

DAILY EDITION.
Furman, Stone & Cameron,
Editors and Proprietors.
SUBSCRIPTION:
DAILY, One Year, \$6.00
Six Months, 3.00
WEEKLY, One Year, 1.50
Six Months, .75
Advertising Rates Low.

The Asheville Citizen.

VOL. IV.—NO. 85.

ASHEVILLE, N. C. THURSDAY MORNING, JULY 19 1888.

PRICE 5 CENTS

FURMAN,
PROPRIETOR
Citizen JOB Office,
13 PATTON AVE.
Our facilities are second to none
LEGAL BLANKS,
LETTER HEADS,
BILL HEADS, &c

ROYAL BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity and whiteness. More economical than the ordinary kind, and cannot be sold in competition with the adulterated. Sold only in the original tin. ROYAL BAKING POWDER CO., NEW YORK.

COMPOUND OXYGEN

Dr. HARGAN & GATCHELL

ASHEVILLE, N. C.

Compound Oxygen inhaled, in connection with the medicinal Balsam Vapor, cures Consumption, Asthma, Bronchitis, Whooping Cough, Sore Throat, Loss of Voice, Diseases of the Liver and Kidneys, Blisters, and all diseases depending upon impure and impoverished blood. It improves the circulation, and restores the system to its normal condition when everything else fails.

Dr. HARGAN & GATCHELL

ASHEVILLE, N. C.

In justice to all similarly afflicted with ourives as well as to Drs. Hargan & Gatchell, I voluntarily make the following statement:
My wife has suffered for several years with severe lung trouble, continuing to grow worse until last November when she was unable to get up, and had to be carried to bed. She was treated by the best physicians of Asheville, and all failed. She was then treated by Dr. Hargan & Gatchell, and in a few days she was able to get up, and in a few more days she was able to walk. She is now perfectly well, and has gained a great deal of weight. I am indebted to Dr. Hargan & Gatchell for the first treatment, and am ready to testify to its efficacy.

HOME TREATMENT

Dr. HARGAN & GATCHELL

ASHEVILLE, N. C.

Dr. Hargan & Gatchell's Home Treatment is a simple, safe, and effective method of curing all diseases of the throat, lungs, and chest. It is a true and reliable remedy, and is the only one that will cure the disease in its early stages. It is sold in every drug store, and is the only one that is guaranteed to cure the disease.

One Price Store.

A large and very attractive line of Men's, Boys' and Children's Suits ranging from low priced goods to something very fine.

Very fine suits taken for A. Raymond & Co., New York Tailors, at 45 guaranteed. Samples now ready for inspection.

Dr. HARGAN & GATCHELL

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H. Redwood & Co.

13 PATTON AVENUE.

Men's Furnishing Goods.
Cassimeres, Coatings, Tweeds, Kentucky Jeans, Domestic, &c.

AT THE STEAM

ASHEVILLE

And the old folks cry for it. The pleasant California liquid fruit remedy, Syrup of Figs, is more easily taken and more beneficial in action than any other medicine. It cures the Liver, Kidneys, Stomach, and Bowels, while it arouses them to a healthy activity.

THE DAILY CITIZEN

Will be published every Morning (except Monday) at the following rates—
One Year, \$6.00
Six Months, 3.00
Three Months, 1.50
One Month, .75
One Week, .15

Our Carriers will deliver the paper every Morning in every part of the city to our subscribers, and parties wanting it will please call at the Citizian Office.

Arrival and Departure of Passenger Trains

MASSBURY—Arrives 4:30 p. m.; leaves for Morris town at 4:40 p. m.
SALISBURY—Arrives at 1:15 p. m., and leaves for Asheville at 1:30 p. m.
SPRINGSBURG—Arrives at 7 p. m.; leaves for Asheville at 7:15 p. m.
SALISBURY—Arrives at 6:55 a. m., and leaves for Asheville at 7:10 a. m.

FOR THE STATE SENATE

30th District,
S. B. BRIGGS of Yancey,
H. S. BLAIR of Caldwell.

New Advertisements

Wanted—J. P. Patterson,
Wanted—J. P. Patterson,
Trusted Sale—Jas. O. Martin, Trustee.

Mr. Geo. H. Walker of the Asheville Furniture Company, has gone on an extensive southern business trip.

A regular communication of the Asheville Lodge No. 410 A. F. and A. M. will be held this evening, at 7 o'clock.

