

Thanks to Mr. W. A. Hall for the present of a fine watermelon.

Mrs. J. G. Heilig came down from Connelly Springs last Monday.

Miss Fannie Caldwell returned Monday from a visit to Albemarle.

Miss Mary Gill left Monday for St. Mary's Seminary, at Charlotte.

Quite a number of Salisbury people went up to see the wreck Sunday.

Misses Daisy and Lena Thompson returned from Asheville Monday evening.

Mr. Bivins, of Albemarle, editor of the County News, was in the city last Saturday.

The WATCHMAN chronicles more deaths this week than any previous week for a long time.

Mr. Theo F. Klutz, Esq., went down to Greensboro Tuesday and came back last night.

Mr. Morgan, the president of the Durham Fertilizer Company was in the city last Tuesday.

Misses Annie Lentz and Agnes Melchior of Dry's Mill, are visiting relatives in the city.

Mrs. Jno. P. Belt, of Fleming, Ky., is visiting her daughter, Mrs. Woodson Morgan, of this city.

Rev. C. B. King will be back from his vacation this week, and will preach in his church next Sunday.

The graded school opened Monday with 250 in attendance, and brighter prospects for the future.

Miss Annie M. Taaffe returned to Charlotte last Thursday to resume her studies at St. Mary's Seminary.

Sheriff Mabree tells us that he is now ready to collect taxes at any time, and will be glad to wait on any one.

Mr. E. M. Andrews, of Charlotte, passed here Monday on his way home from a visit to Capt. Parker, of New London.

Miss Agnes Bouche will attend Monte Maria Academy, in Richmond, next session. She left for Richmond yesterday.

All persons interested in fairs of any kind should read the new advertisement of the Concord Fair. Go, see, live and learn.

Mr. James West, of Greensboro, came over to attend the funeral of his brother who was killed in the Boston Bridge wreck.

Messrs. John Julian and Clarence Klutz started to Chapel Hill to attend the next session of the University, yesterday.

Mr. W. Lawson Klutz, of the firm of Klutz and Rendleman, goes down the June Bag line this evening to go squirrel hunting. "Well, well!"

The engine on the Yadkin railroad ran off the turn table last Friday at Norwood and consequently did not reach Salisbury until late that evening.

Since the article concerning the Roanoke & Southern was written, we learn that a delegation will be sent from this place. Charlotte sends fifteen delegates.

Mr. H. N. Miller, of this city, left yesterday for North Carolina College, at Mt. Pleasant, where he accepts a position as assistant professor of the ancient languages.

Mr. Tyson Miller, of Davie county, died last Monday, we learn. Mr. Miller was more than eighty years of age and was one of the most prominent farmers in his county.

Don't fail to read what Eames & Earnhart say about their furniture if you wish to buy any. They have a new novel delivery wagon and will deliver all goods bought of them, in this city.

The Salisbury Ice Factory is now in successful operation, and prepared to fill orders. Another evidence of progress in our old town, and one that pleases our people greatly. No trouble to "keep cool" now.

Many readers will be pained to know of the death of Mr. Henry C. Cranford, of Franklin township. Mr. Cranford was at the rally yesterday and ate a hearty dinner. He took colic and did not get home, but died at the home of Mr. Mills, in this city. He was the cancer doctor.

Mrs. E. Ivins Chudwick, a musician of considerable experience in New York and other northern cities has come to Salisbury and will teach vocal and instrumental music this winter. She has been elected director of the Choral Union in place of Miss Linda Rumpke, who has resigned, and will prepare the chorus for the Raleigh Festival. Mrs. Chudwick is originally from Texas, but has lived a great deal in the North, and is a graduate of Wellesley College, Mass., and has taught and studied in New York. She is a member of the Rubenstein Club of that city, which is the finest and most exclusive female chorus in the country.

Salisbury had a fire last Sunday. It originated in the cotton warehouse of Mr. Frank McCubbin, near the depot. The fire was accidental, perhaps from a spark of a railroad engine. Forty-one bales were badly burned but most of them will be saved. The fire company had their truck close at hand and by prompt action put out the fire and saved the house and cotton, although both were badly burned.

