

SCORES RUSH TO ASSIST VICTIMS; CROWDS INTERFERE

Curiosity seekers by the thousands were drawn to the wreckage of the Southern Pacific electric trains at Bertha station Sunday morning only after courageous volunteers from the countryside and Portland doctors and nurses had attended the injured and removed those in critical condition to the hospitals.

From near-by farmhouses to which the roar of the collision echoed came men and women to lend early aid in relieving the suffering of the injured. Armed with water, stripped sheets and salves, these people were the first on the ground and their prompt work was highly effective.

PORTLAND AID RUSHED

Hastily organized from police headquarters, a group of Portland doctors and nurses were at the wreck less than an hour after it occurred.

Dr. Chris Liscum, who lives near Bertha station, was the first physician on the ground. A very short time after the news of the wreck was telephoned to police headquarters by Mrs. Fred Drynan, who lives near the scene of the crash, Dr. George Parrish, city physician, and all available members of his staff, rushed to the place. The staff included Dr. John Abie, R. W. Simple, Harry Blair, Sheuster, James Walsh and former City Physician Ziegler.

A special relief car dispatched as soon as possible after the wreck carried a corps of doctors and nurses hastily recruited down town. They responded splendidly to the demands made upon them, and for the most part—as in the case of Dr. R. R. Hamilton of Portland—returned to the city with their automobiles burdened with the less seriously injured.

FIRST AID IS GIVEN

Volunteer nurses and doctors established their impromptu operating rooms on the hill east of the wreck and there treated in first-aid style the cut and bruised faces and bodies of the wreck victims.

The dead, with the exception of Engineer Willetts, whose body was crumpled in the wreckage like a tin can, were placed at the side of the track and deputy sheriffs and police watched over them until they were removed more than an hour after the wreck to the city morgue by Coroner Earl Smith and his chief deputy, Leo Goetsch.

Every automobile ambulance in the city was called into service to remove the most seriously injured to Portland hospitals. They raced back and forth to their task in splendid service and had the chief part of their work completed before crowds attracted from Portland by news of the tragedy arrived to interfere with the work.

BRAKEMAN IS IN SERIOUS CONDITION

(Continued From Page One)

The written orders that had been handed to his train crew were through Bertha without slackening the speed of his train. The outbound train, driven by Engineer R. A. Bland, speeding toward Bertha, simply by orders to pass Willetts' train, had not yet reached the siding.

VISION WAS CUT OFF

Vision cut off by the high bluff east of the track which at that point rounds a sweeping curve, neither engineer could see the other until their trains were too close to avoid collision.

The eight dead were passengers on the inbound train, driven by Willetts, who is held culpable for the tragedy in early investigations. Willetts was instantly killed, crushed almost beyond recognition in the debris of the crash. Other victims, including two small children and three women, were passengers in the leading car of the outbound train. All sat well forward in the car, close to the vestibule, which was raked and shattered by the force of the impact.

When the trains struck each other passengers in all cars of both trains were hurled from their seats and steel of the cars and wooden finishings together with window glass, was shattered down about them.

ENGINEER'S BODY FAST

Early rescuers were unable to remove the body of Silas K. Willetts, engineer of the incoming train, pinned against a telephone post. The post was splintered from the force of the blow, the lower part holding the two wrecked coaches on the track, the upper part leaning over the mass of debris.

The part of the track where the two trains met skirts a low thickly wooded hill, making a slow, sweeping curve.

On one side the track is 15 feet from the edge of a deep ravine. The incoming train left the track completely, both of the forward coaches being held in a semi-upright position by the splintered telephone post.

ON WAY TO CHURCH

"I was on my way to Portland to attend services at Masters' church, where I sing in the choir," said Elsie Perry, daughter of John Perry of Hillsdale.

"All I can remember is pitching forward on my head just as the crash came. "Our train must have been going about 40 miles an hour," said W. E. Wright, a farmer of Hillsboro, who escaped with only slight injuries in spite of the fact that he was in the forward car of the inbound train, only a few seats from the front.

"Some of the people on the train seem to have been trying to race the Hillsboro jitney buses. Both trains were going at a furious speed when the crash came.

TRIED TO BREAK WINDOW

"I was shot through Bertha at high speed without slowing up even. Only a little way beyond Bertha the air brakes were applied suddenly, and before I had time to brace myself there was a terrific crash. I was hurled into the seat in front of me.

"Most of the dead were pinned up just in front of me. It was a horrible scene, with women screaming and children crying and the injured moaning. "Many people were thrown entirely over my head, landing in a struggling mass, some of them with great difficulty that I finally managed to get out of the mass of struggling women, children and men.

