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CAR ON THE NORTH SHORE RAILROAD CONTAINING MOURNERS RETURNING FROM A FUNERAL IS DRAGGED FROM TRESTLE BY ENGINE TENDER AND TWO ARE KILLED AND SCORE INJURED

Judge Angelotti Is Seriously Hurt.

Injured Physician Gives Advice.

Point Reyes Homes Are Opened.

THE wreck which occurred yesterday afternoon on the North Shore Road, near Point Reyes, was undoubtedly the worst in its history. A passenger coach containing thirty-one people, men, women and children, plunged over a trestle and two were crushed to death and twenty-three or twenty-four were injured, some of them so seriously that they may die.

The accident occurred on a sharp "S" curve about a mile and a half this side of Point Reyes, on a piece of track that has always been considered dangerous by railway men. The engine and one passenger coach were returning from the funeral of Warren Dutton at Tomales. Three carloads of mourners had been carried to the place of interment, numbering among them some of the most prominent people of San Francisco and Marin County. After the burial some of those attending wished to return home, while the majority desired to spend the remainder of the afternoon in the country. For that reason the train was split into two sections and one coach was sent back filled with people.

Engineer Orth was at the throttle and his fireman was George Sheets. This was Orth's second trip over the road, and Sheets says he was watching out for him. As the curve was reached the engine was going at a high rate of speed. Of this there can be no doubt. Eyewitnesses to the wreck say that for 500 feet before the coach left the track the train appeared to be skimming along with only the inside wheels on the track. C. D. Gale, a railroad man, who was among the injured, said that the train was going at least forty miles an hour at the time of the accident.

DRIVERS LEAVE TRACK.

As the engine struck the curve the drivers left the track, but the other trucks held tenaciously to the iron strips, thus holding the locomotive on the embankment, which probably averted a further horror from fire and explosion.

The tender left the track, followed by the coach, and both plunged over the trestle that forms the center of the curve. They seemed to turn completely over, according to the ideas of the passengers, and the coach landed squarely on its top, crushing the woodwork and glass into an indescribable mass. So badly was everything crushed that only a few passengers were able to extricate themselves without assistance.

Cries of agony arose from the penned-up people in the coach. There were dead among them and dying, and some whose agony from their injuries made them pray for death. Children with cut and bruised bodies reached out helpless hands for the sheltering touch of their mothers, husbands grasped feebly for their wives and agonized cries arose on all sides.

Fortunately there was a party of campers who had pitched their tents just below where the wreck occurred. This party comprised three men and three women, kindly, heroic and able. Immediately after the accident occurred they set to work with their camp axes and hatchets to free the imprisoned victims, and worked with such will, men and women both, that in a few minutes all had been dragged from the wreck or were enabled to make their way out. As soon as one was freed he turned with a will, despite injuries, and helped to liberate his less fortunate fellow travelers. The members of the camping party were soaked in blood from head to foot as a result of their exertions.

CADETS AID INJURED.

A party of Oakland youths known as the First Congregational Church Cadets, under command of Captain Stillwell, were quartered at Camp Pardee, not far from the scene of the wreck, and as soon as they heard of it they hastened to the scene. Dr. Dudley Fulton of Oakland, who had accompanied the boys as surgeon on their trip, improvised a hospital corps from among the eager cadets and worked with such will, men and women both, that in a few minutes all had been dragged from the wreck or were enabled to make their way out. As soon as one was freed he turned with a will, despite injuries, and helped to liberate his less fortunate fellow travelers. The members of the camping party were soaked in blood from head to foot as a result of their exertions.

FIREMAN BLAMES INEXPERIENCE FOR THE CATASTROPHE

Fireman Sheets is perhaps in the best position to state the cause of the dreadful accident. He slipped from the cab of the locomotive when the tender parted from it and fell to the trestle. He was not seriously injured, though badly shaken up. As Fireman Sheets stood viewing the dreadful scene he had something to say. What he said throws the direct blame on the company in permitting an inexperienced engineer to handle a train bearing so many lives. According to Sheets it was Ord's first trip over the road. He may have been a good enough driver, but he knew absolutely nothing of the lay of the land, of the presence of grades or of the speed to be attained while covering certain grounds.

All the way down Sheets stood behind the engineer, directing as best he could of the points of safety and of the points of danger. But the man at the throttle controls the train and the fireman could do but little in regulating speed. When the crash came the speed was too great for the sharpness of the curve and the tender and the car left the track. Sheets says that Ord applied their brakes, but probably too late.

