

escaped from the punctured sides of the boiler and added to the sufferings of the victims pinned in the wreck and to the horrors of the scene.

Ten thousand inhabitants of Jackson were gathered at the scene of the wreck in a very short time and at once began the work of removing from the mangled coaches the killed and wounded who were placed in rows on the green sward near by.

When the collision occurred the shrieks that rent the air were heard for blocks. Many women in the throng on the platforms who witnessed the accident fainted, and men were unnered.

The wreck took place just east of the Michigan Central depot on the main track. The front section of the train ran into the head section, while the latter was standing on the track.

The telegraph cars are the first and second cars of the first section. No one can say how many are killed or injured.

All the undertakers, physicians and assistants were quickly on the ground doing all they could, but the sights were appalling.

Joseph Woodbury of Bath, stricken county, New York, called at the Western Union telegraph office and said: "My father and wife are both killed. My father's name is James and was with me in the wrecked car."

Engineer's Explanation. Engineer Bill Whalen, who lives here and was running the last section, explains the accident thus: "I saw the signal on the card to keep back and stop my engine in hand, as I thought, but when I came down near the other train, which stood still, my air brake would not work, and I ran into the coaches."

The injured coach was the first train and the second train, with all the passengers who were unhurt and wished to continue the journey, and some whose injuries were slight, were sent on to Chicago after a short delay.

Where the Blame Rests. The accident scarcely happened before the news was flashed over the wires to the company's general office at Detroit.

The blame, if any attaches to the active agents of the railroad, belongs to Engineer Whalen, who was hauling the rear train. None of the officials will say that he can be held responsible.

William Whalen, the engineer of the engine which crashed into the train, was taken to an Associated Press reporter tonight, to whom he gave the following account of the accident:

Just east of Jackson Junction I turned on the air brakes, and finding they worked all right shut them off. As we crossed Elmer avenue I applied the brakes, and when I found they did not work on the train although they did on the engine, I then whistled for brakes two or three times and reversed my engine.

COLUMBIA STILL THE GEM

Her Mother Loss Her Grip on the Ocean Once More.

BRITANNIA DOES NOT RULE THE WAVES

America Cup Remains in the United States, for the Gallant Vigilant Has for the Third Time Beaten the Valkyrie, England's Pride.

HIGHLANDS OF NEVERNESS, Oct. 13.—Lord Dunraven's earnest prayers for a strong blow have at last been answered, and as the result of today's race it must be conceded that his claim that his boat could win in a wind was not well founded.

Since the failure to make a race on Wednesday the earl had increased the Valkyrie's ballast by placing an extra ton of lead in her hull.

The yacht's lead line forty-six hundredths of a foot, making her racing length 93.57 feet, with the result that whereas the Vigilant in previous races had allowed her one minute and forty-eight seconds, today, with the additional weight and lower sitting in the water she only allowed her one minute and thirteen seconds.

From an early hour this morning there was every evidence that what every one had been wishing for would at last be granted. At 8.15 the wind at Sandy Hook was blowing at the rate of eighteen miles an hour, and by 11 o'clock it had increased to thirty miles.

At the advertised time for the start, 11.25, the Valkyrie was not near the lightships and it was understood she had met with some accident. The ship's boat signaled that the race had been delayed, presumably to allow the Valkyrie to fix herself up.

COMMENCES TODAY. The Vigilant sailed at 11.30, about a minute ahead of her rival. Both yachts started on the port tack and a dead beat to windward. There was a choppy sea, both boats were sending spray over their decks, but the Valkyrie did not appear to be as wet as the American vessel.

At 1.30, when they were next seen, the Valkyrie led by about 300 yards. They were getting a good wind and stood up about alike. The gap continued to grow larger and at 2.20 the Valkyrie was about a mile ahead. At 2.45 the Vigilant led by three miles and twenty seconds later by the Vigilant. The boats both started on the return stretch at two o'clock.

Seven miles from the stake boat the Vigilant passed the Valkyrie and rapidly opened a gap, winning the race easily at 3.32.44. The Vigilant's elapsed time is 13:32.44; the Valkyrie's elapsed time is 3:32.57.

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The opening session was devoted to the address of welcome on the part of the Omaha city and county board of Christian Endeavorers.

The address of welcome was given by Rev. T. E. Cramble, pastor of the First Christian church of this city.

Rev. Harry Omar Scott of Hastings responded on behalf of the delegates. He said, in part, that they were delighted to be the recipients of such a cordial greeting.

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CONTINENTAL CLOTHING HOUSE OVERCOATS PRICE - \$13.50 Made from a handsome imported Kersey, a regular \$20.00 garment, will be on sale Saturday at \$13.50. SPECIAL VALUES in brown, blue and black Melton and Kersey Overcoats on Saturday at \$15.00. BOYS' DEPARTMENT. SPECIAL SALE ON SATURDAY OF School Suits Ages 6 to 15, at \$3.50. Continental Clothing House. JOHN'S MAGNETIC OIL! Instant Killer of Pain. THE HORSE BRAND. JOHNSON'S ORIENTAL SOAP. AMUSEMENTS. BOYD'S NEW THEATER. Patent Applied For. HOOD'S CURES. J. STERLING MORTON'S. BOYD'S NEW THEATER. NERVOUS DISORDERS.

