

Head-On Collision on the Seaboard Air Line Brings Death to 22. Injured Number 30

Passenger Train No. 44 That Left Charlotte Yesterday Afternoon at 5 O'Clock Collided With Extra Freight Train Running A First Section of No. 39.

Engineer Frank Lewis, Baggage-master Byrd, Twenty Negroes Were Killed by the Crash. Blame Rests Either on Operator at Hamlet or Rockingham.

Rockingham, July 23.—Passenger train No. 44, from Charlotte to Wilmington and an extra freight train collided in a cut one mile west of Hamlet last night. The cause of the wreck has not been definitely located, but it is certainly due to the negligence of the operator at either Rockingham or Hamlet.

The Rockingham operator claims to be entirely innocent in the matter and the blame in all probability occurred at Hamlet. Immediately after the extra freight left Hamlet, an engine was dispatched hurriedly to overtake it but was unable to do so before the fatal head-on collision.

Eighteen bodies were taken from the wreckage last night and two others this morning.

Among the dead are: Engineer Frank B. Lewis, Fireman Thomas Hill, colored. Baggage Master H. S. Byrd, John Bogan, porter, of Wadesboro. Tom Jones of Rockingham. Gilbert McFadden, Hamlet. Hattie Capel, Laurinburg. Hannibal McNair, Laurinburg. Mattie McNair, Laurinburg. Mary Bell, Rockingham. Esther Dupree, Bennettsville. Jane Russell, Hoffman. Mary Land, Bennettsville. All are colored except Lewis and Byrd.

Among the injured are: Captain J. D. Bowen, in charge of the passenger train; E. S. Sanford, Rockingham; E. A. Carter, Rockingham; F. L. Lear, Rockingham; John Birmingham, Rockingham, all white. Cicero Thomas, Meta Thomas, Oscar Leak, Rockingham; Octavius Jackson, Hamlet, all colored.

The dead have been placed in care of H. C. Watson, the undertaker. All physicians were summoned and rendered the injured the very best assistance. Engineer Owen Bundy jumped and escaped with slight injuries.

DETAILS TERRIBLE WRECK. An Eye-Witness Tells of the Scenes Last Night and This Morning.

Hamlet, July 23.—Two miles west of this place, in a deep cut, on a sharp curve, one of the most disastrous wrecks in the history of railroading in North Carolina occurred yesterday evening between the hours of seven and eight o'clock. The wreck was due to a head-on collision between passenger train No. 44, eastbound and an extra freight running as first section of No. 39, which is the westbound passenger train that is due to reach Charlotte at 10:45 o'clock at night.

So far the death list numbers 21. Included in this number are Engineer Frank Lewis and Expressman H. S. Byrd. The other 19 were negroes who occupied seats in what is known as the "Jim Crow" car which was next to the express and baggage car and the second car in the train's lineup.

No. 44 which is the afternoon train which left Charlotte at 5 o'clock yesterday afternoon was running an hour late when it reached Wadesboro. This delay was caused by several minor troubles that the train encountered in its run of 66 miles between Charlotte and Wadesboro.

After leaving Wadesboro Engineer Frank Lewis turned on full steam and bade his steed go her limit. At Rockingham the puffing engine stopped for a moment's rest and as Engineer Lewis opened the throttle she bounded forth like a frightened deer to the eastward.

Five minutes after the train pulled out of Rockingham the engine of No. 44 darted into a deep curve and swiftly passed up to what is known as one of the sharpest curves on the Seaboard's system.

Before the brave engineer of No. 44 knew what was ahead of him, the headlight of the extra freight darted from around the opposite end of the curve. There was a terrible crash—a fearful hissing of steam and the two ponderous steeds reared straight up by the force of the collision.

During the few minutes that followed in which the escaping steam and the roar caused by the collision, there could be heard the wails of the dying and those more fortunate.

As quickly as possible Conductor Bowen and those who had escaped from the terrible collision, went forward to where the engines were standing in an upright position and called for Engineer Lewis. There was no answer to this call for the hand that guided the fast flying passenger engine, while still holding the throttle of his engine, was stifled by death. Through the mist of escaping steam and the pile of iron and steel, could be seen a portion of the brave engineer's body as it was being roasted alive by the boiling flood of water that was pouring from the engine boiler.