We had the pleasure of a call yesterday from Rev. Wm. Baker, editor of the Waynesville News. Mr. B. will remain in the city a day or two.

Knoxville has two rape cases on hand this week, both by white men and two little white girls. The parties are in jail. The feeling of indignation is very high, and Tuesday night attempts were made to lynch them both, but the determined action of the officers at the jail prevented mischief.

Capt. H. C. Fagg returned Tuesday evening from a very pleasant visit to Ohio. He reached Morris town in time to participate in the marriage ceremony of Mr. R. B. Furman and Brodie Harris, and came on home with the party that evening.

Mr. S. O. Wilson, the efficient and energetic secretary of the North Carolina Fruit Growers' Association, reached the city yesterday and left for Haywood this morning. Mr. W. is anxious to interest the fruit growers and people of our section not only in the association, but in the fruit exhibition to be held at Raleigh in August. This fair promises to be most attractive, as it will certainly be well attended, and as railroad rates will be low it will afford our fruit growers an excellent opportunity for recreation and the gaining of information.

Notwithstanding the extra number of CITIZENS printed the past few days we have not been able to supply the demand. We will have a still larger number this morning.

We are authorized to announce that the independent mass meeting heretofore alluded to, proposed to be held on Saturday next 21st inst., has been postponed until further notice. Those interested are requested to please observe this announcement.

Paint It and Pencil It.
We heartily endorse the following:
SANDY MUSH, July 16.

Hot's and Boarding-houses
Supplied at wholesale rates, with all kinds of Crockery, Glassware, Table Cutlery, Silverware. Prices given in large cities are duplicated here, saving you freight and risk of breakage. We carry one of the most complete stocks in the South and can fill orders promptly. Our fancy goods department is full of the latest novelties. Call at Law's, 51 & 59 S. Main st.

WHO IS GUILTY?

WHISKEY AT THE BOTTOM OF IT.

A WRECKED TRAIN, A DEAD MAN AND OTHERS INJURED.

NEGLECTANCE AND CARELESSNESS BEING INVESTIGATED.

The investigation to close this Morning, and a Verdict Rendered.

The Coroner and his jury yesterday heard the evidence in the railroad wrecking affair, which occurred near this city Sunday morning last. Considerable interest is felt in the result of the investigation, and the testimony adduced yesterday was lengthy, and convinced everybody present that there had been gross negligence practiced upon the part of somebody. Mr. A. C. Weldon, the operator, upon whom the railroad officials attach the blame, was in court, and was represented by Judge C. A. Moore. The evidence of witnesses is herewith given:

J. L. HAWKINS.
"I am train dispatcher for the W. N. C. Road, and reside in Asheville. On the morning of the 15th I gave orders to freight trains Nos. 13 and 22 to meet at Asheville Junction. This was an 'O. K.' or restraining order to hold up No. 22, which was bound west, at this station. I asked Weldon before I had sent the order, whether No. 22 had come, and he replied, 'No.' After I sent the order I asked him again. He again replied, 'No.' About fifteen minutes after this he called me up and asked me to catch No. 13, which had left Asheville going east, saying that No. 22 had passed him. I tried to catch No. 13, but they had left. In a conversation afterwards he told me that a station hand had pulled his semaphore (signal light) down. Witness explained workings of the signal to the jury, and the following orders to conductors and engineers of trains Nos. 22 and 13:

"ASHEVILLE, July 15.—Conductors and engineers, Trains Nos. 22 and 13 will meet at Asheville Junction, on the morning of the 15th. This telegram was sent at 1:22 a. m. Weldon signed for it at 1:30. It was signed for by W. E. Moore, also signed by Spang and Boone, conductor and engineer of train No. 13 at 1:24.

Judge Moore—"Every paper introduced here as evidence must be filed in the court." He asked witness if a certain book exhibited as "Book B," second edition, R. & D. R. R., was the rules and regulations in use by the company. He testified that it contained the rules and regulations. Judge Moore next read rule No. 524 from said book, relative to handling signals. Witness said it was a rule of the company.

Dr. W. R. Hilliard sworn: "I don't know anything about the wreck. About 8 o'clock Sunday morning I was ordered to go to the depot to see wounded men. I did not know that a man was killed until after I had dressed the wounds of the injured. I did not see the man who was killed. I think the clock struck 8 just as he was leaving house. I was sometime in getting a carriage. I knew nothing at all about the matter other than what I have stated."