Deaths.

Mr. W. M. West died last Thursday morning at half past two o'clock. He was killed in the wreck at Boston's bridge, being the engineer in charge of the train. He had been in such service for about twenty years. At his death he was about forty-five years of age. His remains were brought home and interred in the Lutheran cemetery.

Mr. Warren Fry was killed in the wreck at Boston's bridge. He was a young man and had made his home in our midst. His body was carried to Hickory for interment.

Mr. Hugh Linster was badly injured in the wreck and lived but a few hours. He was baggage master on the local train. His native home was in Statesville, but since his connection with the railroad his headquarters have been at Salisbury. He was a young man 23 years of age, and he stood high among the best of our society. His remains were buried in Statesville on Friday.

Mr. Joseph Gordon died last Friday evening of Bright's disease. He was buried last Saturday, after appropriate service in the Episcopal church. He was interred with Knights of Pythias and Royal Arcanum respect, both of which he was a member.

Mr. H. H. Crowell died last Sunday night after a long and severe suffering. Mr. Crowell was well known in the lower part of the county. He was about 65 years of age. His funeral took place Monday evening, the services being conducted by Dr. Leith, of the Methodist church. The remains rest in the Lutheran cemetery.

LEONARD MUSIC HOUSE.

A Place Where You Can Get Anything in the Music Line.

"A little music now and then is relished by the best of men," is a very true saying. Music is made in various ways and by many different instruments. Vocal music is among the sweetest. But many who enjoy vocal music are not permitted to have it. A squeaky voice seldom, if ever, gives out music that the average person can enjoy. But a good piano, organ, violin or guitar sometimes makes that all right. Music has charmed and tamed the wildest men and animals on earth. The home that has a good piano or other musical instrument in it is generally the abode of refinement. A refined man or woman who does not enjoy music is a curiosity.

Any person in need of a good instrument should correspond with the Leonard Music House, Statesville, N. C. Prof. Leonard is a fine musician himself and handles only the best instruments. He is thoroughly reliable and will treat his customers right. If you have any idea of buying a good instrument, write to Leonard Music House a chance. It is a home enterprise and if you should get an inferior instrument you get compensation.

We want to see our people practice economy, but it is not economy to raise your children in a home where music of some kind is not heard. Have some kind of an instrument and learn to play. Every one does not possess a musical talent, but many have, and every talent given human beings should be cultivated.

Fire.

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THAT AWFUL WRECK.

Incl. As and Seem—Stories of the Disaster as Told by the Saved—The Jury's Verdict.

The writer has visited the scene of the wreck since our last issue and finds that our report was very near correct. The number of dead is twenty-three instead of twenty-eight. Twenty-six are injured and two escaped unhurt.

We arrived at Statesville and at once with a large crowd took ourselves to the scene of the disaster. A two-mile walk and what a scene met our eyes. There on the west side of the creek, against the embankment, lay the broken remains of the once fleet engine, No. 156. Nothing could so clearly be recognized about her as she lay up the embankment. The bell is about the only part of the engine uninjured. The baggage and second-class car lay on the same side with the engine, and it is so completely demolished that it is with difficulty that it can be recognized. The first-class and sleeping cars laid one on top of the other. The "Daisy," Captain Bridger's private car, laid with one end in the creek and the other nearly touching the east end of the embankment.

The debris has been partly looked over but some parts of the wreck has never been examined, and it is possible that bodies could be under them. Indeed, judging from the stench about certain portions of the cars it would seem that there is certainly some bodies there. No work was in operation while we were present (Sunday).

The wreck presents a ghastly sight and causes the bravest of hearts to feel sick. The scene presents the fullest sense of a wreck. Besides the shattered remains of the train the sight of clothing of all kinds, tattered hats, coats, vests, muddy towels, shoes, slippers, collars, cuffs, a tied cravat, and in fact all and any kind of things truly point to a great disaster.

