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## THE SHRINERS' WRECK.

(Continued from page one.)

### List of Dead.

- A. Wasson, Buffalo.
- W. Cutler and wife, of Bingham-N. Y.
- Fisher, Cleveland.
- Young, Cleveland.
- Charles Lowing, Buffalo.
- Amstln, tourist agent.
- W. Hipple, Reading, Pa.
- Stoffe, Reading, Pa.
- Ever Kauffman, Reading, Pa.
- Hendle, Reading, Pa.
- George Hagerman, Reading, Pa.
- Ferry Slotz, Reading, Pa.
- Ferry Miller, Reading, Pa.
- L. Roth, Reading, Pa.
- Henry, Lebanon, Ohio.
- ing car conductor and two
- rs, making 19 in all.

### The Injured.

- rs and Mrs. Memmel of Read- Pa. (Hemmel was killed.)
- Hemmel had a leg broken; Mrs. mel, shoulder dislocated.
- erman Brickford, back broken
- Raffle, Bemis Point, Oregon
- wounds.
- Raffle was unhurt.
- C. Hobbeditz, Reading, Pa.
- N. Lee, Ogdensburg, Pa., leg
- n.
- Snyder, Reading, Pa.
- enty-two are severely injured
- ght or ten more slightly. Some
- seriously injured will probably

Luis Obispo, Cal., May 11.—Ten persons were killed and more than a score wounded, some so seriously that they will die. The wreck that occurred at Honda this afternoon.

cars of passenger train No. 10 of the Southern Pacific coast line crashed with the engine and tender hurled from the track, when the wheels of the locomotive hit a switch rail. Many of those who were instantly killed in the first of the wreck were fearfully and as they lay pinned to the ground beneath the tons of wreck-

ing at a high rate of speed near the level stretch of track near the station of Honda, 65 miles from Santa Barbara, the huge engine suddenly leaped from the track, the truck torn from the frame, dragged after it all but three of seven cars of the train, piling in a splintered mass alongside the rails.

baggage car was thrown completely on top of the engine, while the diner, immediately following the engine car, was wedged beneath the locomotive, where clouds of steam and boiling water were poured upon its helpless inmates.

### Road's Worst Wreck.

is by far the most disastrous which has ever occurred on the coast line, both in point of lives

lost and in rolling stock destroyed. The train was extra 2412, laden with Shriners and their ladies on their way home from the conclave in Los Angeles.

When the diner left the track and was thrown beneath the engine it broke completely in two and three sleepers immediately following it were derailed.

Special trains from San Bernardino and this city were rushed to the scene of the accident immediately carrying doctors, nurses and supplies for the care of the injured.

Those most seriously hurt were brought to the hospital here and it is feared that at least eight or ten more will die.

Five of the long list of dead passed away on the road in from Honda on the special train.

### Most Dead Were Shriners.

Almost all of the dead were Shriners or women relatives of nobles from eastern temples. Practically all of them are from Ohio, Pennsylvania and New York branches of the order.

Death fell on the rushing, laughing trainload of enthusiastic delegates and their friends like a thunderbolt out of a clear sky. The only warning given was a sudden grinding, a great tearing sound as bolt was torn from plate and wheel from axle when the great mass of the engine, turning from the steel path laid for it, was thrown on its side and almost directly across the track.

### Poor Track Construction.

Poor track construction alone is blamed for the disaster. The switch from the main line into a feeder line leading out to another switch did not close properly and the small wheels of the rear trucks of the engine could not leap the gap, nor were they heavy enough to close it up as the big front divers had done.

One of the wheels passed in safety, but the second veering at the call of the partially open switch, sent the whole train into the pile of splintered debris which now covers the tracks.

Powerless in their engine, the engineer and fireman went down in the crash, but it is believed they escaped with injuries which may or may not prove serious.

The conductor of the diner was killed, almost instantly, as were two waiters who were working in the car. More may be dead in the ruins which have not as yet been cleared away. Twenty-two were brought in on the relief train, most of them seriously hurt.

### Relief Delayed.

Honda is a lonely little station, far from the beaten paths of men and help was slow in arriving for the injured and the dying and the dead on the crushed train.

