

THE WEATHER TO-DAY—For the South Atlantic States, rising, followed by falling barometer, southerly winds, backing to southeasterly and warmer, partly cloudy weather.

THE CHURCHES TO-DAY.

BAPTIST CHURCH—Rev. Mr. Harmon—Services in the morning at eleven o'clock, and in the evening at 7 1/2 o'clock. Sunday School at 9 o'clock in the morning.
St. Mark's Lutheran Church—Rev. H. A. Wingard, Pastor—Services in the morning at 11 o'clock, and in the evening at 7 1/2 o'clock. Seats free. Sunday School in the afternoon at 3 o'clock.

LOCAL BRIEFS.

Second week of court. Christmas is distant just one month from to-day. The Statesville train arrived here yesterday evening after having failed one trip. The road was considerably washed and the train could not possibly pass over the road without great risk.

Diocese of North Carolina—Bishop Lyman's Appointments. Monday, Nov. 26th, St. Mary's, Rowan county.

Tuesday, Nov. 27th, Concord, Cabarrus county. Wednesday, Nov. 28th, Lexington, Davidson county.

Thursday, Nov. 29th, Thomasville, Davidson county. Friday, Nov. 30th, Company Shops, Alamance county.

Horse and Mule Drowned. Reports of the disastrous consequences of the heavy rains of last Wednesday and Thursday come from nearly all directions in this section.

Sudden Death. Last Sunday, Mrs. Sarah Armfield, residing near Salisbury and an aunt of Col John L. Brown, of this city, went to church in the morning, feeling as well as usual, and returning before dinner time, was sitting in her room when she sneezed and immediately thereafter a gurgling sound was heard in her throat.

The Mayor's Explanation. We are authorized and requested by the mayor to state in reply to the complaint of a youth before his court, that he has no sufficient grounds of complaint.

Superior Court. In the Superior Court yesterday morning, after the verdict in the Lawrence case had been received and sentence of death passed upon Dick Smith, as noted elsewhere in our columns, the McCallum case from Union was again taken up, and another error being found in the transcript, the court declined to try the case and the transcript was again ordered to be returned to the clerk of the Superior Court of Union.

The grand jury was discharged in the morning until Wednesday next, when it will re-assemble, at which time also Mr. Solicitor Montgomery will return from home, whether he went by last evening's train, and parties having business with him can see him at the time mentioned.

WATERY GRAVES.

Boat Capsized and Two Young Men Drowned. Following close upon the heels of the appalling railroad disasters of Friday, comes the intelligence of an occurrence near Lincolnton, Friday night, which is hardly less distressing in its character.

Messrs. Michael Hoke, Jacob Sumner and Harrison Grice, young men of the town, were crossing Clarke's creek, which is just on the outskirts, and which runs between the town and Phifer's factory, the waters being very high, when the boat which they occupied suddenly capsized. Young Grice sank beneath the waters and was seen no more. Messrs. Hoke and Sumner managed to climb one upon each end of the capsized craft, and in this way were floated rapidly down stream. From the point where the young man essayed to cross the creek to the mouth of the same, where it empties into the river, (the south fork of the Catawba,) the distance is greater than a half mile, and realizing that they would soon be driven into the full current of the larger stream, they agreed to catch upon the branches of the first tree to which they were borne. Accordingly, when they had been carried a quarter of a mile down the river, in the direction of the opposite bank, and were borne against a tree, they abandoned their frail bark and swung to the limbs, while the boat, relieved of its weight, shot from under them like an arrow.

Mr. Hoke lodged high up among the branches, Mr. Sumner below him, and in this perilous situation they hung suspended by the arms, calling for help which did not come and talking with each other about their peril and the probabilities of escape from their frightful surroundings. At the end of an hour Mr. Sumner said to his companion that he could hold out no longer; that he was growing weaker and weaker and would have to release his hold upon the limb. "Take care of yourself," were the last words he uttered, and then he sank and the waves closed over his already almost lifeless form. His companion did not see him when he disappeared, for the night was dark, but their conversation was suspended and he knew that he was gone.

Throughout the long watches of that awful night, from 9 o'clock until 7 yesterday morning, Mr. Hoke clung to the branches of the tree, the water rising nearly to his arm-pits and his whole frame benumbed with cold. Shortly after daylight his cries attracted persons to the bank, and finally, after long hours of fearful waiting, he was rescued and brought to shore alive and well.