The train tore everything from the bridge and left only the bare brick and stone work. The sleeper is supposed to be the first to jump the track and in the fall pulled the others after it.

The bridge itself is a wonderful piece of mechanism. It is at least seventy-five feet high; is a five span bridge with four pillars, and is about three hundred feet long. How a human life can be saved after such a great leap is certainly miraculous. It seems just impossible.

We went our way back to the station, and while looking for something to while away the time until the arrival of the east-bound train, the room in which the baggage from the wreck is stored was spied. A peep at it shows a horrible sight. Hanging on the walls and in piles on the floor are the clothing of the unfortunate people. Numbers of white and light colored dresses are seen all stained with the blood of the victims. Most of the clothing is badly and fed up. Buried trunks, shattered valises, broken umbrellas, torn slippers, soiled cravats, hats, collars, cuffs and all kinds of clothing from the coarsest linen to the finest fabric can be seen.

On inquiry it was found that all the injured are improving and it is thought that all of them will get well. Mr. A. L. Slink and wife, the newly married couple, are both improving and will get well, and, we hope, still enjoy married life, even more to remember their wedding eve.

Mr. Brodie, of New York, a brother of the Chicago glove drummer, arrived at Statesville Sunday to take charge of his dead brother, but he had been shipped to New York Friday evening. He seemed deeply affected by the loss of his brother. He drove out to the scene of the wreck and gathered up an arm full of the rotten crosses and returned to Statesville to take the train for New York.

The Statesville people and the surrounding neighborhood have been exceedingly kind and have spared no pains in making the wounded comfortable. This people has the commendation of all who have been around the scene.

There are varied and many reports concerning the cause, and the true one doubtless never will be known. Some attribute it to rotten ties, others that it was the work of train wreckers, still others think that the engine trucks was the cause, inasmuch as it was reported that there was trouble with them the former trip. The verdict of the jury given Monday was that it was due a rail taken up, but it also censures the railroad for fast running, rotten ties and leaving tools in an open shed in easy access to every passer by.

The Richmond & Danville Railroad Company have offered a reward of \$10,000 for the arrest and conviction of the person or persons who removed the rail.

We publish below some extracts taken from the News and Observer which are quite interesting.

COMING BACK TO CONSCIOUSNESS.

One of the first passengers to recover from the shock, was Mr. Otto Ramsey, a Norfolk drummer. Mr. Ramsey's experience in the wreck is best described by his own story. He told me in his own way while seated in Cooper's Hotel caparisoned with bandages, and too sore to move much, but otherwise not seriously injured. "When I recovered consciousness," said Mr. Ramsey, "I was all in a heap in my berth in the sleeper and could hear a grinding and grating noise, and could feel the car moving and creaking. Finally it settled down and was still and there was a dead silence. Not a sound of any kind could be heard. There was not a cry or a groan and not a word was spoken. I then called out, there was no reply. I looked up and found that the sleeper was laying on its side, and in the opposite side just above me I could see a window. I climbed up to it and finding a small satellite I smashed the glass and found my way out of the top of the car. I slid down and as I did so I splashed into the water. I still had not heard a sound and had begun to conclude that I was the only person left alive in the wreck. Just then I heard some grating and turning. I saw another man climbing out of another window as I

had done, this proved to be Mr. Demming, of Harrisburg, Pa. We did not know where we were, but started out together and soon came to a house which proved to be the section house. The house and then a man came to the door, who told us that where we were and started for the wreck. They directed us to the house of Mrs. Caldwell, about a quarter of a mile this side of the bridge and we reached there and secured assistance and Edward came on to Statesville.

COL. BENEHAN CAMERON HEMMED IN.

