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A PLUNGE TO DEATH! A WRECK ON THE W. N. C. R. R.

Frightful Loss of Life.

On Thursday morning last, as the west bound train reached the Boston viaduct two miles west of Statesville, on the Western N. C. Railroad, going at a speed of about 25 or 30 miles per hour, the train left the track and plunged down the gorge, a distance of 60 feet, completely demolishing the entire train, and resulting in a frightful loss of life. The little stream was swollen out of its banks, and the passenger cars falling into the water added to the horrors of the catastrophe. Twenty-two were killed outright, all the others wounded more or less severely, and some fatally, who have since died. The following is a list of the dead and wounded:

- DEAD.**
Engineer Wm. West, Salisbury.
Fireman Warren Fry, Salisbury.
Baggage Master Hugh K. Linster, Statesville.
W. M. Houston, merchant, Greensboro.
Perry Barnett, Asheville.
Samuel Gorman, Asheville.
Charles Barnett, Hendersonville.
Jule Thefer, traveling salesman.
W. J. Fisher, Campobello, S. C.
W. E. Winlow, High Point.
Mr. Davis, Statesville, (one-legged man.)
J. B. Austin, Hickory.
Lady, unknown, ticket in pocket reading "Mrs. George McCormick and mother," Elmwood to Alexander's.
Unknown old lady.
Unknown lady, ring on finger inside of which is engraved, "T. H. W. to M. R. R."
Unknown colored man.
Mrs. Pool, Williamston, drowned. She is the widow of Mr. Theodore Pool, formerly State Senator and well known throughout the State. Her daughter appears to have been with her, and her name is among the wounded.
T. Brodie, New York, traveling for a glove house.
Rev. Jas. M. Stiles, Clarksville, Tenn.
Dock Welles, colored porter.
Chas. Webber, Pittsburg, Pa.
Mrs. Frank White, Memphis, Tenn.
Miss Orphelia Moore, Helena, Ark.
Henry Patterson, Colorado.
Unknown man with ticket Reidsville to Corinth, Miss.
Mrs. R. C. Moore, Helena, Ark.
Mr. A. L. Sink, High Point.

WOUNDED.
George Browley, Atlanta.
Conductor Spaulch, will recover.
H. C. Clepper, conductor of the sleeping car; will recover.
A. W. Samson, Louisville, Ky.
Miss L. Poole, Williamston.
Mrs. A. L. Sink, badly hurt.
B. M. Estes, Jr., Memphis, Tenn.
Flagman Shoaf, Lexington, N. C.
John Gaze, Asheville.
Hon. George W. Sanderlin, State Auditor.

P. E. Ransom.
R. E. Johnson, newsboy.
Otto Ramsay, Norfolk, Va.
Col. B. Cameron, of the Governor's staff.
Worth Elliott, Hickory.
Col. O. W. Lawson, Louisville, Ky.
R. E. Johnson, Newberne, N. C.
Will Bradford and Marshal Nix, Asheville.
Benjamin Smith, Reidsville.
Col. H. C. Denning, Harrisburg, Pa.
C. A. Bailey, Danville, Va.
Andrew Gwyn, colored.
J. F. Holler, Crossing, Catawba county.
Blank Streeter and W. A. Elliott, N. C.

