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SALISBURY EVENING POST.

DEATH LIST IS TWELVE

ALL BODIES OUT

INVESTIGATION BEGINS.

All the Bodies Taken From the Wreckage at Reedy Fork To-day.

Greensboro, Dec. 16, 3 p. m.—All the bodies have been taken from the wreck at Reedy Fork, where Southern passenger train No. 11 was wrecked yesterday morning and the death list reached twelve. H. L. Stripling, of Greensboro, Georgia, died at St. Leo's hospital at 2 o'clock this morning.

Two members of the Corporation Commission are on the ground making an investigation.

By The United Press.

Greensboro, Dec. 17.—The county authorities today began an investigation to fix the responsibility for the wreck at Reedy Fork yesterday. Wrecking crews are still working to remove the wreckage from the creek. An unidentified body taken out late last night made the total dead twelve. Others may still be hidden. Of the twenty-five seriously injured at the hospital here Henry Stripling, of Decatur, Ga., and F. C. Smith, of Spencer, N. C., are expected to die.

Caused by Broken Rail.

An Associated Press dispatch gives the following particulars: The derailment of the train was caused by a broken rail about two hundred feet down from the trestle that spans a small stream. The train was composed of two baggage, express and mail cars, three day coaches and two pullmans. The engine and baggage, mail and express cars passed over safely, while the day coaches and pullmans were thrown from the trestle into the creek and along the banks some twenty to thirty feet below.

At a point where the first coach left the track, the right hand rail being broken about eighteen inches from a joint, the rail was broken into fragments for several feet and torn entirely from the cross ties. The truck wheels ran on the ties until near the trestle, when the outside wheels went over, allowing the break beams and axle to fall on the guard rail of the bridge. As the last coach was about on the trestle, the five coaches toppled over, broke loose from the mail and express car and tumbled to the mud and water below.

The Norfolk pullman fell into the water, while the Richmond sleeper, just in front, landed only partially in the water. The most of the injured and killed in the sleepers were in the Richmond sleeper, which was totally demolished. The Norfolk sleeper was not so badly torn up, but fell on its side in the swollen stream, submerging many of the passengers in the water.

The conductor of this coach, Captain Johnson, was only slightly injured and none of the passengers in his car were killed.

Pullman in Splinters.

The Richmond Pullman is a mass of wreckage and scattered over the wet and muddy bank of the stream, part of it being buried in the mud.

The two day coaches in front of the pullmans were also complete

wrecks, being smashed into kindling wood.

Of the dead their appearance at the undertakers showed that some were scalded to death, others were badly mutilated, while one was cut in half at the waist, his dismembered parts being found at the opposite ends of the coach. At 1 o'clock when the dead were brought into the city the morgue was so crowded that the train passed on farther where the ambulances and hacks were gathered to convey the dead to an improvised morgue which has been ordered. It took a cordon of policemen to keep the crowds from blocking all approaches. For a space of four hours the streets were at one time or another, the scene of a procession of ambulances carrying the wounded to the hospital or the dead to the morgue.

The Southern had a corps of officials, physicians and laborers on the scene quickly after the news was received here. Improvised litters were quickly put into service as the injured were released from their perilous positions in the mass of wreckage. Pullman mattresses and blankets were used to protect the injured, and the dead were wrapped and handled as tenderly as the exigencies of the occasion would permit. Strong and willing hands lifted the improvised litters with their burdened of suffering humanity and bore them to the hospital trains, which were operated between the place of the wreck and Summit avenue, nearest the St. Leo's hospital.

At five o'clock the track had been cleared sufficiently to allow passenger trains to pass.

Miss Davidson Safe.

The family and friends of Miss Rena Davidson, who has been visiting in Richmond, were much concerned yesterday when news of the disastrous wreck of No. 11 was received, as it was thought she might be on that train. Her father, Capt. Terry Davidson, was on a train beyond the scene of the wreck and immediately got in communication with his daughter. Miss Davidson returns to Salisbury tonight.

Presbyterian Bazaar.

The Presbyterian Ladies of Spencer are working like beavers to make a success of their bazaar which will be held in the new store building on 5th street between Main street and Yarkin avenue next Monday and Tuesday. They are meeting with many encouragements from their many friends and hope to make sufficient money to help them in their good work. They ask all their friends to arrange to take their supper with them on these evenings. They will not attempt to open up in the mornings, but will be ready for business by 2 o'clock each day.

