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DELIGHTFUL DISPLAY IN ALL DEPARTMENTS.



SWELLING SEAS OF TRADE

Like an albatross, scaling the crest of bounding billows, we flop our wings of success.

BEAMING ARGOSIES OF BARGAINS.



The event of the season is our

CUT-PRICE SALE



All Light-Color Light-weight Clothing 10 PER CENT. OFF.

ALL THIN CLOTHING 20 PER CENT. OFF.



All Straw and Light-colored Stiff Hats 25 PER CENT. OFF.

THE BARGAIN TABLE

Piled high with odd Suits and broken lots at prodigious reductions. The immense demand has reduced the stocks some, but they are still large at



THE WHEN



ANOTHER HORRIBLE WRECK

Frightful Leap of a Passenger Train Into an Abyss Thirty-Five Feet Deep.

Two Cars Filled with Pleasure-Seekers Go Through a Burned Trestle on the Kanawha & Michigan Road, Near Charleston, W. Va.

Fourteen Killed and Fifty-Eight Injured, Some of Whom Will Likely Die.

Many Mangled by the Trucks Crashing Into the Cars—Street Car Struck by an Engine—Aeronauts Dragged to Their Death.

THROUGH A TRESTLE.

Frightful Accident to a Passenger Train—Fourteen Dead and Fifty-Eight Injured.

CHARLESTON, W. Va., July 4.—The greatest disaster in the history of this community was the wrecking of a Kanawha & Michigan railway train eight miles north of this city this morning. There is a trestle there thirty-five feet high, which took fire some time during the night from some unaccountable cause, probable from a cinder of an engine passing about midnight. While the bridge was not consumed, its foundation was so badly damaged as to render it unsafe to cross. No notification of the fact was received here, however, and the train, the first of the day, attempted to cross it as usual. The engine, tender and baggage car passed over safely, but the two coaches went through. Engineer Patrick Conner seemed to realize the situation, and pulled open the throttle in the hope of pulling all over safely, but it was too late. Both coaches were crowded and scarcely any one in them escaped injury. Ten persons were killed outright and four others died later of their injuries. Fifty-eight of the passengers were hurt, some of whom are so badly injured they will die.

The scene of the wreck is three miles from the nearest telegraph office, but as soon as possible a relief train was sent from this city, which returned about 2:15 P. M. bearing the dead and wounded. One of the most pathetic incidents of the accident was that of the annihilation of the Welcher family. Mr. Welcher, his wife and little child were on their way to Point Pleasant to visit friends, being their first trip outside of the city for years. Mr. Welcher was instantly killed, and his wife was brought here a few hours later so badly injured that she died shortly after her arrival. Their little child, aged about two years, was somewhat bruised and bleeding, three fingers of the right hand being cut off. R. J. Satterthwaite, of this city, who was first reported killed, is still alive, but is in a very precarious condition. He is semi-conscious, and his recovery is very doubtful. So far, the death list stands at fourteen, with the possibility of three or four more, out of the fifty-eight injured.

KILLED AND INJURED.

Following is a list of the dead: COL. W. E. FIFE, Buffalo, W. Va. THEODORE N. WILSON, traveler for a Columbus house, Gallipolis, O. CHARLES HUFFMAN, Blue Creek, W. Va. L. C. ROSE, Blue Creek, W. Va. JASPER DAUGHERTY, New Martinsville, W. Va. WALTER WELCHER, Charleston. MRS. WALTER WELCHER, Charleston. ELLA O'LEARY, Charleston. AMOS COULTER, Red House, W. Va. ORVILLE ROBINSON, Midway, W. Va. THOMAS THORNTON, K. & M. conductor, Middletown, O. POLLY SULLIVAN, Mason City, worked in Charleston. MRS. E. S. TRUSLOW, owner of the Albert Hotel, Charleston.

AN UNKNOWN WOMAN, dressed in red and still in the wreck, the rescuers being unable to get her out.

Those fatally injured are: W. B. REED, Elk City. JAMES BLACKWOOD, Athens, O., crushed about the head; has never recovered consciousness.

