

SIXTY DIE IN RAILROAD WRECK

Most Fearful Disaster In History of Southern Railroad.

CAME WITHOUT NOTICE

Head-End Collision near New Market sends many Souls To The Great Beyond--Hospitals Filled with The Wounded.

Knoxville, Tenn., Sept. 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 loads of passengers, came together in a frightful head-end collision near Hodges, Tenn., today sending fifty-four people to death and injuring 120, several of whom will probably die.

Train Crew of 15 Held to Blame.

This appalling loss of life and maiming of the living, resulted, apparently, from the 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 west-bound 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 order in a little frame in front of him as his monster of iron and steel rushed past Newmarket and soon after came full upon an east-bound passenger train making for Newmarket, in compliance with instructions to meet west-bound train, which carried the sleepers from the east for Knoxville, Chattanooga and other southern cities.

Engineer of Train 15 May Have Been Dead.

The possibility exists that the ill-fated engineer may have been asleep or that death had suddenly taken the sight from his eyes before Newmarket was reached. But nothing is known save that the orders were not obeyed. The trains were on time and not making over thirty 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 will probably 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 yet been recovered and many remain unidentified.

Knoxville, Tenn., Sept. 24—The crash took place this morning at 10:18, about one half mile west of Hodges, and 18 miles east of Knoxville. At 9 o'clock tonight it is known that fifty-four lives have been lost in the crash and 120 persons injured, about 20 of whom will die, according to reports at the Knoxville hospital, to which institute all of the seriously were removed.

Workers at the scene of the wreck had at this hour recovered all the bodies, except those of the engineers and the passengers whose lives were crushed out in the smoker of the east-bound train. Many bodies of the dead cannot be identified and it will be some time Sunday before the list of dead is completed.

The Ill-Fated Trains.

The collision, which is the worst disaster in the history of the Knoxville division of the Southern Railway, occurred between eastbound passenger No. 12 and westbound passenger No. 15 from Bristol. No. 12 was a heavy train carrying three Pullmans, two day coaches and a mail and baggage car. No. 15 is a light local train. The greatest loss of life occurred in the heavy eastbound train, while in the westbound train only the engine crew were killed. The wreck was due to the failure of the

westbound engineer to read his passing orders correctly. The trains were to have passed at Newmarket, but Engineer Kane ran through that place without stopping had gone only two miles when the collision occurred. The trains struck each other on a sharp curve and were running at a speed of about forty miles an hour.

Relief Train From Knoxville.

Relief trains were dispatched from Knoxville within an hour. All physicians in the vicinity of the wreck were doing what they could when the local company physicians arrived. The first train arrived here from the scene of the wreck at 4:20 o'clock, bringing about 70 of the injured. Six of the injured aboard had died while enroute to this city, and after their bodies were taken off, the train proceeded to a point near the general hospital, where ambulances were in waiting and a large force of physicians were ready to receive the wounded. The next arrived shortly after 8 o'clock. It brought the bodies of 43 dead. The six who died on the train bringing the list of dead up to 49 and there are at least six more at the scene of the wreck, none of the bodies of the trainmen having yet been recovered.

As Seen By A Passenger.

John W. Brown, of Rogersville, Tenn., a newspaper editor, tells a most graphic story of the wreck. He was in the rear coach of the westbound train and had no intimation of the wreck until the terrible crash came, accompanied by a fearful jolt. All the seats in the car were torn loose by the momentum 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 dying and injured coming from the front of the train.

Horrible Tragic Scene

"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 I ever witnessed in my life. I saw a woman pinioned by a piece of split timber which had gone completely through her body. A little child, quivering in death's agony, lay beside 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 head was horribly hurt was piteously calling for her mother I have since learned that she was Lucille Conner, of Knoxville, and both her parents were killed in the wreck I heard one woman, who was terribly mangled, praying earnestly to be spared for her children, but death relieved her sufferings in a few minutes. It was a most horrible, tragic scene.

Scene Beggars Description.

"Both engines and all coaches of No. 15 were demolished, the smoker and baggage car completely so. The sleepers remained on the track undamaged. The scene around the wreck beggared description. Both engines lay to the north of the track, jammed together into one mass of indescribable ruins. The cars, which were demolished, were piled up on the wrecked engine. I saw women who were perfectly frantic trying to find their husbands. For relatives who were buried in the wreck. I saw one woman discover her sister lying in a dying condition. I never heard such frantic screams as she gave when she made the discovery. Forty-eight bodies were counted before left for Knoxville."

A BIT OF MR. GUDGER'S WORK.

Result of the Congressman's Excellent Efforts in a Short Time.

