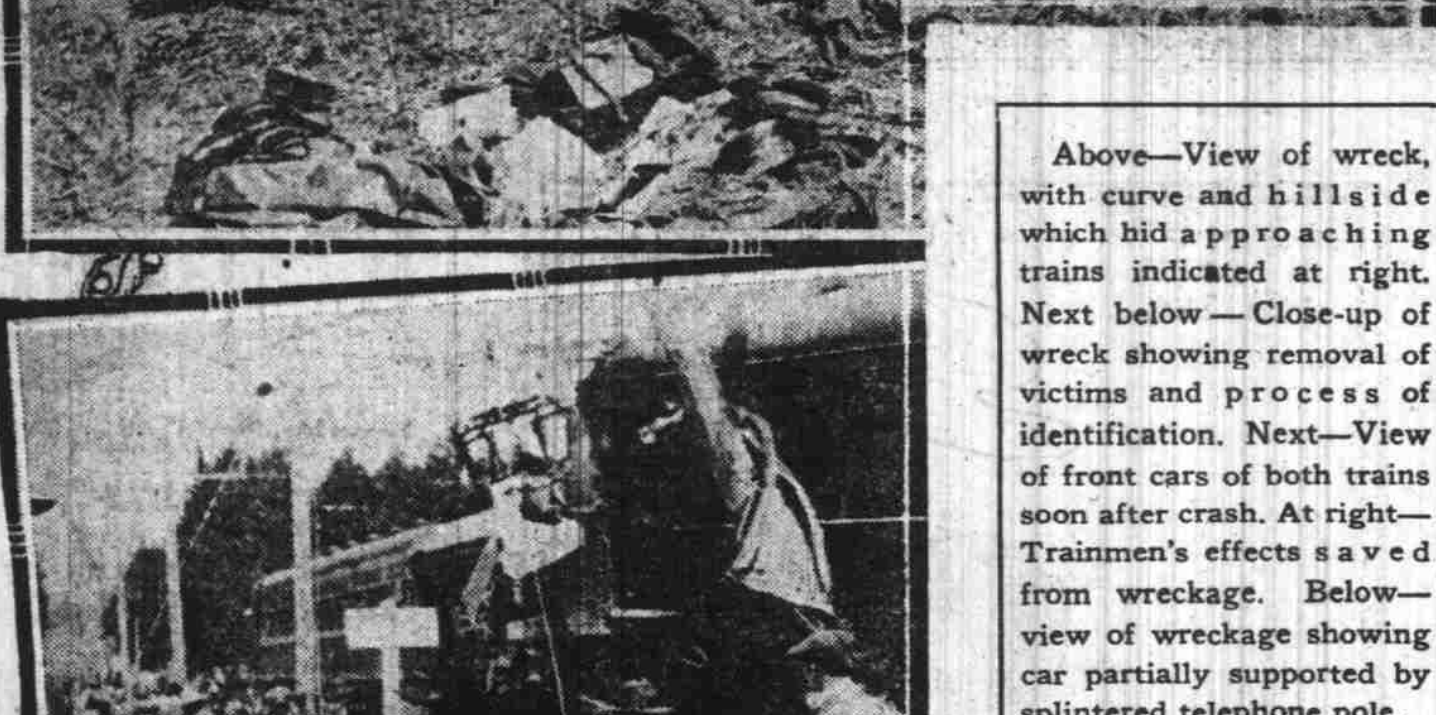
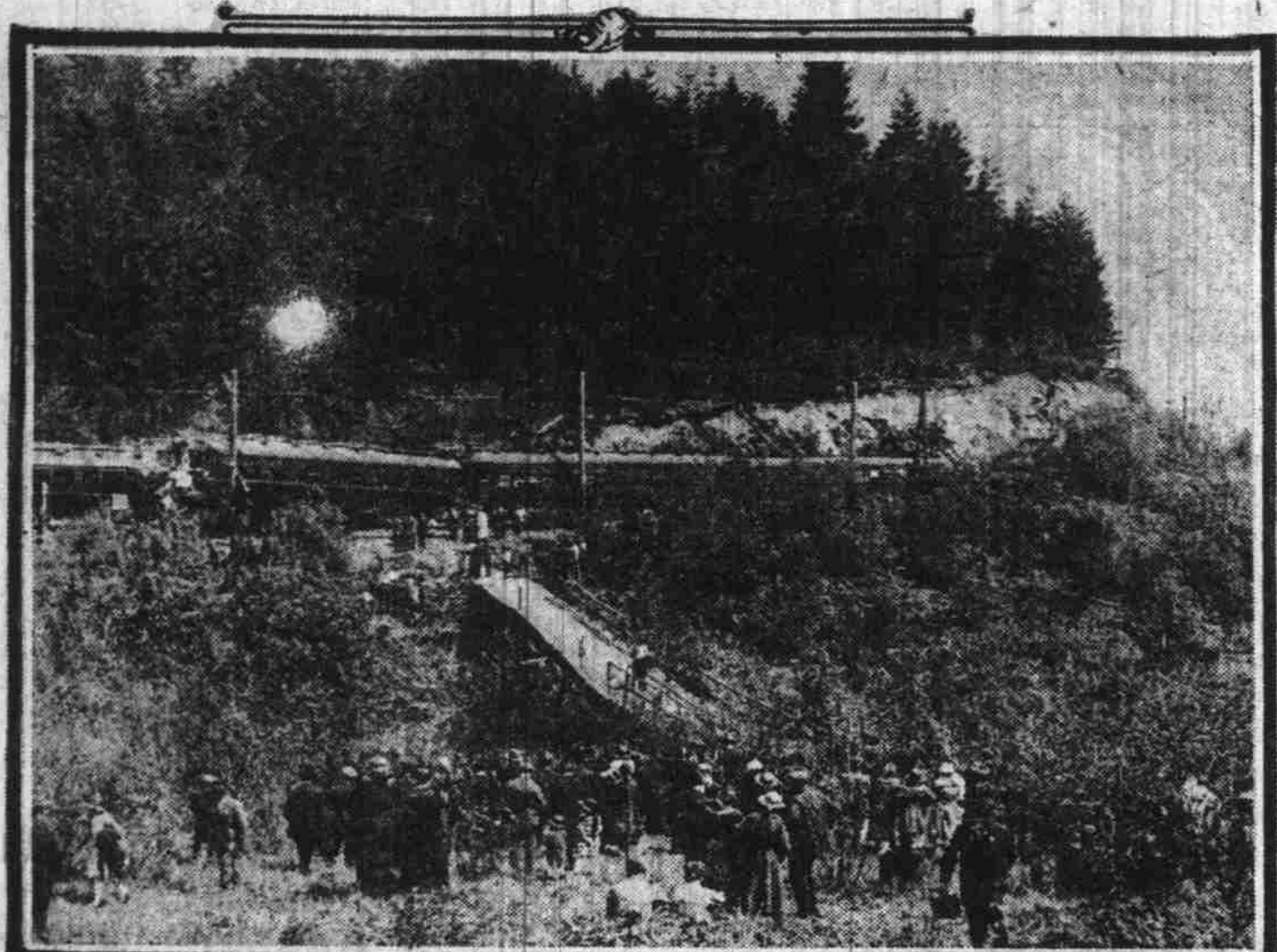


