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ONE OF OAKLAND'S WORST DIASTERS

STORIES OF THOSE IN THE WRECK

G. T. TERREY, who was badly shaken up said: "It was so sudden I did not know what to think, I became instantly dazed. I cannot say who was to blame for the accident.

"The trains were filled with people and I do not believe there was one who realized for the time being what occurred. I know I did not."

Thought It Explosion

MRS. AMANDA MANNERBERG, proprietor of the Sea Rock Hotel of San Francisco, sustained slight injuries of the back. Speaking of the accident, she said: "I thought there had been a fire cracker explosion or that something terrible had happened. I was thrown back on my seat and lost consciousness for the time being. I thought I was going to lose my mind. The shock was so severe and unexpected.

"If I had not been corpulent, I believe I would have sustained internal injuries, but I think God I was saved."

Pinned in Seat

Ely Jurovick, who sustained sprained knees and wrist, said: "It all happened so suddenly that I cannot explain how it occurred or how it happened. I realized something had happened. I felt a great jolt, which stunned me for the time being, but soon after I came to my senses. I saw men and women on the floor prostrated. Many were bleeding from wounds and several were dying. I was in the San Jose train, where the shock was felt severely. I fell on my knees and hands. There was no way of protecting ourselves: it all happened when we least expected it. I don't believe anyone was conscious after the wreck. I am thankful that I was not injured severely."

View of wreck after it had been partially cleared. The cross indicates spot where full force of crash was received and near where dead were found. Above cross is the narrow gauge tender and engine just as they plowed into smoker.—Flashlight photo taken by Frank H. Frost for THE TRIBUNE.

BRILLIANCY AND BEAUTY IN MERRITT FIREWORKS

Spectacle Entrances Over 50,000 People

The celebration of the Fourth of July, under the auspices of the citizens of Oakland was brought to a close last night by a display of fire works on the shore of Lake Merritt which was witnessed by fully fifty thousand people.

The display was the finest which has ever been made in this city. There was an indefinite variety of designs and there was almost a continuous series of explosions for two hours.

MANY VARIETIES.

The number and variety of the specimens were remarkable, and there was not one of them which did evoke exclamations of delight.

The night was particularly suitable for a display of this kind. The heavens were hung in a deep blue and against this lining of the great canopy, the aerial fires and the gorgeous tints in the explosives which they exposed to view, showed with entrancing effect.

VENICE REPRODUCED.

The lake itself, the thousands of electric lights shrouded in vari colored lanterns which were strung around it, the moving sails on the placid waters and the holiday throng gave the whole appearance of such a festival as must have been presented to view only when Venice "wedded the Adriatic."

There were no persons who did not feels that the spectacle redounded to the credit of those who were credited with having gotten it up and indeed to the citizens of the community who had provided the money for defraying the expenses of the festival of fire and brilliancy.

A motorist was stopped by a policeman, the light on the car being extinguished. He gave his card to the constable.

"O. J. Smith," read the man in blue. "Go on with you!" he exclaimed. "I want your proper name and address. We've too many Smiths about here. Now, look sharp!

"Then," aid the motorist, "if you must have it, it's William Shakespeare, Stratford-on-Avon!"

"Thank you, sir," replied the policeman. "Sorry to have troubled you!" And he careful entered the particulars in his book.

FLEET OBSERVES NATION'S HOLIDAY

Miles of Code Flags and Guns Saluting Make Pretty Marine Picture in Bay.

SAN FRANCISCO, July 4.—At sunrise this morning, dawn of the 132d birthday of the Republic, all the sixteen great battleships of the Atlantic fleet at anchor in the bay were simultaneously adorned in full dress, and there was just enough breeze from the west all day, despite the warm sun, to keep the thousands of flags standing out in picturesque display.

There is a difference between a warship's "dress" and "full dress." The former calls for only the ensign at both the fore and main masts, and the full dress requires the ensign in those positions and all the signal flags strung from stem to stern. Today the fleet was in full dress, and, in the opinion of hundreds of persons presented the prettiest sight of the armada's stay in this harbor.

NATIONAL SALUTE.

At exactly noon every one of the battleships fired a national salute of twenty-one guns from the three-pounders on the bridge deck. It was the most resounding cannonade since the grand review in May and was distinctly heard throughout the bay region. For a few minutes the white smoke from the guns almost enveloped the ships-of-war and the fluttering vari-colored pennants, enhancing the marine pictures as the clouds were swept away by the breeze. There were no other salutes during the day and no further ceremony by the fleet in observance of the holiday.

EXCURSIONISTS AFLOAT.

Although all the battleships were open to visitors, there was not the great crowd on the bay that was expected by launches and men-o'-war-men, who had reason to believe that the occasion would call out one of the largest throngs seen on the water front since the fleet's arrival.

There were, however, thousands of excursionists out to see the battleships, and nearly every ship received many visitors. The greater number went aboard the Vermont, one of the largest of the battleships, and witnessed an entertainment of merit given by members of the crew and a few guests from shore. More than a thousand invitations had been issued for the event and at least four hundred guests were present.

The forward deck of the Vermont was inclosed by an awning, and the room thus formed provided sufficient room for everybody on board. Numerous officers of the ship enjoyed the various numbers on the program which followed each other in quick succession.

BOXING BOUTS.

Following the literary exercises and the fancy dances there were four boxing bouts by clever boxers of the crew, F. J. Grant defeating J. McCauley, F. F. O'Mahoney defeating C. F. Hendersh, H. H. Benson winning from H. M. Weiss, and C. W. Bauer defeating M. Rivers. The bout that was to have been between G. E. Moseley and D. N. Martindale was stopped on account of Martindale breaking his arm at the beginning of the contest.

BIG TUG-OF-WAR AT SHELLMOUND

Representative Teams From Battleships Engage in Test of Strength.

Ten thousand people watched the sinewy representatives o fthe battleship Kansas pull the stalwart members of the crew of the battleship West Virginia over the mark in the exciting tug-of-war contest held at the gathering of the Scottish Thistle Club in Shell Mound Park yesterday.

The battle of strength was the most interesting feature on the program and the victors were cheered for their prowess.

VICTORIOUS TEAM.

The victorious Kansas team was composed of Alex Peters, captain; J. E. Shearer, T. E. Hanson, John Mertes, G. E. Huffman, R. E. Rossion and G. Gregg. They were awarded a handsome silver cup as a prize.

The first pull resulted in a victory for the West Virginia team. The pull lasted fully eight minutes, and was a sprinting one for the contestants.

STEADY ANCHOR MAN.

After half an hour's rest the teams again came on the field and the test of strength was repeated. This time the Kansas team gained a lead and gradually pulled the goose mark over the line. With honors even, the tired strong men rested another half-hour and returned to the test with renewed vigor.

The last pull was a supreme battle while it lasted, and the Kansas lads won in ten minutes.

The work of J. E. Shearer, anchor man of the winning team, was a feature. He was as steady as his own ship in a gale and had more pull than a brace of politicians.

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