Capt. B. H. Kirkpatrick, secretary to Congressman Gudger, was recently asked by our representative about the editorial of the Asheville Register regarding the establishment of Rural Free Delivery Routes in the 10th Congressional District. Mr. Kirkpatrick states that while the editor of the Register professed fairness, his statements were at variance with the facts in the case and very unjust to Mr. Gudger. Mr. Kirkpatrick read the following letter: "Post Office Department, Fourth Assist. Postmaster General, Washington, D. C., Aug. 12, 1904. Hon. J. M. Gudger, Jr., Asheville, N. C. Sir:—In compliance with your request of July 29th, you will find enclosed list of ru-

ral routes established in your district and of applications pending.

Very respectfully,
C. A. CONRAD,
Acting Fourth Asst. Postmaster Gen."

The list above referred to shows that there was in operation in the district at that time, Aug. 12, 42 routes.

Mr. Kirkpatrick then read letters from Mr. Bristow, the fourth assistant postmaster general, to Congressman Gudger notifying him that there had been established in his district between March 1st, 1904, and September 15th, 1904, 19 routes; two in March, two in April, two in June, five in July, six in August and two in September; that according to the letter of Mr. Conrad to Mr. T. L. Greene, as published in the Register, there have been established in the district since August 12th, date of letter above, 4 new routes which certainly were not endorsed by the late Mr. Moody, thus raising the number established, since Mr. Gudger has been in congress, to 23.

From the facts above set forth it will be seen that not one single route was established in this district from March 1st, 1903, to March 1st, 1904. This was due not to lack of effort on the part of Mr. Gudger, for he worked incessantly, but to the investigation of the stealage and corruption of Maehen, the superintendent of free deliveries, for during that period very few routes were ordered established.

During the eighteen months that Mr. Gudger has been in congress there has been established 23 routes, just as many as during the entire two years of Mr. Moody and Mr. Gudger has now pending more than 20 petitions for rural free delivery service and if he is as successful in the succeeding six months as in the last, there will be in operation at the end of his term more than 60 free delivery routes in the district and by the end of Mr. Gudger's second term the district will be a net work of rural free delivery routes.

Mr. Kirkpatrick stated that under a new rule of the department routes could be established from ten to twenty-four miles in length and that under this rule communities that have heretofore been deprived of this excellent service could petition the department and have their mails delivered them on the same terms as if they resided on a longer route.

This shows what a democratic representative has done in a republican congress and is an indication that the people may expect even better service during Mr. Gudger's second term.

Judge Ewart's Paradox.

"Book T. Washington has more sense than both of us," was the recent statement of Judge Ewart in referring to the ability of himself and Congressman Gudger. This is the sentiment of the republican candidate for congress who declares that he will bolt his party caucus if it should attempt to enfranchise the negro of the South. Can you reconcile the two statements? Are they not as paradoxical as the Judge's recent statement to the effect that he is in favor of good roads, but opposes the Brownlow bill? In all seriousness, can a white district, composed of sturdy Southern stock, send a man to congress who openly admits that he has less brains than a negro, and yet would desert his party because it sought, in substance, to pay a similar compliment to the Southern negro? Judge Ewart is a free-born South Carolinian; the blood of the Anglo-Saxon flows in his veins. He asserts his claim to the heritage of his fathers when he announces his intention to bolt his party caucus rather than participate in a villainous attempt to deprive the white men of the south of his lawful prerogative. How then can the Judge, with amazing "sang froid," declare that he is mentally inferior to a negro? The plain facts of the case are that the republican congressional candidate of the Tenth district hopes to secure a few democratic votes by denouncing the republican party because it would enact sectional legislation. At the same time he would appease his republican allies by throwing a little sop to Booker T. Washington, the protégé and "bosom friend" of president Roosevelt. We never suspected the Judge of having an ambition to distinguish himself as an acrobat, but it is now evident that he has.

The Citizen has faith enough in the intelligence of the average North Carolinian to know that he will not allow himself to be fooled by Judge Ewart's double play. No doubt the Judge's intentions to bolt are sincere enough, but the sad part of it all lies in the fact that he will never get a chance to bolt.—Citizen.

THOMAS CLINGMAN MILLS.

