

CONDUCTOR MISREAD THE ORDERS FOR HIS TRAIN

Result Was Two Trains Met on a Curve at High Speed and Many People Were Killed and Injured--Everything Done for the Wounded Passengers

Knoxville, Tenn., Sept. 24.—In a collision between two heavily laden passenger trains on the East Tennessee, Virginia and Georgia Railway near New Market today...

The wreck occurred on a curve. The locomotive and engine of No. 15 were derailed. The engine, one combination car and three passenger cars...

List of the Known Dead
All of those killed were on the east bound train. The known dead are: E. L. L. Mountcastle, national Democratic committeeman of Tennessee.

William H. Kane of Knoxville, engineer of the west bound train.
W. A. Garrett of Knoxville, engineer of the east bound train.

James Mills colored, of New Market.
James Eber, fireman of New Market.

E. C. Ernest of Johnsonia, Tenn.
W. A. Galbraith, Knoxville.
Mrs. Harry Galbraith, Knoxville.
John Black, White Pine, two children of James King, Knoxville.

John W. Brown, Dandridge.
J. B. Giddens, Jefferson City.
W. H. Bond, Jefferson City.
John Jones, son of James Jones, Jr., South Knoxville.

Mrs. R. B. West, Granger county, Tenn.
J. B. Gass, Dandridge.
Mrs. J. B. Gass, Dandridge.
Miss Gass, daughter of J. B. Gass.
Eight Italian immigrants, names unknown.

John P. Connor of Knoxville, daughter of John P. Connor.
M. M. Heiskell, Cincinnati.
Yes. Wm. Haddock, Dandridge.
Mrs. Mary Phelps, residence unknown.

J. H. Stevens, Dandridge.
A woman was found with an envelope in her pocket bearing the name of J. M. King.
She is supposed to be dead: J. P. King, Newport.
Miss Annie Murray, Newport.

Part of List of Injured
Mrs. M. E. Covells, Anniston, Ala., daughter of Eula, aged 12.
Dr. L. M. Henderson, Morristown.

Head of English Church Entertained in Washington

Archbishop of Canterbury a Guest at a White House Dinner--He Sees the Town and Receives Many Attentions

Washington, Sept. 24.—The Archbishop of Canterbury arrived in this city this morning and spent the day in sightseeing and enjoying the entertainment provided for him by the city of Washington.

The train bearing the archbishop and his party was delayed, and did not reach the city until 1:35 o'clock this morning. The party remaining in the city overnight.

Later in the afternoon the distinguished visitors were given a reception at the Corcoran Art Gallery, where several hundred persons of prominence in church and social circles were invited to meet him.

This evening the archbishop was entertained at the White House at a dinner given in his honor by the president and Mrs. Roosevelt. In addition to his grace, the Lord Archbishop of Canterbury, and Mrs. Davidson, the list of guests included the British ambassador, Sir Mortimer Durand, the postmaster general and Mrs. Payne, the secretary of the interior and Mrs. Hitchcock, the admiral of the navy, Lieutenant General Chaffee and Mrs. Chaffee, the Bishop of Albany, Mrs. Doane, Rev. J. H. Ellison, Rev. Hyla Holden, Rev. Dr. Roland Cotton Smith, Mrs. Smith, Mrs. J. West Roosevelt.

(Continue don page two.)

FINED FOR CONTEMPT

An Omaha Judge Deals Severely With Strikers

Omaha, Neb., Sept. 24.—George Stephens, secretary and business agent of the South Omaha Packing Trades Council, and thirty-six of the packing house employees were found guilty of contempt by United States Judge Munger. Stephens was fined \$250 and costs, while the thirty-six strikers were fined \$20 each and costs, each of the defendants to be confined in the county jail till the fine is paid.

Execution of the sentence is to be suspended till October 8, in order to give the defendants' attorneys opportunity to perfect their writ of error and carry up the case if they choose to do so.

The contempt proceeding was the outgrowth of their alleged violation of the order issued by Judge Munger, July 20, enjoining them from picketing and otherwise interfering with the business of the packers.

Both trains were running at a high rate of speed and both were crowded. The dead were brought to this city this afternoon along with 125 injured, the latter being removed to the city hospital, where several have died and others are now dying. Of those injured forty may die.

The railway officers have given the following account of the wreck: "Number 15, a passenger train, from Knoxville, for Bristol, and No. 12, another passenger train, from Bristol to Knoxville, were in collision just west of New Market, Tenn., today. The locomotives and coaches were badly damaged."

"The wreck occurred on a curve. The baggage car and locomotive of No. 12 were destroyed. The locomotive, one combination car, one baggage and three coaches of No. 12 were wrecked. The four sleepers of No. 12 did not leave the track and were not damaged."