"I was trying to attempt to break a window, but I couldn't. The car was so badly tilted it looked like it would turn over, so I made my way out by the door.

JUST PAYING FARE

"Two women died before I could get them out of the place.

"The only thing that saved any of us was the fact that the cars were crowded with people. If they had been made of wood not a soul would have escaped. I don't know how on earth I escaped. Persons were killed near me, and many behind me, but I was saved.

Mrs. Clara McEwen was just paying her fare, having handed the conductor a \$10 bill, she said.

HURLED DOWN AISLE

Andrew Kidd, 856 East Thirty-second street, who was hurled 12 feet through the aisle of the second coach of the outgoing train, said he had been thrown so soon after the brakes were applied that he no longer realized an impending collision.

Mrs. Kidd was sitting next to the wrecked girl, and she had been reading a newspaper. When the brakes were put on swiftly we were pitched slightly forward and then before we knew it we were thrown down on our faces. Mrs. Kidd's face struck the seat ahead and I was thrown down the aisle on my face and chest. We were dazed for a moment, and the incoming train must have been making fast time, as we didn't seem to be going very fast.

"The first we knew of the fearfulness of the collision was when we saw the beckonings and expressions on the faces of those who stepped from the car to view the wreck.

The heaviest damage was done to the front of the inbound train, the heavy steel frame of the outbound car, with much of its roof and side structure of the inbound car for nearly half its distance. Only a few feet of the front end of the outbound car was crushed.

Considerable work with the oxy-acetylene flame had to be done before the mass could be separated.

HEARS TRAINS COLLIDE

A graphic description of what occurred immediately after the wreck was given by F. R. Dryman, proprietor of a chicken ranch on the hill overlooking the fatal curve from the south, who was the first man at the scene following the crash, and who helped carry from the Portland State general land office in Portland, left his wife and child and went back to the smoker, which usually is at the head of the train.

He returned a moment later, after the crash had occurred, to carry the body of his wife and son from the splintered wreckage.

Grief overcame even tears and, speechless, the bereaved father stood and stared at his wife and child.

The Arundell family had been living at the home of Mr. and Mrs. W. R. Cox at Doseh station while the Cox family was absent on a southern trip. The owners had just returned and Mr. and Mrs. Arundell were en route to Portland to seek a house.

Mrs. Arundell, who with her son was sitting well toward the front car of the inbound train when she was instantly killed, was a native of Vermont, having spent many years at St. Johnsbury, in that state. The family had been in Portland for several years.

TRAGEDY OVERCOMES FATHER WHO IS STRUCK SPEECHLESS

One of the most pitiful features of the Sunday morning tragedy at Bertha station was the death of Mrs. Grace C. Arundell and her 4-year-old son, Robert, residents temporarily at Doseh station.

The Arundell family had just boarded the inbound train and had been seated when the husband and father, C. R. Arundell, special agent of the United States general land office in Portland, left his wife and child and went back to the smoker, which usually is at the head of the train.

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PASSENGER ESCAPES INJURY IN A MIRACULOUS MANNER

C. O. Broderick, passenger of the inbound death train in Sunday morning's fatal wreck at Bertha station, and slightly injured in the smash-up, escaped serious injury almost miraculously, his chief suffering being the loss of a gold watch.

Broderick had just pulled his watch from his pocket and noted the time, 10:24 a. m., when the emergency brakes were applied on his train, the resulting sound smashing telegraphed the car in which he was riding. He has not seen the watch since. It was torn from his chain and disappeared in the wreckage.

Broderick forgot all else when he joined with other slightly injured passengers in the first relief work at the scene of the tragedy. The injured were augmented by help from surrounding farms and did valuable work before the first group of helpers arrived from Portland.

TRAIN ORDER PLAN USED IN OPERATION OF RED CARS

Trains on the "Red Electric," with the exception of the portion of block system from Portland to Forest Grove, are operated on the "train order" system. Austin Pharis, conductor of train 124, had received his train orders before leaving Reedville and had transmitted them to the engineer, according to his own statement this morning.

The cars involved in the accident were all built prior to July 1, 1915, on the Red Electric service, which was inaugurated and all were built at the same shops, so that railroad officials could see no reason why the telescoping of the cars was to be blamed on inferior workmanship.

"The crash was so terrific that something had to give away," said one of the officials this morning.

WRECK IS WORST IN ANNALS OF RAILROADING IN OREGON

For the first time in the history of Oregon's electric railways a fatal wreck has marred their records. The crash—

SOME OF VICTIMS OF SUNDAY CRASH

injured proceeded just as quickly as possible.