Wedged in between the wreckage of the baggage car and that of the Jim Crow car could be seen the mangled remains of Expressman H. S. Byrd. He must have met an in-

stant death as ponderous pieces of iron and wood held his body in tight embrace.

The scene where the Jim Crow car and the baggage and express car were telescoped, was one of horror and intense suffering. There, in the mangled mass of flesh and blood, were 19 torn and dismembered bodies of negroes who were ushered into death without a moment's warning. Their bodies were piled, one upon another, in a frightful mass and now and then one could hear the dying wails of a lost soul.

As the accident took place at night, faint as there were few if any lights available, the scene was one of weirdness as well as horror. The ones aboard the train who escaped injury did all that was possible to relieve the dying and wounded, but their efforts were curtailed by the many disadvantages incident to the wreck.

By 9 o'clock a wrecking crew from Hamlet reached the scene and as fast as possible the injured were taken from their perilous situation. All through the weary hours of the night men and even women worked to relieve the suffering and care for the dying. The bodies of the dead were taken out one by one and the lifeless forms were laid beside the track until preparations could be made to transfer them to Rockingham.

Editor S. T. Ashe, of the Wilmington Messenger, was a passenger on the ill-fated train. He had been to Wadesboro to spend the Sabbath with relatives and friends of his childhood. He occupied a seat in the first class coach which was the last car in the train's makeup. The force of the collision threw him forward but fortunately he escaped with only slight bruises.

To your correspondent this morning the Wilmington editor gave a graphic description of one of the State's most direful catastrophes. He says that the scene at the time of the wreck and just following beggars description. As soon as the trains came to their awful standstill, he went forward and what met his gaze was horrible in the extreme. He heard the cries of the dying and the pitiful screams of the unfortunate beings who were pinioned beneath weights of steel and iron. He joined the party of rescuers and did all in his power to relieve suffering.

Mr. Ashe spent the night at Hamlet and early this morning went back to the scene of the wreck. When he arrived at the spot he found that 19 bodies had been removed from the debris and that two bodies, both negro men, were still beneath the wreckage.

In describing the position of the two engines, Mr. Ashe says that both remained in an upright position this morning. The heavy iron caps of the rollers were embedded into each other and the two, once proud steeds, were a mass of broken and twisted iron and steel.

The second class coach had left the rails but was still on the cross ties. This was true of the first class coach which was the rear car. The Jim Crow car and the baggage and express cars were matted together in a tangled mass and there is little left of either. The Jim Crow car telescoped, the baggage and express car crushed the latter as if it had been an egg shell. In this mass of wood and iron, two cars next to the engine of the freight train were thrown and their contents was piled high.

Editor Ashe states that the fireman of the freight train, says that a few minutes before the collision took place he saw the reflection of the electric headlight of No. 44. He went over to the engineer's side and told him to look. The engineer looked and the next moment he reversed his engine and with a signal to the fireman to jump, he leaped out into the darkness.

This explains why both the engineer and the fireman of the freight train saved their lives.

THE PRESS ACCOUNT. Operator at Rockingham Has Been Truthful and Careful Employee.

Raleigh, July 23.—The collision between the freight train and the regular mail train on the Seaboard Air Line at 8 o'clock last night resulted in the death of four trainmen and 16 others. The injured number 24.

The bodies of the dead are being prepared for burial at Hamlet and Rockingham while the injured have been removed to Charlotte and placed in a hospital there.

The wreck was due to failure of the regular passenger train to receive orders at Rockingham. The freight was an extra southbound from Raleigh to Monroe. It was manned by Conductor Hunter and Engineer Bundy of this city. Conductor Hunter is not reported hurt and Engineer Bundy is very slightly injured.

The mail train was No. 44 running from Charlotte to Wilmington. This train was in charge of Conductor John D. Bowen, who was slightly hurt. Engineer Frank Lewis of Hamlet, Fireman Thomas Hill, of Hamlet, Baggage Master H. S. Byrd of Wilmington, and Porter Jack Bogan, of Wadesboro, of this ill fated train, were killed.

The baggage car and second class coach on the passenger train were demolished and eight of the cars of the freight train were derailed, some of them being piled on other cars and crushed to pieces.