SCENES AT FATAL WRECK ON S. P. ELECTRIC NEAR BERTHA



Above—View of wreck, with curve and hillside which hid approaching trains indicated at right. Next below—Close-up of wreck showing removal of victims and process of identification. Next—View of front cars of both trains soon after crash. At right—Trainmen's effects saved from wreckage. Below—view of wreckage showing car partially supported by splintered telephone pole.

ENGINEER KILLED ON TRIP, SAYS TRAIN MATE

Silas K. Willett complained of Being Sick, but Said He Felt He Could Manage Train Without Trouble, Says Conductor.

Killed at his post of duty where, in spite of illness that came upon him before he started the day's work, Silas K. Willett, veteran engineer, carries to his grave the secret of the collision of two Southern Pacific electric trains and the death of eight passengers one half mile east of Bertha station at 10:25 o'clock Sunday morning.

Willett, according to the statement of his seriously injured conductor, Austin Pharis, had read the orders that should have held his train at Bertha to permit an outbound electric to pass and would have prevented the killing of eight persons and the injury of 15 others.

From his bed of pain at Good Samaritan hospital Conductor Pharis today said:

GAVE ORDERS TO ENGINEER

"I handed Willett the orders to stop at Bertha to wait for the other train," he said. "The rules of the interstate commerce commission require me to do this before the train can proceed. He complained to me that he was not feeling well, but believed he could manage to make the trip without difficulty."

"We started and later I went forward, Willett repeating that he was not well. "When we passed Bertha I was in the second car. I started to run forward to find out why Willett did not stop according to orders and got half way through the front car when the crash came. That is all I remember. I did give him the orders at Reedville."