Wedding at Lenoir.

Mr. Arthur Graham Foard and Miss Minnie Lewis Downum were married at high noon in the Methodist church at Lenoir Tuesday. The couple passed through Salisbury Tuesday evening on their bridal trip to Washington City and other points. The groom is a relative of Mr. Arthur Brown, of this city and a grandson of the late Mr. John T. Foard who lived near South River in Rowan.

Mr. Miller in Lexington.

The Lexington Dispatch says that Engineer C. M. Miller, of Salisbury, has been here this week making a preliminary survey of the township roads and figuring on bridges, etc. The trustees have been looking after the underground crossing on the Linwood road, where the mud is very deep at the point where the South-bound and the Linwood road intersect, several teams having stalled there.

There will be no meeting of the Choral Society until after the holidays. The next rehearsal will be held the first Thursday in January.

MARRIED IN CONCORD

MRS. ISENHOUR IS BRIDE.

Weds Mr. E. C. Crego, a Well Known Business Man.

Cards were received in Salisbury on the noon train from the South today announcing the marriage in Concord last night of Mrs. J. Burton Isenhour and Mr. E. C. Crego, both of Salisbury.

The announcement came as a surprise to the friends of both the contracting parties as they had given no intimation of their intentions to be few.

Mrs. Crego was Miss Ida Meroney and as a leader of Salisbury society was greatly admired. She is a daughter of the late P. P. Meroney, during his life one of Salisbury's leading citizens.

Mr. Crego is manager of the fruit and commission house of Gardner and Clarke and has been a resident of Salisbury several years, coming here from Danville. He is a clever gentleman and fine business man and has an established trade throughout the Piedmont section.

It was stated at Mr. Crego's place of business today that he and his bride have gone to South Carolina cities to spend their honeymoon.

THE LAYMEN'S MEETING.

Out-of-Town Speakers Here to Make Addresses.

The Laymen's meeting tonight promises to be a very enthusiastic one and one that will be enjoyed by those who attend. Visiting speakers are here and the meeting promises to be a success in every detail. The laymen of the city are to be congratulated in having this movement under careful consideration and much good is anticipated for the cause by tonight's meeting. Every man in Salisbury is invited to attend, whether a church member or not. The meeting will be at the First Presbyterian church this evening at 7:30 o'clock. The special committee will meet promptly at 7 o'clock.

Important Meeting.

The Ladies Aid Society of the First Methodist church will have a call meeting Friday afternoon at 3 o'clock at Mrs. Annie E. Gaskill's residence, on South Main street. All members are requested to be present as business of importance is to be transacted.

Important Notice to Eagles.

All members of Salisbury Aerie No. 922 are expected to be in the Aerie Hall at 7:30 p. m., Dec. 17th. Important business is to be transacted, after which barbeque pig and other refreshments will be served.—J. C. Keeler, W. Secretary.

Christmas Exercises.

The Christmas exercises of the Reformed church will be held next Sunday night at 7:30 o'clock. An interesting program has been arranged.

To Knights of Pythias.

All members of Salisbury Lodge No. 24, Knights of Pythias, are requested to meet in the lodge room tomorrow afternoon at two o'clock to attend in a body the funeral of Capt. Richard Eames. Members of Rowan lodge and visiting brethren in the city are cordially invited to join with the Salisbury lodge in paying this tribute of respect to their deceased brother.

New Ads. Today.

- Fleming's, page 7. Bijou, page 6. Brittain & Campbell, page 6. Henkel Live Stock Co., page 7. Reid's, page 12. B. P. Jarrett, page 2. Brown-Palmer Clo. Co., page 11. Dave Oestreicher, page 8. J. W. McPherson & Co., page 6.

DEATH OF CAPT. EAMES

THE WHOLE CITY IN SORROW

The Funeral From the Residence Tomorrow Afternoon.

Distressing as tragic was the death in the wreck at Rocky Fork Creek yesterday morning of Captain Richard Eames, Jr., of Salisbury. There was but one word and that of sorrow that this prince among men had, upon the threshold of crowning achievement in the financial world and other spheres of activity and usefulness, been snatched away.

