

THE GAZETTE

ASHEVILLE, N. C.

James E. Norton, President and Editor. F. L. Cutting, Business Manager.

MAKING IT HARD TO BE DEMOCRATS.

EVIDENCE that the "regulars" in the democratic party in this state do not propose to be "dictated to" as to what program they shall decree for the party to follow is furnished by the action of the democratic executive committee in Mecklenburg county last Saturday night in refusing to modify the new party primary law in that county as to its oath binding feature.

"The feeling against this feature of the law is very strong and widespread, and it is difficult to divine why it should be insisted upon. Democrats of this county who went into primaries and nominating conventions under the old rules which obtain elsewhere in the state and which obtained here until last year have been in the habit of abiding the result and it cannot be conceived why, at this late day, it has become necessary to swear them."

From the report of the committee meeting, when the question of the oath was under discussion, we quote the following as illustrating the opposition to the requirement: Dr. Wilder said: "This legalized primary is in the interest of a little clique, and the people of Mecklenburg county will condemn it."

Mr. T. P. Rossick, from Paw Creek, said that the democrats in the country would not stand by the primary, which he thought must be the new democracy that he had heard so much talk about.

Mr. Mulwee, of Steele Creek, said that three-fourths of his township would not go into the legalized primary.

Capt. Watts: There is certainly a dangerous dissension in democratic ranks. Leave out the oath. As executive committeemen we are doing all we can to break up the democratic party in Mecklenburg county.

Ev-Governor Russell has been interviewed by the Raleigh Post and substantiates some of the worst of Major Wilson's charges against Clark, stating for instance that Judge Clark not only wrote the original typewriter...

...wrote the original typewriter. "Show Cause" notice, which was corrected with intermissions in his own handwriting, but that he never heard of the law under which the Wilsons were removed until it was cited to him by Justice Clark. This settles it. Clark will head the democratic ticket next November.

"Ueany lies the head that wears a crown," would seem to apply to young Alfonso XIII.

A letter from President Roosevelt upon "The Bible," furnished an interesting feature of the thirteenth anniversary exercises of the Epworth League of Strawbridge Methodist Episcopal church of Baltimore.

"Every thinking man, when he thinks, realizes that a very large number of people tend to forget that the teachings of the Bible are so interwoven and entwined with our whole civic and social life that it would be literally impossible for us to figure to ourselves what that life would be if these teachings were removed. We would lose almost all the standards by which we now judge both public and private morals; all the standards toward which we, with more or less resolution, strive to raise ourselves. Almost every man who has, by his life work, added to the sum of human achievement of which the race is proud, of which our people are proud, almost every man has based his life work largely upon the teachings of the Bible.

The Greensboro Record, a democratic newspaper, gives the facts about the Greensboro public building bill, anent the discussion raised by the efforts of certain democratic newspapers to attribute all credit for this measure to Senator Simmons. The Record says: "It is much to be regretted that there is any controversy in regard to the influence which has secured the amendment in the senate to the house appropriation bill, providing for an enlargement of the public building in Greensboro. We cannot think that our senators from this state have instigated this unseemly contention.

A RIDE in the vicinity of Asheville reveals one deplorable fact—the public is not taking care of the macadam roads, and they are being cut up into ruts—simply because everybody wishes to drive in his neighbor's track. Are we, as people, inclined to get into ruts and stay there? It looks as if nothing else could explain the cutting up of the country macadam.

THE Victoria road retains its proud place as the best highway in this vicinity. It is ideally situated, scientifically laid out, and properly cared for. It is a credit and a source of pride to the beautiful village through which it winds.

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tion, and the committee agreed to recommend its adoption. This is all there is of it. It is not a political matter, and those who undertake to make it so simply embarrass the situation and probably place impediments in the way of a much needed piece of legislation. "The people of Greensboro and of this division of the Western district of North Carolina looked to Senator Pritchard to introduce and manage the bill for the building appropriation here, and to use his influence to secure its passage. This they have had and are having. They looked to Senator Simmons also for his aid in accomplishing the object. This he is giving. Now if political enthusiasts will only let the case alone, Greensboro will be provided for and the people interested will know who to thank for it."

ASHEVILLE TOWN TOPICS

WONDER why there are not more automobiles in Asheville? There are several scores of people in the city who are well able to afford this latest and best contribution of science to pleasure. There are miles and miles of road well suited to auto-mobiling including the principal streets of the city, the Biltmore road, the Victoria road, the drives on the Biltmore estate, the county macadam roads, and the roads kept up by the Good Roads association. Next to flying, no more delightful sport than this can be imagined. Indeed it is flying, within limitations. An hour's automobile trip in the vicinity of Asheville, just now, especially, is a never ending delight. Speeding merrily over level stretches, climbing higher and higher to reach a vantage point from which the world, green robed and joyous, spreads out, gliding noiselessly down some leafy road into a cool valley, each moment presents a new prospect of beauty to enjoy and the smooth, rapid motion through the air produces a most wonderful exhilaration.

