

ENGINE OF DISASTER HELPS WOUNDED

MINNIE HAUHUTH IN FAST MACHINE FLIES TO VALLEJO

Eyewitness Carries Dead and Dying to Hospital and Sounds Alarm for Assistance

HOSPITAL-NURSES RUSHED TO SCENE

Chief of Police With "Jacks" Lifts Debris From the Bodies of Maimed

hardly seemed possible that the awful thing was true until I heard the shrieks and groans.

"Then I rushed over to help, but in a minute saw that my machine was needed more than anything else."

Miss Hauhuth, who already has a reputation around Vallejo as a daring driver and athletic young woman, ran home and brought back her automobile.

Since the engine balked, and in the presence of many super-refined but helpless women she ripped forth an explosive much stronger than any in use in drawing rooms.

Then she pulled out one of the injured from the wreckage and shot into Vallejo in less than record time. At the Vallejo hospital no one yet knew of the affair, and she had to call in aiders from the sidewalk to help her take her suffering passenger indoors.

After that the news traveled fast, and her automobile was only one of a number which were carrying several sufferers or passengers already dead back to town.

Chief of Police Stanford said he had never seen such a scene, but nevertheless he was the person to think of hydraulic jacks and to pull out the injured.

As the Napa Valley road has no wrecking train, these jacks were the only implements to pull the load of the bodies for several hours, until further assistance arrived from Napa.

Chief Stanford released about eight persons, some of them dead.

The body of an unidentified little girl about 11 years old lies in the Vallejo morgue in the midst of the remains of persons whose relatives long since have heard of their fate.

She wore a blue dress with white trimmings, a blue sailor coat and white shoes and stockings. Her hair is dark and cut rather short.

Practically endeavoring to escape from the front platform of their car and to reach the interior, Motorman William Juarez and Conductor Bert Patton were caught at the front door when the southbound car mounted on top of the other.

Patton went ahead to speak to the motorman and was just about to return to the rear platform when he saw the other car shoot into view. Jamming on the brakes, Juarez turned with Patton. Neither was dangerously hurt.

Naval Constructor Paul Fretz of the navy yard at Mare Island, who was one of those who heard Conductor Patton repeat his telephone orders from the train dispatcher at Napa, was sitting in the middle compartment.

"I heard the emergency brakes crack and scrape," he said, "and then there was a jerk and a shove and the forward end of our car climbed above the other. Everyone had already tried to scramble to safety, all the passengers trying to rush into the smoking compartment forward. The front door stuck and that held the conductor and motorman where they were.

"We tried to find an axe, but were unable to get what we wanted, so we finally picked up a riveting hammer and with that smashed the door. There was no one killed in the smoker, but the seats were all on top of each other and Doctor Dempsey, M. McIntyre and an unknown man were lying on the floor."

Nearly every one in the southbound car was struck in the face by a seat or was cut by flying glass, according to James H. Bentley of Napa, who was riding in the back seat with Mrs. Bentley. He had his eye blacked, but Mrs. Bentley was unhurt.

"For a moment every one was quiet, evidently too startled to move," he said. Theodore Bernhard of Napa crawled out from under a seat, dug out two women from the litter that covered them and then crawled out through a window. He was one of those who broke in the door of the smoking compartment.

