

54 PERSONS KILLED AND NEARLY 125 INJURED

Two Southern Passenger Trains in Frightful Collision

FAILURE TO OBEY ORDERS

Is Given as the Cause of the Terrible Accident—The Collision Occurred Near Hodges Station, Tenn., About 18 Miles from Knoxville, the Colliding Trains Being the Eastbound Through Passenger, No. 12, from Chattanooga to Salisbury, and the Westbound Local Passenger No. 15, from Bristol to Knoxville—Both Trains Were Running on Time, and Instead of the Westbound Taking the Siding at Hodges, it Proceeded on Toward Knoxville and the Collision Occurred—The Locomotives Were Demolished and Both Engines Crews Killed—Excepting the Pullman Sleepers, the Major Portion of Both Trains Was Completely Wrecked, Making a Ghastly Pile, in Which the Suffering of the Injured and Dying Was Terrible in the Extreme—Special Trains Were Sent Out From Knoxville and the Dead and Injured Were Taken to That City—Statements by Vice Presidents Andrews and Finley—Full List of the Known Dead and Injured.

Knoxville, Tenn., September 24.—Running on a road bed in a supposedly high condition of maintenance, and having about them every safeguard known to modern railroading, two trains on the Southern Railway, carrying heavy lists of passengers, came together in a frightful head-end collision near Hodges, Tenn., today, sending 54 people to death and injuring 120, several of whom will probably die. This appalling loss of life and maiming of the living resulted apparently from their disregarding of orders given to the two trains to meet at a station, which has for a long time been their regular meeting point. The claim of failure to see either the station or signals could not be set up by the engineer of the westbound train were he alive to enter a plea of defense, as the accident happened in broad daylight, and, according to the best information obtainable he had the orders in a little frame in front of him as his monster of iron and steel rushed by New Market and soon after came upon eastbound passenger train, making for New Market, in compliance with instructions to meet the westbound train, which carried the sleepers from the east for Knoxville, Chattanooga and other southern cities.

Orders Were Not Obeyed. The possibility exists that the ill-fated engineer may have been asleep, or that death had suddenly taken the sight from his eyes before New Market was reached. But nothing is known, save that the orders were not obeyed. The trains were on time, and not making over thirty-five miles an hour, yet the impact as they rounded a curve and came suddenly upon each other was frightful. Both engines and the major portions of both trains were demolished and why the orders were disregarded or misinterpreted probably will never be known as the engineers of the two trains were crushed, their bodies remaining for hours under the wreckage of the monster locomotives, which but a short time before had leaped forward at the touch of their strong hands upon the throttle.

Some of the bodies have not been recovered, and many remain unidentified. The Dead and Bruised Taken to Knoxville. The greatest loss of life occurred in the eastbound train, while in the westbound train only the engine crew was killed. Both trains were dispatched from Knoxville within an hour, and all physicians in the vicinity of the wreck were doing what they could when the local corps arrived. The first train arrived here from the scene of the wreck at 4:20 o'clock, bringing about seventy of the injured. Six of the injured aboard had died while enroute to the city, and after their bodies were taken off, the train proceeded to a point near the general hospital, where vehicles were in waiting and a large force of physicians were ready to receive the wounded.

The next train from the wreck arrived shortly after 8 o'clock. It brought the bodies of 43 dead.

The six others who died en route brings the list up to 49, and there are at least six more at the scene of the wreck, none of the bodies of the trainmen having been yet recovered.

Screams and Groans of the Injured. John W. Brown, of Rogersville, Tenn., a newspaper editor, was in the rear coach of the westbound train. When the fearful jolt came, he said, all the seats in the car were torn loose and people and seats were hurled to the front end of the car. When he recovered from the shock he heard the screams and groans of the injured and dying in every direction.

A Horrible Sight. "I left the car," said Mr. Brown, "as soon as I could and walked to the main part of the wreck. It was the most horrible sight I ever witnessed. I saw a woman plucked by a piece of split timber, which had gone completely through her body. A little child, quivering in death's agony, lay beneath the woman. I saw the child die, and within a few feet of her lay a woman's head, while the decapitated body was several feet away. Another little girl, whose body was fearfully mangled, was calling for her mother. I have since learned that she was Lucille Connor, of Knoxville, and that both her parents were killed. I heard the woman, terribly mangled, praying earnestly to be spared for her children but death relieved her sufferings in a few minutes.

