

TALK WITH A SURVIVOR.

MARSHALL NIX'S EXPERIENCES RECALLED.

The First Full and Authentic Account of the Greatest Railway Wreck North Carolina Has Ever Known—Rotten Ties.

Marshall Nix, the Asheville fireman who was on the train which was wrecked near Statesville Thursday morning, and whose brave and noble work at the scene have already been spoken of in THE CITIZEN, returned to Asheville on the west bound train Friday afternoon.

Mr. Nix, although having numerous cuts and bruises on the spine, hip, shoulder and arm, and about the head, is able to be on the streets, and is receiving the congratulations of friends upon his escape and his good work during the trying scenes.

To THE CITIZEN Saturday morning Mr. Nix gave a full account of the awful casualty and the scenes on the ground afterward. His story follows: "We left Durham," Mr. Nix began, "on Wednesday afternoon at 7:10. We passed Statesville about 2:15 Thursday morning and reached the viaduct where the accident occurred about 2:30. I was sitting on the second seat on the right in the first-class car, by a half open window. I had been partially asleep, and had my arm on the window sill. Gaze was on the third seat on the left hand side of the car. Gorman was on the first seat on the left side, asleep. Just behind him sat Charles Barnett, while Bradford Perry Barnett was on the third seat on the right."

"Conductor Spough had just taken up the tickets in one car and was standing in the aisle near me, making a note in his book. Suddenly I felt two distinct shocks, coming simultaneously, seeming, as near as I can tell, as though we were on the cross-ties. I have talked with Auditor Sanderlin, conductor Spough, sleeping car conductor Clepper, and several others, and all told me they felt the shocks in the same way. "The instant we felt the shocks Conductor Spough reached up for the danger signal, but it was too late. As he got his hand about on a level with his head, I felt the horrible sensation of going downward. I knew not where. In a twinkling, however, the crash had come. It was but an instant, but that seemed an age. Then there was a loud noise of exhausting steam and revolving wheels from the engine. Our car had struck on its right side. I knew I was hurt, but broke out a window and climbed out of the pile of wreckage.

CRIMES OF THE WOUNDED.

"The noise from the engine for a short time drowned every other sound. As I climbed out I saw some person, probably the Pullman car porter, near the end of the sleeper, which had been partly burnt out, attempting to strike a match. The second time the match blazed up and just then the man disappeared as suddenly as if he had been swallowed up by an opening in the earth. "At this instant the noise from the engine ceased, and I could hear the heart-rending cries of the wounded. The most horrible sounds I ever heard greeted my ears: "Lord help me!" "Oh, God, have mercy!" "Let me up!" "I am dying, water, water!" And every imaginable cry, shriek and wail of distress was borne out on the air, enough to make the stoutest heart fail and sicken. "I heard a splash, and going to the spot found Worth Elliott in the water. I helped him out, and together we climbed up the bank, and discovered the farm-house of Mr. Bostian, not far away. We tried to awaken someone, but did not succeed, and came back to the wreck. The cries there were increasing. I heard some one call 'Help! help! help!'"

TO STATESVILLE.

"This cry came from Gaze, who was up on the track. He said in reply to my question that he was hurt, but didn't know how badly. He could not tell how he had got out of the wreck. "I told Gaze I must go to Statesville to tell the dispatcher to warn all trains of the accident and avoid another disaster. We crossed over the viaduct, or bridge, and I noticed that everything had been stripped off except the stringers and a lot of rotten ties. I saw that Gaze could not keep up with me, so I ran as fast as I could toward Statesville. About 300 yards from the scene stood the section house. I stopped there and awoke the section master, who lived near, and told him to put out red lights as a danger signal. He replied that he had no red lights, but at my suggestion put out several white lights. I then set out again and ran all the way to Statesville. I found the dispatcher, and told him of the awful accident. He seemed inclined to doubt me at first, but I assured him of it finally, and he immediately sent messages to Salisbury and Catawba to hold all trains, and a message up town for help. He told me then that a wreckers' train from Newton would leave for the wreck in a few minutes. "About this time Gaze came in. I sent a runner up town to notify Dr. Adams of the disaster. Gaze and I then started up town and met Dr. Adams in a buggy. The doctor went back with us for more help. Leaving him I went to Gus Gushard's room and waking him up told him of the accident to the train. He got up and dressed, and we went to a livery stable, where we met Ed. Belote, John Goodlake and several others who had heard of the wreck, and we hired a team and returned to the scene.

