hillsboro, they gave up their seats on the forward car to two women passengers and went back into the smoking car.

"The two women to whom we gave our seats were both instantly killed," said Mr. Humphreys after his injuries had been dressed at Good Samaritan hospital.

"I was just starting to sit down in the smoker when I felt the brakes being applied, and the first thing I knew I was being pitched into the air. I was thrown over five seats and was thrown against another seat striking my nose."

Mr. Kemp escaped with a few minor cuts which did not even require medical attention.

Man in Wreckage Half Hour. Harold Johnson, 179 Morris street, Portland, was seated in the front seat of the smoker in train 107, the Corvallis passenger, the smoker being the first car in that train. He was dug out of the wreckage unconscious about half an hour after the wreck.

He was thought dead, but five minutes after being laid on the grass, he revived and sat up. His only injuries were a broken nose and a badly cut hand. His hand was clenched tightly, and when he unclenched it, he found he was clasp ing a piece of broken glass.

A deputy sheriff reached out his hand to take the glass. "No, sir," said Mr. Johnson, "I'll keep this for a souvenir."

Passengers Hurled Through Seat. Mr. and Mrs. C. E. Foss, 509 East Mohawk street, were seated about the middle of the last car of the train from Portland. "I felt the brakes being applied and then came the crash which carried my wife and me against the back of the seat in front, with such force that we broke it off," said Mr. Foss. "My knee was cut slightly and my wife was jarred considerably."

F. J. Drynan, in front of whose poultry farm the wreck occurred, said that his wife, four visitors and he were singing in their front room, which is about 200 yards from the tracks, when they heard a terrific crash. Drynan rushed to aid the injured and Mrs. Drynan prepared water and sheets. All seemed to think that the train from the south was going the fastest.

Louise Wa, a Chinese merchant, Fourth and Flanders street, received a badly bruised lower jaw and right elbow and was seriously shaken up.

Major's Wife Unconscious. Mrs. E. S. Hadley, wife of Major Hadley, an overseas man from Camp Lewis, now in recruiting service, and staying at the Cornellus hotel, was rendered unconscious from head and spine injuries, but revived later in Good Samaritan hospital. Her husband and son were uninjured. The three were seated in the second car, the major and boy facing forward and the wife with her back against the women's dressing room. When the crash came they all fell together between the seats.

Former City Attorney Frank S.

TWO OF THE KILLED AND TWO OF THE INJURED IN WEST SIDE SOUTHERN PACIFIC WRECK NEAR BERTHA STATION SUNDAY MORNING.



Upper left, Newton Hoover of Beaverton, killed; upper right, Frederick Peebler, 304 Ross avenue, Portland, killed; lower left, Miss Camille Dosch (from a photograph taken several years ago), seriously injured; lower right, W. A. Fish, brakeman on inbound train, seriously injured.

Grant was on the outbound Portland train, on his way to Yamhill where he had an engagement to meet with the city council of that city today. Mr. Grant was sitting in the rear seat of the last car. His first intimation that anything was wrong was the sudden setting of the airbrakes. Following this he found himself on his knees on the floor between the seat ahead, having been thrown over the seat in front.

Injured Assist Injured. After picking himself up and regaining his composure, Mr. Grant began rendering what assistance he could to those more seriously hurt. He discovered Mrs. Sophie King, a former employee of the juvenile department of the city, whom he knew, who was apparently suffering from a severe injury to her back, and who being almost unconscious.

Mr. Grant stated it was a case of the injured helping the injured, an every occupant of the car was more or less injured, some slightly, others severely. Owing to the difficulty of getting the injured out of the cars, Grant thinks may have resulted in the death of some of the injured before aid could be rendered. Another difficulty experienced was the falling of the high-power electric wire, which snapped and fell alongside the train.

Mr. Grant says the most pathetic scenes attending the wreck were those in which little children were either hurt or their parents injured, and in some cases killed outright.