"Both engines and all of the coaches of No. 15 were literally demolished, the smoker and baggage car completely so. The sleepers remained on the track undamaged. Both engines lay to the north of the track, jammed together into one mass of indescribable ruins. The cars which were demolished were piled on the wrecked engines."

Congressman Gibson's Experience. Congressman Henry R. Gibson, from the Second Congressional district of Tennessee, was a passenger in the day coach of the eastbound train, and one other man, whose name is not known, were the only persons to escape alive from their demolished car.

Congressman Gibson was en route to Nashville, Tenn., to deliver a political address and was reading his address when the collision occurred. When he realized what had happened, he found his legs pinned fast, but managed to extricate himself. One glance at the wreckage showed a mass of human beings, backs of car seats, grips, baskets and wearing apparel of all sorts. There was not a sign of life except that near his side, a young man who had escaped death and was struggling to get out.

Another Account. Knoxville, Tenn., September 24.—The most disastrous railroad wreck known in this section occurred this morning at 10:18 o'clock on the Southern Railway, about one and one-half miles west of Hodges station, and eighteen and a half miles east of Knoxville. The result of the collision of two passenger trains is that about fifty people are dead and over one hundred and twenty-five are injured.

Wreck Due to a Failure to Obey Orders. The colliding trains were eastbound through passenger train No. 12 from Chattanooga to Salisbury, N. C., leaving Knoxville at 9:35 a. m., and westbound local passenger train No. 15 from Bristol to Knoxville due to arrive here at 11 a. m. According to the best information, the wreck was due to a failure of the crew of the westbound train to carry out its orders to meet the eastbound passenger at Hodges station. Instead of taking the siding at Hodges it proceeded toward Knoxville, with the result that a frightful collision occurred. Both trains were running on time and at a speed of about thirty miles an hour. The locomotives were demolished and the major portions of both trains were completely wrecked, with the exception of the Pullman sleepers, none of which left the track. The pile of wreckage was ghastly and the suffering terrible in the extreme. The wrecked coaches were filled with dead and injured and the rescue work was accomplished with great difficulty.

A wrecking and special relief train left this city as soon as possible after the news of the disaster had been received here.

The Work of Rescue. The removal of the wreckage and the rescuing of the dead and wounded commenced immediately upon the arrival of this train. Hundreds of people had been attracted from Hodges station, New Market and the many farm houses in the vicinity of the wreck. The people thereabouts rendered every possible assistance, and nearby homes were thrown open to the dead and suffering. The corps of physicians on the special administered to the wounded, who, with the dead were placed on the special train and brought to Knoxville, arriving here about 7 o'clock. About five of the injured died while en route to this city. Some were taken to the Knoxville general hospital, and others to their homes or homes of friends. A local undertaker had received orders to have 150 cots in readiness and these were at the Munson street crossing, where the dead and injured were removed from the train. Fully 2,000 people had gathered about the Southern passenger station, expecting the train to unload at that place. One of the passengers states that the wreck occurred without the least warning and that the trains were telescoped.

Statement from Vice President Andrews. Raleigh, N. C., September 24.—Colonel A. B. Andrews, vice president of the Southern Railway was seen here tonight and gave out the following statement: "I am advised that at 10:18 this morning a railroad accident occurred on the

East Tennessee, Virginia and Georgia railway at New Market, Tenn., owing to the fact that the crew of the westbound train No. 15 overlooked orders, or disregarded orders as to meeting place with eastbound train No. 12, resulting in collision. The track and the equipment were in first class condition, and it is believed that the negligence of the accident occurred were old and trusty employees, having been in the service of the company some 20 years. The killed and injured occupied the coaches. There were four sleepers on the eastbound train, none of which left the rails, and their passengers were uninjured. Surgeons and nurses were promptly conveyed to the scene and every possible attention is being given to the injured. Have not received definite report as to the number of killed and injured, but the indications are that there are a good many."