Why the order was not given to the passenger train at Rockingham is not known and will be investigated by the superintendent of the road. It is said that the operator at Rockingham is an experienced man and has been a faithful and careful employe of the company for several years.

In Charlotte Hospital. Charlotte News 23d.

The scene at the Good Samaritan Hospital this morning was pitiful beyond all description. The terrible wreck between Hamlet and Rockingham in its results as seen here, must have been past all description.

Twenty-nine prostrate and bleeding forms were scattered about the rooms of the hospital up stairs and down stairs, and many were moaning and crying while others seemed to regard their fate with stoical indifference; and with eyes from which all expression had gone, they waited for their turn on the operating table, where half a dozen white physicians labored almost beyond endurance, to be as quick as possible in rendering aid.

Every man of them had his nerve however, was thus enabled to look all the more carefully after the wants of the injured.

There are 28 in the Good Samaritan Hospital, and several of these will probably die. Their injuries are hard to describe. One heavy built woman suffered terribly with her body split well nigh half in two. The other women were so badly bruised and broken that they seemed like dead bodies except for an occasional moan, and their cries as they were moved to the operating table. The physicians kept two tables busy for three hours and worked with heroic endurance to bring relief to the injured.

Some of the injured were too badly hurt to speak or tell their names and the doctors nor anyone else were unable to identify these.

There are two women who are frightfully injured, bruised and having legs and arms broken, that will have a hard fight for life.

At Hovis' undertaking establishment there is the dead body of a colored woman 30 years of age, whose end came after the train had left Monroe. The body was still warm when it reached Charlotte. Scores of people have looked at the body but have been unable to identify her.

Being in the coach for colored people, nearest the engine, the negroes caught the brunt of the awful catastrophe, and scarce a passenger in this ill-fated car escaped injury.

Those who were brought here today and carried to the hospital, and who were able to give their names are as follows:

Injured Here in the Hospital. H. A. Clement, going from home at Cleveland, N. C., to Wilmington to work. Mouth badly cut; leg cut. Age 23.

James Odom of Branchville, returning home from Pee Dee. Both legs broken.

Rich Morgan, aged 22, returning to home at Rockingham; eye badly hurt, left leg broken.

Henry Ratliff, aged 20, going from Rockingham to Hamlet, hurt about the mouth and legs.

Junius Ratliff, aged 22, legs badly sprained, also going from Rockingham to Hamlet.

Cicero Thomas, aged 25, left arm hurt, head cut, returning from Rockingham to Hamlet.

Oscar Lee, home at Hamlet, 32 years old, internal injuries.

Sandy Capell, aged 40, going to Laurinburg from Rockingham. Too zoned to talk, evidently suffering from internal injuries.

Mary Babb, aged 30, going from Rockingham to Hamlet. Cut on face, back injured, seriously injured.

Cleve Mayoy, aged 17, from Polkton to Hamlet. Head, shoulders and legs bruised and injured.

Frank Scott from Rockingham to Hamlet, aged 33. Legs broken, seriously injured.

Elmer Jackson, returning from Rockingham to Hamlet, aged about 23. Left leg hurt, and badly mangled.

George Harris from Marshville to Hamlet, aged 21. Legs badly hurt, face and left eye badly cut.

Jack Ratliff, from Rockingham to Hamlet, aged 23. Back and feet badly sprained and hurt.

about 25 years old. Badly sprained about the wrists.

Mary Esterland, home at Hamlet, Age about 35. Bad cut on the head, and back sprained. Also her infant, badly bruised but will recover.

Returning From Meeting. A sad feature connected with the wreck is the fact that most of the dead and injured negroes were returning from a big meeting that was held Sunday in Rockingham. Most of the negroes were hard working, industrious colored people. Yet another peculiar fact was that many of the men were returning from their homes up the road to their work on a hospital building.

The physicians have been unable to learn the names of several of those in the hospital, who are so near death that they cannot give any information about themselves.

The nurses and those in charge of the Good Samaritan Hospital worked faithfully to care for the wounded, and those who could eat, were quickly served with hot coffee, and made as comfortable as possible.

It required the entire morning to get all of the wounds dressed, and the dozens of broken limbs set. Several colored ministers came to the hospital and worked with the nurses.

Rosa McBeth, one of the negro women at the hospital was in a dying condition when The News went to press.