Those in the coaches who had escaped injury and others who were slightly hurt turned in with a will

and saved the train from fire, while willing hands carried out those who were not past mortal aid.

All the help the victims could get in time to do them any good was from their comrades on the train and some of the scenes when friends and relatives met on that huge bier were heartrendering. Strong men wept and women fainted at the sight of the dead and the cries of the injured crushed beneath the wreckage and many of them being burned to death in a cloud of steam pouring from the straining boiler of the engine.

Stretcher were hurriedly improvised from the seats of the sleepers which still remained on the rails and those who could not walk were carried into the little station house and into the homes of the two or three ranchers who live near Honda.

### Medicine Lacking.

Medicine and bandages, save such as could be improvised speedily, were lacking, and the need for them was even greater than for aid in clearing away the wreck and helping out those pinned beneath. Few either in the diner or in the forward end of the train were within the range of human help a few seconds after the crash, but men and women worked like heroes to keep the flames from the red hot firebox of the engine from spreading to the splintered coaches which would have flared up like tinder at the touch of fire.

Engineer Champlain was in charge of the train, but it is said no blame can be attached to him for the disaster, as there was no possible way by which he could tell that the switch was open the small fraction of an inch, which sufficed to send the train to destruction.

The land where the accident occurred is perfectly level and a nice stretch of track over which the Southern Pacific is accustomed to run its trains at a high rate of speed to make up for lost time at other places along the line.

Engineer Champlain was seen at his residence tonight by an Examiner correspondent. He arrived in this city on a special train from the wreck and at once walked to his residence. His story follows:

### Engineer's Story.

"We were running at ordinary speed past Honda. As we passed over the switch the engine jerked the rear trucks taking the switch, throwing the engine on her side. It was at just 2:27, as my watch was stopped. The engine plunged forward, the water tank being thrown completely over the engine. The baggage car was driven over the engine, while the diner was driven under both cars and was torn to kindling. The diner was crowded and many were scalded to death at once. I was thrown on the boiler and was forced to make my way out through the steam and hot water, by which I received deep scalds on my head and arms. Otherwise I was unhurt. Fireman Lem Thompson was badly hurt and I did not see him. The train did not move six car lengths after the engine took the fatal plunge. The train was made up of baggage, diner and seven coaches, the three last coaches staying on the track. People from these cars did great relief work."

Howard Hartzell, ex-mayor of Easton, Pennsylvania, on the train, was unhurt. The injured were taken to sanatoriums here in express wagons. There are six dead here.

### Good Words for Chamberlain's Cough Remedy.

People everywhere take pleasure in testifying to the good qualities of Chamberlain's Cough Remedy. Mrs. Edward Phillips of Barclay, Md., writes: "I wish to tell you that I can recommend Chamberlain's Cough Remedy. My little girl, Catherine, who is two years old, has been taking this remedy whenever she has had a cold since she was two months old. About a month ago I contracted a dreadful cold myself, but I took Chamberlain's Cough Remedy and was soon as well as ever." This remedy is for sale by Dr. Stone's drug store.

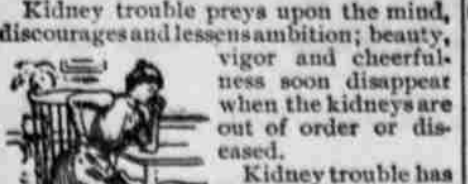
One of the crying needs of the United States is a diamond mine.

### Wonderful Eczema Cure.

"Our little boy had eczema for five years," writes N. A. Adams, Henrietta, Pa. "Two of our home doctors said the case was hopeless, his lungs being affected. We then employed other doctors but no benefit resulted. By chance we read about Electric Bitters; bought a bottle and soon noticed improvement. We continued this medicine until several bottles were used, when our boy was completely cured." Best of all blood medicines and body building health tonics. Guaranteed at J. C. Perry's drug store. 50c.

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Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a Home of Swamp-Root pamphlet telling all about Swamp-Root, including many of the thousands of testimonial letters received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.



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Lincoln Annuity Union.—Sick, accident and pension insurance; \$2,000,000 pledged; every claim paid. Good agents wanted. J. H. C. Montgomery, supreme organizer, Box 432 Salem, Oregon. R. R. Ryan, secretary, 546 State street.

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