It is difficult to speak truthfully and without seeming effusion of such an one as Richard Eames, for he measured up with men whose towering intellect, nobility and service have made them national figures. It was the greatness of his heart and the clean hands that he carried, however, that endeared him to the Salisbury population. He was good to the human family and its every member who knew him loved him for his genuineness.

Born in New York City, on the third day of June, 1858, he came to Salisbury in 1879 and in 1886 was married to Miss Lizzie McCorkle, daughter of the late James M. McCorkle, one of the most distinguished lawyers a State celebrated for its eminent barristers has produced. The domestic life of this couple has been strikingly beautiful. The air and manner of comradeship that characterized father, mother and children was a matter of comment. But a few years since Capt. Eames bought and remodeled the Murphy residence at 311 East Inness street and no home in Salisbury surpassed this for large-hearted hospitality. United to one of the gentlest of gentlemen his marital relationship was ideal.

A mining engineer by profession, Capt. Eames had been called to many important points of trust. His professional record in part is:

1875 to 1876. Assaying and exploring North Shore of Lake Superior Canada and in Minnesota, on the staff of Dr. R. M. Eames, late State Geologist of Minnesota. Laboratory and Assay work in Massachusetts and New York City.

1877 to 1882. Exploring and mining in North Carolina, Manager Bunnel Mountain Hydraulic Gold Mine, Vanderburg, Jones Mine and Mills, Crowell Mine and Mills, Manager Mining Department North State Mining Co. Examination Mines in Nevada and California.

1883 to 1885. Manager Camalote Gold Mine Honduras Central America, Development of Gold deposits in New Hampshire, Assay office in New York, Exploration work in Western North Carolina for Manganese Corundum Graphite and Mica, Gold, etc.

1886 to 1888. Examination Tin deposits at Kings Mountain North Carolina, Mining Editor North Carolina Herald, Manager Carbon Steel Companies Graphite Mines in Rhode Island. Examinations Gold and Silver Mines in San Juan District Colorado, Manager Copper Knob Mine and Mill.

1889 to 1895. Metallurgist for the Indian Gold Mines, Madras Presidency India, Manager Blue Ridge Mining Co., N. C., Manager Gold Hill Mines N. C., Collector of Ores and Minerals for the North Carolina Geological Survey, Manager of Isenhour Gold Mines, Nugget Gold Mine, Crawford Mine, Glen Brook Mines and Mills.

1896 to 1901. Mgr. Dixon Mine, New London Estates Land and Mines Co. Manager Empire Smelter Patagona Arizona, Manager Arizona Gold and Copper Company.

1902. Consulting Engineer Pico-Blanco Mining Co., Yavapai county Arizona, Examination San Pedro, Patrocinio, and Candelar-

ia Mines, Jalisco Mexico.

Capt. Eames' talent was not of a groovish character, however. Whatever his undertaking, success was spelled. He was the founder of the Salisbury Supply and Commission Company, dealers in mining and other machinery and commanded a patronage throughout several States. In his business as in his personal relations he exemplified squareness and breadth. The concerns of this company had so expanded that he built for it a home of its own near the Southern passenger station, which was completed only this year. When he went to New York some weeks since it was on an important business mission and he was returning much pleased with the results of his trip.

Dreaded Traveling.

Widely traveled as he was Capt. Eames always entertained a dread of railway trains. A member of his family relates that many were the occasions when, seeing a passing train, he would clench his hand and say, "Go on old fellow, go on, I'm glad I'm not on you." This antipathy to travel by rail was always regarded by Capt. Eames himself as peculiar in view of the tens of thousands of miles he had covered by this means of transportation and it is singular in light of these facts, that he should have died in a railway accident.

The Remains Brought In.

The remains were brought to Salisbury last night on No. 43, which arrived at midnight and were met at the station by a large party of friends of the deceased. They were taken to the Summer-sett undertaking establishment and early this morning carried to Capt. Eames' residence.

Sympathizing friends of the family have called at the home in a steady stream since the confirmation of the first report of Capt. Eames' death became known and beautiful floral offerings have been made in profusion.

Surviving Capt. Eames are his venerable father and mother, Dr. and Mrs. R. M. Eames, his wife and three children, Mess. Richard and Phillip and Miss Kathleen Eames. Prominent relatives by marriage are Mess. O. D. Davis, Theo. Buerbaum and J. M. McCorkle.