Vice President Finley's Statement. Washington, September 24.—Vice President Finley, of the Southern, has made the following statement regarding the accident near New Market, Tenn.: "The accident was one which no foresight on the part of the management could anticipate nor prevent. It occurred upon a railroad track which has no superior in America. It is laid with heavy new rails, well ballasted with stone, and ties are standard in every respect, the equipment was up to the highest requirements and the crews of the colliding trains were old, trusted employees, having been in service on that track for something like twenty years. The two trains were accustomed to passing each other in that vicinity for many years and were about on time."

"Careful orders were issued to the westbound train to meet the eastbound train at New Market, a few miles east of the scene of the accident. This order, in some unaccountable way was overlooked or ignored by the westbound train, and no power under the circumstances could have prevented the collision. So far as the management is concerned, every possible precaution was taken for safety, notwithstanding all of which, the collision occurred, and the lives of the passengers occupying the day coaches; those occupying the four sleepers on the eastbound train were uninjured, the sleepers not even having been derailed."

Fifty-four Lives Lost. At 9 o'clock tonight it is known that fifty-four lives have been lost and 120 persons injured, about 20 of whom will die, according to reports at the Knoxville hospital, to which institution all the seriously injured were taken. Workers at the scene of the wreck had at that hour recovered all the bodies except those of the engine-men and the passengers whose lives were crushed out in the smoker of the eastbound train. Many bodies of the dead cannot be identified, and it will be some time Sunday before the list is completed.

The known dead at 9 o'clock are: Ralph Mountcastle, of Knoxville, Tenn.; E. A. Gailbraith, of Knoxville, Tenn.; Mrs. W. A. Gailbraith, of Knoxville, Tenn.; Monroe Ashmore, aged 19, of Knoxville, Tenn.

John Black, White Pine, Tenn.; James King, of Knoxville, Tenn.; Two children of James King, Knoxville, Tenn.; William Kane, of Knoxville, engineer of the westbound train; Richard Parrott, of Knoxville, engineer of the eastbound train; James Mills, colored, of New Market, Tenn.; Roscoe King, of New Market, Tenn.; E. G. Earnest, of Johnson City, Tenn.; C. V. Brown, of Dandridge, Tenn.; R. B. Godwin, of Jefferson City, Tenn.; J. D. Bird, of Jefferson City, Tenn.; M. Jones, son of James Jones, of South Knoxville.

Mrs. H. E. West, of Grainger county, Tenn.; J. R. Gass, of Dandridge, Tenn.; Mrs. J. B. Gass, of Dandridge, Tenn.; Miss Gass, daughter of J. E. Gass, Eight Italian immigrants, names unknown; John P. Connor, of Knoxville, night foreman at Longside Roundhouse; Mrs. John P. Connor, Knoxville; Daughter of John P. Connor; Clayton M. Heiskell, of Cincinnati, Tenn.; Mrs. Mary Phelps, residence unknown; J. H. Stevens, of Dandridge, Tenn. One man was found with an envelope in his pocket bearing the name of J. W. Daly, Greensburg, Ind.; Miss Nannie Murray, of Newport, Tenn.

Mrs. W. O. Haddin, of Knoxville, and a daughter of Mrs. Gass; W. M. Brewer, of Knoxville; Mary Ethel Ship; J. M. Adkins, Jellico, Tenn.; John Molyneux, Glen Mary, Tenn.; Mrs. Isaac E. Kinney, of Knoxville; J. P. King, Newport, Tenn.; Dr. D. A. Fox, Nashville, Tenn.; Mrs. Kinsell, Knoxville; Mrs. McEwen, Knoxville; John Black, White Pine, Tenn.; Julia W. Mayhew, Dandridge, Tenn.; Mrs. Baylow, Knoxville, Tenn.

Those That Are Missing. Missing, supposed dead: J. P. King, of Newport, Tenn.; Miss Nannie Murray, of Newport, Tenn.

The Injured. Those known to be injured are: Congressman Henry R. Gibson, of Knoxville, bruised about legs and shoulders and back was wrenched; Mrs. Jerome Gass, of Dandridge, Tenn., fatally injured; Mrs. Smith, of Dandridge, fatally injured; B. N. Smith, of Knoxville, express messenger; J. T. Saurer, of Morristown, Tenn., slightly bruised; J. A. Jones, of Knoxville, face bruised, not serious; J. S. Helms, of Knoxville; J. Hare, of New Market, Tenn.; Mrs. J. Jones, of Union, S. C.; J. W. White, and wife, of Strawberry Plains, Tenn.; Oscar Dalton, of Knoxville; Miss Lucy Gray, of Knoxville; C. M. Livingston, of Louisville, Ky.; S. S. Park, Columbia, S. C.; E. W. Robson, of Columbia, S. C.; G. H. Graves, of Asheville, N. C.; B. C. Trent, of Chattanooga, Tenn.