If you are wealthy, have no object except the pursuit of pleasure, and find new sorts of pleasure hard to find, take Topic's advice—get an automobile. You will do some good thereby, for you will eventually become an earnest advocate of good roads. If you are well-to-do and feel the need of occasional recreation, you cannot do better than to buy an automobile. Why wait for the flood tide of a fad?

THE Asheville agent of the Locomobile company, Eugene C. Sawyer, usually takes a spin in his automobile each afternoon, and one of the denizens of Biltmore watches regularly for him. This is Dr. Reed's greyhound, and he and the auto have many a merry race around the village. "At last," the splendid, long limbed fellow seems to say, as he bounds along a few paces in advance of the flying vehicle, "I have found a worthy competitor!"

IT SHOULD be explained, for the benefit of a good many people who hold erroneous ideas on the subject, that the difference between a locomobile and an automobile is the same as that between an owl and a bird. "Locomobile" is a trade name, given by the makers, to a certain kind of automobile. All vehicles propelled by steam, gasoline explosion or electricity are automobiles.

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SEVERAL KILLED IN RAILROAD COLLISION

Bad Wreck on Pennsylvania and Erie Road.

ENGINEER AMONG THE KILLED

Express Train, Which Was Carrying Number of Western Delegates to the German Baptist Convention at Harrisburg, Runs Into Freight.

Williamsport, Pa., May 19.—A serious wreck is reported on the Philadelphia and Erie railroad at Jersey Shore, a few miles from the city. Several persons are reported to have been killed.

The wreck is said to have been caused by an express train, which was bringing a number of western delegates to the German Baptist convention at Harrisburg, running into a freight train.

It is known that Engineer Lewis Shreiner was killed. Other casualties are not known at present.

MUGGAH'S PRESENTIMENT.

Captain of the Roraima Had Premonition of Danger.

New York, May 19.—In a letter written just before he started on his voyage which ended when his ship was destroyed in the roadstead off St. Pierre by the explosion of Mont Pelee, Captain G. T. Muggah indicated that he had a presentiment of impending danger. The letter was written to an old friend, the captain of a Canadian government steamer.

Captain Muggah had known Mont Pelee, in Martinique, and the Soufriere of St. Vincent, as old acquaintances. More than once he had sallied under their shadows and he had not the confidence in them that was displayed by the natives of the West Indian Islands.

In his letter he said: "We are leaving here for Martinique in the morning, and I hope that the old Roraima will do as well as she did on her last voyage. We have some passengers this trip, including the mate's family and other women. I hope they will get through all right."

"I heard a peculiar yarn from a priest not long ago about the forming of a lake on the summit of Mont Pelee like the one formed in 1812 in Soufriere. Really I have a creepy sensation when under the lee of the mighty crater."

SABBATH OF JEWS IS NO LONGER.

Commerce Makes It Impossible to Observe Saturday as a Holy Day.

Chicago, May 19.—"The Sabbath of the Jews is dead. Let us bury it, God never ordained the Sabbath day. It is an institution of man. Only millionaires and peddlers can observe the Jewish Sabbath in these days of activity. Sunday to all intents and purposes already has become the day of rest. The inspiration of the Sabbath can be restored only by participating in the flood of life about us and recognizing as our day of rest the day set apart by the nations in which we live."

These declarations were made last evening by Dr. Emil G. Hirsch in the course of a sermon at Israel temple, in which he urged the substitution by the Jews of Sunday for the Sabbath of the decalogue.

London's Gloomy Weather.

London, May 19.—So far as it has progressed in London, rain, snow and hail have been England's harbingers of summer. Never has there been such an inclement spring. Americans who have come over for the coronation sit around in doleful groups waiting for the sunshine that never comes. No amount of festivities—and there are plenty of them—dispel the universal gloom that the awful weather has created. What is worth seeing in London that is not obscured by rain is hidden by scaffolding.

ENTOMBED COAL CREEK MINERS ALL DEAD

(Continued from the first page.)