News of the drowning of Messrs. Grice and Sumner soon reached the town, and during yesterday the river banks were searched as far down the stream as High Shoals, eight miles below, but up to 3 o'clock in the afternoon no traces of either body could be found. Mr. Hoke, the rescued gentleman, has a number of acquaintances in this community, as had also Mr. Sumner. The latter lived here for quite a length of time, a few years ago, having been connected with the Mecklenburg Spoke and Handle Factory.

TO BE HANGED.

The Jury Return a Verdict of Guilty Against Lowrance—The Death Sentence is Pronounced Against Dick Smith, Colored.

As stated at the close of the report of the trial of Rufe Lowrance, colored, for the murder of Dock Hunsucker, also colored, given in the OBSERVER yesterday, the jury took the case at 6 p. m. At 2 o'clock yesterday morning, not having arrived at a verdict, the officer in charge locked them in a room to themselves and they were allowed to sleep till after daylight. Soon after the court assembled the jury entered and rendered a verdict of guilty of murder. The prisoner displayed not the slightest emotion, seeming to take the verdict as a matter of course. During the trial he appeared to be an interested listener, but showed no concern. His jailer states that up to the day of the trial he was always in good spirits. The verdict of the jury was announced in the presence of a crowded court room, there being present about an equal number of white and colored persons, and seemed to be generally endorsed by all.

At the suggestion of the counsel of the prisoner, Judge Kerr deferred pronouncing sentence upon him until some day next week. The prisoner was accordingly remanded to jail. The counsel then asked that a motion for a new trial be recorded.

But there was another solemn and impressive scene in the same place and during the same session. At the last February term of Mecklenburg court, three negroes, Fletcher Smith, Mose McMullen, and Dick Smith were tried for the murder of Sam Ross, colored, in January of this year, on the plantation of Coroner W. N. Alexander. Walker and McMullen were cleared and Dick Smith was convicted. An appeal was taken to the Supreme Court on account of objection to the charge of Judge Cloud, the presiding judge, and at the last term of the Supreme Court the decision of the lower court was sustained. Smith was accordingly summoned before the court yesterday morning, and His Honor Judge Kerr sentenced him to be hanged on the 14th of December next. The scene during the pronouncement of the sentence was a most solemn and impressive one. Judge Kerr made a beautiful and touching address to the condemned man. Several persons in the court room were much affected.

The place of the execution and the other details of it was left to the judgment of the sheriff.

THE RAILROAD WRECK.

Fuller Accounts of the Terrible Disaster—What Was Seen and Heard. The Killed and the Wounded—The Story Not Yet Finished.

Further news from the terrible catastrophe reported in the OBSERVER yesterday morning, was awaited yesterday with breathless anxiety, and every effort was made to gather information from the scene of the disaster. Finally about 10 o'clock it was announced from Rock Hill that the train which left here yesterday morning at 12:15 would return about 12 o'clock with the killed and wounded. On its arrival hundreds of anxious people collected around it to gather what tidings they could of their friends and relatives. About ten of the passengers of the ill-fated train arrived, together with the citizens of Charlotte, who had, on the night before, gone to the scene of the wreck, and the body of James F. McLaughlin. Most of those who had been hurt had sufficiently recovered to be able to walk, and although all had apparently suffered much from exposure no one seemed to be seriously injured.

Under the excitement which followed such a terrible and fatal accident, with the marvelously narrow escapes of each individual, it has been with the greatest difficulty that the whole story could be collected, and even yet many tragic occurrences have doubtless not been related. So sudden and awful was the accident that scarcely any of the passengers are able to tell anything beyond the story of their own adventures and rescue. Many of these are thrilling beyond description, but as it will be impossible to give them in full we must confine ourselves to a general account of the catastrophe, as collected from all sources.

The train with about twenty passengers—all males—arrived at South Fork creek coming towards Charlotte, at 4:12 p. m. Captain William Kline was conductor and William Fetner, engineer. There were only three cars, the baggage and express, the first-class passenger and the second-class passenger. There were only five persons on the first-class coach which was behind, the remainder being in the second class car.

The engineer approached the trestle somewhat cautiously, but seeing two negroes and a white man on the opposite side, having apparently just crossed it, he proceeded at the rate of about ten miles an hour. The trestle is about fifteen feet above the creek bank, and about two hundred feet long. The water had risen to within about six feet of the top.

Just as the hindmost car cleared the bank and was directly over the channel of the creek, and before the engine had reached the opposite bank—at the moment when the entire train was directly above the seething and roaring waters, the first intimation of the approaching disaster was given. The engineer felt a sudden jar, and, quick as thought, jerked open the throttle. With this the engine bounded forward, broke the coupling of the next car and in an instant had cleared the trestle.

