

# TWO MORE VICTIMS ADDED TO THE SOUTHERN PACIFIC'S DEATH ROLL.

## FATHER AND BABY KILLED

### Mother and Little Boy Badly Hurt.

#### Train Runs Down a Cart Carrying Chardella Family.

#### Neglect of Company to Replace Crossing Gate Is the Cause.

THE SOUTHERN PACIFIC added to its long list of victims last night by killing a father and little girl and badly injuring his wife and seven-year-old boy. The accident, which occurred at Sunnyside at 7:20 o'clock, was due to the failure of the railroad corporation to repair and use the safety gates at the crossing at San Jose and Circle avenues. Lorenzo Chardella, an Italian vegetable peddler, 40 years of age, and Filomena, his twenty-months-old daughter were killed almost outright. Mrs. Rosa Chardella and the boy, Guido, miraculously escaped instant death, but their injuries are serious.

The Southern Pacific has had safety gates at the crossing for a long time, but recently the San Francisco and San Mateo Railway Company, which crosses the railroad track at that point, started to put in a double track at the crossing, and the mechanism operating the gates was disconnected so as to allow the repairs to be made. Although the cart track has been laid for nearly two weeks, no attempt has been made by the railroad company to put the gates into service again, but a watchman was supposed to be stationed there.

Chardella and his family had been visiting a cousin, P. Pongnoli, at Colma, and about 7 o'clock started to return to the city. Father and mother and the two children were seated in a two-wheeled cart drawn by a single horse. It was dark when the vehicle approached the crossing. The gates are situated twenty-five yards from the railroad track, and if they had been lowered the horse would have stopped. As it was, however, the cart continued toward the crossing. Standing on the opposite side of the track was E. M. Stevens, the watchman. He says that he heard the train coming, and when it was about 100 yards away he happened to look across the track and there he saw the ill-fated cart approaching at a brisk pace. He was unable to distinguish the occupants, but he saw that unless they were warned they would be struck by the engine. He waved his lantern and called to them to look out, as the train was coming. J. P. Wood, a railroad man, G. Wildgens and Louis Ferrea, employees of the San Mateo Railway Company, who were standing near one of the trolley cars, perceived the danger and shouted to Chardella to stop. The horse checked perceptibly as it neared the track, but an instant later started to cross in front of the train, which was approaching at a speed of fifteen to twenty miles an hour.

When the engine was fifty feet away Chardella seemed to lose his presence of mind, but from the statements of his wife the horse was beyond his control. The horse turned and started down the track in front of the engine. A second later the engine struck the rear of the cart, and, lifting the vehicle, occupants and horse, carried them along with it. The horse was thrown to one side and the cart tumbled close by. The four occupants of the cart were carried about fifty feet, and then Chardella, his wife and the baby Filomena, were thrown violently in a heap against a heavy cattle-guard fence at the entrance of a small culvert. The other child was tossed on the other side of the fence. In her anxiety to save her children, Mrs. Chardella had no thought of herself, and when bystanders reached her she was found in an unconscious condition against the fence, with her baby clasped tight in her arms. Her husband was by her side, breathing his last, his skull having been crushed and his neck and left arm broken, while a few feet away lay the other child dying, with its little skull mashed and its left leg broken.

The train was soon brought to a standstill and the crew and others who were at the scene of the accident went to the assistance of the injured. The crying of the little infant was the first intimation that any of the family were alive. J. Hurd and W. Stanwood of San Jose were the engineer and conductor of the train, which was known as the San Jose theater train, and was due in San Francisco at 7:30. The train remained half an hour at the crossing, but according to the statements of several passengers and employes of the Southern Pacific, the train crew showed shocking inhumanity toward the injured. Nothing was done to relieve the sufferings of the woman or her baby, and for twenty minutes, it is said, the two were allowed to lie on the ground without any help from the trainmen. Assistance finally came, however, in the person of C. Stater of 27 Wilder street. He had the injured woman and the baby removed to his home, where his wife and daughter attended them as best they could until the arrival of the patrol wagon, which conveyed the woman and the child to the City and County Hospital. Stater returned to the railroad crossing to take the other child to his home, for he had seen that it was still breathing when he took the others away, but the little girl was dead when he returned, so the two bodies were covered to await the arrival of the Coroner.

At the hospital it was found that Mrs. Chardella's injuries consisted of a cut on her chin, while the little boy had sustained a slight scalp wound. Mrs. Chardella said that the instant the horse became unmanageable she directed her attention to saving her children, and she does not know what happened after the train struck the cart. Her husband was a peddler, and they resided in an alley off of Bay street, in the Italian quarter, but she did not remember the name.

Those who witnessed the accident seem to be unanimous as to the speed at which the train was running, and all of the eye-witnesses of the tragedy affirm that the engine struck the cart in the rear. This is borne out by the fact that the end of the cart is badly broken, while the wheels are intact except that one of the spokes was splintered. The shafts were broken off



short, but the horse does not bear any signs of being mangled, which would be apparent had the engine struck it. There is one point, however, on which there is a discrepancy, and this is whether or not the engine of the train whistled before reaching the Sunnyside crossing. Both Stevens and J. P. Wood are sure that the customary signals were given, both with whistle and bell, but Henry Braden, the engineer of the San Mateo Electric Railway power-house, which is a short distance from the scene of the accident, is positive that the engine did not whistle before the cart was struck. Several passengers corroborate this statement.

At a late hour last night Mrs. Chardella and little Guido were resting easily and were not thought to be dangerously injured. The bodies of Chardella and the little girl were removed to the Morgue, where Dr. Zabala will perform an autopsy to-day. The inquest will probably be held to-morrow.

Engineer J. R. Hurd surrendered himself to the police at the Southern station at 9:15 o'clock and was booked at the City Prison for manslaughter. He said that the train was approaching the crossing at a reduced rate of speed because some work was being done in the cut at that point. An arc electric light near the track dazzled his eyes and counteracted in a measure the rays of his engine's headlight, so he was seventy-five feet from Chardella's cart when he first saw it. Chardella, he said, then seemed to be trying to turn the cart around on the track, as the horse was headed from the engine. Hurd says he tried to stop the train, but it was too late. Hurd was released later in the evening on his own recognizance by Police Judge Mogan.