From the Charlotte News, whose editor visited Statesville and the scene of the wreck, we get the following:
"The scene in the dead house at the time the reporter arrived was sufficient to impress one with the immensity of the disaster. A long line of coffins were ranged across the room, and a squad of people moved about with lamps. They were arranging the corpses for shipment. The bodies had been previously brought in, wrapped in blankets and laid in an ante room. As soon as one body was brought out, dressed and placed in a coffin, the workers would go to the ante room, bring out another, put it in a coffin, and all night long this work went on. The bodies as they lay in the room, were just as they had been brought from the wreck. Nearly every one of the dead was crushed in the head. The reporter drew aside the blanket from one corpse, and started back at the sight. It was the body of Mr. Brodie, the Chicago drummer. Death had come to him quickly, and his features retained an expression of horrified fright. His eyes were wide and staring and his mouth was open. Another corpse showed no outward signs of injury at all, while upon still another no marks could be seen, except bad bruises on the eyes. Each corpse was dressed and placed in a neat casket. The casket was boxed, and as soon as instructions would be received for the shipment of the body, it would be sent to the depot. There were still a dozen bodies in Statesville this morning. It now appears pretty plain that this awful disaster was the work of tramps. A rail had been loosened. After the accident, it was seen that the nuts had been unscrewed and placed on a rock near the bridge, and that the spikes had been drawn. A short while previous to the accident two tramps had been put off a train near the bridge. They were troublesome fellows, and the conductor had to use force to eject them. The belief is that these tramps took up the rail in a spirit of revenge. They were going in the direction of Salisbury and the railroad authorities are making every effort to catch them."
"As to the wreck itself, the reader can imagine what it looks like. The cars fell 90 feet. The second class car is out of sight under the debris and water and the other cars are jammed together in a confused heap. A force of convicts is at work to-day clearing up the wreckage, and it is expected that other bodies will be found when the second class car is reached. The broken cars obstructed the passage of Third Creek and the debris is partly submerged.
"All the baggage of the passengers was destroyed.

DR. SANDERLIN'S ACCOUNT.
"Dr. Geo. W. Sanderlin, the State Auditor, was conveyed to the home of Mr. McRorie. Mrs. Sanderlin reached there last night from Raleigh. The reporter this morning called at Mr. McRorie's to see Dr. Sanderlin, and found him eating breakfast, though in bed. Dr. Sanderlin is badly bruised; his left leg is severely sprained and one of his toes is broken. Dr. Sanderlin was in the sleeping car. He was aroused by the jerking of the train as it left the rails and then felt himself going down. When the car struck the ground he was rendered unconscious. When he regained consciousness, he found that his left leg was pinned down and that he was in water up to his chin. He heard some one call his name and he answered. In a moment Mr. Bennahan Cameron was at work removing the debris from around him, and eventually succeeded in pulling him out of the wreck. Dr. Sanderlin says that the cries of the injured and the dying were heartrending.
The death of Mrs. Pool was pathetic. Her daughter, Miss Lewellen Pool, herself badly hurt, held her mother's head above the water hoping to save her from drowning until rescue came. The men could see her as they were cutting their way to her side and they saw that her strength was failing. Before they could reach her she had become utterly exhausted and her mother, slipping from her arms was drowned before her eyes.
The body of Mrs. McCormick was found on the ground near the first class coach, no one knows."

The coroner's jury went promptly to work to ascertain the cause of the disaster. Some claimed it was on account of rotten ties, others that the rails had been tampered with. Every effort was made to get at the bottom of facts, and they

have rendered the following—somewhat ambiguous—verdict:
"The jury finds from the evidence, and our own personal examination, that the above named (naming the killed) persons came to their death by the wrecking of the train on the Western North Carolina railway bridge over Third Creek, in Iredell county, N. C., on Thursday morning, August 27th, 1891, the said wrecking of the train being caused by a loose rail, the bolts and spikes of the same having been taken out by some person or persons unknown to the jury, with tools or implements belonging to the said railway company, which said tools or implements were by gross negligence on the part of said railway company left in an open shed, accessible to every passer by."
We also find that several of the crossings at and near the break in the railway track where the said loose rail was displaced were unsound and should have been replaced, and that the superstructure on the bridge was in part defective and unsafe.
Further, that the high rate of speed maintained in running trains over this bridge deserves and has the censure and condemnation of this jury. P. C. Carlton, foreman; Geo. F. Shephard, J. Stephany, J. U. Lambrecht, M. C. Williams, J. S. Ramsey, jurors; G. W. Clegg, coroner.
Too much cannot be said of the people of Statesville. From the moment news reached them of the accident, every person exerted him or herself in efforts to rescue the dead and relieve the living. Business was entirely suspended, and all alert hands could do was done.