The passengers felt a sudden jar, and then came the terrible realization that they were gradually sinking. Another instant and the water burst through the windows upon them, and for a moment hid from sight the struggle between life and death.

There was little or no crash, and the first sound which greeted the ears was that of the screams of the passengers. Instinctively every man leaped for the windows, and one by one they began to appear upon the tops of the cars. The upper side of the track had given away first and hence the cars began to turn over. The iron being fastened together by "fish bars," the track still clung together, even after the timbers had been torn from beneath it. Hence the gradual sinking. Finally the upper rail gave way entirely, and the three cars were soon almost completely emerged, sinking down among the tossing and breaking timbers. At this moment the scene is represented as baffling description. Many of the passengers were struggling to escape through the windows; others had already left the car and were being carried rapidly down the stream, sinking for one moment beneath the water, and the next rising to be violently struck by the timbers; others still clinging to bushes and endeavoring to lift themselves above the water. A few had climbed upon the floating timbers, and two or three had lodged in branches of trees.

Wonderful Escapes. Messrs. R. Y. McAden and John L. Morehead emerged from the windows of the middle car almost simultaneously. As they were endeavoring to free themselves from it, the car was washed against the track which was still being held together by the fish-bar iron. They were gradually being crushed between the iron and the car, when suddenly the iron broke and they drifted down stream until they caught in trees.

Conductor Kline stood on the top of the last coach until it sank, and then plunged into the water and was found a half mile below the scene of the wreck. A Woodruff escaped from the rear car before it left the track, and got to land by climbing up the iron until he came to the part of the trestle which had not given away.

The front of the express car lodged within fifteen feet of the bank and was only partly submerged, and the messenger, George Bateman, had no difficulty in getting out on top of his car and thence to the bank.

William Horah, baggage master, and William Osmont, news agent, were on the platform of the middle car and leaped off as soon as the car began to

sink. The former swam to the bank and the latter lodged in a tree near the wreck. These few accounts of the manner in which some of the escapes were made, give some idea of the scene.

THE RESCUES. In fifteen minutes after the occurrence, the news had spread for several miles over the country, and people began to flock to the bank and endeavor to rescue the unfortunate passengers. Mr. Joe Burdell, formerly an engineer on the railroad, happened to be near the scene of the accident, and directed the efforts, displaying a presence of mind and courage which have scarcely ever been equalled. The engine was immediately sent to Rock Hill for assistance, and a party was made up there, headed by Dr. T. C. Robertson, who came to the scene as fast as steam could bring them. Before their arrival the people in the neighborhood on both sides of the stream had rescued several of the parties who were nearest the banks.

By this time it had begun to grow quite dark, and the only guide to the efforts of those who were endeavoring to rescue their unfortunate fellow beings, were the cries for help which were heard in almost all directions.

Rafts were constructed, and brave men embarked on them in the hope of passing near enough to some of the men to take them from their perilous positions in trees, clinging to bushes and floating about on logs. Several were gotten out by this means. Ropes were thrown to others, and several were rescued by men who swam horses into the stream. The rapidity with which the water surged through the bushes and trees, and the large quantity of timber constantly being swept down the stream, rendered such methods of assistance extremely perilous, but those engaged in the work seemed to lose sight of the danger, and did not hesitate to run any risk.

Some time after dark the engine brought a boat from the Catawba river which was also the means of saving several. Finally the last man that could be heard of was rescued about 10 o'clock, having remained in the water since four in the afternoon.

As fast as the men were taken from the water, they were carried to houses in the neighborhood, where every attention possible was given them.

THE INJURED. Nearly all those rescued were more or less injured, but none very seriously. Mr. Steele, of Rock Hill had a leg broken; conductor Kline has a severe flesh wound in the arm; William Osmont a severe gash in the head; W. J. Orr several severe bruises; R. Y. McAden considerably bruised and bruised in the back and sides. The others, so far as known, were only slightly bruised.

THE KILLED. The only dead body thus far found is that of James F. McLaughlin, of Charlotte, discovered on top of the car crushed between timbers which had lodged there. He was first seen and recognized by the party from Charlotte about 4 o'clock yesterday morning. So securely was he fastened and so heavy were the timbers that it was with difficulty that the body could be rescued by the combined efforts of four or five men. His back and neck were both broken and his skull crushed.