E. S. TUCKER'S SPINE INJURED AND RIBS MAY BE FRACTURED

E. S. Tucker's injuries consisted mainly of an injured spine, although it is believed that several of his ribs on the right side are fractured. His wife was badly shaken up in the accident and is suffering from a severe attack of nervous prostration. The couple were removed from the train to



was done for their comfort until the arrival of the special train from Sausalito with doctors and nurses.

PHYSICIANS ARRIVE.

The corps of physicians which arrived on the scene worked with amazing rapidity, but it was nearly two hours before the injured were in such shape that they could be moved. Then two coaches were secured, and with an abundance of pillows and quilts, to make them as easy as possible, they were taken to Sausalito. At San Anselmo the train was met by Coroner Sawyer of San Rafael and a jury, who viewed the bodies of those who had been killed, and the train then proceeded to Sausalito. Associate Justice Angelotti, Dr. Wickman and James Tunstead were sent directly to San Rafael. Miss Angelotti, who had a remarkably narrow escape and received only a cut hand, accompanied her father.

Judge Thomas J. Lennon was reported among those injured, but the report could not be verified up to an early hour this morning.

SCENE OF WRECK, AND AGED SAN FRANCISCAN WHO WAS KILLED.

their home in Sausalito in an express wagon, the only available vehicle in town for the purpose.

DEATH OF M. KIRK REMOVES WIDELY KNOWN RESIDENT

Michael Kirk was widely known in Central California, where he had lived for many years. Until about two years ago he was engaged in farming in Marin County, and, having gathered together a good-sized fortune, he moved with his wife and younger children to this city to enjoy the rest of his life in comfort. The son of the unfortunate man is Joseph Kirk, attorney for the San Francisco Board of Trade, and one of his daughters is Sister Superior de Sales of the Dominican Convent in San Rafael. These children and his wife survive him, a daughter, Mrs. Arnold Martin of Petaluma, having died a few months ago. Kirk was 78 years of age and a native of Ireland.

CORONER AND JURY VIEW KIRK'S BODY AT SAN ANSELMO

Dr. S. E. Sawyer, Coroner of San Rafael, accompanied by the Coroner's jury, started for San Anselmo soon after the former received information of the wreck. The relief train was held at San Anselmo for the jury to view the remains of Michael Kirk, who was killed in the accident, and the body was then taken to San Francisco. The inquest on the others who met death in the wreck will be held to-day.

ALASKAN CABLE IS NOW ON THE WAY TO SEATTLE

Work of Laying the Wire Will Be Superintended by Colonel James Allen. WASHINGTON, June 21.—General Greeley has been informed that 580 miles of the submarine cable to be laid between Puget Sound and Alaska has been shipped from New York to Seattle. The remaining 750 miles will be shipped from New York in August. This is the first long cable ever made in the United States. It is of the seamless rubber type. Captain Edgar Russell of the signal corps has started for Seattle to make preliminary arrangements for laying the cable, and will be followed in August by Colonel James Allen, who has general charge.

More Heppner Victims Found.

HEPPNER, June 21.—The bodies of John L. Ayres and W. A. Fisher were found to-day five miles below town.

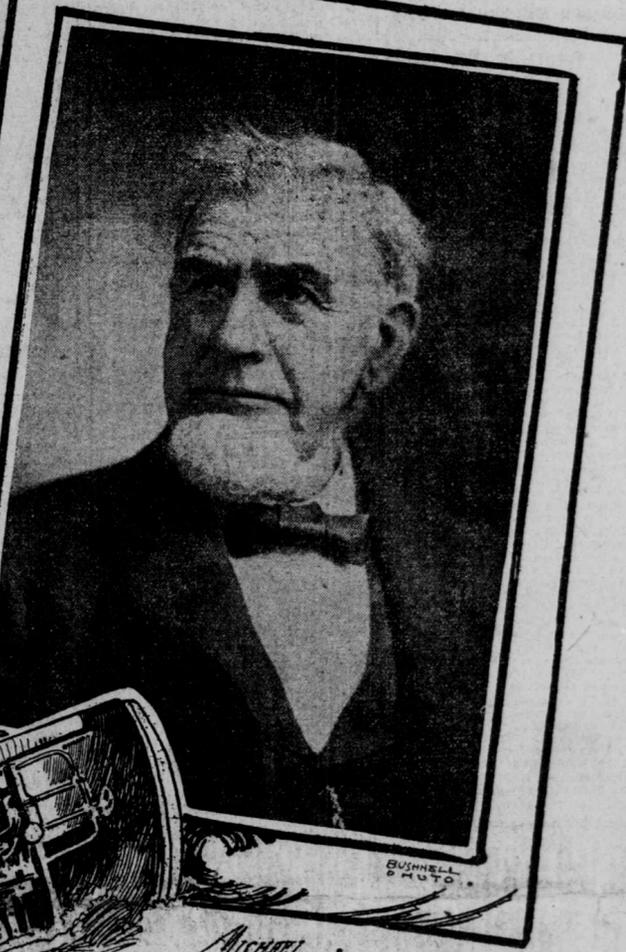
VICTIMS OF THE TRAIN WRECK

THE DEAD.

