



The Indianapolis Times

Fair tonight and Thursday; not much change in temperature.

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SCORES KILLED IN TEXAS HURRICANE; MILLIONS DAMAGE

Flood Follows Terrific Wind Through Rio Grande Valley; Hundreds Injured by Falling Buildings.

TOWNS UNDER FEDERAL GUARD

Highways, Railroads and Airports Are Under Water; Relief Is Rushed to Stricken Communities.

By United Press

EDINBURG, Tex., Sept. 6.—Troops were rushed into the devastated lower Rio Grande valley today, flooded in the wake of a hurricane which killed 100 persons and caused damage of more than \$10,000,000 in Texas and Mexico.

The towns of Brownsville, San Benito and Harlingen were patrolled by federal troops.

With communication still impaired to many points, reports of death and destruction came here from scores of towns in the path of the hurricane, which had disappeared inland today.

Thirty persons were reported dead in Matamoros, Mexico, across the Rio Grande from Brownsville. A Matamoros cathedral collapsed.

Twenty others were reported dead in other sections of the Mexican border city, where many adobe houses were melted by the rain and rising water.

Ten were reported dead, without confirmation, on the Brownsville side of the river.

Hundreds Are Injured

Three were reported dead at San Benito, famous as a citrus shipping center.

Two hundred were reported injured at Mercedes. Forty were hurt at Weslaco and twenty at San Juan.

Many of the injured were hurt so seriously by collapsing houses that they were expected to die.

In Harlingen, two were killed and fifty-three injured.

The causeway connecting Corpus Christi with lowlands across the bay was washed out.

McAllen was without water or lights Tuesday night. Water also was cut off in Harlingen, San Benito, and Brownsville.

Highways, railroads, and airports were flooded in a wide area.

Airport Under Water

Pat Nolan, Pan-American Airways flier, flew on to San Antonio when he arrived over the flooded area from Mexico City and found the Brownsville airport under water.

Nolan estimated that 5 per cent of the buildings in Brownsville had been destroyed, but said the destruction appeared much greater in flooded Harlingen.

High waters isolated several towns. The Southern Pacific Houston-Brownsville passenger train was stopped here. Another train was marooned near Corpus Christi.

Two special trains rushed southward from San Antonio. One bore Ft. Sam Houston troops under command of eight officers to join the soldiers already on duty from Ft. Brown at Brownsville. It carried Pullmans for transportation of injured back to San Antonio.

Heavy Death Toll Forecast

Representative Richard Kleberg, at Corpus Christi, predicted a death toll greater than 100, upon the basis of reports of army aviators who flew over parts of the district.

Major General Edwin B. Winsor of San Antonio ordered 150 soldiers into the flood area at the request of Governor Miriam Ferguson.

They penetrated the region on a special train accompanied by doctors and nurses to set up an emergency hospital and relief station at Harlingen.

The storm was the most destructive of the year. Some houses at Harlingen were tossed a quarter mile, according to Deputy Sheriff J. D. Boren, who made his way here.

Houses Carried Far

"I saw houses explode as the wind struck them," Boren said. "In a few cases the wind whipped up the four walls, leaving the furniture and floor intact. Many roofs were blown off with the four walls collapsing and pinning occupants.

In Weslaco, houses were pitched like cards. One was lifted from its foundations and pitched end over end for a quarter mile. It fell in a tourist camp, crushing several small cottages."

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14 Killed, 25 Injured in Collision of Erie Trains

By LEO H. PETERSON

United Press Staff Correspondent

BINGHAMTON, N. Y., Sept. 6.—

Failure of an engineer to see danger signals was blamed by railroad officials today for the wreck of the crack Atlantic Express, the Erie railroad's fast Chicago-New York train, which killed fourteen passengers and injured twenty-five.

An eight-car milk train plowed into the rear end of the passenger train, which had stopped on the main Erie track within the Binghamton city limits at 8:30 Tuesday night in response to an automatic block signal. The heavy locomotive plunged eight feet into the steel observation coach.

The next coach, a steel Pullman, was telescoped into a wooden day coach directly ahead of it. Almost all the dead and the injured were in the wooden coach.