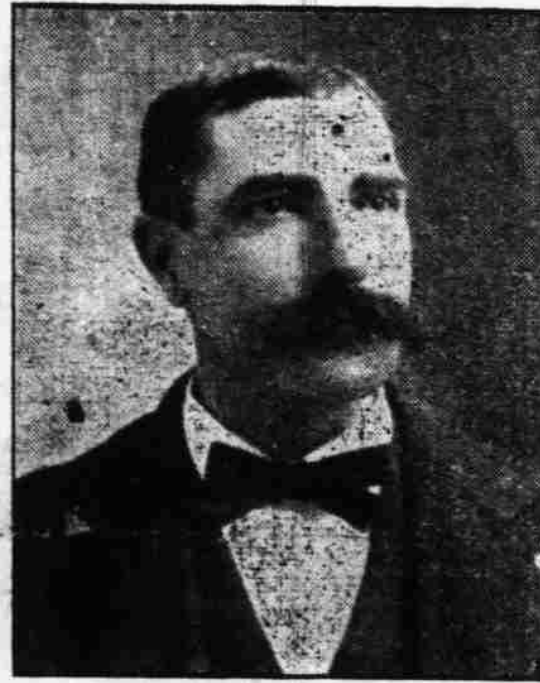
Short Sketch of The Democratic Candidate for Representative in Polk County.

A HARD WORKING DEMOCRAT.

Has Always Worked and Aided in Enterprises Calculated to Build up Polk County.

That which is being most discussed in Polk county political circles today is the coming joint canvass, of the county by the legislative candidates of both parties. Considerable interest is being displayed and it is probable that the debates will be well attended. Of course, both parties have confidence in their nominee to "handle the other fellow."

John W. McFarland, the republican nominee for Representative, has canvassed the county several times. The last time was two years ago, when he encountered defeat at the hands of Jas. P. Morris. The citizens of the county know Mr. McFarland's ability as a debater.



THOMAS CLINGMAN MILLS.

The Democratic Candidate for Representative in Polk County.

Thomas C. Mills, the democratic candidate for Representative, has never toured the county making speeches, but he has earned the name of being a good speaker. His personal friends say he is a much finer and more polished speaker than Mr. McFarland. His friends have every confidence in him and predict that he will make a vigorous campaign.

SHORT SKETCH OF T. C. MILLS.

Thomas C. Mills was born near Tryon, on September 18th, 1856. He was married in Henderson county and spent fourteen years of his life there. The remainder of his days have been spent in Polk county and he has always been in favor of and worked for everything that was calculated to build up and advance his native county in anyway. He has her welfare always at heart and does not tire of working for her advancement, or the interest of her citizens.

Mr. Mills is now serving his third term as Town Commissioner of Tryon. This fact proves that the citizens of his own town think of his ability to conduct public business.

Mr. Mills is president of the Polk county telephone company and to his untiring efforts is in a great measure due the success of the telephone system that is in a great measure due the success of the telephone system that is now giving so much satisfaction in the county. When few people had any expectation of a telephone system in Polk county, Mr. Mills took up the matter and by hard work made the telephone a reality in Polk county.

Thomas C. Mills has ever been a hard working democrat. He has served on the executive committees and is now a member of the tenth district democratic executive committee.

He is engaged in the real estate business in Tryon, being a member of the firm of Brownlee & Mills. He is a good business man, and if sent to the legislature will make a worthy representative for Polk county.

Fearful Odds Against Him

Bedridden, alone and destitute. Such in brief was the condition of an old soldier by name of J. J. Havens, Verantles, O. For years he was troubled with kidney disease and neither doctors nor medicines gave him relief. At length he tried Electric Bitters. It put him on his feet in short order and now he testifies, "I'm on the road to complete recovery." Best on earth for Liver and Kidney troubles and all forms of Stomach and Bowel Complaints. Only 50c. Guaranteed by all Druggists.

FIRST GUN IN WEST VIRGINIA

FIRE BY HON. H. G. DAVIS

POINTS IN PARKER'S LETTES OF ACCEPTANCE.

Already the national government has become centralized beyond any point contemplated or imagined by the framers of the constitution. How tremendously all this has added to the power of the president It has developed from year to year until it almost equals that of many monarchs.

The issue of imperialism which has been thrust upon the country involves a decision whether the law of the land or the rule of individual caprice shall govern. The principle of imperialism may give rise to brilliant, startling, dashing results, but the principle of democracy holds in check the brilliant executive and subjects him to be the sober, conservative control of the people.

Even now the argument most frequently urged in behalf of the Dingley tariff reform, generally, is the necessity of caring for our infant industries. Many of these industries, after a hundred years of lusty growth, are looming up as industrial giants. In their case, as least, the Dingley tariff invites combination and monopoly, and gives justification to the expression that the tariff is the mother of trusts.

The toleration of tyranny over others will soon breed contempt for freedom and self-government, and weaken our power of resistance to insidious usurpation of our constitutional rights.

There is not a sentence in the republican platform recommending a reduction in the expenditures of the government; not a line suggesting that the increase in the cost of the war department from \$34,000,000 in 1886 to \$115,000,000 in 1904, should be inquired into; and not a paragraph calling for a thorough investigation of those departments of the government in which dishonesty has been recently disclosed.

