

"Resolved, That, plain duty of said department to capture those guilty of the demeanors, the in ranted conduct of traitor or command said, which cond wounding of an inn dangered the lives o sons, of which cor s, threaten

DEATH IN WAKE OF THE BIG AUTO RACES

Eleven Persons Are Killed and Forty Injured in Trolley Car Collision.

MOTORMAN PAYS PENALTY

Disobeys Orders and Forfeits His Life —Spectators at Crown Point Races Victims of Accident.

[Special to The Indianapolis News.]

SOUTH BEND, Ind., June 21.—Eleven persons were killed and forty injured in a wreck on the Chicago, Lake Shore & South Bend electric railroad, in Porter county, Saturday night, two of the big electric cars coming together head-on. According to General Manager H. V. Wallace the wreck was due to a disobedience of orders by motorman George A. Reed, of the eastbound car, who was killed. Reed received instructions at Gary to wait at Wilson, a short distance west of Baileytown, the point at which the disaster occurred, for the westbound car to pass. The impact of the cars was so

Bend Thursday night in an auto. The car broke down before Crown Point was reached and was brought back to South Bend. The occupants were taken to the traction line on the north side. All the party was on the wrecked car.

Politician Has Narrow Escape

Among those who had narrow escapes was Titus Kinzie, a well-known Republican politician. Kinzie had just entered the smoking compartment of the eastbound car when the crash came. In fact, he had not seated himself as yet. The man with whom he was sitting in the rear end of the coach was killed, and probably Kinzie would have suffered the same fate, for the car at this point was smashed to smithereens.

Curtis Kline had been in the same compartment until a few minutes before the disaster. He managed to get out without serious injuries.

Mrs. Guy Stutesman, of Mishawaka, who was severely injured, escaped by flying glass, was holding her baby at the time of the accident, the latter escaped without a scratch.

Delbert E. Kinney, the conductor of the east-bound car, who is at Epworth hospital, suffering with a broken arm, was at the wreck near Gary a few weeks ago when two cars met. Kinney suffered a break in the same arm at that time. He had only recently got out of the hospital. He came to South Bend from Peru.

Puts the Blame on the Crew

H. V. Wallace, general manager of the Chicago, Lake Shore & South Bend, says: "The crew of the east-bound car is entirely to blame for the disaster. Their stop is usually at Long Lake, six miles west of the Wilson siding. Saturday night the west-bound train had been delayed east of Michigan City by the loss of its pantagraph. Train dispatcher Lambke sent duplicate orders to both train crews.

"Records show these orders were given to one train at Michigan City and to the other train at Gary 10 p. m. The order was positive that the trains to stop at the Wilson crossing. It has been verified that the orders were delivered and no explanation remains. That the crew of the east-bound car simply forgot their order and ran

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The Dead.

BARBER, HENRY A., South Bend.
GILBERTSON, EDWARD, Porter, Ind.
HUTSON, H. H., South Bend.
JOHNSON, CHARLES, Porter, Ind.
LAKE, F. ARTHUR, president of Dowagiac Motor Works, Dowagiac, Mich.
LUNDGREN, EMIL, Porter, Ind.
SWANSON, CHARLES, Porter, Ind.
LEON, R. LYLE, secretary of Dowagiac Motor Works, Dowagiac, Mich.
MERRIMAN, RAY F., South Bend.
MOORE, T. F., residence unknown.
REED, GEORGE A., motorman, Michigan City.

The Injured.

Mrs. A. B. Shelley, South Bend, left eye badly bruised and right leg lacerated; Curtis Kline, South Bend, cut on legs, face and head; Donald Bruegger, South Bend, left leg broken; E. C. Calvert, South Bend, body badly bruised; R. Lyle Kelley, South Bend, head cut and body bruised; Mrs. Esther Graffenberger, South Bend, right ankle sprained; E. Brothers, South Bend, leg broken; Meyer Roderick, South Bend, severely cut; B. E. Crawford, South Bend, slightly injured; Mrs. Guy Statesman, Mishawaka, hole cut in back of head and face cut by glass; F. L. Tucker, Mishawaka, bruised and cut on body; Mrs. Rose Hershey, Goshen, severely cut by glass; C. A. Simmons, Mishawaka,

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"Records show these orders were given to one train at Michigan City and to the other train at Gary 10 p. m. The order was positive for both trains to stop at the Wilson crossing. It has been verified that the orders were delivered and no explanation remains. That the crew of the east-bound train simply forgot their order and failed to throw the switch.