Good Samaritan Praised. Mr. Grant spoke in high terms of a neighboring woman, whose name he did not learn, who was on the scene quickly with sheets, which were torn up and used for bandages, and who rendered heroic assistance.

After the first shock of the accident had passed, Mr. Grant discovered he had sustained a painful bruise to his legs when thrown over the seat and a bad sprain to his left hand. He expects to be out tomorrow.

"I was in one troop train that was wrecked in Texas, but it was nothing like this smash today," said Elmer De Wert, a printer, who was on his way to McMinnville in one of the two trains which collided. He was riding in the smoker when I felt the brakes being applied, and escaped with a severe gash under the chin. Though I was thrown myself, De Wert joined the rescue party and helped to drag the dead and dying out of the wreckage.

Seven Die in One Car. "The trains crashed virtually at full speed," said W. E. Wright, farmer of Hillsboro, who was in car 802 of the inbound Hillsboro train and within three feet of the front end when the seven persons were killed in the one car. Mr. Wright miraculously escaped with a slightly bruised knee and a pair of shattered spectacles.

"Our train had been making fast time all the way from Hillsboro. People on the train were just in front of where I sat, in a terrible tangle of wreckage.

"We were trying to beat the time of the jitney buses in from Hillsboro. We were going probably 35 or 45 miles an hour. Just beyond Bertha, suddenly the air brakes of our train were applied and I had just time to brace myself when immediately there came a terrible crash and I was thrown forward against the seat ahead.

"People in Tangled Mass. "People behind me were hurled over and on top of me. I found myself under a tangled, struggling heap of men, women and children. I had difficulty getting out.

"At first I tried to break a window, but the car was tilted over on its side so much that it seemed it would upset, and I found my way out at the rear door.

"It was a terrible scene. Blood was spurring everywhere. Women were screaming. The dead were mostly piled up just in front of where I sat, in a terrible tangle of wreckage.

"With others, I worked to get them out. Two women died there before we could get them from the wreckage and a pair of crushed dead was lying there in the wreckage.

Steel Cars Save Many. "Our car was not crowded, but was well filled with men, women and children, the smoker being at the rear instead of in front.

"Had these been of wood, not a person, about 100, I believe, would have escaped death. It was the steel construction that saved us. We were going very fast.

"How I ever escaped is more than I can say. Providence must have had a hand in it, for everybody in front of me was killed, and persons behind me were badly hurt."

Elsie Perry, daughter of John Perry of Hillsdale, had boarded the train to attend services in Portland. She sang in the choir at the Master's

ONE PASSENGER SEES WIFE AND CHILD DIE

Grief in Double Measure Met by C. R. Arundell.

OTHERS ARE PROSTRATED

One Woman on Way to Church Is Killed in Wreck; Widow of Engineer Collapses.

Grief in double measure came to C. R. Arundell of Hillsdale, with the tragic death of his wife and little 4-year-old son. They were seated with him in the front end of the forward coach of the Hillsboro train when the crash came.

Mr. and Mrs. Arundell have been residents of Hillsdale for the past two months, during which time they had been tenants of the W. Roy Cox home, while Mr. and Mrs. Cox were absent in Arizona. Arundell is a federal employe in the land office department, with offices in the post-office building. Yesterday Mr. and Mrs. Cox returned and the Arundells were on their way to Portland, to look for a new residence, when the tragedy occurred.

Woman Instantly Killed. Mrs. Arundell, instantly killed, whose body was carried from the coach by her husband, was born in Vermont and spent her girlhood in St. Johnsburg, Vt. Her small son, Robert, who died with her, was the only child.

Lillian A. Crooks of Dosh station, who met death in the wreck, was on her way to attend services at First Church of Christ, Scientist, here. Her husband is Charles A. Crooks, engaged in the transfer business, formerly stationary engineer at the Hotel Portland. His wife was born at Yamhill, Or., where she spent her early life. For nine years she had resided in Hillsdale with Mr. and Mrs. J. W. Abraham, are ranchers of Yamhill.