The Funeral.

Capt. Eames was a frequent attendant upon services at the Episcopal church and Rev. T. A. Cheatham, rector of St. Luke's will conduct the funeral services from the residence Friday afternoon at 3 o'clock.

But Slightly Bruised.

Mess. W. S. Blackmer and Frank Lloyd, the latter of whom was a member of the family and a devoted friend to Capt. Eames, went to Greensboro yesterday afternoon to make arrangements for the conveyance of the body to Salisbury. They found that Capt. Eames had sustained no external signs of injury except a bruise on the forehead. The coroner of Guilford county held an inquest, as a matter of form, and the remains were then placed in Mr. Lloyd's keeping. It is thought death was caused by shock.

Becomes Missionary.

Miss Myrtle McCubbins, a daughter of Mr. J. Absalom McCubbins, one of western Rowan's prominent farmers, spent last night at the home of Mr. J. Frank McCubbins. Miss McCubbins has devoted herself to foreign mission work under the direction of the Presbyterian Mission Board and sails shortly.

Salisburians in Winston.

Mayor Smoot, T. C. Linn, Esq., W. B. Smoot, Esq., Prof. R. G. Kizer and Bismarck Capps, Esq., returned yesterday from Winston, where they went Tuesday to confer the degrees in Royal Select Master's for Zebulon Council, No. 13.

Saleeby has received for the Christmas trade one of the prettiest lines of fancy candy boxes ever shown in the State. He has made a most attractive window display for the season in which these boxes take a conspicuous place.

WILL NAME SITE TO-DAY

A FULL MEETING

Three Cities Are Contesting

For the Southern Lutheran Theological Seminary

Salisbury is entertaining a distinguished body of Lutherans today under the auspices of the Board of Trade. The Lutherans represent the United Synod of the Southern Lutheran church and their purpose here is to select a permanent site for the Southern Theological Seminary which is now located at Mt. Pleasant, S. C., and which it has been determined to move to a more central point.

As published some time ago, a commission was appointed to investigate and select the site. Several previous meetings have been held by the commission without a decision upon a location being arrived at.

At the last meeting held in Charlotte, on December 1st, after canvassing the situation, it was decided to hold a final meeting in Salisbury today.

Besides the commission there are present here delegates from a number of cities to present the claims as well as the substantial offerings of each respective city.

Among those present including the commission the following were recorded:

- Rev. E. C. Cronk, Columbia, S. C.; Rev. C. B. King, Charlotte; Rev. R. L. Patterson, Charlotte; Dr. J. W. Boozer, Columbia, S. C.; Rev. E. L. Lybrand, Columbia, S. C.; Rev. C. K. Bell, King's Mountain; Rev. J. D. Mauney, Columbia, S. C.; Rev. W. P. Cline, Columbia, S. C.; Rev. J. H. Wilson, Savannah, Ga.; J. A. Morehead, President Roanoke College, Salem, Va.; Rev. M. G. G. Scherer, Charleston, S. C.; C. W. Moorman, Secretary Chamber of Commerce, Columbia, S. C.; Rev. C. A. Freed, Columbia, S. C.; Geo. B. Cromer, Newberry, S. C.; Hon. J. F. Picken, Charleston, S. C.; Dr. R. C. Holland, Charlotte, and Dr. Geo. H. Cox, Glass.

A finer body of men has seldom visited Salisbury on any occasion, and that they were here for business was plainly evident. To emphasize Salisbury's claim, the Rowan Lutheran Pastors Association met with the visitors and accompanied them to several of the proposed sites.

Members of the commission and representatives of the several cities arrived last night and early this morning by arrangement of the Board of Trade they were entertained at the Empire hotel.

At 9:30 o'clock this morning six automobiles took the party to different sites. The following places were visited during the morning: Trexler's and McDaniels in East Ward and Henderlite's and Holmes' in North ward. At 12:30 the Piedmont-Carolina car line company furnished two cars and took the party to a point on their property opposite the fair grounds where the company offers sixteen acres free for the seminary. This is a beautiful site, a slight knoll with drainage in every direction and commanding a fine view of the city and surrounding community.

After taking a look at this point the party returned and took the Salisbury-Spencer car line to Fulton Heights where another site was shown. The visitors were then brought back to the hotel

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