KIRK, MICHAEL, farmer, 1816 Steiner street, San Francisco. ROMAN, ANTON G., Tomales.

THE INJURED.

- JUDGE FRANK A. ANGELLOTTI, left ear nearly torn off and badly shaken up.
- MRS. ANGELLOTTI, left hand injured.
- J. R. JONES, 15 Broderick street, internal injuries, head badly cut, bruises.
- MRS. J. R. JONES, shoulder sprained and severe cut across forehead.
- DAVE BURROWS, conductor, San Anselmo, shoulder broken and head badly hurt.
- MRS. R. F. TILTON, 1710 Clay street, back sprained and left arm broken.
- W. L. JONES, Napa, cut across head and breast.
- MRS. JONES, Napa, breast injured.
- ERNEST DUDEN, 1330 California street, side and arm badly bruised.
- MRS. ERNEST DUDEN, 1330 California street, head cut and several severe sprains.
- C. L. GAGE, 110 Liberty street, gash over right eye and body badly bruised.
- DR. R. W. SMITH, dentist, 1615 Devisadero street, ribs and left arm fractured and back sprained.
- MRS. SMITH, head bruised.
- Daughter of above, 4 1/2 years old, skull fractured but will probably recover.
- P. E. LYNCH, 610 Larkin street, compound fracture of the tibia and scalp wounds.
- W. R. ZECK, Maysville, compound fracture of the left leg.
- R. F. TILTON, 1710 Clay street, left arm broken and back sprained.
- JAMES E. FOWLER, 1033 Linden street, Oakland, back badly sprained.
- MRS. P. E. LYNCH, 610 Larkin street, ribs fractured and scalp cut.
- MRS. J. J. COOK, 610 Larkin street, internal injuries. May die.
- JAMES TUNSTEAD, San Rafael, fatally injured internally.
- THOMAS BONNEAU, San Rafael, seriously injured. May die.
- DR. W. J. WICKMAN, San Rafael, injured internally. May die.
- JUDGE MAHON, believed to be fatally injured.
- ROBERT GRAHAM, Sausalito, badly shaken up and bruised.
- THOMAS FALLON, San Rafael, bruised.
- ATTORNEY I. BREEN, San Francisco, badly bruised and shaken up.
- MISS ETHEL WICKMAN, San Rafael, bruised and scratched.
- BRAKEMAN AXTELL, badly shaken up.
- WALTER S. BRANN, 1512 California street, two ribs broken.
- S. W. GORDON, 595 Mission street, bruised and shaken up.
- GEORGE SHEETS, Sausalito, fireman, bruised.



Michael Kirk

A. G. Roman and M. Kirk Are Dead.

Other Deaths Are Hourly Expected.

Several Hospitals Take Maimed.

A MOST disastrous wreck occurred on the North Shore Railroad yesterday afternoon. A special funeral train plunged off a trestle near Point Reyes, on the Cazadero branch. Two people were killed outright, seven were seriously injured and more than a dozen more were injured slightly.

The accident occurred at 3:45 o'clock about a mile and a half south of Point Reyes station, and from all accounts carelessness on the part of Engineer Orth, a new employe of the company, was the cause of the trouble. He was running his train too fast, it is claimed, and when he struck the trestle the tender and car went over into the ravine.

The wrecked train left Sausalito this morning to convey the remains of Warren Dutton, an old resident of Marin County, and the funeral party to Tomales. The train consisted of three cars and there were about sixty passengers on the up-country trip. On the down trip, however, there were only about twenty-five or thirty, many having remained in Tomales.

The train coming back only had one car and was in charge of Conductor Burrows, with Engineer Orth and Fireman Sheets in the cab. The engineer asserts his orders were to run to San Anselmo fast and that he must reach there by 5 o'clock. In order to do this he had to run at a high rate of speed. He was unfamiliar with the track, having only made one other trip up country.