The signal that stopped the passenger train automatically set a caution signal at the block behind where the passenger train had stopped, and this should have halted

the oncoming milk train. Flagman

A. C. Morris of the passenger train set dynamite caps on the rails after his train halted and tried to signal with a lantern.

Before all the bodies could be removed from the crumpled day coach a crane was to be brought up to lift the heavy Pullman, which had plowed through two-thirds of its length. Rescuers found scenes of indescribable horror. One of the last bodies removed was that of a 1-year-old baby.

The wooden coach was added to the crack train at Binghamton and carried passengers bound for Susquehanna and other way stops between here and Jersey City. All other coaches of the express were steel Pullmans. Almost all the dead were residents of Susquehanna, returning to their homes.

The wreckage was replete with scenes of horror. A 3-year-old child, not badly hurt, was found wedged in the wreckage between the bodies of two of the dead.

One victim hung from a window of the telescoped car. The top of his head had been sheared off against the window-casing.

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the oncoming milk train. Flagman

Read them! Find out how

Mac West fought her way up

from an obscure trouper, in jail

and out of jail, to fame and fortune.

As the situation stood today,

Johnson was resting on his statement that the next move was up to

Ford and that the government

would do nothing unless Ford violated provisions of the code.

The first story appears in

Thursday's Times. Get set for

it now.

Serving with Johnson on the re-

ception committee will be:

Joe Rand Beckett, N. H. Gilman,

Richard A. Arnett, Charles A.

Breece, Leslie D. Clancy, H. Weir

Cook, Charles E. Cox Jr., Ted Griff

fin, J. H. McDuffee, Louis Schwit

z, Robert F. Shank, Lieutenant

Stanton T. Smith, Sidney A. Stout,

Dr. R. E. Whitehead, Walker M.

Winslow, Paul A. Zartman, G. E.

Baker, J. L. McNerny, H. E. Strick

ler, Herbert O. Fisher and L. L.

Taylor.

The famous flier will be the

guest of honor at a dinner sponsored by the aviation committee of the

Chamber of Commerce, to be held

at the Sevier Theatre night.

Post is accompanied on his tour

by Colonel Harley Lake, head of

the aviation division of the Socony

Vacuum Corporation, sponsors of

the nation-wide tour.

Today!

Do you have a guitar you would like to trade for a violin?

Would you like to learn how to fly?

Would you like to buy a printing press?

Would you like to locate the owner of something you've found?

These are only several of

hundreds of daily questions

that can be answered by reading

Times Want Ads

Make it a habit to read them every day.

FALLS 100 FEET; LIVES Steeplejack Sees Rope Break



William Hoyt at city hospital

ARREST REVIVES MURDER INQUIRY

Postal Worker, Cleared in
Death of First Wife,
Slugs Second.

Held on \$5,000 bond in municipal court on charges of beating his bride of two months, Hugh Earl, postoffice clerk, today faced quizzing by detectives, after Dr. William E. Arbuckle, county coroner, announced that he was opening an immediate probe into the unsolved murder two years ago of Mrs. Mollie Earll, the first wife.

Earll, 24, was denounced in bitter terms by Charles J. Karabell, judge pro tem, who also recalled the unsolved murder.

Earll, 31, living at 631 North Gladstone avenue, was arrested Monday on complaint of the bride, Mrs. Maxine Earll, 32.

Karabell declared that Mrs. Earll's face was "the most horribly disfigured face I ever have seen on a woman still able to walk."

When arrested, Earll was charged with drunkenness and assault and (Turn to Page Twelve)

LATE SUMMER HEAT WAVE IS STUBBORN

City Again Is Held in Grip of
Rising Mercury.

Another afternoon in the grip of the late-summer heat wave faced Indianapolis today as the United States weather bureau again forecast little change in temperature for the next twenty-four hours.

The mercury mounted to 88 at 3

Tuesday afternoon and the climbing thermometer this morning indicated temperatures near that for this afternoon. At 6 today, the reading was 72 and at 9, it was 81.

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