

CIRCUS IN WRECK

Twenty-Three People Killed Outright.

AWFUL CRASH OF TRAINS

Injured in Rear-End Collision at Least Twelve.

ROAD BLAMES THE ENGINEER

He Says the Air Brakes Failed to Work, but Company Brands His Words as False—Accident at Durand, Mich.

DURAND, Mich., Aug. 7.—An air brake refusing to work on the second section of Wallace Bros' circus train caused a rear-end collision with the first section in the yards of the Grand Trunk Railroad at an early hour this morning, in which 23 people were killed outright and more than a dozen injured.

List of Dead. JAMES McCARTH, trainmaster of the Grand Trunk Railroad, his division embracing Port Huron and Battle Creek.

Engineer Probst, fireman Collier and head brakeman Benedict, who was also on the engine of the second section, are believed to have worked when the engine started to move.

Official Statement of Wreck. Railroad Company Denies the Air Brakes Failed to Work.

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The report then gives the fatalities, and concludes: "Engineer Probst stated that his air brakes worked all right at Lansing, where he took water, and that he had no occasion to use it again until he was flagged west of Durand, where he found that the train was not checked with air."

The bodies of the dead have been placed in coffins and are being shipped to their homes as rapidly as possible.

One of the wrecked cars of the second section pulled into the west end of the Grand Trunk yards here. A red light was burning on the rear car to stop the second section.

Crash Arouses Whole Town. Engineer Probst, who was running the engine of the rear train, says he saw this light and applied the air brakes. To his horror they refused to work. He reversed his engine and the momentum of the train behind him was too great and the crash that aroused all the town near the tracks followed.

The cars standing stationary of the first section were telescoped and the engine and five cars of the moving train were demolished. The rear car of the first section was a caboose in which the trainmen were sleeping and the next two were filled with sleeping circus employees.

The greatest loss of life was in the caboose. One of the wrecked cars of the second section was a caboose in which the trainmen were sleeping and the next two were filled with sleeping circus employees.

Laying Out the Dead. The dead, many of them so terribly mangled that identification seemed well-nigh impossible, were laid on the ground a short distance from the scene.

Engineer Crew Jumped. Wallace Bros' train, which was also on the engine of the second section, are believed to have worked when the engine started to move.

General Manager P. H. McGulgan, of the Grand Trunk system, who was on his way from Chicago to Montreal, arrived at the scene at 7 A. M. and took charge of the work of clearing the track and caring for the injured and dead.

Engineer to Blame. In discussing the question of responsibility for the horror, the railroad officials unhesitatingly lay it to Engineer Probst, of the second section of the train, whose house is in Battle Creek.

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FAST RUN FROM NEW YORK

LOWE SPECIAL BEATS ALL PREVIOUS RECORDS.

Arrives in Los Angeles a Trifle More Than Three Days From the Atlantic Coast.

LOS ANGELES, Cal., Aug. 7.—At 1:06 o'clock this afternoon the special train bearing Henry P. Lowe, a mining man of Denver, drove in at La Granda station, having completed a run from the Atlantic to the Pacific, a distance of more than 2000 miles in the fastest time on record.

Mr. Lowe left New York on Tuesday, August 4, at 2:45 P. M., and arrived in Los Angeles 73 hours and 21 minutes later, one hour and 21 minutes more than three days of actual running time, which includes the three hours gained by running from east to west.

The record-breaking run just finished by Mr. Lowe was undertaken to gain the bed of his 11-year-old daughter, who was dying in Los Angeles. The child died early Thursday morning, but Mr. Lowe was not advised of her death until well on his way.

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When the Santa Fe special left Chicago on Wednesday at 10:15 A. M., it was intended that the run to Los Angeles should be made at an average speed of 35 miles an hour including stops.

As the train passed through Missouri and Kansas it was found that faster time than the schedule provided for could be made. Orders were given to make as fast time as consistent with safe running.

The special began to gain at once. At Junta, Colo., it was more than an hour ahead of its schedule, and when Albuquerque was reached last evening this gain had been increased to three hours and 15 minutes.

Reaching San Bernardino 10 hours and 20 minutes ahead of time, the special had a clear track to Los Angeles, a distance of 81 miles. The run over this last stretch of track was a record-breaker, the speed at times being as fast as 75 miles an hour, and at 1:15 the engine whirled into La Granda station.

Mr. Lowe was rapidly driven to the Westminster Hotel, where he joined his wife, who has been prostrated since the death of the child.

The previous record for a transcontinental run was made by C. R. Peacock, a director of the United States Steel Corporation, who on March 27, 1900, completed the run from Los Angeles to Chicago over the Santa Fe in 87 hours and 56 minutes. This record stood until today, when it was broken by the Lowe special by 26 hours and five minutes.

Record Will Stand for a While. TOPEKA, Kan., Aug. 7.—General Passenger Agent W. J. Blake, of the Santa Fe, said tonight regarding the Lowe special train:

"The Santa Fe has made some notable runs across the continent in the past few years, but the Lowe special has beaten all records heretofore made. The Peacock special in March, 1900, Los Angeles to Chicago, a distance of 2265 miles was made in 87 hours and 56 minutes. The

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