Shall economy of administration be demanded or shall extravagance be encouraged?

Shall the wrongdoer be brought to bay by the people, or must justice wait upon political oligarchy?

Shall our government stand for equal opportunity or for special privilege?

Shall it remain a government of law or become one of individual caprice?

Shall we climb to the rule of the people, or shall we embrace beneficent despotism?

If called to the office of president, I shall consider myself the chief magistrate of all the people and not of any faction, and shall ever be mindful of the fact that on many questions of national policy there are honest differences of opinion, I believe in the patriotism, good sense and absolute sincerity of all the people. I shall strive to remember that he may serve his party best who serves his country best.

How strikingly the contrast in Judge Parker's letter with the dictatorial production of president Roosevelt. It is a clear indication that the democratic nominee would bring peace and honor into the executive department and give the country a wise, economical administration. The people everywhere are rallying around his standard and the chances of success are growing brighter every day. The indications are decidedly Parkerward.

Candidate For Vice President Addresses Large Crowd in Native State.

COMPARES TWO PARTIES.

Democrats Administered The Government With Prudence--Republicans Wasteful and Extravagant.

Wheeling, W. Va., Sept. 22.—The democratic campaign was opened here by Hon. Henry G. Davis, the vice presidential candidate. Mr. Davis arrived from his home at Elkin last night, accompanied by Hon. Charles A. Towne of New York, Hon. George T. McGraw and Hon. William P. Campbell, who are leaders of the West Virginia democracy and other prominent democrats of the state. There was a general gathering of democrats from all sections of the State today for an informal conference.

Mr. Davis announced that it was not his intention to make many speeches while on his tour over the country campaigning. "I am not much of a speaker and rather dislike the task," said Mr. Davis. My intention is to get around among the people and meet them with as little public speech making as possible. We have with us here Senator Charles A. Towne, of New York, who is one of the most able orators I know of. He will be with me for a short time. He will do the public meeting talking and it will be my aim to meet as many voters personally as is possible. I make more friends in that way than by getting up before an audience, and making a speech."

Mr. Davis' Speech.

Following are extracts from Mr. Davis' speech. In comparing the two great parties he said:

"The democratic party always administered the government with prudence and economy. The republican party is a party of extremists and has been wasteful and extravagant in its expenditure of governmental funds. More money is being collected in the form of taxes than is necessary for an economical management of the government, both national and state, and if the republican party is continued in power still larger taxes and greater expenses will follow, as their leaders tell us they propose to pursue the same policy in the future as they have in the past.

"The expenditures for the fiscal year 1904 were greater than for the preceding year and the appropriations already made for the year 1905 are larger than those for 1904, and this notwithstanding the fact that no river and harbor bill was passed at the last session. Apparently in a futile attempt to keep down expenses and also to revert examinations into the postoffice and land frauds, congress at its last session was brought to a close earlier than in any long session since 1860." He then reviewed the government reports on the revenues for the past year, declaring that the revenue for the past year, declaring that the revenues are falling off while the expenses have been greatly increased. Both parties, he said, are committed to the gold standard and it is no longer an issue before the people.

"Republican speakers," he said, accused the democratic party of being free traders. From the days of Jefferson, in 1800, to those of Lincoln, in 1860 the democrats practically controlled the government. During all that time with the exception of a short interval immediately following the war of 1812, the expenses of the government were paid almost entirely from customs duties. There was practically no internal revenue then, and yet under those democratic tariff laws, the country prospered from a nation of 3,000,000 to one of 30,000,000 of happy and contented people."

He reiterated his belief "in a tariff that will yield sufficient revenues for the economical and proper expenditures of the government," in which he believed "incidental protection to our industries is right and proper."

After citing the tariff on coal as evidence against a protective tariff he continued:

"That the tariff, as a whole, needs revision is plainly manifest. Combined as it is at present with trusts, it permits of two large a profit on many articles, of production, stifles individual enterprises, brings on strikes and disturbs generally the business interests of the country. Many manufacturers under present conditions sell their goods cheaper abroad than at home."

He enumerated many articles which he said were sold cheaper abroad than in this country.

The Race Issue.

He regretted that the national platform of the republican party raised the race issue and continued:

"The southern people, who have to bear the burden of this question, were dealing with it in moderation and fairness; but its unfortunate agitation by republican leaders has made its solution much more difficult and hindered the efforts of those who honestly striving to aid the colored people in uplifting their race. A large majority, over a million of the voters of this country are democrats. McKinley received over 864,000 votes more than Bryan and this was the largest majority ever given a presidential candidate. There are however, as shown by the last census, two million male negroes in the United States of a voting age."