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FOR THE PEACE OF THE WORLD. A SECOND CONGRESS WILL BE CALLED AT THE HAGUE.

President Roosevelt Will Invite the Nations of the World to Join in Another Conference for the Promotion of Arbitration. Washington, Sept. 24.—President Roosevelt announced this afternoon that at an early date, he would ask the nations of the world to join in a second congress at The Hague, for the promotion of arbitration.

The occasion of the announcement was the reception by the President of the delegates of the Inter-Parliamentary Union which recently held a session at St. Louis. At that session a resolution was adopted, requesting the President to call such a conference. The President's acceptance of the terms of the resolution and the announcement of his purpose to promote the peace of the world by inviting all nations to participate in a second peace conference whose work should be supplemental to that of The Hague conference was received by those present with enthusiastic applause.

Representative Bartholdi introduced the assemblage to the President and said, in brief, the object of the meeting.

Mr. Bartholdi then introduced to President Roosevelt, Dr. Albert Gobat, of Switzerland, general secretary of the Inter-Parliamentary Union, who presented formally to President Roosevelt the resolution of the Union requesting him to call a second conference. Dr. Gobat expressed hope that the President would comply with the wishes of the Inter-Parliamentary Union and that success would crown his initiative.

In response to Dr. Gobat's speech, President Roosevelt said: "In response to your resolution, I shall at an early date ask the other nations to join in a second congress at The Hague. (Applause). I feel, as I am sure you do, that our efforts should take the shape of pushing forward toward the completion of the work already begun at The Hague and that whatever is now done should appear, not as something divergent therefrom, but as a continuation thereof. At the first conference at The Hague, several questions were left unsettled, and it was expressly provided that there should be a second conference. A reasonable time has elapsed and I feel that your body has shown sound judgment in concluding that a second conference should now be called to carry some steps further toward completing the work of the first. It would be visionary to expect too immediate success in the United States, but your championing, but very substantial progress can be made if we strive with resolution and good sense toward the goal of securing, among the nations of the earth as among the individuals of each nation, a just sense of responsibility in each toward others, and a just recognition in each of the rights of others. The right and the responsibility must go hand in hand. Our effort must be unceasing, both to secure in each nation the acknowledgment of the rights of others, and to bring about in each nation an ever growing sense of its own responsibilities."

At an early date I shall issue the call for the conference you request. (Applause.)

ORDER BY JUDGE PURNELL. On Argument as to Right of the Court to Make Allowance for Counsel Fees, Etc., in the Cuyler and Finch Suit Against the A. and N. C. R. R.

Raleigh, N. C., Sept. 24.—After an elaborate argument continuing from noon until 5 o'clock on the question of the right of the court to make allowance for counsel fees, etc., to the defendants, Judge Purnell, of the federal court, issued an order in the case of Cuyler and Finch vs. the Atlantic and North Carolina Railroad Company to the effect that the appeal having been withdrawn from the count of appeals at Richmond and notice thereof filed and complainants, saying that the purpose of their bill, the effecting of which they do not desire to amend the bill, is dismissed, the receivers to be paid actual expenses, \$150 to Thomas D. Meares and \$100 to V. E. McEbe, to be taxed as costs, and that the petition of the complainants and counsel for allowance of counsel fees, as to which an order will be entered hereafter, otherwise this is a final decree.

Arguments were made by James H. Poy, C. M. Busbee and ex-Governor Jarvis for defendant, and Col. T. M. Argo and F. I. Osborne for Cuyler and Finch. Counsel for Cuyler and Finch filed a petition in connection with their argument to the effect that their contention is for allowance, "reasonable and equitable for themselves and complainants," for counsel fees for services and expenses in the case, to be paid out of the funds and property of the Atlantic and North Carolina Railroad, which they contended was by the appointment of the receivers to all intents and purposes in the hands of the court for distribution of such allowances. Counsel on the other hand contended that Cuyler and Finch had lost every issue in their litigation, and had no standing in court for a demand for allowances.