ASHEVILLE'S CALAMITY.
Asheville came in for a full share of sorrow. A number of our fire department attended the firemen's tournament at Durham, and several of them were on the fated train returning home. Among those, there were killed, outright, Perry Barnett, Samuel Gorman, Charles Barnett, and W. E. Winslow; and painfully though not seriously wounded were Messrs. John Gaze, Marshall Nix and Will Bradford. The remains of Mr. Winslow were taken to his former home, High Point. Messrs. Barnett and Gorman were brought to Asheville, but subsequently sent, the first two to Hendersonville, the last to Washington, D. C.
Mr. Marshall Nix was one of the first to escape from the wreck, and though hurt, hastened to Statesville and gave the alarm; thence proceeded to the room of Mr. John Goodlake, of Asheville, but superintending the government building at Statesville, where he aroused Mr. G. and Mr. Gus Guisshard, a member of our fire department who had fortunately stopped off at Statesville. Mr. Goodlake sent a dispatch at once to Mayor Blanton informing him of the catastrophe, and the three proceeded at once to the wreck and rendered every assistance to the dead and living. The labors of these three can never be forgotten. Mayor Blanton, Capt. Fagg, of the fire department, and a number of others proceeded at once to the scene of the disaster and worked faithfully.
The remains of Messrs. Barnett and Gorman were met at the depot here by Capt. Sawyer and the firemen, and accorded every service and sympathy. The Asheville Street railway kindly tendered the use of their cars to the firemen in going to and from the depot.
These young men were once not only good firemen, but excellent, hardworking citizens, and very popular with all who knew them. Perry Barnett leaves a wife and two children. Charles Barnett was unmarried. Mr. Gorman leaves a wife and two children, who were in Washington, D. C.

We have never known our community more thoroughly shocked; and the sympathies of the people were sincerely expressed. The accident cast a gloom over the entire State, for nearly every section was represented in the awful accident. God grant that we may never have another such to chronicle.

PORT ROYAL S. C.

Important to Western Carolinas.
[From the Baltimore Manufacturers' Record.]
"On June 27th the Manufacturers' Record referring to the future of Port Royal, S. C., said:
"Another deal has been made at Port Royal, and some new interests in addition to those mentioned have been brought into the ownership of the Port Royal Co. that give it the strongest financial backing that could be asked. These new interests are new in Southern matters, but their influence is destined to be very strongly felt in Southern development. Port Royal is fortunate in having won their attention."
The Manufacturers' Record was not then at liberty to announce the names of those who had purchased the controlling interest in the Port Royal Co., but it is now permitted to say that they are Messrs. Alfred Fryer, of England, and Samuel M. Jarvis and Roland R. Conklin, of Kansas City, all officers of the Jarvis Conklin Mortgage and Trust Co., of London and Kansas City, and their English associates. These gentlemen are now associated with Mr. Pat Calhoun and his friends in the ownership of Port Royal, and with the almost unlimited capital which they can command will turn their attention to the immediate development of that port on a very large scale.
The magnificent deep water harbor of Port Royal is at last to receive the attention which it demands. Nature decreed that a great commercial city should be built at this point, but antagonistic railroad influences have so far prevented the consummation of this. This will no longer be the case. The powerful financial forces that are now back of Port Royal will be aided by the railroads as far as possible, and it is quite possible that one or two new railroads will soon be heading towards that point. In our Middleborough letter, published to-day, it is stated that the American Association, limited, the founder of Middleborough and the owner of nearly 100,000 acres of coal and iron lands, is preparing to develop a great coal-shipping business at Port Royal, such as the Norfolk & Western and the Chesapeake & Ohio roads have built up at Norfolk and at Newport News. This must inevitably come, as a coal port on the South Atlantic is a necessity of commerce, and the enormous coal fields of Kentucky must find a seaboard outlet for their product, and Port Royal has long been regarded as the place that was destined to become the port for handling this traffic.

There is a line of railroad now projected to run from Port Royal via Rabun Gap down the Tennessee river via Franklin, to a connection at some point in Tennessee. It would make a short, direct line to the Cumberland mountain and Tennessee coal fields. We hope all these circumstances alluded to by the Record will terminate at an early date in the building of the road through our western counties.

Wallace Hensley, son of J. B. Hensley, of Marshall, met with a sad death from the accidental discharge of his gun on Monday last. It seems that he was on his way to work, and had occasion to pass near the railroad side-track on which stood a car in which Robert Davidson lay wounded from a shot fired at him by Pace on Saturday. Stopping to see Davidson, he leaned his gun on the side of the car while talking to him. By some unknown means it was discharged and the whole load struck Hensley in the abdomen. He lingered a few hours and died.