"Day was just breaking when we got there. The first man I recognized was Sam Carter, of Asheville, who had been taken out and was sitting in a chair. I went down into the gorge and found Will Bradford lying under a piece of timber. He said he had lain there since the accident and saw us pass over the viaduct on the way to Statesville.

ROTTER TIES.

"Evidences of the terrible occurrence were on every hand. The engine had plowed into the soft earth, the firebox

being almost covered, this no doubt preventing the wreck from taking fire. The tender was lying next to the engine and nearly covered by the combination car. The first class car was on its right side, tilted at an angle of about forty degrees, broken and split, the trucks off and the rods and bars twisted into a confused mass. This car was lying with one end partly on the combination car. The sleeper was lying with one end in the creek and a portion of it burst open. The officer's car, the "Daisy" was partly covered by the sleeper. All of the cars were inclined to the right side. "I assisted Mr. Clepper, the Pullman conductor up to Mr. Bostian's, but he insisted on coming back to get some valuables he had left in the car. As we passed over the viaduct I saw many rotten ties, which have since been thrown into the creek. When I reached the spot where the company claims, the rail was taken up, I noticed that the track was severed to the right side, but all the rails seemed to be connected by the bars at that time. There were no signs of a rail having been taken out. On the opposite end of the viaduct for a distance of twenty or thirty feet the condition of the rails and track indicated that the engine had been pulled backwards off the track. "Down amid the wreck, where the work was going on, the two Barnett boys had been found dead, lying face downward. Baggage Master Linster was lying on a pallet near goring and died in a few minutes. Gorman had died before help reached him, and was heard calling for water. I did not see Fry, the fireman, but learned that his head had been burned from his body. "Mr. Nix told his story in a feeling way, but without any attempt at giving himself any credit for what he has done since the wreck occurred. His work, however, will never be forgotten, especially by those who were aided by him during the dark hours. Mr. Nix lost all his clothing and had to purchase a suit in Statesville. He went to the chief of police of Statesville, who had the bodies guarded, and was given the articles found on the persons of the dead Asheville boys. These he has here now, and will turn them over to the proper persons. "Charles Barnett's purse, containing \$3.83, was found, and also a watch and gold scarf pin. Only ten cents was found on Mr. Gorman's body. The fireman's hat worn by Charles Barnett and carried in his belt, was found, and not a mark could be seen on it of having passed through the wreck. "Mr. Nix says the claim that the bodies were robbed is groundless. Several colored men, however, were arrested for stealing goods from the cars.

THE SHOCKS.

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JOINT BOARD.

Some Business Done at the Meeting Monday Afternoon.

The joint board of aldermen and advisors met in the mayor's office Monday afternoon. Present: Advisors Scott, Hunt, Bearden and Cummings; Aldermen Gudge, McDowell, Reynolds, Leonard and Starnes. A letter was received from J. A. Wagner, superintendent of the government building, inclosing a letter from W. J. Edbrooke, supervising architect at Washington, in relation to the grade on Patton avenue in front of the new postoffice and courthouse. The new profile of Patton avenue as made out by City Engineer Lee raises the avenue at that point two feet. Mr. Edbrooke in his letter said that this raising of the grade would necessitate a considerable expenditure of money, as the work on the basement portion had been calculated and completed for the present grade. The board took no action. "Advisor Hunt, for the steam roller committee, reported that the committee would recommend the steam roller made by the O. S. Co., Springfield, Ohio. This car is represented here by Thos. F. Met proposed to furnish a 12 1/2 ton roller for \$3,600. It would also send an expert here to run the machine for one week, and if unsatisfactory would take it back with no charge whatever. Action on the report of the committee was postponed. "Capt. W. B. Troy asked the board to examine some stone for curbing purposes which he had and desired to sell to the contractor for the new paving. He was informed that the board was not particular where the curbing came from if it came up to the specifications. "City Engineer Lee reported the cost of connecting J. A. Nichols' house on Liberty street with the sewer main. It amounted to \$45.23. Mr. Nichols proposed to advance the money, have the work done, and wait one year, without interest for his pay. The board thought it best not to accept this proposition. "W. G. Corpening, of the firm of Corpening Bros., to whom the grading contract was let, notified the board that he would wait sixty days for an order to go ahead with the work of excavating. "The committee appointed some time ago to look into the matter of a better water supply for Asheville, was requested to get down to work in earnest. It was authorized to secure the help of the city engineer, take levels, etc., and go to the bottom of the question. The committee is composed of Aldermen Brevard, Leonard and Starnes, and Advisors Conant, Scott and Cummings. "The board adjourned to meet next Monday afternoon at 4 o'clock.