WOMAN QUICK WITNESS

In the meantime Mrs. Dryman, seeing what had occurred from her front porch, telephoned the Southern Pacific company. She was the first to notify of this in Portland that a catastrophe had occurred. Immediately afterwards she notified the police, and asked that ambulances and physicians be sent to the scene.

The ambulances reached the wreck in 20 minutes, Mrs. Dryman said. Many of those slightly injured went to the dry house in Portland, where a catastrophe had occurred. Immediately afterwards she notified the police, and asked that ambulances and physicians be sent to the scene.

The seriously injured were laid on the embankment along the wreck, and later had to be carried across the steep ravine and up the hill to the road in front of the Dryman house to the ambulances.

BODY IN FULL VIEW

Service on the Southern Pacific electric lines was restored at Bertha station, where the collision occurred, by 9 o'clock Sunday night. None of the track was damaged, and all of the wreckage of the trains was cleared away and the power wires replaced, traffic was resumed.

The Southern Pacific wrecker from Brooklyn was called and began clearing the way about 1 o'clock. There was considerable delay due to the efforts made to get out the frightfully mangled body of Engineer Willetts.

Apparently thrown from his own station in the cab of the eastbound car, he was impaled in the chest by a mass of tangled steel that remained on the end of the forward car of the west bound train. High in the air the body was fully in view of the thousands of horrified spectators who flocked to the scene, and when Coroner Smith arrived he caused it to be covered with a canvas.

WATCH CRYSTAL BROKE

The body was finally released after the wrecker had succeeded, by using all of its power, in dragging the locked coaches apart. So tenaciously were they dragged, however, that the two were dragged for a considerable distance before separating. At 3:05 o'clock in the afternoon Willetts' body dropped to the ground and was taken to the morgue.

His watch, with only the crystal broken, was found in his clothing. It had stopped at 10:32. His glasses, in a leather case, were pushed to powder.

Afterward the work of clearing up the wreck proceeded rapidly. The death car of the inbound train was lifted from its tracks by the giant crane and thrown to one side of the tracks. The trucks were lifted from the rails and the derrick then proceeded to the other car.

WIRES DISCONNECTED

This had been lifted bodily by the impact and thrown to the south against a trolley wire pole. Its front trucks were under the rear end of the coach.

Within an hour what was left of this car was on trucks and on the rails again. The wreckers now moved back to the scene and soon after 8 o'clock it had been turned up again. During the night the cars were taken to the repair shops at Beaverton.

Work of the wreckers was made dangerous by the trolley wires. Linemen first disconnected these from the guys over the point of collision and they were dragged over and supported by ropes from the trees in the grove to the north.

ROADS CONGESTED

Thousands of people were at the scene of the wreck in the afternoon, and it was all that a large force of deputies under Chief Deputy Sheriff Christofferson could do to keep them from getting on the right of way.

Terrillinger boulevard was the popular route of approach by automobile and early in the afternoon the stream of machines was becoming a clogging one, the other as closely as they could be driven.

Serious congestion developed at the road forks at Bertha where the Forest Grove-Beaverton road crosses the Seaside west side road joins the boulevard. Traffic officers were stationed there, but the diverging lines quickly grew into an inextricable tangle in which for many minutes at a time not a machine moved.

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Red Cross Worker Is One of First on Hand to Aid Victims

In the pandemonium which immediately followed the wreck, Walter James, 1204 Third street, Hillsdale, a member of the American Red Cross first aid, was at work almost before the shattered cars had settled back on the track. He was at his home only a short distance from the curve where the trains crashed together. Rushing to the scene, he worked for hours, helping get the killed and injured out of the debris.

James was assisted by William Denley, Multnomah, who was the first man, and C. O. Broderick, one of the passengers.

Six physicians from the city health bureau, Drs. George Parrish, John Abie, James Walsh, R. W. Simple, Harry Blair and Schuster, were in attendance 25 minutes after the wreck.

DEAD AND INJURED

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All the above injured are at Good Samaritan hospital.

DISCHARGED AT HOSPITAL

AFTER TREATMENT FOR SLIGHT INJURIES

Miss Rinaldo Cameron, Hillsboro; Mrs. Sophie E. King, 937 Commercial street; M. Gerek, 815 Calvert street; W. H. Fish, 748 Reed street; Belle Camoghe, Warrenton; E. DeWert, 783 Northrup street; Helen M. Flink, 815 Calvert street, ankles broken; Mrs. Emil Peterson, Hillsdale; W. A. Rangle, Deep River, Wash.; Mrs. Ella R. Spaulding, 1128 Hawthorne avenue; C. A. Watson, Victor rooming house, head cut, right arm broken; W. J. Thompson, 546 East Tenth street; A. M. Cameron, Hillsdale; Mrs. W. E. Cameron, Hillsdale; William Ferguson, 1526 Oatmen street.