He did not know the curves or how a locomotive would act upon certain of them. Everything went well, however, until just this side of Point Reyes, where there is a slight down grade and many curves and trestles upon curves. He struck one and the tender and car jumped the track, falling about ten feet below into a ravine. Passengers were buried pell mell out of the windows of the car while others were entangled in the debris of the splintered coach. Several passengers were unable to extricate themselves from the wreckage and those that were killed were badly crushed.

SCREAM WITH TERROR.

There were several women and children in the car and their screams of pain could be heard above the moans of the dying and injured men.

As soon after the accident as possible those that were slightly injured, or, in fact, many that were seriously hurt, attempted to care for those who were worse maimed. This was especially true of Dr. W. J. Wickman of San Rafael. He was badly injured and to-night lies in a precarious condition.

But immediately after the accident and as soon as he extricated himself from the debris, he advised others how to take care of themselves and even threatened to do it. The main office at Sausalito was notified and at once sent out a special train with surgeons. Drs. Howitt and Jones of San Rafael and Mrs. Crompton and Mays of Sausalito went to the scene of the wreck.

A wrecking crew also was sent north. The injured were removed to Tomales and Point Reyes, most of them to the latter place, where their injuries were attended to. Associate Justice F. M. Angelotti, who was seriously injured, was one who gave great comfort to others more seriously hurt. By lighthearted remarks he kept up their spirits, even though in excruciating pain himself. While the various injured people were lying upon cots in the improvised hospital of the Point Reyes Hotel, Judge Angelotti, leaning on his elbow, said: "Well, folks, I'll tell you as soon as I get well I shall write a book entitled 'Angelotti's Bumps and Other Things.'"

WOMEN AID SUFFERERS.

The women residents of Point Reyes came to the assistance of the injured and all homes were opened in order to provide comfortable places for the sufferers. The wounds were attended to, cots were placed in the railroad company's private car and the injured people brought slowly down to San Anselmo. From there some were conveyed to San Rafael and others brought to this city. Many of the Point Reyes women tendered their services as nurses and accompanied the train down the road. Coroner Sawyer met the train at San Anselmo, where a jury had been summoned to review the remains of Michael Kirk, so that his body could be brought to this city without being detained for the inquest.

Antone Roman's body was taken to the Morgue in San Rafael. An inquest will be held on Tuesday.

The wreckage was cleared away about 10 o'clock last night and the belated Cazadero train, with several hundred excursionists on board, was allowed to pass through. Many remained at Camp Taylor and other places all this morning. The latest reports this morning are to the effect that Judge Mahon will probably succumb, while James Tunstead and Dr. Wickman are in a precarious condition.

Heroic Ladies Help in the Rescue.

WHEN the frightful crash came it was heard by a party of campers, who had pitched their tents but fifty feet away from the scene of the disaster.

The members of the party were from Oakland and their names are Mr. and Mrs. Thomas Rowley and son, Mr. and Mrs. M. J. Halpin, Miss J. Stiehl and F. R. Preite.

The heroism of these people is deserving of more than mention. They rushed among the mass of debris before the dust had cleared from the air and commenced the work of rescue. Their description of the scene of the terror and agony that prevailed forms an interesting story. Men, women and children moaned and shouted from beneath piles of wreckage. Some were pinioned by heavy timbers and others lay gashed and bruised and unconscious. The sight was pitiful. There seemed to be scarcely any one who had escaped injury and those that were free rushed madly about searching for a child, wife or friend, frenzied by fear and excitement.

FREE THE VICTIMS.

The campers were not slow in realizing what the situation meant. Little help was at hand, and soon moans grew to shrieks as the partially stunned recovered their senses and the helpless begged for rescue from their awful predicament. Seizing axes and saws the campers climbed into the ruins. Women worked with the strength of men, and others with the party stood by bathing wounds and binding them up. Timber after timber fell away under heavy blows, and one by one forms were carried out and placed on the slope near the wreck. As they were released the victims spared no words of gratitude. They lay side by side, some writhing, some enduring their agony in silence. Apart from the others were two bodies. Hope for them had passed, and they were laid aside, to be covered and concealed from view.

What the rescuers witnessed was sufficient to weaken the hearts of strong men. When they had finished their hands and clothes were dripping in the blood that had been shed in the treacherous accident. Yet they never flinched in their work and not for a moment paused to shudder. It was only after they had finished that the horror burst upon them.

REACTION SETS IN.

When all the injured had been cared for as far as was possible, their wounds bound in everything available about the camp and their thirst quenched by water, carted from a nearby spring, the little band sat down to think of what had happened and to quiver at the misery they had seen.

One of the heroes was Charles Rowley.

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