"No passengers in the sleepers were injured but between fifty and seventy-five of the coach passengers were killed and 125 injured."

"The engineers are under their locomotives. It will take eight to twelve hours to clear the tracks."

"The passengers on No. 12 will be sent back to Knoxville and forwarded from there. The cause of the wreck is said to be misreading of orders by the conductor of No. 15. W. B. Caldwell was conductor of No. 15 and W. H. Kane engineer. Conductor Thomas Murphy was in charge of No. 12 and C. M. Parrott was the engineer."

Second Vice President Finley says the track was in good condition and is one of the best in the country. The two trains were accustomed safely to pass each other in that immediate vicinity for many years and were about on time. General orders were issued to the west bound train to meet the east bound 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 west bound train.

Asheville People on the Train
Asheville, N. C., Sept. 24.—Special. The one subject of conversation in the streets here tonight is the wreck that occurred near Knoxville today. A number of Asheville people are known to have been on train No. 12, but it cannot be learned yet whether any are killed. Paul Henry of this city, with his uncle, Harrison G. Reeves of Washington, were on the train. Young Henry was injured, but how badly is not known. There are a great many people waiting about the depot, the newspaper offices and the telegraph office, trying to learn the death list or the names of those injured. Several Asheville people also went to the scene of the wreck on No. 11 this afternoon.

Statement by Col. Andrews
Last night Colonel A. B. Andrews was asked by a representative of The Morning Post if he had any information regarding the railroad wreck at New Market, Tenn., and in reply he made the following statement: "I am advised that at 10:15 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 west bound train No. 15 overlooking orders or disregarding orders as to meeting place with east bound train No. 12, resulting in collision. The track and the equipment were in first class condition the accident occurred, were old and trusty employees, having been in the service of the company some twenty years. The killed and injured occupied the coaches. There were four sleepers on the east-bound 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."

Cleveland, Ohio, Sept. 24.—W. E. Treese, former bookkeeper for the First National Bank, surrendered himself to J. J. Sullivan, United States marshal. Treese is charged with defalcation. He has for many months been a fugitive from justice. He was bound over to the United States grand jury in the sum of \$12,000.

OPPOSED TO TALKING

Judge Parker Does Not Like a Speaking Tour

New York, Sept. 24.—Judge Parker returned to Esopus this morning. The time of his return is speculative. He probably will come to New York about once a week between this time and election, and the Hoffman House is likely to be his abode. He finds it more convenient than the Hotel Astor and nearer to the friends who are running the New York state headquarters. There was the usual amount of gossip about the possibility of a speaking tour by Judge Parker. The fact that he has not consented to speak at a meeting in Madison Square garden indicates the candidate's own ideas. He does not want to speak, and all the pressure brought to bear by the western leaders is likely to be in vain. He considers that a talking tour would be unprofitable.

NEGRO BOY LYNCHED

His Crime Was an Unsuccessful Assault

Charlotte, N. C., Sept. 24.—Special. A special from Greenwood, S. C., says: "A negro boy named Brown was lynched by citizens of Laurens county last night for an attempted assault on a 14-year-old daughter of Doc Hughes. The girl and her sister were alone in the yard and the negro assaulted the younger one. The older girl aided her sister and the negro released the younger, telling both he would kill them if they ever told. He then went back to his work at picking cotton in a near by field. The girls told their father when he came home. The news spread to the neighbors. The negro was taken from the field. It is reported that some wanted him carried to Laurens to jail, but others insisted on lynching. The lynching sentiment prevailed and about midnight he was carried across the Saluda river into Greenwood county and hanged. He was shot down afterwards. The first news was brought to Greenwood by a man who passed by the body lying in the road. The coroner is now holding an inquest."

ASSAULT ON PORT ARTHUR

RESUMED WITH MORE VIGOR

Japanese Determined to Take the Stronghold Regardless of Cost--Remnants of Russia's Naval Power Still a Quantity to Be Reckoned With

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There is no doubt that the furious attempt of the Japanese to capture the place is not yet finished. Their determination to once more expend a large number of valuable troops in an assault on the fortress may well have been prompted by their anxiety about the Russian fleet. Ships of the Vladivostok squadron are again active and there are rumors again in various quarters that the remnant of the fleet is preparing to make a dash for liberty. To weaken the blockading fleet with the view to handling the Vladivostok fleet would not only give a better chance to the Port Arthur ships to escape to neutral ports, but would also make things easier for the blockade runners and result in replenishing the supplies of the besieged Russian army. This above all must be stopped. Nor must the Baltic fleet be left entirely out of calculations. Its start on the way has become a matter of fact, but if the fleet could reach Japanese waters it would be a serious matter.

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