Sheer failure to obey written orders was responsible for the Southern Pacific train wreck, A. T. Mercer, superintendent in Oregon, said Sunday, in issuing the following statement:

"Engineer Silas K. Willett, in charge of inbound train 124, and Engineer Dick Bland, in charge of outbound train 107 from Portland, had train orders to meet at Bertha station. Train number 124 was to hold the main line and train 107 was to take siding."

"The train out of Portland had right of way to Bertha. It is perfectly obvious, therefore, that train 124, under charge of Engineer Willett, ran by the meeting place."

"I cannot absolutely fix the blame until the official inquiry is concluded. Belief that Engineer Willett may have been ill and lost control of his train is unreasonable, railway men agree. Every electric car is equipped with the 'dead man's control' and as long as the engineer grips that control, his train will proceed. When the grip is relaxed, intentionally or through accident, the 'dead man's control' automatically and immediately disconnects the power and applies the air brakes."

An attack of heart failure or paralysis would have forced Willett to release a firm grip on that control, which is designed to make the mechanism of electric cars absolutely reliable, and the train would have stopped automatically."

Superintendent Mercer showed the train orders, copies of which were in the possession of the train crew. These orders covered the entire run. The specific paragraph which has reference to the meeting place at Bertha station, the wreck occurred reads as follows:

"Train No. 107 to take siding and meet train No. 124 at Bertha station."

It bears the signatures of the two conductors, A. Pharis and O. O. Johnson.

FULL PRESSURE SHOWN
After the wreck a test was made of each car, under the direction of Fred A. Buchtel, chairman of the public service commission, and Fred A. Rasch, examiner and engineer for the commission.

Each arrived on May 10 at 9 o'clock, and came about two hours after the accident. Four hours after the wreck happened, both cars showed practically full air pressure.

Points on the rails where the brakes were applied were measured, and the wheels examined carefully. The wheels of both cars showed deeply burned marks where the brakes had been applied.

The official inquiry of the public service commission and the Southern Pacific railroad will be held at 9 o'clock Tuesday morning, according to an announcement by officials.

Coroner Earl Smith will hold an inquest Tuesday night at 8:30 o'clock at the courthouse.

Police hunted and searched the Kelly Butte hill the greater part of the night for Miss May Englestad, 20, who left her home at 511 Clay street Sunday to pick flowers. At daylight the police gave up the search and advised the parents to get in touch with her friends. About 9 a. m. the police were informed that Miss Englestad had appeared at her working place. Nothing was learned as to where she spent the night.

DEAD AND INJURED

THE DEAD

Mrs. Grace G. Arundell and son, Robert G. Arundell, wife and son of C. R. Arundell, special agent United States land office, 616 Postoffice building.

J. F. Peebler, engineer for Southern Pacific, riding as passenger, 204 Rose street.

Mrs. C. A. Crooks, Hillsdale.

Fleuret Dosch Josselyn, aged 6, 308 North Twenty-third street.

Newton Hoover, employee of S. P., Beaverton.

Silas K. Willett, 968 East Kelly street, engineer of incoming train.

Miss Ina L. Hatch, Hillsdale.

MAY DIE

Clarence R. Smith, 393 Eugene street, brakeman No. 107. In semi-conscious condition. Fractured skull, possible internal injuries, lacerated shoulder.

SERIOUSLY INJURED

Miss Camille Dosch, Hillsdale, compound fracture of left leg, fracture of right leg, bruised chest and back, fractured collar bone, 3 deep scalp wounds; condition critical.

Clarence R. Smith, 393 Eugene street, brakeman No. 107, possibly fractured skull, badly lacerated head; condition critical.

Florence Hatch, Hillsdale, fractured left leg, badly shocked; unconscious.

Mrs. Charles Allen, Beaverton, head and back bruised, possibly rib fracture, badly shocked.

Homer Allen, 10, Beaverton, possibly fractured skull, fractured left arm, badly shocked.

Mrs. Emma Johnson, Aloha.

Mrs. S. H. Spranger, Beaverton, teeth knocked out; Austin Pharis, Beaverton, cut head and chest.

(Continued on Page Two, Column Five)

BRAKEMAN IS IN SERIOUS CONDITION

In a critical condition at Good Samaritan hospital, Clarence R. Smith, 393 Eugene street, a brakeman, may be the ninth victim in the toll of dead from the head-on collision.