Two Vallejo people killed in wreck

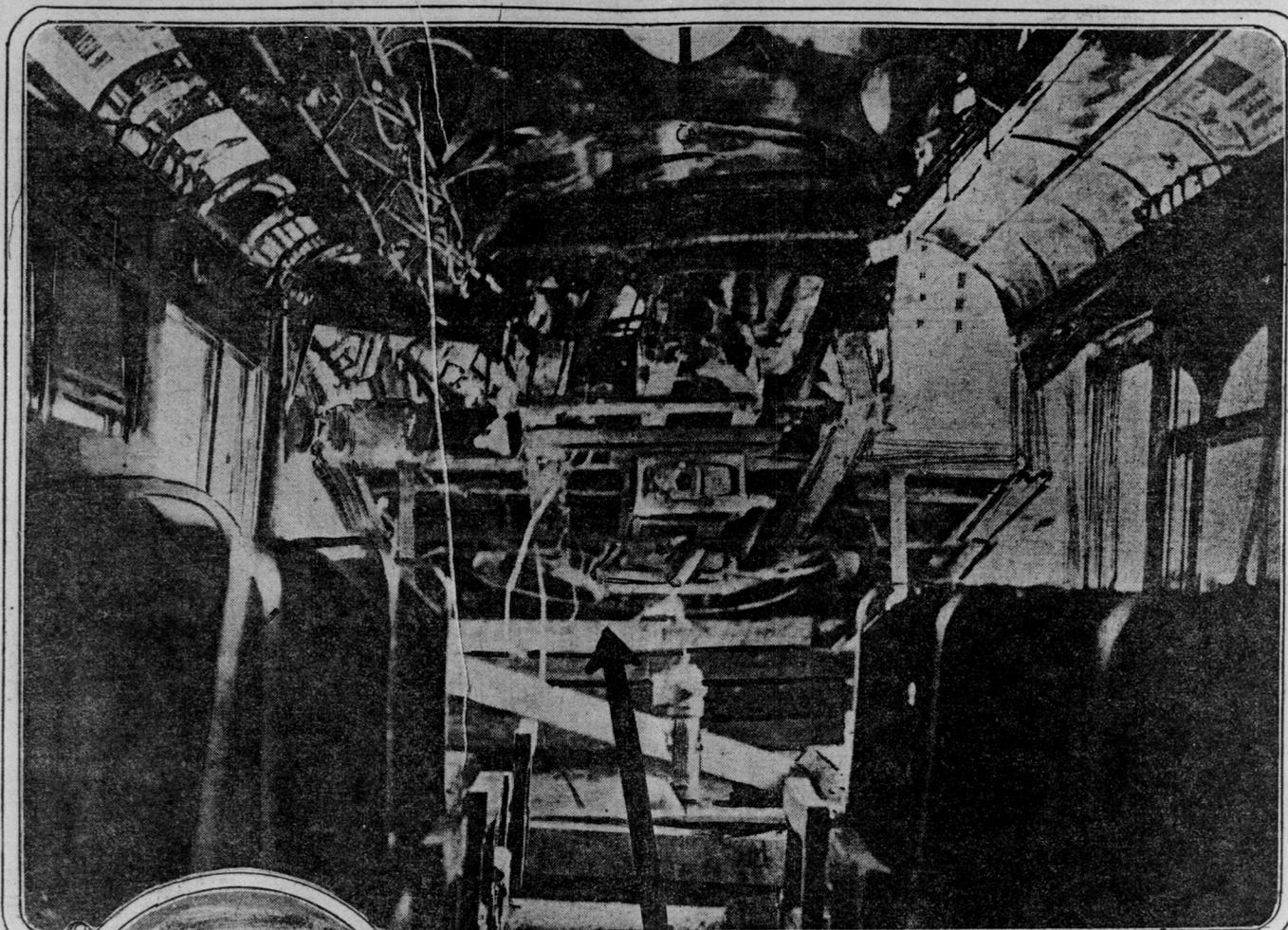
Special Dispatch to The Call
VALLEJO, June 19.—When the dead and injured had been removed from the wreck it was found that but two Vallejo people had met death in the collision. The first to be removed from the northbound car was E. C. Judd, manager of the New England bakery, and son in law of C. W. Douglas, proprietor of the bakery. He was sitting in the front end of the car, and his neck was broken.

The other Vallejo man who met death was J. F. Grabel of 1029 Grand street. In company with his 5 year old son, Floyd Grabel, he was on his way to Lake Chabot to spend the day fishing. He was in the front end of the car and must have met instant death, being terribly crushed. His little boy was found by his side when the wreckage was removed, and at first it was thought that he had been broken, but Dr. Fred T. Bond made an examination and found that none of the bones had been fractured. The child complained of pains in his head and stated that it hurt his entire body when any one touched him. It is believed that he is suffering from shock, although there is a possibility of internal injuries.

The little fellow was very brave, but kept asking for his father, who was cold in death in the wreckage of the ill-fated car.