The water in the stream was rapidly falling when our latest intelligence was received, and no news has reached us of the finding of any more bodies. Conductor Kline thinks, from an examination of his tickets, that no one is lost, but as there were several persons returning from the stockholders' meeting who did not have tickets, he is uncertain as to the exact number on the train. Fourteen of the passengers have been seen, but as there were certainly more than this on board, it is feared that several are lost. Communication with the other side of the stream is bad, and possibly several persons might have been taken to houses on that side and not been heard from.

THE AIR-LINE ACCIDENT.

So much more frightful in the aggregate and in detail was the occurrence on the Charlotte, Columbia and Augusta Railroad, that the accident on the Air Line, which cost poor Tom Smith his life, paled comparatively; and while there were many enquirers for news of this, they were neither so numerous nor so eager as those who sought intelligence of the other, for the reason stated, and from the further fact that so many of our people were on board the train which went through the trestle. The Air Line accident, however, was no insignificant one, and though there are few particulars which we did not give yesterday, we repeat the story, with additions, since the public mind is just now in such a condition that anything bearing upon the subject is of interest. As we said yesterday, the engine was pulling three cars and running about thirty miles an hour. The rain was pouring in torrents. Two minutes before the accident occurred, while rounding a sharp curve, Engineer Smith, leaning from his cab window, signalled to a friend in the ladies' coach, who was looking ahead, and pointing to the water which was coursing through the ditches, shook his head, as if to say

"I DO NOT LIKE IT."

But the train did slacken its speed. In a moment the crash broke in upon the buzzing of the car wheels. Passengers were jolted out of their seats, and some who turned their heads saw the massive thirty-two ton engine roll over and over like a child's plaything. The two front cars were thrown from the track; thanks to the automatic brake the hindmost car was checked in time and did not leave the rails. What injuries were inflicted upon the passengers were very slight, and they were

soon outside and upon the ground. To take in the situation was the work of a moment. The engine was upright on its wheels at the foot of the embankment, not parallel with the track, but at right angles with it. It had made two revolutions in its descent. The top of the cab was crushed down, the smoke stack was gone and likewise the bell. The locomotive was covered with mud, but was standing up-right upon its wheels, and was tenantless. The fireman was soon found, at a considerable distance from the track. He was standing in the tender when the crash came and he, with the wood in the tender, was hurled far from the line and escaped with painful bruises but no serious injuries. The engineer could not be found, and search for him was at once instituted. This was for some time pursued without avail, but by and by a foot was seen protruding from the earth. It was even so. He had been literally and entirely driven into the earth, head, body, arms and legs. He was dragged out with all possible speed and carried into one of the cars. The mud was removed, as best it could be done, from his ears, eyes, nose and mouth; the blood spouted from his ears, he gasped three times and died. The track was torn to pieces for a distance of fifty yards or more. The remains of the engineer were sent to Atlanta by the first train, and the passengers were brought back to Charlotte yesterday morning, by a train which went out for that purpose late Friday night.

These accidents have created a profound sensation in the city, and will not soon be forgotten. Trains on these two roads are running from terminal points to the wrecks and transferring passengers and mail.

THE Churches and the Preachers. Rev. Theo. Whitfield, who is in Wadesboro', telegraphs that Rev. Mr. Harmon will fill his pulpit to day.

Rev. E. H. Harding has returned and will fill his pulpit as usual to-day. The leading religious events of the week will be the meeting of the annual conferences of the Methodist Church in North Carolina, and of the colored North Carolina Methodists which convene in Salisbury Wednesday.

Bishop Atkinson preaches in Monroe December 11th. The many friends of Roy. E. A. Osborne will be glad to know that he is pleased with his new field of labor at Shufordville, Henderson county, whither he went about two months since. He will move his family there in the spring.

To-day Rev. Mr. Boshamer preaches his last sermon of the conference year. Though it is the case his congregation have no fears of being called upon to part with him. It is universally desired that he be returned to this station, and there is no reason to suppose that he will be transferred.

Rev. S. H. Chester, pastor of the Presbyterian church at Castanea Grove, Lincoln county, and a young gentleman who has many friends in this city, has received calls to Big Lick and the Second Presbyterian church of Staunton, Va.

Rev. A. A. Boshamer will preach the funeral sermon of Mr. J. F. McLaughlin, the victim of the distressing accident on the Charlotte, Columbia & Augusta Railroad, at Tryon Street M. E. Church this morning at 10:30 o'clock. Tickets for delegates and visitors to the North Carolina Conference at Salisbury this week, will be on sale at the ticket office of the Richmond & Danville Railroad, to-morrow, Tuesday and Wednesday, only. Price of tickets, \$2.50, good for the round trip and for ten days from date of purchase.