Many Hacks Brought Into Service. To remove the injured from the Seaboard depot this morning required several hacks and carriages, two transfer wagons, the ambulance and a baggage wagon. These vehicles made several trips to the Good Samaritan Hospital before all the injured were taken there. In the big transfer wagon on one trip were six injured men.

Woman Dies on Reaching Charlotte. One of the victims of the wreck, a negro woman died while the train bearing the injured was en route to Charlotte. Judging from the wounds the woman had received there was no hope for her recovery.

The lower limbs, both legs and thighs were crushed and broken in a frightful manner; also one arm. The body was removed to the undertaking parlors of Z. A. Hovis and Company. Her identity is not known. A large number of Charlotte negroes were permitted to view the remains but none of these knew her face.

CONDITIONS GROW FROM BAD TO WORSE

The Situation in Russia Grows More Ominous Daily. Parliament in Danger of Being Broken up. Great Devastation on all Hands.

St. Petersburg, July 20.—Extreme nervousness and excitement prevail among all classes owing to fear that the action of the Lower House of Parliament in adopting the address to the people may be the signal for coup d'etat against the Parliament. It is rumored the step has been decided upon and the Straus says imperial ukase ordering a dissolution of Parliament has already been signed.

The feeling of general alarm is increased by the fact that all night long guard regiments have been marching into the city from the guards camp at Krasnoy-Selo.

Even if the present crisis passed without surrender to the government things are almost sure to drift from bad to worse and in the end the government will be forced to disperse Parliament at the point of the bayonet, as its role as buffer between the government and revolution is rapidly disappearing.

The Verge of Panic. The bourgeois are on the verge of panic, the imperial forces falling to the lowest point since October.

COMPANIES CHARTERED. Five New Corporations Chartered by Secretary of State.

Raleigh, July 23.—Charters were issued to five new corporations, the Huss Austin Co., of Salisbury, for the sale of nutritious liquors, at a capital of \$10,000 authorized and \$4,700 subscribed by J. W. Huss and other; to the Mars Furniture Company, of High Point, to manufacture and sell furniture at a capital of \$10,000 by J. E. Marshall, J. W. Harris and J. J. Welch; to the W. A. Leggett Drug Co., of Edenton, at a \$25,000 authorized and \$4,900 subscribed by W. A. Leggett, C. S. Vann and others; to the Seaboard Feed and Produce Co., of Henderson at a capital of \$50,000 authorized, \$4,000 subscribed, by J. H. Brodie, H. Morris and others; to the Carolina Buggy Manufacturing Co., of Henderson at a capital of \$25,000 authorized and \$6,000 subscribed by W. B. Waddill, Robert Lassiter, J. H. Brodie and others.

Jibbs-Bilkins tells me he is only an amateur politician, but if anybody can tell me the difference between the amateur and the professional I'll treat. Nibbs—All right, treat me. The difference is that the amateur puts money into politics and the professional takes money out.—The Bohemian.

A Crim Tragedy is daily enacted, in thousands of homes as Death claims, in each one, another victim of Consumption or Pneumonia. But when Coughs and Colds are properly treated, the tragedy is averted. F. G. Huntley, of Oakland, Ind., writes: "My wife had the consumption, and three doctors gave her up. Finally she took Dr. King's New Discovery for Consumption, Coughs and Colds, which cured her, and to-day germs of all diseases (vrbgkqvbqyvb she is well and strong." It kills the germs of all diseases. One dose relieves. Guaranteed at 50c and \$1.00 by C. M. Shuford and E. B. Menzies druggist. Trial bottle free.

OPENING OF GREAT PEACE CONFERENCE

The 14th Annual Conference of the Inter-Parliamentary Union Opens. Great Excitement Over Retirement of Members of Russian Parliament.

London, July 23.—The fourteenth annual conference of the Inter-Parliamentary Union was opened in the royal gallery of the palace of Westminster. The adherents of international peace from all the parliaments of Europe as well as several of those of the western hemisphere were present, but hardly had the conference opened when, amidst a scene of considerable excitement Professor Maxim Kovalevsky, member of the lower house of the Russian Parliament, announced that he and his colleagues, representing until yesterday the youngest parliament in the world were obliged to withdraw in consequence of the dissolution of the body they were officially appointed to represent.