E. C. Judd was one of Vallejo's best known business men and his death has cast a gloom over the community. Ever since his father in law started the New England bakery in this city he had been associated with the latter in the conduct of the bakery business and had full charge. He is survived by his wife,

Interior of Wrecked Smoking Car, Some of the Dead and Injured and Vallejo's Chief of Police, Whose Prompt Action Undoubtedly Saved Several Lives



MRS. H. KEAR



Upper view shows interior of wrecked northbound car No. 5, in which scores were hurt, arrow indicating smoking compartment where most of the deaths occurred. Diagram makes plain principal factors in accident and incidental scenes.

who is at Adams Springs, prostrated as a result of the terrible fate which overtook her husband. A pitiful scene was enacted at the scene of the wreck when Mr. Douglas ascertained that his son in law had been killed. The aged gentleman collapsed and had to be assisted to an automobile and brought to his home in town.

J. F. Grabel was a well known fraternal man of this city and is survived by three young children. His wife left him some time ago and the children are now left orphans.

B. E. Patten, conductor of the south bound train made a statement to District Attorney J. M. Raines shortly after the accident as follows:

"The regular north bound car generally meets us at Collins, at the Five Mile house, but this morning when I rang up Train Dispatcher Edward O'Leary at Napa from Collins he ordered me to take my car to Hatch, at the outskirts of Vallejo, where I was to meet the regular. I wrote down the orders and read them back to Train Dispatcher O'Leary and he gave me the signal for the car to proceed to Vallejo. The southbound train, as far as I know, should have met us at Hatch."

DISREGARD OF ORDERS CAUSED DISASTER

Special Dispatch to The Call
NAPA, Cal., June 19.—Eugene Hough of Napa, motorman on the northbound train, who had a fractured hip and leg, died in the hospital here tonight.

He was about 40 years old and has a wife, son and daughter living here.

Horace Richman of Napa, conductor of the northbound car, who was internally injured, may die.

Concerning the cause of the awful tragedy, William Juarez of Napa, motorman of the southbound passenger car, said: "I received my orders to pass the northbound train at Hatch siding, below Napa Junction.

"As I was about a mile north of Hatch the northbound train suddenly came around a curve and into my view, having passed Hatch without stopping. I had just time to put on the brakes when a loud crash came. I was buried

in a mass of shivered timbers, but managed to crawl out of the wreckage. I escaped with cuts on the leg and head. Conductor Bert Patton of my car also escaped with few bruises."

Either Conductor Richman left Vallejo without his orders or disregarded them in passing Hatch station, according to the statements of other trainmen.

Motorman Hough, who died from his injuries, had been employed by the company for about 19 years.

Dr. E. Z. Hennessey, Dr. O. T. Schulz and Coroner W. S. Brownlie of Napa were among the first at the scene of the wreck and rendered valuable assistance in giving surgical aid to the injured.

VICTIM SPURNS AID; RELIEF FOR OTHERS

Special Dispatch to The Call
Maurice Fitzmaurice, 280 Clementina street, San Francisco, showed that he was one of the gamest of those injured. He was in the first car of the outboard train. He was badly injured, but not sufficiently so to prevent him getting to his feet and starting alone for his city, after obtaining first aid bandages from a nurse who had arrived at the scene with several Vallejo surgeons.

"I say, boys, I did not have the heart to ask attention for myself when I saw so many of the poor devils in so much worse condition than I, so I struck out alone."

At the harbor emergency hospital it was found that Fitzmaurice had a deep wound of the scalp and that he was suffering from internal injuries of the chest. He was otherwise bruised.

MOTORMAN MAKES DYING STATEMENT

Motorman E. C. Hough just before he died gave a statement to District Attorney J. M. Raines and Richard Sachse and Arthur R. Kelly, representing the state railroad commission. Hough said his car was five minutes late in leaving

the Vallejo wharf. Before he pulled out he saw Conductor Richman go to the telephone booth to obtain orders from the train dispatcher at Napa. When Richman returned to the train Hough said that he gave two bells, the signal to start. Hough said he supposed that Richman had received orders to proceed to Collins, three miles distant, and there await the southbound car.

The railroad officials claim that Hough disobeyed a rule of the company not to start a car until the receipt of verbal orders from the conductor.

In a period of consciousness this afternoon Richman said that he had received orders from Train Dispatcher O'Leary at Napa to proceed to Collins. It develops that the southbound train received orders at Collins to await the up train at Vallejo siding.