Silas K. Willett of 868 East Kelly street, Portland, engineer of the Portland-bound train, was 46 years old and has been in the employ of the Southern Pacific company for 30 years. He was a Shriner, Mason and Elk and belongs to the Brotherhood of Railway Engineers. His widow survives. They have no children.

Mrs. Frederick Peebler, the wife of one of the victims, is prostrated with grief at her residence, 304 Ross street. The pair have no children.

Mr. Peebler was an engineer of the Southern Pacific and was off-duty when killed. He had been in the employ of the company for many years. Friends said that he was merely waiting time by the trip, running to Beaverton and back.

Newton Hoover, an uncle of the eight victims, was an employe of the Southern Pacific, working in the Beaverton shops. He was 35 years old, and is survived by his widow and three small children.

Hillsdale Woman Is Victim. Miss Ina Hatch, one of the victims, and sister of Florence Hatch, who was seriously injured, was the daughter of Mr. and Mrs. E. W. Hatch, of Hillsdale. The young woman was aged 23, and had been employed by Olds, Wortman & King as a book-keeper.

Fleurot Dosch Josselyn, 7, was the son of Mrs. David Campbell of Portland, and the grandson of Colonel Henry E. Dosch. An uncle, Arno Dosch-Fleurot, attained note during the world war as a correspondent from the Russian front. His dispatches have appeared regularly in The Oregonian. He is yet abroad.

The little boy was on his way to Portland from Dosh station, in care of his aunt, Miss Camille Dosch, society editor of The Oregonian. He was instantly killed and Miss Dosch received terrible injuries. While none of these is necessarily fatal, her condition is said to be extremely serious, due to the blend of shock and suffering. Miss Dosch is widely known in the social world and has

Phone your want ads to The Oregonian, Main 7070, Automatic 560-95.

Orchards to Bloom Soon. WHITE SALMON, Wash., May 9.—(Special.)—By the end of the week White Salmon's orchards will be in bloom. The roads of Klickitat county are now in fine shape and the North Bank highway from Stevenson to White Salmon is in good condition. The route from Stevenson through White Salmon, Goldendale to Yakima is thoroughly road-signed at every intersection.

ILLNESS THEORY SCOUTED "Dead Man's Control" If Released Automatically Applies Brakes.

Possibility that the wreck on the Southern Pacific electric line might have resulted because of the sudden illness of Engineer Willett was discounted by officials of both the railroad and the public service commission because of the so-called device on the electric trains known as the "dead man's control."

This device, attached to the controllers on the trains, must be gripped securely by the engineer, and should the engineer for any

been a member of The Oregonian staff for the past six months.

GUARDS LUCKILY MISS WRECK

Team Was Due to Go to Hillsboro by Red Train.

The Multnomah Guard baseball team personnel was thanking its lucky stars and the gods of fate last night for their lucky escape from participation in the Southern Pacific catastrophe at Bertha station Sunday morning. The team was scheduled to travel to Hillsboro aboard the red cars. Just as the party of 20 or more were about to board the train it was suggested that they charter three auto busses standing nearby. This was done and as the party arrived at Bertha station they were stopped and told of the wreck. Just down the track. They rushed to the scene to render what assistance they could and were among the very first there.

Several slightly injured persons were taken to their homes near Hillsboro and the gods of fate prevailed throughout that district and the guardmen were besieged with questions from anxious ones who had friends and relatives aboard the ill-fated train.

Complete investigation of the wreck is now being made by the public service commission to determine the cause and to promulgate such orders which will obviate similar disasters, if it is found that the wreck was in any way preventable, according to Fred G. Buchtel, chairman of the commission.