The quarterly meeting of Tryon Street M. E. Church begins to-day. Rev. W. H. Bobbitt, D. D., presiding elder, will preach to-night. The quarterly conference will be held to-morrow (Monday) night.

THE Races. The managers of the races visited the fair grounds yesterday afternoon and inspected the track. They are of the opinion that it will be in excellent order by Monday evening, provided there is no more rain. Having had sufficient time on account of the continuous rain, they have advertised quite extensively and completed all arrangements necessary to insure the success of the races. They hope to see the ladies out in full force. Every precaution has been taken to preserve order. No liquor will be sold on the grounds, and nothing will be allowed which could offend any one. The entrance fee gives access to every part of the ground.

Sad Death of Dr. W. R. Sharpe, of Davie County.

The sad intelligence has been received here, that Dr. W. R. Sharpe, of Fulton, Davie county, N. C., came to his death on Wednesday night, 21st inst., by taking a fatal dose of morphia by mistake, instead of quinine. Dr. Sharpe was a physician of high standing and reputation, and a gentleman of fine intelligence and influence. He was descended from revolutionary ancestors, and was worthy of the historic name he bore. His death will be severely felt in his own community, and by a large circle of personal and professional friends elsewhere.

FUNERAL NOTICE.

The funeral of James F. McLaughlin will take place from Tryon Street M. E. Church this morning at 10:30 o'clock. The procession will move from the house at 10 o'clock. The friends of the family are invited to attend.

The Queen of the Oven.

A breakfast-biscuit or tea-roll made with Dooley's Yeast Powder is certainly the Queen of the oven—so light, white and delicious. You lift it tenderly, break it open gently, spread it daintily with fresh, sweet butter, waiting to be gracious. After breakfasting on biscuits made with Dooley's Yeast Powder, you will find it impossible to eat anything else, or grumble because his wife asked him for money?

JEWELRY, ALLEN'S Just Arrived. Just Arrived. A splendid assortment of Ladies' Neck Chains & Locketts, Ladies' Opera Chains, Ladies' and Gents' Sleeve Buttons, Gents' Chains, Gents' Collar Buttons, And a Handsome Line of JETT GOODS. CALL AND SEE THEM.

LADIES' CLOAKS. We have just received another new lot of LADIES' CLOAKS, beautifully trimmed and of the latest designs, at reduced prices, also BOYS' SUITS, Assorted, very low. BALL FRINGES IN ALL COLORS. We are still offering the greatest inducements in Ready-Made Clothing, Dress Goods, Boots and Shoes, Trunks, Hats, &c. GIVE US A CALL AND BE CONVINCED. H. MORRIS & BROTHERS. THE PEARL SHIRT is ahead of anything ever brought to this market—price only one dollar.

THE PLACE. NATIONAL CLOTHING HALL. JUST RECEIVED a new and elegant selection of garments. Fine DRESS SUITS for Men, Youths and Boys. Finding our business a great success we are receiving Goods daily, and are selling them at our usual low prices. Our business is managed by ourselves as we have no one to dictate prices for us. The most of our Goods are manufactured by our own house in Baltimore, and by the most skillful workmen in the country; this enables us TO SELL CLOTHING FOR LESS MONEY than any house in the South. We are practical tailors and making garments to order at short notice. We guarantee a fit or no sale. PROMPT ATTENTION SHOWN TO EVERY CUSTOMER. L. BERWANGER & BRO., FINE CLOTHIERS AND TAILORS.

SPECIAL NOTICE. We are daily receiving new additions to our already SPLENDID STOCK of BOOTS & SHOES. Our Stock is complete in every department, and we invite all to call and examine our Goods and hear our LOW PRICES. Ladies', Gent's, Misses' and Children's Fine Goods a Specialty. We have a line of Burt's celebrated New York SHOES for Ladies—the best in the world. Come and see us. PEGRAM & CO. TO THE Merchants of Western North Carolina. We have secured the exclusive sale of Sample & Wetmore's Celebrated NORTH CAROLINA MADE SHOES, and are ready to supply all demands for them. PEGRAM & CO.

LADIES' H. S. HANDKERCHIEFS. Among the many lines of very cheap goods which we are leading on, we propose to place a line of LADIES' H. S. HANDKERCHIEFS. We have marked them down to a PRICE THAT WILL SURPRISE ANY ONE who will take the trouble to examine our Stock. We wish to call special attention to our Quilted Italian SKIRTS, which we are offering very cheap. Have them in Seal Brown, Navy Blue, and Black. Yours very respectfully, ALEXANDER, SEIGLE & CO.