When questioned by District Attorney Raines this afternoon at Napa, O'Leary denied having given the southbound train orders to meet the northbound at Vallejo siding. He claimed that Richman did not telephone for orders, but left the wharf at Vallejo on his own initiative.

Ten of the injured were still in the hospital here tonight. The condition of three of them is critical. They are: Silverman of San Francisco, whose skull is fractured; E. Montevardo of 1837 Tyler street, Berkeley, compound fracture of both legs, and Conductor Richman, whose skull is fractured.

GENERAL HOSPITAL WAS BUSY PLACE

A field hospital in time of war is the only good description to be given the Vallejo general hospital, where a dozen nurses and three or four doctors labored to patch up cut faces and gashed scalps and at the same time to prepare for operations on those most seriously injured.

In addition to Doctor Kiots, county coroner, who was the first physician on the scene, Miss Mary Bradley, superintendent of the hospital, directed much of the work done after the patients reached the place.

Outside the door of the room where he was operated on, but it was impossible to save his life.

Fred Hess of Napa died a short time after reaching the hospital, and his body was taken to the morgue to make room for those still living.

As there were already several regular patients in the wards, the institution's capacity was limited. About a dozen injured were kept there, while 20 or more were treated for slight injuries and sent away.

NEARLY ALL DEAD IN SMOKER OF THE NORTHBOUND CAR

San Francisco Woman Gives Graphic Account of the Crash Coming Without Warning

BOY SEES FATHER KILLED AT HIS SIDE

Woman Physician Crawls Into Wreckage to Help Injured

Nearly all the dead were killed in the smoker of the northbound car, as the forward end of the other car broke through the roof. It was an hour or more after the crash came that all the injured and dead were taken out, as the use of hydraulic jacks was slow at best.

"I was sitting in the middle of the car when the cars hit," said Mrs. H. Kear of 538 Hayes street. "There was not the slightest warning, and the next thing I knew I saw one woman lying dead beside me, and a man's corpse just ahead of me. Just how I got out of that car I don't know, for the next thing I remember I was standing in the middle of the road. Blood was spattered all over me, but, strangely enough, I was not hurt, except for very slight bruises."

Dreaming the night before that she was about to undergo a collision in which five persons were to be killed, Mrs. Kear told her family yesterday morning, before leaving San Francisco, that she feared to make the trip. They reassured her and she forgot about her premonition until after the accident really occurred.

She also told of the strange automobile which is supposed to have been only a few feet away from the colliding cars.

"I saw a machine with several people in it in the road," she said, "and I heard another lady say that a woman had fainted in the machine when the two cars struck."

THROWN AGAINST SEATS
The terrific jerk of the collision threw nearly every passenger against the back of the seat ahead and bruised chins and injured heads were therefore the most numerous of all injuries.

For nearly two hours living and dead were held in the wreckage, one man, Max Levillain of San Francisco, being imprisoned in the midst of a pile of corpses and injured, without suffering other hurt than a sprained arm.

The little Grable boy saw his father killed alongside him, and lay for an hour under a mass of tangled seats and beams before he was taken out, still crying for his dead father.

According to L. N. Hendrickson of Vallejo, who rushed out in an automobile as soon as he heard the news of the accident, a heavy trunk in the baggage compartment must have caused the death of three men, as it lay across their bodies, nearly touching a soggy mass of brains in one corner of the compartment.

WOMAN'S BRAVE ACT
Dr. R. B. Lain, a woman, crawled into the pile before many minutes had elapsed, and stood there with restoratives, giving them to persons wedged beneath timbers.

Wearing apparel, shreds of human hair and flesh, and bits of wood were scattered in a wide circle around the two cars, and each was drenched with blood.

For the first two hours injured wandered around in a daze and later in the day there were equally dazed relatives trying to figure how it happened.

ARKANSANS LYNCH NEGRO

Assailant of Murdered Girl Hanged in Thirty Minutes Following Capture

HOT SPRINGS, Ark., June 19.—Will Norman, a negro, hanged with an assault on Gariand Huff, a 12 year old white girl, was captured in the near-by mountains early tonight and 30 minutes later was seized by a mob of several thousand citizens and hanged to a telephone pole on a prominent business corner of the city. The girl died tonight without regaining consciousness.

At soda fountains, bars and restaurants.

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