Another Gold Find.

For the last week a force of miners has been at work opening up sulphur mines on the McAden property two miles east of town, and on Wednesday struck a vein of gold that an old English miner says will essay \$1,000 per ton. The vein is several feet in thickness, of unknown depth, and the grains of yellow gold can be seen all through it.

Not a Miracle, Now.

Until recently Consumption was considered incurable, but now people are beginning to realize that this disease is not incurable. The cure of Consumption is not a miracle now. Dr. Pierce's Golden Medical Discovery will cure it, if taken in time and given a fair trial. This world-renowned remedy will not make new lungs, but it will restore diseased ones to a healthy state when other means have failed. Thousands gratefully testify to this. It is the most potent tonic, or strength-restorer, alternative or blood-cleanser, and nutritive, or flesh builder, known to medical science. For Weak Lungs, Spitting of Blood, "Liver Complaint," and Dyspepsia, or Indigestion, it is an unequalled remedy.

"HOW TO GET STRONG."

LECTURE AT THE GRAND MONDAY NIGHT.

William Blaikie, Esq., of New York, Gives a Practical Talk on Body Building, Under the Auspices of the Y. M. C. A.

There was only a small audience at the Grand Monday night to hear William Blaikie's lecture on "How to Get Strong." After the introduction of Mr. Blaikie by General Secretary Anderson, of the Asheville Young Men's Christian Association, the lecturer began: "What do you do for the development of your bodies?" he said. "Ask the farmer, and he will say 'I rise early in the morning; I milk the cow; I follow the plow all day; I have all the exercise needed.' But what does the average business man in Asheville know about farming? The city man says there is the gymnasium. He goes there. He tries the dumb-bells, the striking bag, the horizontal and parallel bars. The next morning he is stiff and sore and denounces the gymnasium, and declares that he will never visit it again. What was the matter? It was the want of a proper and systematic use of the appliances. We need brains in the gymnasium as well as we do in the school room. "The mechanic only develops the muscles needed to do his work, unless he is wise enough to do otherwise. We see boys with stoop-shoulders. How are they to be straightened? Here the lecturer gave an illustration of the manner in which a boy who was round-shouldered was drilled at West Point. "The manner of straightening a soldier in Emperor William's army is this: A kind of a 'dude' collar, two and a half inches high and two inches wide is placed around his neck and fastened with a leather strap, and he is made to walk that way. And in a very delicate case spikes are placed around the neck to cause the wearer to hold himself erect." "Mr. Blaikie related one case that had come under his own observation, that of an editor, who never took any exercise, looked pale and haggard, and walked like a twenty-five dollar horse. He was advised to spend one hour daily in the gymnasium, which he did, and the effect was wonderful. He could do twice as much brain work as before, and felt like a new man. "The presence of so many ladies was very gratifying to the lecturer. He believed that running was a lost art among the women. It is said that a woman can run just fast enough for a man to catch her. They should run and take exercise and a plenty of it. Most girls have rather weak arms. Get your brother, or some other girl's brother, to stand a ladder up against a house and take hold of the highest round that you can reach, and if you can't draw up your flexor muscle is not very strong. "Next he said that it is impossible to walk. Don't walk too much at first; take it gradually. Parents, instead of raising their children to take healthful exercise and build up a strong constitution, learn them to snap marbles and spin tops, things a skeleton could do. "We hear people talk about nervous prostration. Ask the blacksmith if he suffers with neuralgia. He will tell you he don't keep 'em in his shop. Ask Sullivan if he is troubled with paralysis, and he will tell you no, but that the other fellow is sometimes. "It pays to have a healthful body. Don't ride to your business. Walk, row, box, take outdoor exercise. In lying, walking and sitting hold the chest up and let the shoulders alone, they will take care of themselves. The Y. M. C. A. gymnasium in Asheville is a very good one. You need no gut edge tools. Take the tools that you have and common sense, and you have all that you need. Mr. Blaikie believed that there should be a gymnasium for the women, where they could develop and strengthen their muscles. "At this point in the lecture Mr. Blaikie invited any one of the audience to ask questions on the subject of physical culture and he would endeavor to answer them. Several questions were asked and Mr. Blaikie answered them in a manner which showed that he was master of his subject. "In conclusion Mr. Blaikie said there was a preparation which if procured would do away with all gymnasiums, and to more fully explain what was meant he related the origin of the preparation. Two men entered into partnership for the purpose of manufacturing a patent medicine, but they could not agree upon a name, so they dissolved the partnership, and each chose a name to suit himself. "Umpstintine says to Isaac: "I will name mine 'Constitution,' because der American peebles haf a vondeness vor dot name." "Mine will be named," said Isaac, "Der Great American Electric Restorer." "The two separate and meet again some years later," says Isaac, "how have you succeeded with your medicine?" "Beyond mine vondenst hopes." "But vot proof haf you got of your success." "Umpstintine reads a clipping from a newspaper: "I was a railroad man on the B. O. J. railway, and fell from der cars and had mine two arms and feet cut off, but after daking von bottle and a half of 'Umpstintine's Constitution,' I haf again two good pairs of arms and legs." "Now, den Isaac, how haf you succeeded, and vot proof haf you got of your success?" "I haf me made von independent fortune, and somedings von leaf me vite," and Isaac reads a letter from a young lady in Big Sandy Mush, in which she says: "I have been a great sufferer. I was born without lights or liver, but after taking one bottle of the celebrated 'American Electric Restorer,' I now have a liver weighing four pounds (a liver weighs only three pounds) and an electric light." "Those present were highly pleased with the lecture, and Mr. Blaikie received the most profound attention throughout.