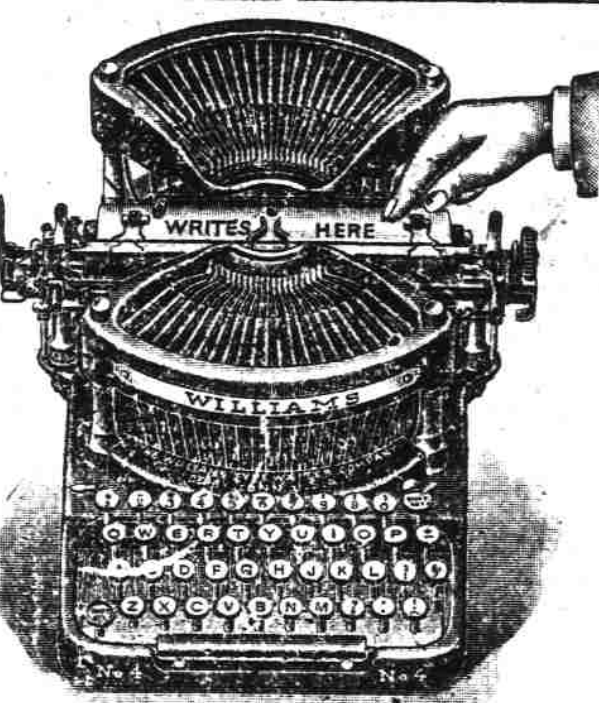
It is three miles from the mouth of the mine to the place where the explosion took place. Much earth, coal and slate must be removed before the imprisoned men can be reached. It is believed those not killed by the explosion have succumbed to fire damp. It is not expected to entomb men can be reached for several days. Tonight a thousand grief stricken men, women and children are gathered about the mouth of the mine anxiously awaiting news from the rescuers who are exploring the mine.

Coal Creek, Tenn., May 19.—The rescuers reached the place of the explosion at 10 o'clock tonight. All the miners were found dead. There are fully 150

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dead and the number may reach 200.

Knoxville, May 19.—Staff correspondence of the Sentinel, dated Coal Creek, today, says:

A terrible disaster befell Fraterville coal mine near this place this morning at 7:30 o'clock. Perhaps 300 men were killed in the Fraterville coal mine, two miles west of the town. Superintendent George Camp states that he is positive 160 men were in the mine and there may have been from 250 to 300. This he cannot determine until further investigation is made. Out of the vast number, only five have been recovered. One of these is still alive, but he will die. The known dead are:

George Adkins, mine foreman. Head blown off. Robert Smith. Unknown negro laborer. William Morgan, an aged Englishman, who was a "road man" in the mines, was blown out of the entrance and he will die. He has been unable to speak.

Soon after the explosion a party was organized and started in, in the hope of saving the lives of at least part of the men. The party was, however, unable to go more than 500 yards on account of slate having fallen in the main path, and also on account of stifling smoke and gas and very excessive heat. The latter indicates that the mine may be burning. It is three miles from the mouth of the mine to the point where the men were at work, and this distance will have to be traversed to get to them. Probably upheavals of earth, coal and slate will have to be excavated in order to reach the objective point. Experienced miners say that even if the entombed men are alive they will more than likely die from the effects of fire damp before they can be rescued. However, the disaster was so appalling that it is feared they are already dead.

The scene at the entrance to Fraterville mine is heartrending. Fully 1,000 women and children are assembled there, many of them undoubtedly having been made husbandless and fatherless by the horrible catastrophe of a few hours ago. They are mad in their grief, and appealingly beg friends to go into the burning furnace and rescue their loved ones, if rescue is possible. Many of these women and children are in want, and a mass meeting has been called to be held here tonight at which time leading citizens will take steps to relieve the needy. It may be that the outside world will be asked to help.

It was at first reported that an explosion also occurred at Thistle mine, which adjoins Fraterville mine almost on the opposite side of the mountain. Thistle mine has, it is stated, practically been abandoned, and it is understood to have been the intention of the Coal Creek Coal company which owns both properties, to abandon the Fraterville at an early date, on account of it having been worked continuously for over three years. It is believed that gas is still emitting from Fraterville, and that this is gathering in Thistle mine, from which evidences of heat are also coming. However, it is not believed that Thistle mine is on fire. No men are at work in Thistle mine, thus confining the disaster to Fraterville, as

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far as casualties are concerned. Superintendent George Camp was asked for an official statement for publication in the Sentinel. Beyond the figures given above, and the opinion that the explosion was probably caused from gas igniting, he had nothing to say. He will probably issue a statement later, giving the names of all the men who were known to be in the mine. Hooper Groner, an undertaker of Clinton, is here to look after the dead. Immediately after arriving, and taking in the situation, he ordered 200 coffins from the E. B. Mann Undertaking company of Knoxville to be sent out here tonight. More coffins may be needed. Business has been suspended in this town and everybody is at work in an effort to do something to rescue the imprisoned miners or to comfort those who have lost members of their family in the disaster. Major E. C. Camp, president of the Coal Creek Coal company, is in Cincinnati. It is expected that he will arrive here tomorrow morning. Nothing succeeds like failure.