

TWO STILL BENEATH THE WRECK

BODIES OF ENGINEER AND FIREMAN NOT YET FOUND.

The remains of Neal Ewing, an Asheville stonemason, brought in last night—conductor Patton's leg amputated—were two boys found.

The wreck on the Asheville and Spartanburg railroad Tuesday morning was certainly one of the most disastrous that has ever occurred on that division, if indeed, it was not the most disastrous. It was at least as far as the number of lives lost is concerned. Some four years ago there was a runaway down Saluda and a train was wrecked nearly at the point where Tuesday's calamity occurred. At that time three lives were lost and two engines and a train were wrecked. In the catastrophe that is almost the sole topic of conversation among railroad men, and that has kept Trainmaster Foster, Chief Dispatcher Newell and his force busy as bees four men were killed, one badly crippled, and an engine and a dozen loaded cars smashed to kindling.

No one has yet returned from the scene of the wreck who tells a connected story of how it occurred. It seems, however, that the train began increasing its speed gradually when about half a mile of the descent had been made. Conductor Patton and Flanagan Painter, with the trainmen, did what they could at the brakes, the two former "doubling" that is, using their combined strength to set the brakes as hard as they could be set. It was stated at first that Painter jumped, but this is learned to be a mistake. When the conductor and flanagan had put the brakes down hard on the rear cars Painter told Patton that the train was bound to run away and advised that they go to the caboose, which was the last car.

But the conductor went to a forward car and seemed determined to do all in his power to avert an accident. About this time the train was running at a frightful rate of speed, attained by a run of some three miles, the momentum increasing every second. The little station flashed by in a twinkling, and the meteoric train left a wake of light and sparks.

Then came the shock. The great consolidation engine plunged into the silent cut. Next to it was a car loaded with cattle, and following this were coal cars. All were piled in a confused mass on and about the engine, and when the grinding and crushing and settling ceased, Engineer Broom, Fireman York, Brakeman Allen and Neal Ewing, who was "heating" his way, lay in the awful heap, probably killed instantly.

Of the car load of cattle, some 200 or all, not one but was crushed to death, and over the whole spread the cargo of coal, 250,000 or 300,000 pounds.

Those Who Escaped. Conductor Patton was not thrown under the wreckage, but was fatally injured nevertheless. Flanagan Painter, who was near the rear of the train, was braced very little. Daniel Owens of Haywood county, who owned the cattle in the front car, was in the caboose, which did not leave the track, and escaped unhurt. John Miller, a colored train hand, says he was thrown from a car before the crash came, when the train struck a curve in the road.

The conductor was a medical aid as soon as possible, and it was decided that amputation was necessary. In the afternoon the physicians performed the operation successfully, taking the left leg off a few inches above the knee. There is a slight fracture of his skull, but the patient has a good fighting chance for life. He was removed to Saluda.

Brakeman Allen and Fireman York were rewarded by the finding of the body of Brakeman Allen. It was thought up to this time that the body that turned out to be that of Allen was that of Fireman York. So it is that Engineer Broom and Fireman York have not yet been found.

Ewing Not a Troop. Yesterday's reports of the wreck mentioned that a tramp of the name of Ewing was one of the killed. It developed that the man was not a tramp but a stonemason, Neal Ewing, living on Haywood street, this city, and he was "beating" his way South, perhaps in search of work.

It is said that the night before he left, Mrs. Ewing and the children begged him not to go, but to wait until the morning. He did not heed them. He had a wife and three children, and was about 35 years old. People who knew him well said he was a first-rate man, but sometimes drank too much.

AROUND TOWN

Washington, Oct. 10.—Forecast till 8 p. m. Thursday: Fair, westerly winds, cooler Thursday morning.

A. C. Monday is very ill at his home on Depot street.

Chas. N. Vance will speak at Alexander Saturday afternoon, October 13, at 3 o'clock.

Dr. Karl von Ruck reports that for the 24 hours ending at 8 a. m. Tuesday 1.45 inches of rain fell.

People living around the "outside circuit" of light were aided very much by the lights last night.

The Free Kindergarten association returns thanks for \$9.50 receipts of the baseball game between Asheville's Civic club and the Asheville Light Infantry.

D. L. Miller, who has had charge of Clarence F. Ray's branch office at Charlotte, has returned to Asheville, the office at Charlotte being closed for the season.

The Ravenscroft Board has appointed T. H. Taylor as its member at-large, to the headmastership of Ravenscroft high school, as successor to Ronald Mac Donald.

Leslie Clayton and Bud Mills were before Justice Frank Carter for a shooting affair (no one hurt) in Brackett Town. They waived examination and gave bond to appear at court.

The Southern gave the Confederate veterans who wished to go to the reunion at Bryson City a little lower rate than was at first published. The round trip fare was reduced from \$3.45 to \$2.25.

S. G. Boiss has a letter from Capt. "Babe" Lanier, who is in west Oxford, in which the captain says he would like to play ball in Asheville next year, and sends his regards to all the Asheville cranks.

The ladies of Central Epworth League will give an oyster supper at the Y. M. C. A. rooms Friday evening, for the benefit of the League piano fund. There will be an abundance of oysters and a pleasant time.

Weather prophets prophesied last night that there would be some very cold weather today, following the rain. But they were incorrect, for the day has been as sunny and altogether pleasant as one could wish for October.

Mrs. P. A. Jean of Nashville, Ill., died of consumption Tuesday in Asheville, whence she had come in search of benefit for her health. The remains were taken to the old home of the deceased, accompanied by the bereaved husband.

The poles for the Asheville and Weaverville telephone line have been put up or nearly so, except the distance, the work beginning at Asheville. The rains of Monday and Tuesday delayed the work, but tomorrow it is to be resumed at Weaverville.

Referring to Sunday's services by Rev. J. L. White at Durham the Sun says: "At the conclusion of the sermon he asked all that wanted the prayers of Christians to stand up—the house being so crowded that they could not come forward—and a great many arose to their feet, some 50 or 75 in number. In the afternoon there were 25 or 30 conversions."

John Somers Stevens died yesterday evening at his home in Inanda, after a protracted sickness. He was born Oct. 15, 1874, finished the study of law at the University of North Carolina, and obtained license to practice law in February, 1893. Feeble health prevented him from engaging in his profession. The deceased was a brother of Henry B. Stevens, Esq., of the firm of Lusher & Stevens, Asheville. The remains were interred at 4 o'clock this afternoon at Oak Forest, the family burial ground.

PERSONALLY SPEAKING. A Line or Two About the People as They Pass.

Phos. F. Armstrong is here from Augusta, Ga.

AT THE GRAND

Barton's comedians will appear this evening at the Grand Opera house, presenting Miles & Calley's "The Actor's Holiday."

Milton Noble will begin his two evening engagement at the Grand Friday evening, presenting "Love and Law." In the play Mr. Noble has established his reputation as a dramatic actor.

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Hon. Walter E. Moore is in the city from Webster.

E. P. McGuire of London, Tennessee, is in the city.

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THE FACT IS W. B. Williamson & Co. 16 PATTON AVE., ASH-VILLE, N. C. Have received and are offering at low prices new lines of SIDE BOARDS, CHIFFONNIERS, BOOK CASES, PARLOR SUITS, CHAMBER SUITES, IRON BEDS, LOUNGES, CLOTHES AND RUGS OF ALL GRADES AND PRICES.

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