Mr. Blaikie Spavin Liniment removes all hard, soft or calloused lumps and blemishes from horses, blood spavins, curbs, splints, sweeney, ring-bone, stifles, sprains, all swollen throats, coughs, etc. Sold \$50 by use of one bottle. Warranted the most wonderful blemish cure ever known. Sold by Raysor & Smith, druggists, Asheville, N. C. [nov6w]ly

SHOT THE TRAMP.

They Had Murdered an Aged Couple for Money.

MONROE, Mich., Sept. 1.—On Saturday tramps went to the farm house of John Wilkinson and finding Wilkinson alone, with the exception of a ten-year-old boy, undertook to torture them and make them reveal the hiding place of their supposed wealth. The boy escaped and gave an alarm. A posse of neighbors started to the rescue but when they reached the house the couple were dead. The tramps were sighted near Maybe station and both were shot down by infuriated citizens. Their bodies were completely riddled with bullets.

HELD UP THE EXPRESS.

THE ROBBERS GOT THIRTY-SIX HUNDRED DOLLARS.

They Put Revolvers to the Head of the Messenger, Compelling Him to Give Up What He Had—A Fierce Fight.

CARON CITY, Col., Sept. 1.—Seven men held up the east bound Rio Grande train last night near Cotopaxi. The highwaymen compelled the flagman at Texas creek to give up all the torpedoes in his possession, and also forced him to flag the train. As soon as it stopped the engineer and fireman were deliberately held up at the point of rifles. Fireman Owen was relieved of his gold watch and then at the muzzle of seven rifles he was forced to pick the lock and break in the doors of the baggage car under fire from the express messenger, who knew that something was wrong. "The fight was a fierce one, though it lasted only a few moments. Then one of the masked men placed the muzzle of a revolver against the express messenger's temple and he at once opened the safe door. The highwaymen took \$3,600 from the strong box. Horses were in readiness and as soon as the robbery was accomplished they fled to Wet mountain valley. They did not disturb the passengers.

A posse was summoned by the sheriff and left for the scene at once. Trinidad has been wired to for bounds that have been instrumental already in running down several criminals.

ASHEVILLE NOTES.

Marriage license has been issued to J. I. Miller and M. E. Reed, of Buncombe.

Mr. J. J. Street, a near relative and employe of R. P. Walker, of this city, was in the wreck near Statesville and is among the seriously injured.