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Mrs. Clara McEwen, Beaverton, cut lip; E. Patenaude, Goodnough building.

REPORTED TO CLAIM AGENT OF S. P.—EXTENT OF INJURIES SLIGHT

W. L. Heinrich, 248 East Fifth street; R. C. Fordney, Mrs. R. C. Fordney, Rexford apartments; C. B. Negstod, 250 Russell street, Portland; M. Wilson, 230 Wall street; J. E. Welch, 146 East Wall street; J. R. Carter, Todd apartments; C. E. Webb; Claude Cole, 4312 Forty-sixth street southeast; Paul Feldman, 1239 Wilbur street; A. E. Dillon, 1801 Drummond street; Mrs. A. E. Jones, Beaverton, injured about mouth; Joseph Dino, Beaverton, side injured; Miss Boyle, 251 Bancroft street, eye cut; O. P. Merritt, 369 1/2 Front street, bruised jaw; Oliver Pettigrew, Valley hotel, right leg hurt; R. C. Loman, Huber, Or., teeth knocked out; Robert Brunke, Hillsdale, right cheek cut; Mrs. E. Peterson, Hillsdale, nose broken; Mrs. L. J. Foster, Reedville, bruised; C. O. Broderick, Cherry Grove, slight cuts; R. M. Chimm, 311 Seventeenth street, face cut; C. E. Cobb, 252 East Fifty-fifth street, bruised; Violet Sprancer, Beaverton, cut and bruised; J. H. Misenheimer, 8021 Seventy-second street southeast, nose broken; Mrs. Jessie Mitchellson, 603 Fifth street, teeth knocked out, back sprained; J. B. Jarvey, Aloha, face and legs cut; Myrtle Paist, 407 Hall street, right knee hurt; Charles Jones, Beaverton, shoulder hurt; Millie Jones, Beaverton, teeth knocked out; Mrs. Andrew Kidd, 856 East Thirty-second street, teeth knocked out; Mrs. O. M. Wilson, 230 West Watt street, bruised; Lavina McEwan; McLellan, 594 E. Sixth street, face cut; W. A. Moss, shoulder sprained; George O'Conner, brakeman No. 107, leg bruised; Elsie Perry, Hillsdale, broken nose; Eliza Sandey, Shattuck, bruised; Margaret Stender, Shattuck, nose broken; Joe Seple; B. F. Walter, 212 East Twenty-eighth street; E. J. Wilkinson, 463 Marguerite avenue, face cut; W. E. Wright, Hillsboro; Mrs. Marshall, Wheeloid Annex; Viola Ashenbrenner; W. J. Ruff, 351 Stanton street, eye cut; Mrs. M. J. Armstrong, 700 Elliott avenue, throat and shoulder injured; Lillie Conlogue, Warren; C. S. Daggett, Tillamook, chin hurt; Frank S. Grant, Portland, left arm sprained; J. Headley, 148 1/2 Killingsworth avenue; Frank Kemp, Southern Pacific carpenter, bruised; Harold Johnson, 171 Morris street, broken nose; S. H. Josy, 5567 Ninety-fourth S. E., body bruised; Opal Larson, 424 East Allyn, eye hurt; Thelma Larson, 424 East Allyn, eye hurt; William Larson, teeth knocked out; Louie Wu, Flanders and Fourth streets, bruised; Frank Losier, Hillsdale; Dr. and Mrs. Albert B. Stiles; W. J. Swanson, West Timber; Mrs. W. J. Swanson.

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All the available deputy sheriffs were sent at once to the wreck to assist in caring for the victims and keep the crowd under control. They were on hand within 25 minutes after the crash, Sheriff Hurlbert reported.

FUNERAL PLANS ARE MADE FOR THREE WRECK VICTIMS

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Arrangements for the other funerals have not been announced.

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AMENDMENT AIMS TO DOUBLE ROAD BOND LIMITATION

Nine propositions, five proposed amendments to the state constitution and four proposed proposals, have been submitted by the special session of the legislature for approval or rejection by the voters of Oregon at the special election to be held May 31. For the information of the voters the Journal will present a brief and concise statement of the purpose and intent of these various proposals, one at a time until the entire list has been covered, taking them in the order in which they will appear upon the official ballot.

"Limitation of 4 per cent state indebtedness for permanent roads," is the ballot title of the second proposed constitutional amendment to appear on the ballot at the special election of May 31. Currently it is known as the "4 per cent road amendment" and provides, in brief, that the state may authorize and issue its bonds for the construction of permanent state roads up to, but not in excess of, 4 per cent of the assessed valuation of the taxable property of the state.