V. E. McBees sworn: "I don't know anything about the wreck except from the written report and telegram sent at Asheville. The orders were given by the dispatcher over my signature. Mr. A. C. Weldon has been in the employ of the road more than a year; I never had any complaint against him before. His general character very good. He was always considered a most reliable dispatcher and a good operator. He is about 45 years. I think he relied upon his salary for a living. Don't think there was any willfulness on his part in the matter; it was a mistake and an honest one."

W. Connally, master of trains: "I have a telegraph instrument and a bell in my room, so that I can be called by the dispatcher at any hour. About 2 o'clock Sunday morning I was called by Mr. Hawkins, the dispatcher then on duty, and told by him that Nos. 22 and 13 had collided between Asheville and Asheville Junction, on account of Mr. Weldon, the night operator, failing to deliver an order to No. 22, and I told him to find out if any one was hurt; extent of the damage, and to let me know as soon as possible. In about ten minutes he told me that three or four men were hurt; the engineers and firemen were also hurt; did not know how badly. I told him to send an engine and coach and bring the men and

baggage to Asheville. I then went for Dr. Hilliard. I called the Doctor up and went directly to the depot to my office where the dispatch was. I met the men there. They had just arrived. There were four or five, and they were taken to the hotel and made comfortable. Went to office and examined books and orders; found orders had been given correctly and recorded on books in proper shape, and delivered by No. 13 according to rules. Saw it was a clear mistake upon part of operator Weldon; the records show this; went on to the scene of the wreck; examined wreck; ascertained damage done, and also saw the man killed. I identified him and knew him very well. His name was Harvey Carruthers. He was to the left of the wreck as you come to Asheville and lying to the left of the engines. Several pieces of heavy timber were apparently crushed in, and he was dead at that time. It was impossible at that time to get the body out of the wreckage; a small force of hands were at work; a larger force was put on. Carruthers was taken to the hospital, and he was dead at that time. It was brought to Asheville depot, placed in charge of undertaker J. V. Brown; understand he was buried at the Asheville cemetery. Other train hands said he was from Mecklenburg county, near Charlotte. He had no friends in Asheville, and with necessary clothing and coffin. I went on to Asheville Junction after 5 o'clock, and found the train orderly on Mr. Weldon's table, correct and just as it had been sent from Asheville. Identified the order by Mr. Weldon's handwriting, and was not at the Junction when I got there. He had awakened Mr. Lee, the day operator, who was on duty at the time. Weldon called at 7 o'clock p. m. He should have been in the office. I do not know where Mr. Weldon was at that time. Have no idea. Weldon would not be allowed to work after the accident. Cross examined by Judge Moore: "Do you know whether or not Mr. Lee had been awakened by the dispatcher?" "Mr. Hawkins told me that he had instructed Mr. Weldon to wake Mr. Lee, the day operator."

G. E. Lee, agent and day operator at Asheville Junction: "On Saturday evening, July 15, I was called by Weldon at 9 o'clock. He called at my room and told me that there was a wreck at Rock cut, between Asheville Junction, and Asheville, and that Mr. Hawkins had called on him. I reached the office at 9 o'clock, and found order No. 22 dated July 15, for Asheville Junction, and No. 13 to meet at Asheville Junction, and signed by Capt. V. E. Moore and the order was given. I fitted the order with Mr. Weldon's signature and sign the order. I was then called by the dispatchers office for orders for engine No. 11; after taking this order and delivering it, I asked Mr. Hawkins for permission to go to my room at 9 o'clock. Mr. Weldon went with me, and explained to me the cause of the accident, saying that Isaac Wallen a station hand, had pulled the semaphore down while he was absent from the office, and that when he returned he found the semaphore down. I only took one drink; didn't want it—it did it to satisfy the crowd. Dr. Reed had a quart of whiskey there. Mr. Weldon was present, and drank before I did. I used to drink a little whiskey, but I don't drink now. I got a great deal of whiskey from the bottle when Dr. Reed told me to get out the freight for Hendersonville—a barrel of whiskey. He then told me to take it back after a little while. I rolled the whiskey into the depot after the train had passed. I saw the light; I never pulled it down. If I told him I did it was through excitement. I did not pull down that light. I was not intoxicated. He had a walking cane using it as a crutch. I have never seen him since; I never saw him do it before; he took three or four drinks; nobody drank out of the bottle but Reed, Weldon and myself—about 11 o'clock. Reed left—just as the train left. Don't know how much whiskey was in the bottle when Reed left. 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