The Shelby Aurora says that "Jos. T. Bostic, of Asheville, was here last week and made a contract for two million of hard brick for the Asheville postoffice."

Rev. J. F. Austin is in the city from Lincoln. He is accompanied by his daughter, Miss Nora, who will attend school at the Female college this year.

Sheriff Reynolds today received the following telegram of condolence from W. G. Corpening, of Asheville, who is now at Marion: "Tender my sincere sympathies to all friends in distress."

The number of arrivals at the principal hotels in the city for the month of August, as indicated by the registers, were as follows: Glen Rock, 1,885; Battery Park, 1,000; Swannanoa, 936; Grand Central, 749. Total 4,570.

Complaints have been sent to THE CITIZEN today concerning the pole lights at the intersection of Bridge and Orange streets, at the freight depot, corner Cherry and Flint, Cherry and North Main, and near the North Asheville Methodist church. They don't light.

One of the finest cows seen on the streets of Asheville for many days was one belonging to F. M. Johnson, just brought in from the country today. She is of the Ayrshire and Holstein breed, weighs over 1,000 pounds, and has a milk capacity of eight gallons a day.

According to the report of Chief of Police McDowell the fines for the month of August amounted to \$777.60. The number of arrests were 176, made by the officers as follows: Nolan, 33; Goodlake, 29; Creaseman, 19; Leonard, 15; Hunter, 14; Sams, 14; Wild, 12; Lange, 11; Palmer, 11; Gudge, 10; Collins, 8.

The new electric car line from the passenger depot to the Sulphur Springs certainly had the call Sunday. There was a rush that way all day, and every car was crowded. The largest number carried by one car was 86. The last car left the depot at 8:30. The total number of fares collected was 1,430 or \$143 for the day. On Friday the fares were \$60 and Saturday, \$40.

Several days ago Deacon Jesse R. Starnes proposed to the congregation of the French Broad Baptist church that he would donate a fine \$680 piano for the use of the church, if the congregation would raise the money with which to purchase a \$225 organ. The same was immediately raised, and the thanks of the congregation were extended to Mr. Starnes for his liberal offer.

In the superior court the following cases have been disposed of: J. S. Grant and wife vs. E. T. Clemmons, action of ejectment, verdict for defendant; J. F. Carter vs. J. A. Lance and others, stock law case, judgment for plaintiff; H. A. Miller vs. P. C. McIntire, action for debt, verdict for plaintiff; A. S. Child vs. J. A. Porter, debt, non-suit. The trial of the case of J. W. Graham vs. W. E. Williamson and others, damages for loss of hand in playing mill, was taken up today. Tomorrow the case of A. M. Gudge vs. A. M. Penland, for slander, will be tried.

Evangelist R. G. Pearson and wife left Monday for New York, whence they sail on September 5, by the steamer "Normandie" for Havre. They will be accompanied by the Holy Land, Greece, Syria, Egypt, Italy, France, Germany, England and Scotland. Their tour of Europe will extend over one year. While away Mr. Pearson will write a series of letters for THE CITIZEN, giving an account of the scenes and impressions made upon him by the various historic points visited. The host of friends of this good couple in Asheville and all over the south, will join THE CITIZEN in wishing them a pleasant voyage, enjoyable trip and safe return.

The great vegetable substitute for pills is Simmons Liver Regulator.

PERSONAL EXPERIENCES.

COL. CAMERON'S AND AUDITOR SANDERLIN'S STORIES.

Terribly Narrow Escape from Death By Both of Them—Mr. Sanderlin Half Under Water and Near to Drowning.