There were about 500 delegates present the American representation being represented by Congressman Richard Bartholde, while William J. Bryan occupied a seat on the platform.

Lord Wearsdale (Sir Philip Stanhope), opened the Congress, his preliminary sentences of welcome being specially addressed to the Russian delegates who rose in a body, and, turning toward the delegation of the late Parliament, cheered them to the echo.

Lord Weardale incidentally mentioned President Roosevelt as having been associated with the work of peace. Premier Campbell-Bannerman in reply, reminded his hearers that King Edward had always been a great advocate of peace. The British government, he said, was in entire sympathy with the object of the conference.

The Premier especially greeted the members of the Russian Parliament present and also paid a tribute to Emperor Nicholas who had done so much toward the enhancement of the ideas of peace. It could, he thought, be safely asserted that the Russian Parliament, although dissolved was sure to again come into existence. Then the Premier in a sudden access of enthusiasm, shouted "La Douma Est Morte, Vive La Douma." (The Russian Parliament is dead, long live the Russian Parliament.) The delegates rose to their feet and the storms of applause continued for a couple of minutes.

THOS. M. HUFHAM. R. R. WILLIAMS.

HUFHAM & WILLIAMS

The undersigned attorneys have formed a partnership for the practice of law in litigated cases only. The office of Mr. Hufham will continue at Hickory as hitherto, and that of Mr. Williams at Newton. Persons desiring to do business with the firm may consult either of the members, as convenience may suggest. May 16, 1905.

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CASTORIA. The Kind You Have Always Bought. Bears the Signature of

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A QUARTETTE OF POLITICIANS

Republican Leaders Meet With President Roosevelt to Talk Over Affairs. By Associated Press.

Oyster Bay July 23.—A quartette of Republican leaders went to Sagamore Hill to talk over the coming congressional campaign with President Roosevelt. The party consisted of Speaker Cannon, Representatives Sherman, chairman of the campaign committee; Loudenslager of New Jersey, and McKinley of Illinois, secretary and treasurer of the committee. Sherman said the President was not going to be the leader of the campaign but was going to co-operate most heartily in every way he could.

Where are you sick? Headache, foul-tongue, no appetite, lack energy, pain in your stomach, constipation. Hollister's Rocky Mountain Tea will make you well and keep you well. 35 cents. E. P. Menzies.

Do Not Neglect Your Bowels. Many serious diseases arise from neglect of the bowels. Chamberlain's Stomach and Liver Tablets are a pleasant and agreeable laxative. They invigorate the liver and regulate the bowels. For sale by Shuford Drug Co.

Wedding Gifts Are one of your friends to be married soon? If so, you will want a nice present for them. Sterling silver and cut glass make exquisite gifts that are always useful. Write us for anything you may need in this line.

The Plummer's

WEDDING GIFTS

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MAN.

Where will you and the maid, (Mad am) and the Kiddies spend the summer?

Why not take a flyer (Our Flyer) to the finest Summer Country in the world? Cool, Bracing and Invigorating Colorado.

It only takes a day. Leave St. Louis on the Missouri Pacific at 9:00 a. m. The next morning early you are in Colorado.

Living is Cheap. Write for descriptive pamphlet—list of Boarding Houses, etc.

LOW RATES. To Denver, July 9th to 14th, account meeting B. P. O. Elks. To San Francisco, June 24th to July 6th. To Colorado and Salt Lake City all summer.

I. E. REHLANDER, Trav. Pass. Agt. Chattanooga, Tenn.

KILL THE COUGH AND CURE THE LUNGS WITH Dr. King's New Discovery FOR CONSUMPTION COUGHS and COLDS. Price 50c & \$1.00 Free Trial.

Surest and Quickest Cure for all THROAT and LUNG TROUBLES, or MONEY BACK.

NOTICE!

We want every man and woman in the United States interested in the cure of Catarrh, Whooping Cough, or other drug habits, either for themselves or friends, to have one of Dr. Woolley's books on these diseases. Write Dr. B. M. Woolley, Atlanta, Ga., Box 287, and one will be sent you free.

A free bottle of Dr. Thacher's Liver and Blood Syrup will be sent to any reader of this paper who will write to the Thacher Medicine Co., Chattanooga, Tenn.

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