Results of the Pender Primary. (Special to The Messenger.) Burgaw, N. C., September 24.—The tabulated returns of the primary election, made here today as follows, the following candidates having received a majority of all votes cast: Senate, Jas. F. Moore; house, E. A. Hayes; register of deeds, F. T. Croom; commissioners (old board), K. F. Powers, F. P. Flynn, T. G. J. Moore; sheriff, W. W. Alderman. This is considered a strong ticket.

STAMPS ON IMPORTED CIGARS. TOBACCO INTERESTS HEARD ON THE PROPOSED CHANGES.

Independent Interests Contend for Removal of the Stamp or Placing of Smaller and Less Conspicuous Ones on the Bottom of Box—This is Opposed by the American Tobacco Company—Decision Will Soon Be Made. Washington, Sept. 24.—H. A. Taylor, acting secretary of the treasury, today gave a hearing to the representatives of the leading tobacco interests on the question of the proposed changes in the customs stamp now required to be used on boxes of imported cigars. The so-called independent tobacco interests contend for the removal of the stamp altogether, or the placing of a smaller and less conspicuous stamp on the bottom of the box. This position is opposed by the American Tobacco Company.

Morris S. Wise, of New York, representing the Havana Cigar Manufacturers' Association of the United States, stated in answer to Secretary Taylor's inquiry, that the so-called independent cigar manufacturers were satisfied with the design and general character of the stamp proposed to be used by Assistant Secretary Armstrong. That is, they were to be materially reduced in size, to be printed on blue paper of the same tint as the internal revenue stamp now in use; and to be placed on the bottom of the box. Junius Parker, counsel for the American Tobacco Company, New York, said that in 1902, the Havana Tobacco Company was organized and begun marketing its products in the United States. It found a situation deplorable from the standpoint of the manufacturer, the consumer, the honest retail dealer and the government. Many well known brands were being imitated so generally that the trade marks had come to be almost meaningless and valueless. Dozens of Pennsylvania manufacturers were putting out cigars bearing the same names as those manufactured in Havana, and the only protection the maker and consumer had was the conspicuous customs stamp on the box and further to print it on blue paper of the same shade as the revenue would be a clear violation of the spirit of the law and an actual and strong encouragement to fraud and deception.

Assistant Secretary Armstrong gave the reasons why he had ordered the change in the stamp. He said the stamp in present use operated in effect as a discrimination against the industry in the United States. Samuel Compers, president of the American Federation of Labor, and first vice president of the Cigar Makers International Union of America, said that the cigar makers of the United States were entitled to a fair and square deal and he did not think that if the American workmen made as good a cigar as could be made in Havana, which was a notorious fact, they should be discriminated against by the use of the present import stamp. If Mr. Armstrong's order is permitted to go into effect, Mr. Compers said, the imported cigar would have to stand upon its merits as the American made cigar was compelled to do.

Mr. Pandas, representing the Cigar Manufacturers' Association of Tampa, also protested against the revocation of Assistant Secretary Armstrong's order. A. Bijur, president of the National Cigar Leaf Association and National Association of Retail Cigars, maintained that the cigars manufactured of clear Havana tobacco are in all respects equal to the Havana made cigar, and that the present stamp operation were in favor of the proposed change.

Mr. Wise closed the hearing, declaring that the proposed changes was not, as he had stated, in the interest of dishonest dealers, but in the interest of honest American manufacturers, and dealers as against a foreign product unfairly advertised by the government. In answer to an inquiry by Mr. Wise, Secretary Taylor said he hoped to be able to give his decision without much delay.

FOR LAW AND ORDER. Talbotton Citizens Will Prosecute the Parties Who Shot Two Negro Men Recently.

Macon, Ga., Sept. 24.—A special to The Telegraph from Talbotton says: "A mass meeting was held at the court house here today which was attended by prominent citizens from every portion of the county to take the necessary steps to apprehend and prosecute the parties who shot the two negroes. Resolutions were passed favorable to law and order and the governor was requested to offer a reward for the arrest of the guilty parties."

The negroes were shot a few days ago by unknown men after their release in a trial in which they were charged with being members of a "Before Day Club."

Charters by the State. (Special to The Messenger.)