Smith is suffering from a fractured skull, possible internal injuries and a badly lacerated body.

Severe injuries suffered severe injuries at Good Samaritan hospital and 59 others, with injuries of various natures, are at hospitals or at their homes.

Miss Camille Dosch, society editor of the Oregonian, who was among the most seriously injured, showed no change in condition late this afternoon.

A tangled mass of steel, glass and wood is all that remains to tell the story of the most serious railroad accident in Oregon's recent history.

Traveling at high rates of speed, the two red car electric trains—one an outbound Corvallis passenger, No. 107, and the other an inbound Forest Grove local, No. 124—collided with terrific impact just after the outbound train had rounded a curve and was about to climb a high bluff immediately east of Bertha station.

With orders to meet on the double track at Bertha at 10:22 a. m., Silas K. Willett, engineer on the inbound train, apparently proceeded from New York Key West for possible duty off Mexico.

Secretary Daniels later announced that three more destroyers had left New York harbor today for Key West to augment the naval forces being held there for possible dispatch to Mexico.

He also announced that the United States cruiser Dolphin, which was en route from New Orleans for Vera Cruz, had been ordered to Tampico.

U. S. Sacramento Arrives
Houston, Texas, May 10.—(U. P.)—The U. S. Sacramento has arrived off Tampico, a radiogram to the revolutionaries declared today. The message declared Tampico had been captured by revolutionaries without fighting. The situation was reported quiet.

Gonzales Occupies City
Mexico City, May 8.—(Delayed.)—(U. P.)—Gonzales occupied the city in the capital this afternoon when revolutionaries occupied the city. There was perfect order.

Japanese Troops Move Is Secrecy
London, May 10.—(I. N. S.)—Three divisions of Japanese soldiers in mufti (civilian dress) have left Tokyo for Manchuria, said a news agency dispatch from Peking today, quoting advice received in that city from Harbin. The dispatch added that shipments of arms are being sent secretly from Japan daily.

Sentenced to Jail For Stealing Wool
Harry Shulman, one of the six men indicted for the theft of government-owned wool from the warehouse of Theodore Bernheim & Co., Thirteenth and Irving streets, last summer, was sentenced to six months in the county jail by Judge Bean in federal court today.

Shulman entered a plea of guilty last week, as his trial was about to commence. Harry Shulman, who stood trial, was convicted, two others being acquitted. Motion for a new trial in the Nudelman case is pending.

Lodge to Preside at Chicago Convention
Chicago, May 10.—(U. P.)—Senator Henry Cabot Lodge will deliver the keynote address at the Republican national convention here in June. The leader of the treaty reservationists was selected temporary chairman of the convention today by the committee on arrangements.

CARRANZA IS REPORTED AS ASSASSINATED

Former President of Mexico and His Son-in-Law Said to Have Been Murdered by Supposedly Loyal Members of Bodyguard.

Houston, Texas, May 10.—(I. N. S.)—Tampico is in the hands of the Obregon forces.

Agua Prieta, Mexico, May 10.—(I. N. S.)—President Venustiano Carranza and his son-in-law, General Candido Aguilera, have been assassinated, according to an unconfirmed report reaching here over the military telegraph from the capital at Hermosillo. The message states Carranza's picked bodyguard of supposedly loyal men, under command of General Aguilar, during the night, declared for the revolution, the double killing following immediately thereafter.

STATE DEPARTMENT FRAMING NEW POLICY FOR MEXICO

Washington, May 10.—(U. P.)—The state department today was confronted with framing a new Mexican policy, following overthrow of Carranza and seizure of Mexico City by revolutionaries.

Secretary Colby was first to take steps to protect American interests in Mexico. It is considered likely that President Wilson may call a cabinet meeting this week to consider what course the United States shall take.

This government, for the present, will not accord recognition to any Mexican faction which may attempt to take charge of the federal government, it is understood.

DEVELOPMENT OF MEXICAN OIL FIELDS HELD URGENT

Washington, May 10.—(I. N. S.)—Development of the oil industry in Mexico and freedom of action for American oil men in that country was advocated as a "national necessity for the United States" today by former Secretary of the Interior Franklin K. Lane, before the senate sub-committee investigating Mexican affairs.

"England has long seen the power of oil and has restricted its production in British territory to subjects of Great Britain," Lane told the committee.

NEW MEXICAN REGIME GOING FROM EL PASO TO CAPITAL

El Paso, Texas, May 10.—(U. P.)—Officers to take charge of the new Mexican government began leaving here for Mexico City today.