Mr. Buchtel and Fred Rasch, chief examiner, were at the scene of the wreck yesterday within an hour after it had occurred. The investigation began at that time and will be continued today. Chairman Buchtel will attend the coroner's inquest, and engineers of the commission today will test electric cars operated by the Southern Pacific to determine if all prescribed safety appliances are in operation. These same engineers will determine how quiet, and engineers of the commission today will test electric cars operated by the Southern Pacific to determine if all prescribed safety appliances are in operation. These same engineers will determine how quiet, and engineers of the commission today will test electric cars operated by the Southern Pacific to determine if all prescribed safety appliances are in operation.

State to Probe Wreck. PUBLIC SERVICE COMMISSIONER BEGINS INVESTIGATION.

Air Brakes Found to Have Worked. Order Shows Meeting at Bertha Ordered.

The air brakes were operating just prior to the wreck, judging by the burns shown on the rails, according to Mr. Rasch. The brakes on the wrecked cars were tested by Mr. Rasch and found to be set, showing that as far as the brakes were concerned they were not faulty in any way.

Upon observation of the rails we found burns which showed plainly that the brakes held. We tested the air and found that it was still on. We also saw the train order, signed by the conductors of the two trains, which called for the trains to pass at Bertha station. The out-going train was on a curve and on a down grade. As near as can be estimated, the trains were between 300 and 400 feet apart before they came into view of the engineers of each train."

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WRIGLEY'S

Advertisement for Wrigley's chewing gum. Features illustrations of a woman and a child, and images of Wrigley's Doublemint, Juicy Fruit, and Spearmint gum packs. Text includes: "For mother, father, the boys and girls. It's the sweet for all ages—at work or play. The beneficial goody. When you're nervous and tired, see how it refreshes! The Flavor Lasts. Sealed Tight—Kept Right." Product names: WRIGLEY'S DOUBLEMINT CHEWING GUM PEPPERMINT, WRIGLEY'S JUICY FRUIT CHEWING GUM, WRIGLEY'S SPEARMINT THE PERFECT GUM MINT LEAF FLAVOR.

Advertisement for Olympic Flour. Features a large illustration of a flour sack with the text "OLYMPIC FLOUR" and "TRADE MARK". Text includes: "Lightness and whiteness of the bread it bakes denote the Uniformity of Olympic Flour. In 9 1/2 lb., 24 1/2 lb. and 49 lb. sacks at your nearest grocer." At the bottom, it says "Steel Cars Save Many" and "Our car was not crowded, but was well filled with men, women and children, the smoker being at the rear instead of in front." It also mentions "Had these been of wood, not a person, about 100, I believe, would have escaped death. It was the steel construction that saved us. We were going very fast." and "How I ever escaped is more than I can say. Providence must have had a hand in it, for everybody in front of me was killed, and persons behind me were badly hurt." and "Elsie Perry, daughter of John Perry of Hillsdale, had boarded the train to attend services in Portland. She sang in the choir at the Master's".

reason release his grip on this controller, the power is automatically shut off and the air brakes automatically applied. For this reason it is argued that had Engineer Willett suffered an attack of heart disease or had succumbed to a fainting spell, his train would have been automatically halted. Tests will be made this morning to determine if the dead man's control on Willett's train was in order.

Advertisement for The Wiley B. Allen Co. featuring Brunswick Quality Fascinates. Text includes: "The Style 110, pictured above, in any finish... \$150.00. Records to the value of... 10.00. Total... \$160.00. Pay \$15.00 Down, Balance \$10.00 Monthly. Just sign and send this ad with your remittance and we will deliver free of charges to your door. State what finish is desired." Name: \_\_\_\_\_ Address: \_\_\_\_\_ At the bottom, it says "MORRISON ST. AT BROADWAY" and "The Wiley B. Allen Co. MASON AND HAMLEN PIANOS". It also lists "PIANOS PLAYERS MUSIC" and "TALKING MACHINES RECORDS". Locations: "OTHER STORES: SAN FRANCISCO, OAKLAND, FRESNO, SAN DIEGO, SAN JOSE, SACRAMENTO, LOS ANGELES."