Raleigh, N. C., Sept. 24.—Charters issued to the Kramer Tobacco Company, of Wilson, capital \$125,000 authorized, \$10,000 subscribed by Samuel Kramer, F. D. Ware and others. Another charter is granted to the Fetzer Drug Company, of Concord, \$2,400 capital, subscribed by P. B. Fetzer and others.

Football Games. Raleigh, September 24.—Agricultural and Mechanical college, 59; Guilford college, 6.

Charlottesville, Va., September 24.—University of Virginia, 16; Randolph-Macon, 0.

AT THE FRONT

Situation on Hun River In An Uncertain Condition

REPORTS DENIED

That There Has Been a General Land and Sea Attack on Port Arthur by the Japanese—Major General Orloff, Whose Precipitancy in Leaving Yentai Caused the Abandonment of Liao Yang, Will Be Detached from the Manchurian Army and Either Given a Command in European Russia or Retired—Uncertainty Prevails as to Whether Kuropatkin Will Accept or Refuse Battle With the Japs—Cholera Said to Have Broken Out at Port Arthur.

The various reports regarding the situation at the front in the Far East received today give no indication of any new movements. The most interesting information from St. Petersburg is the statement that Major General Orloff, upon whom was placed the blame for the step necessitating the abandonment of Liao Yang, will be detached from the Manchurian army and given another command in European Russia, or may be retired.

Japanese Advance is Slow.

St. Petersburg, September 24, 12:28 a. m.—The situation on Hun river remains in an uncertain condition. One correspondent of The Associated Press wires from Mukden, under date of September 24, that the greatest uncertainty prevails there as to whether General Kuropatkin will accept or refuse battle with the Japanese. Another Associated Press correspondent, telegraphing from Harbin on the same date, says it is rumored that a Japanese column is moving up the Liao river and threatening Tie pass. Meanwhile the advance of the main Japanese forces continues extremely slow.

The general staff has not yet received a report of the fighting of September 20, at Sanlunyu, mentioned in a report by Marquis Oyama, the Japanese commander in chief in Manchuria, in which he claimed that the Japanese drove the Russians north. Marquis Oyama, in the same dispatch, refers to the fight at Da Pass, which pass it now turns out is held by portions of General Mistschenko's and General Samsonoff's division. He omits to mention, however, that in the engagement the Japanese twice made attacks and were twice repulsed with heavy loss.

The alleged defeat of the Russians at Sanlunyu was probably a trifling affair of outposts, which General Kuropatkin did not think deserving of special mention in the same dispatch, refers to the presence of a Japanese column at this point, which fact confirms the statement of the Associated Press that the Japanese were moving a fourth army from Dzianchan. Sanlunyu is situated ten miles west of Dapass, on a short cut between Dzianchan and Mukden.

No Engagements Thursday.

St. Petersburg, September 24.—A dispatch from General Kuropatkin, dated yesterday, announces that not any of the Russian detachments were engaged during Thursday.

General Kuropatkin also reports that all was quiet along the entire front yesterday.

No Truth in the Reported Assault on Port Arthur.

St. Petersburg, September 24.—There is no truth in the story published by the Matin, of Paris, this morning to the effect that telegrams were received by the Emperor at 4 o'clock this morning announcing that the Japanese were engaged in a general assault on Port Arthur, and that the whole of Admiral Togo's and Vice Admiral Kamimura's squadrons were adding in the struggle, which it was further asserted, it was feared here would be final.

Cholera Said to Have Broken Out at Port Arthur.

St. Petersburg, September 24.—5:10 p. m.—Although no confirmation has been received at this hour at either the war office or the admiralty, of the report from Tsiungtau that cholera had broken out at Port Arthur, it is admitted that possibly it is true, owing to the terribly unsanitary conditions around the fortress, arising from the number of decayed corpses there. But until confirmation is received, the Tsiungtau telegram will not be given out to the press, in order to avoid causing needless alarm among the relatives of the brave defenders. The announcement none the less has caused the deepest concern.

Firing at Port Arthur Heard.

Che Foo, September 24.—6:30 p. m.—The steamer Victoria, which arrived here this evening from New Chwang, heard two hours heavy firing at Port Arthur this morning, the firing being on the east side of the city. The steamer was twice stopped by Japa-

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