General Antonio L. Villarreal, military chief of Nuevo Leon and Coahuila; General Francisco S. Serrano, chief of staff, and General Urbalejo, Yaqui chief, were among those departing.

Before fleeing Mexico City, General Murguía committed wholesale slaughter of political prisoners in Santiago military prison, according to advices here.

3 MORE DESTROYERS AND BATTLESHIP SENT SOUTH

Washington, May 10.—(U. P.)—The U. S. battleship Oklahoma today was ordered by Secretary of the Navy Daniels to proceed from New York Key West for possible duty off Mexico.

Secretary Daniels later announced that three more destroyers had left New York harbor today for Key West to augment the naval forces being held there for possible dispatch to Mexico.

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Transport With Pershing Aground
Washington, May 10.—(I. N. S.)—The army transport Northern Pacific, with General Pershing on board, ran aground at the entrance of the harbor of San Juan, Porto Rico, the war department announced this afternoon. The vessel is not reported to be in immediate danger.

Wilson's Letter Reiterates View On Treaty, Local Application Silly

Washington, May 10.—(WASHINGTON BUREAU OF THE JOURNAL.)—President Wilson's letter to G. E. Hamaker at Portland was a leading topic of comment today in political circles, being considered as a reiteration of views the president has often expressed as to the policy the Democratic party should pursue in the coming campaign.

Study of the president's letter convinces Democratic leaders that its purpose is to bring to notice once more as delegates to the San Francisco convention are elected, what he believes the party should do.

No one here knows Hamaker, outside the Oregon colony, and it is understood the president was entirely in the dark as to Hamaker except as to his official position as chairman of the Multnomah central committee. The president's letter is therefore regarded as an expression of national policy, and has nothing to do with the Oregon political situation, the president being unaware of the factional fight in which Hamaker is engaged.

Senator Chamberlain had no statement to make today.

It is understood that the fact that the president's letter has a local setting is merely incidental, the purpose being to again present the president's views to the country at large.

Chamberlain's position in the treaty fight, as is well known to everyone here, was in support of the treaty without reservations, and when that failed, to support interpretive reservations. When these also failed he took the view urged by W. J. Bryan, that the treaty should be ratified anyway, which was the position taken by Senator Walsh of Montana and other staunch friends of the president when the final vote was taken.

LEAGUE VITAL CAMPAIGN ISSUE, DECLARES WILSON
(By United News)

Washington, May 10.—President Wilson wants the League of Nations, as he brought it back from Paris, to be the principal issue of the 1920 political campaign.

He called on the Democratic party, of which he is the leader, at once to proclaim itself in favor of the League.

(Continued on Page Three, Column One)

LIFE SENTENCE IS BLUEBEARD'S FATE

By W. Boyd Gatewood
Los Angeles, May 10.—(I. N. S.)—"Bluebeard" Harvey, multi-wife murderer and arch-criminal of the age, was sentenced today to serve the rest of his life in prison.

The death penalty was not imposed because of the previous pledge of immunity granted to "Bluebeard" as the price for a full confession of his many crimes.

The murderer was sentenced for the killing of Nina Lee Delaney, whose mummified body he disclosed in a lonely grave at Coyote Wells, Cal., several days ago.

"Bluebeard" received the sentence while seated. He was too weak to stand. His face was as pale as death, fingers intertwined in his hair, he incessantly. His head was kept down during the entire sentence.

During the procedure previous to the actual imposition of sentence it was disclosed that "Bluebeard" had confessed eight "wife" murders in all. The names of the three victims of the arch-fiend which had not been revealed heretofore are:

Marie Austin of Calgary, Canada, whom Harvey, alias Watson, beat to death with a rock, burying the body in Lake Coeur d'Alene, Idaho.

Eleanor Fraser of Calgary, drowned in Spokane falls, Spokane, Wash.

Agnes Wilson of Alberta, Canada, drowned in Lake Washington, Seattle.

Carl Wonne Falls 50 Feet in Gorge, But Is Uninjured

After falling over the precipice at the head of Oneonta gorge 50 feet to the bottom of the canyon Sunday, Carl Wonne, 161 East Fifteenth street, is today recovering from nothing more serious than a scalp cut.

Wonne, while on the weekly hike of the Portland Social Turn Verein, had climbed to the top of the falls, when he missed his footing and plunged over the cliff 50 feet, landing safely in a deep pool of water between two huge boulders.