From the barlett—Chron etc. B. Cameron, of the Governor's staff, gives your correspondent the following particulars of the Third River tragedy. "I was en route with Auditor Sanderlin, to Cleveland, N. C., and having lost sleep the night before was sleeping soundly in the sleeper at the time of the accident. The shock aroused me to complete consciousness and I was not aware that I was hurt or of what had happened. "Then, exerting all my strength, I raised the upper berth a foot or so and got hold on the iron grating overhead and pulled myself out of the water and out of the upper berth. "I called and yelled at the top of my voice, but heard no answer except the groans and cries from other sufferers; then I recalled my thoughts and set to work to extricate my left foot and succeeded. "Hearing a cry from a lady I went to her relief, but found that she was held down and all my strength could not pull her out. Feeling under the water I found that her clothing was attached to something. I tore it off and got her out. She was very weak and faint, and I laid her on a cushion. I asked her name and she said she was traveling with Mrs. Hix, and she herself was Mrs. White from Memphis, Tenn. "As no one else responded to my call, "Does any one need help?" I proposed to Sanderlin to stay with the three ladies, while I should go for outside help. Rare-headed and barefooted and in night clothing I tramped to a farm house and securing a conveyance I came to Statesville and aroused the town and then returned. "Here a Mrs. Moore asked for help and I got her out at a window. I went back and shouted for Sanderlin, without reply, then I took out Mrs. Moore's daughter, and returning, called again for Sanderlin, getting this time a faint reply, and groping my way to him dragged and pulled him to a broken window out of the water and the fresh air revived us both. "I was in the forward right lower berth, my first sensation was that the windows were closing in on me, and that the car was on its left side and the water was coming in. The first effort to escape showed me that the water had come up to the lower edge of the berth above me, and that my left foot was firmly lodged in some way, and I felt that I was smothering, though the water did not rise any higher nor the car sink any lower.

Mr. Sanderlin's Experience.

From the Raleigh Chronicle. The train due at Statesville at 2 o'clock that night was forty minutes late; it was therefore a quarter of three o'clock when I was awakened by feeling the train make two sudden jumps or jays, and in a moment afterwards I felt myself going down, down, down, I could not tell whether. My heart well nigh stopped beating. In a short while there came an instantaneous stop and crash. Immediately shrieks and cries for help went up from all the cars—from sleeping car to engine. I found myself overwhelmed with a mass of debris or wreckage. My right leg was pinioned by a sharp piece of iron underneath and heavy pieces of wood lying upon it from above. I found myself also lying in the water, but fortunately it reached only to my waist. "I was stunned by the fall and must have remained so for sometime. When I aroused I called out for help, and Colonel Cameron, who had for some time been searching for me heard me and came immediately to my help through a window in the upper part of the car. After working away for a long time he succeeded in reaching one piece of timber after another until my leg was free. Meantime the water was rising high around me and I should most like have been drowned but for Col. Cameron's timely coming to my relief.

An Expert Opinion.

From the Richmond Dispatch. W. A. Eliason, an expert civil engineer, and former employe of the Western North Carolina road, says: "It is impossible to pull spikes without bending them. This was not the case with those found on the track. The cross-ties were rotten and utterly unsafe."

Was What?

From the Raleigh News and Observer. In regard to the difficulty experienced obtaining news from Statesville in regard to the accident, it is to be observed that the telegraph office there was over-crowded.

Most Remarkable Theory Vet.

P. E. Ransom in Raleigh Chronicle. I do not believe any one put anything on the track, but I think the rails were rotten.

STUNG BY HORNETS.

Exasperating Predicament of a Brevy of Young Ladies.

LANCASTER, Pa., Sept. 1.—Five young women of Reading had a trying experience with hornets at the Saratoga camp meeting. They had left the camp for a stroll in the woods, and after arriving at a little brook in a secluded place, thought they would take off their shoes and enjoy the luxury of wading. They crossed safely enough, but in ascending the further bank they disturbed a hornet's nest. A swarm of hornets attacked the party and severely stung them on the feet and calves, and none were able to put on their shoes to walk back to camp. A searching party late in the evening found the young women, still at the brookside, disabled by their injuries.

Murdered Perhaps by a Nihilist.

St. PETERSBURG, Sept. 1.—A commissary of police was murdered today at Bielain Zerkoff, near Kieff. The assassin, who is supposed to be a nihilist, escaped.

Spurgeon Rallies Again.

LONDON, Sep. 1.—Rev. Chas. H. Spurgeon who yesterday suffered a relapse has rallied again, and it is hoped he will continue to gain in strength.

LYNCHED HIM PERHAPS.

A Bank Robber Caught and Perhaps Hanged.

KANSAS CITY, Sep. 1.—Desperadoes robbed the Corder, Mo., bank yesterday afternoon. One of the robbers was captured last night about twenty miles from Corder, and about half of the stolen money was found in his possession. He gave his name as Andrew Murrell. "It is reported that Deputy Sheriff Jackson and City Marshall Dean, who had the robber in charge, were met on the road to Lexington by a mob of enraged citizens who overpowered them and took the prisoner from them and lynched him. The other robber is being pursued.