Col. Cameron is also at the Cooper House to-day, and is resting quietly in his room. He has a few scratches and is very sore, otherwise uninjured. In his entertaining way he gave me a graphic description of the horrowing experiences of the night as he saw them. He was one of the first to realize the situation, but did not find himself in as fortunate a predicament as Mr. Ramsey and I. His first sensation was that he was in water and was drowning. He was pinned down and hampered so that he could hardly move, but saw at once that he must make a desperate effort to save himself from drowning in the water, which was all about him. He could hardly find a place in his berth which would admit of his keeping his head well enough out of the water to breathe. All was dark as Erebus and not a sound was to be heard. He grew almost desperate and began to beat at the upper berth, but saw that he was wasting his strength. He began to beat upon him to ascertain the position of the car, and found that it was lying on its side. It was tilted so that the edge of the upper berth came down to the surface of the water, but the part of the side of the car was high enough out of the water to give him space to breathe. At this instant he discovered

A NEW DIFFICULTY.

His left foot was held fast so that he could not extricate it. He made several desperate efforts and finally freed himself. He was now hemmed in by the water and he tried to get out by the wire fastenings of the upper berth and raise it. Stepping his nose he groped with his hand under the water and found the fastenings, and with the last powerful effort succeeded in raising the berth up and got his head out into the open air. Grasping the end overhead, he was safe. As soon as he recovered himself he called for Dr. Sanderlin, but there was no response. He then started along the car in search of him and any others who needed assistance, when he was attracted by sounds of distress from some of the ladies in the car. One after another he succeeded in extricating from the rubbish and water, and all the while was calling for Dr. Sanderlin, from whom he at last got a response, and going to him found him in his berth, almost completely under the water and nearly drowned.

RESCUING THE DROWNING.

He succeeded in getting Dr. Sanderlin extricated and into the open air. He had already rescued several of the ladies among them Miss Luellen Poole, Mrs. R. C. Moore, and Miss Ophelia Moore, of Helena, Arkansas. The last named lady afterwards died. He also went to the assistance of Mrs. White, of Memphis, and succeeded in disentangling her from a network of cords and debris by which she was held down. Mrs. White failed away after she had been freed, and died after being removed from the wreck. She had been spending the season in Morehead, where she was very popular, and had stopped at Hill, here to visit friends on her way back to Memphis, taking the train to Hill here on the evening of the night of the fatal catastrophe. Dr. Sanderlin rendered Col. Cameron all the assistance he could in rescuing the inmates of the car. After rendering a further assistance he could, Col. Cameron called out to know if there were any others needing help. There was no response, and he told the others he would go out and ascertain, if possible, their whereabouts and get assistance. Going outside of the car he saw the stone archways of the bridge, but was unable to decide what the beauty was. He started wading through the water, when he came to a little island, and there he found three men who had been nearly killed and were lying on the ground with cold. He went back to the car and got some blankets, with which he wrapped them up, and then started forth again. He succeeded in gaining the top of the embankment at the further end of the viaduct. He started out to walk up the track. He did not proceed far when he met the hands, who had been aroused by Messrs. Ramsey and Demming. They had lanterns. They told him that he was two miles from Statesville, and directed him to the house of Mrs. Caldwell, where he went and secured a horse and wagon, in which he came to Statesville and aroused the citizens and sent telegrams to Superintendent Bridges and others announcing the accident. He was without hat, shoes or clothing, but succeeded in supplying him with a store and then returned to the wreck, where a number of people had arrived. Col. Cameron attempted to secure all his valuables and other property from the wreck. Dr. Sanderlin was first taken to the house of Mr. John McKorie, where he was well cared for. He has since been removed to Mr. A. J. Evans'. He also recovered everything of value that he had with him.

ANOTHER ATTEMPT.

To Wreck a Train on the Western N. C. Road.

Tuesday night, two miles from Newport, Tenn., an attempt was made to wreck the westbound passenger train. An obstruction of cross-ties was placed on the track. The engineer saw it, but not in time to use his air and stop his train. He succeeded, however, in raising the obstruction with the pilot of his engine. No damage was done save a general jar, a big scare to the people and a total destruction of the pilot or "cow-catcher."

The second rail falling in this attempt did a freight later in the night. They stood a rail up in a cattle-guard. The force of the train broke off the rail, and again the aim of the wreckers failed. They undoubtedly must be some men feared that they will not be satisfied until they do their full devilment.