G. O. P. Compromises On Soldiers' Bonus

Washington, May 10.—(I. N. S.)—Chairman Fordney of the house ways and means committee announced that a compromise among Republican members had been reached on a soldier bonus providing for \$1 a day cash bonus for service men that did not go abroad, and \$1.25 per day for those who went overseas beyond 60 days service.

Vancouver Registrar Of Lands Reappointed

Washington, May 10.—(U. P.)—President Wilson today sent the following nominations to the senate: To be registrar of land offices: Joseph Oker, Helena, Mont. (reappointment), and Henry Alexander Porter of Vancouver, Wash. (reappointment).

GASOLINE BAN LIKELY TO HIT PEASANT CAR

Standard Oil Seriously Considering Shutting Off Supply to Meet Industrial Needs; Gravity Test Law Works Hardship.

There is grave possibility that no gasoline will be sold to owners of pleasure cars in Oregon by the Standard Oil company, starting within the next few days, and covering a period of a month or more.

Such was the statement by Frank R. Chapman, assistant district sales manager of the company which supplies 75 per cent of the needs of the state, in a conference of state and city officials this morning called by State Treasurer Hoff to discuss measures for relief of the acute gasoline shortage.

W. A. Dalziel, deputy sealer of weights and measures, represented Hoff at the conference, which was attended by Acting Mayor Bigelow, Deputy City Attorney Tomlinson, Julius L. Meier and oil company representatives.

RELIEF MEASURE SOUGHT
Dalziel will confer with Hoff this afternoon to determine what relief measures can be afforded. In the face of the emergency and in aid of the general public, Dalziel asserted that a temporary suspension of arrests for violation of the state gasoline gravity test law might be agreed upon. No authority to suspend the law is vested in state officials, and if suspension of arrests is agreed upon Dalziel said he might be open to impeachment. He expressed willingness to take his chances in face of the emergency confronting the public.

No more gasoline may come in by suspension of the law, say the oil companies, but certainly less will be forthcoming if the law remains, they continue. California, Washington, Arizona and many bordering states are sorely in need of gasoline and the companies say in the emergency they will supply them first, owing to less stringent requirements.

COAST SHORTAGE HEAVY
"The Pacific coast is short 100,000,000 gallons of gasoline," said Vice President Hayes of the Union Oil company, who is here from San Francisco. "Unless drastic and stringent conservation measures are practiced by all, the prospect that no gasoline will be available for pleasure cars on the coast during the summer months."

The possible refusal of gasoline to pleasure cars by the Standard within a week, was the subject of discussion.

(Continued on Page Three, Column Four)

WOODMERE SEEKS CAR RIDERS' RELIEF

An appeal to all car riders of the city to aid in passage of the three measures on the May election ballot providing for removal of biased charges against the Portland Railway, Light & Power company but ultimately paid by riders is to be made by the Woodmere Community club. The action was decided upon at a meeting of the executive committee of the club yesterday afternoon.

"The fight to relieve the 150,000 or more car riders of Portland of the unjust burden of bearing the whole cost of maintaining and operating the city's street railway system was initiated by the Woodmere Community club."

OPPOSITION IS EXPECTED
"The action is with the full knowledge of the character and source of the opposition that is certain to be encountered," is the statement authorized by the committee and signed by H. T. Blakeslee, president; George F. Douglas, secretary, and L. L. Levings, chairman of the executive committee of the club.

The success of our appeal to the public service commission to deny the application of the Portland Railway, Light & Power company for an increase in streetcar fares and to relieve the car rider from the system of double taxation to which he has been subjected for years has brought this opposition prominently to the front.

Unless the car riders now come to our assistance and pass these remedial measures, they as well as we must continue to pay toll for crossing the bridges that are free to all except car riders, must continue to pay \$25,000 per year for the free ride of certain classes of city employees, must pay for paving a portion of the streets that are miles away from our homes, and must continue to pay for the maintenance of the portions of streets as paved.

WAGE-EARNERS APPEAL
"We are a small community made up of wage-earners, who have no other means of opposing the vested interests that profit at our expense than an appeal to all other residential communities for aid in the common cause. This appeal we propose to make."

The three measures provide that the general public shall pay the cost of repair and reconstruction of pavement and for new pavement between the tracks except such work as is made necessary by the existence of the car tracks. In addition, they amend the city charter so that the unjust portion of bridge rentals, cost of free rides, and franchise and license fees are removed. The money for the latter charges is collected by the company from the riders in car fare and turned over to the city to defray the cost of municipal government.