FOUR PASSENGERS KILLED.

CRUSHED AND SCALDED IN A WRECK. Sixteen Persons Injured—The Train Takes Fire and is Completely Consumed—A Broken Flange the Cause.

EVANSVILLE, Ind., Sept. 1.—Yesterday morning between Tell City and Troy, Perry county, Ind., a mixed train in which were twenty passengers encountered a broken flange. The engine left the track, bumped on the ties for a while and then took a header down a steep embankment. All the cars piled on it. The passengers were all taken out, four dead and sixteen more or less scalded by escaping steam and otherwise injured. The wreck took fire and burned up completely. "Engineer Jake App and his firemen escaped injury by jumping. Conductor Gordon was badly hurt. The wreck was on the Louisville, Evansville and St. Louis railroad. All the injured are in Tell City. Nearly all the passengers were from local points on the road.

IT'S COMING.

A Season of Prosperity Ahead Of Us.

From the Baltimore Record. Never before has the United States been blessed with such enormous crops as will be gathered this year. From the great northwest, with its immense wheat fields, from the Pacific coast, from the central west and from the south down to Texas the grain crops are the largest ever produced. The yields will probably be about 580,000,000 bushels of wheat, 2,000,000,000 bushels of corn, between 600,000,000 and 700,000,000 bushels of oats and over 100,000,000 bushels of other grains, making an aggregate of about 3,300,000,000 bushels, or about 1,000,000,000 bushels more than in 1890. This increase of 1,000,000,000 bushels is equal to 1,000,000 car loads of 100,000 pounds each. Nearly all other crops promise the same abundant yield, rice, sugar, tobacco, fruits, grasses, etc., all adding immensely to the profits of farmers. Cotton alone of all the big crops will fall short of 1890, but this will be an advantage, as the yield of last year was too large for the demand. With all this enormous production of grain, prices will be well maintained, because of the scarcity in Europe, and so American farmers will receive more money this year for their crops than ever before.

It is but a reasonable statement to say that every railroad in the United States will in all probability be taxed to its utmost for the next twelve months, for the handling of the immense crops and the business which they will necessarily develop, added to the regular traffic of the country, will require much more rolling stock than the railroads of the country now own. The south will share to the fullest extent in this great prosperity. With the return of financial activity the capitalists of the north and of Europe, who fully understand that the south is the best field in the world for safe and profitable investments, will put their money into this section more freely than they have ever done. The Manufacturers' Record has made many predictions in the past about the prospects of the south, and our readers will bear testimony to the fact that they have been more than fulfilled. It makes another prediction. During the latter part of this year there will be increased activity throughout the south, followed in 1892 by still better times, with heavy investments of outside money in railroads, in mineral and timber properties and in manufacturing enterprises, and the south will make rapid and substantial progress in the development of its iron interests, in the creation of steel business which will rapidly expand to large proportions in the building up of a still greater foreign commerce, and in the growth of southern seaports. There will be some of the leading lines of advancement, but great progress will be made in the general industrial and business interests of the whole south.

A Texas Firm Fails.

WACO, Tex., Sept. 1.—S. and S. Lyons, dry goods, who have establishments in this city and in Cameron have filed deeds of trust with preferences of \$27,632 on the Waco house and liabilities of \$27,966 against the Cameron stock. New York houses are the principal creditors.

Gambler Killed.

CHATTANOOGA, Sept. 1.—During an altercation early this morning Reese Fowler was shot and killed by Chris. McNamara. Both were notorious gamblers.

Pensive and Expensive.

Many a woman shrinks from consulting a physician about functional derangements and weakness, and prefers to suffer in silence. She is sad and pensive, and her neglect of her ailment will prove expensive. I may cost her her life. One of the most skillful physicians of the day, who has had a vast experience in curing diseases peculiar to women, has prepared a remedy which is of inestimable aid to them. We refer to Dr. Pierce's Favorite Prescription, the only remedy for woman's peculiar weakness and ailments, sold by druggists, under a positive guarantee from the manufacturers, that it will give satisfaction in every case, or money refunded.

No one ever tried Simmons Liver Regulator without being satisfied with its effect.