Aligators.

Florida can still lay claim to alligators. The yankees have not killed them all out yet; for there has been shipped to Raleigh, N. C., to be shown during the Southern Inter-State Exposition, October 1st to December 1st, twenty-eight live alligators. Florida will have the most live resting and novel exhibit at the Exposition. The Florida display will be worth going to see.

The Grand Rally.

Monday night promised a fine day for the Alliance speaking at this place Tuesday morning the weather began to look somewhat gloomy. But by sunrise the sturdy yeomanry began pouring into town ready and anxious to get the first glance at our national speakers. Many who knew the sad disappointment, which is explained elsewhere, talked very low, and was evidently brooding over the misfortune of one good brother's mistake.

At half past ten o'clock the band wagon drove with the band to the Mt. Vernon Hotel and received Maj. W. A. Graham, one of the district lecturers, from Lincoln county, together with our county president, Mr. Jesse W. Miller, county president of Iredell, Mr. Park, and Mr. Thomas Kerns, of this county.

The teams then headed for the speaking grounds. When the band struck the public square they got off a lively air which captured all, and they at once followed the procession.

On arriving at the "grand stand" Mr. T. M. Kerns announced to the audience the misfortune of not hearing Col. Polk, but introduced to them Maj. Graham. He no doubt, felt his inability to entertain such an audience, inasmuch as they had come to hear, mainly the "western men speak." Without an apology he drove into his subject and dealt broad and sometimes shameful facts to the audience. He made a fine speech. He did not receive the applause that Col. Polk would have got, but for good sound reasoning and plain common sense, his speech was well spoken of by all.

The next thing was dinner. It would seem impossible to feed such a crowd, but not so. A table 100 feet long loaded with the fat of the land was sufficient for all. Perfect order was kept and all acquitted themselves like gentlemen and ladies.

It was announced that Dr. D. Reid Parker would speak in the afternoon, and he filled his appointment. Dr. Parker is too well known as a speaker for us to make any comments upon him. He was much worn by many days consecutive speaking, and for the want of sleep. In his usual keen, shrewd and spicy manner, he held the crowd for more than one hour.

The music was rendered by the Pilgrim Cornet Band, of Lexington, N. C. This band is composed of farm boys exclusively. One of them was away on business and his place was filled by a substitute. These boys are doing credit to themselves and are receiving the applause of all who hear them. Not only are they good musicians but they are good farmers. Two of them raised this year, themselves only, over 500 bushels of wheat. Every one of them belong to the Alliance, and this is the only pure Alliance land in the State. They are receiving quite a run of patronage. This year they have been out on nine farms, and last year furnished music on fifteen occasions.

The order during the day was certainly commendable. All departed themselves becomingly.

Although many felt tough in the morning by learning that they would not see Col. Polk, in the evening all faces were covered with smiles and judging from appearances all enjoyed themselves much better than they expected under the circumstances.

In Memoriam.

SALISBURY COUNCIL, No. 272, ROYAL ARCADE.

WHEREAS, The death angel has again invaded our ranks and removed from among us our worthy brother, Joseph B. Gordon, and

WHEREAS, In the untimely death of our brother our Council has lost a faithful worker, each individual member a steadfast, true and loyal friend and brother, the community a valuable citizen, and his family an indulgent loving husband and father. Therefore,

Resolved, That while we have in meek submission to the dictates of the Great Sovereign, Regent of our own, as well as all other organizations of men, still we deeply deplore this dispensation of His Providence.

Resolved, That we extend unto his bereaved family that sincere sympathy and condolence which so naturally flows from the inner circle of our Council, and we add the names of the widow and orphans.

Resolved, That a copy of these resolutions be spread upon the memorial pages of our records, that they be published in the Watchman, and that a copy be furnished the family of our deceased brother.

Respectfully submitted in V. M. C. F. B. ANKOR, J. B. ANKOR, J. B. ANKOR, G. W. WHITLOCK, EDWIN CUTHBERT, Committee.

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