"The railroad will join with the city in having the matter of responsibility pressed. This railroad has made it a rule in the selection of its train crew to employ only men who have worked upon other railroads and who are supposed to be competent to handle fast trains. They are supposed to understand the rules of the line. No words can express the regret of the management over this accident.

Farmers Worked with Lanterns

Farmers near the scene and those of Chesterton, three miles away, were in caring for the injured until the arrival of physicians in a gasoline speeder and automobiles. The telegraph wire was broken and it was impossible to run cars to the scene until repairs were made. When the physicians arrived they found the scene of the wreck lit only by lanterns. All around lay the mangled forms and others that were moaning. Horse blankets were spread and these were used to spread the wounded to lie on. It was necessary to use axes to remove the wounded from the debris of the wrecked cars were on the brow of a curve, and it was difficult to get about them. Most of the injured were brought to South Bend.

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Paul Wilson, assistant superintendent of the road, was riding on the front of car No. 59, with motorman Reed, who was killed. Mr. Wilson said: "I was taken a seat upon the sand and

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Returning from Auto Races.

The east-bound car, No. 59, was practically filled with passengers bound for South Bend, some coming here as a connecting point for other places. Nearly all had been attending the auto races at Crown Point and were homeward bound. The east-bound car was going, at the rate of forty miles an hour, to make up lost time. When the crash occurred, the east-bound car was telescoped and almost entirely wrecked. In this car were all of the killed and most of the injured passengers on car No. 53, west-bound, escaping with slight bruises and scratches.

The accounts of the number of narrow escapes are little short of marvelous. Ray F. Merriman, who died in the Gary hospital yesterday as a result of his injuries, was a well-known young man and until recently treasurer of the two South Bend theaters. He was engaged in the patent medicine business with A. H. Kelley. Merriman leaves a widow, the marriage having taken place less than a year ago.

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The inquest began at Chesterton this afternoon. Coroner Carson is conducting it and he says he will make an effort to establish a charge of criminal negligence against the officials of the road and the employees who manned the cars. Officers of the road have been summoned.

The South Shore has been particularly unfortunate during the last few years. The disastrous wreck of Saturday is the second within a short time, though the results of this crash were worse than any such traction wreck in northern Indiana.

WILL GIVE SOUTH SIDE THE GREATER ATTENTION

CANDIDATES THINK THAT THE SOUTH SIDE IS GETTING MORE POLICY FOR PRIMARIES

CITY POLITICAL ACTION

It developed today that some of the candidates for the mayoralty are planning to give considerable attention to the south side on the grounds that the residents of the south side take a greater interest in the coming primaries than those on the north side.

IN WAKE OF BIG AUTO RACES

Persons Are Killed and
Injured in Trolley
Car Collision.

MAN PAYS PENALTY

Orders and Forfeits His Life
at Crown Point Races
Victims of Accident.

[to The Indianapolis News.]

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Among those who had narrow escapes was Titus Kinzie, a well-known Republican politician. Kinzie had just left the smoking compartment of the east-bound car when the crash came. In fact, he had not seated himself as yet. The man with whom he was sitting in the front end of the coach was killed, and it is probable Kinzie would have suffered a like fate, for the car at this point was smashed to smithereens.

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Puts the Blame on the Crew.

H. V. Wallace, general manager of the Chicago, Lake Shore & South Bend line, says: "The crew of the east-bound train is entirely to blame for the disaster. Their stop is usually at Long Lake, three miles west of the Wilson siding. On Saturday night the west-bound train had been delayed east of Michigan City by the loss of its pantagraph. Train dispatcher Lambke sent duplicate orders to the two train crews.

"Records show these orders were delivered to one train at Michigan City at 8:51 and to the other train at Gary at 8:50 p. m. The order was positive for the trains to stop at the Wilson crossing. It has been verified that the orders were delivered and no explanation remains but that the crew of the east-bound train simply forgot their order and ran past

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Motorman Shiminel, of the west-bound train, said: "I had orders to make the Wilson siding and was nearly there when I saw the reflection of a headlight against the trees at the Shady Side curve. I shut off power and jammed on the brake. My car had practically come to a standstill when the other struck us. My car was lifted straight up in the air."

The inquest began at Chesterton this afternoon. Coroner Carson is conducting it and he says he will make an effort to establish a charge of criminal negligence against the officials of the road and the employees who manned the cars. The officers of the road have been summonsed.

The South Shore has been particularly unfortunate during the last few months, practically ever since it was completed. The disastrous wreck of Saturday night is the second within a short time, although the results of this crash were worse than any such traction wreck in northern Indiana.

WILL LIVE SOUTH SIDE