WILLIAM FORD, Elk City, head and chest crushed. Following is a partial list of the other injured, many of whom are dangerously hurt, and some will probably die:

R. J. SOTHERWELL, Charleston. JUDGE WHITE, Middletown, O. LOON E. BLISS, Red House, W. Va., spine hurt and internally injured. J. D. JONES, Charleston, arm broken and internally injured. MRS. J. D. JONES, Charleston, head slightly injured.

PETER SIMPSON, Charleston, head cut. W. H. SANDERS, Charleston, head cut. J. C. MARTIN, Leon, W. Va., back injured. J. B. CORDELL, bridge foreman, Leon, W. Va., badly cut.

MARY SHIRKY, twelve years old, Charleston, head cut and internally injured. Miss JENNIE JACKSON, Charleston, head cut and shoulder bruised. Miss COLEA CART, Charleston, face and neck bruised. Miss MAGGIE CART, Charleston, shoulder injured.

WELCHER, the two-year-old child of Walter Welcher and wife, who were killed outright. F. L. MULLINS, Clendenin, W. Va., leg and arm crushed. G. A. GILLESPIE, Elk City, breast and head cut. JOHN STONE, Elk City, head and breast cut. JOHN WHITTAKER, Elk City, side and head cut and bruised. JAMES COPLEY, Elk City, head and arm bruised. MOLLIE WINFREE, Elk City, back and side injured.

E. A. PRICE, of Price's Floating Opera, New Martinsville, nervous shock and slight bruises. WHITE CARTER, Mull Grove, N. C., hip, head and side slightly hurt. Miss MINNIE DAVIS, Charleston, head and back hurt. ANDY RAYBURN, Elk City, shoulder, face and collar-bone bruised. SALLIE COULTER, Red House, W. Va., head and side hurt. Miss EVA COULTER, seven years old, Red House, back and head hurt. R. J. SATTERTHWAITE, Charleston, concussion of head and other injuries. JAMES H. GODDARD, JR., Charleston, face cut and badly bruised. CHARLES ROBINSON, conductor, Midway, W. Va., head cut and body bruised. W. T. KROER and small son, Charleston, bruised slightly about heads and bodies.

Postal clerk HAYES, Athens, O., slightly bruised about body. GEORGE W. STRIBLING, Point Pleasant, W. Va., but employed as clerk in the Kanawha Valley Bank of this city, cut under chin and body bruised. SAMUEL SHICE, Midway, W. Va., face and head cut. H. T. CARHOUN, Gallipolis, O., thigh broken and cut under chin. BOSS, Elk City, bruised. GEORGE MCKEE, Poca, W. Va., internally injured. ELIZA MCKEE, Poca, W. Va., injured about head and arms. RABEY BLACKBURN, Elk City, leg hurt. F. W. JENNINGS, Columbus, O., side hurt. CLARENCE EISELE, Charleston, arm bruised. A. C. WALL, Elk City, side and legs bruised. LUCINDA JONES, Elk City, head bruised.

ALLIE SPRADLING, Elk City, head cut. C. C. LONG, Point Pleasant, W. Va., head cut. CHARLES CONNER, Poca, W. Va., slightly injured about the head. EDWARD CONNER, Poca, side hurt. A. ARCHIBALD, Poca, arms injured. SAMUEL CARPENTER, Poca, feet hurt. WILLIAM JONES, Elk City, head injured. ELLA HENSON, Elk City, head injured. James Nicely, Charleston, was known to have been on the train, but he has not been seen or heard from since the wreck. It is believed that he is under the wrecked car. Theodore N. Wilson, one of the killed, was formerly one of the editors of the Bulletin, of Gallipolis, and a well-known and respected citizen. He has of late resided in Columbus, as the representative of the Wilson & Gorman Soap Company, of Pittsburgh.

Another dispatch says: The worst wreck ever known in this part of this State occurred about 8 o'clock this morning on the Kanawha & Michigan railroad, eight miles west of here. The passenger train for Columbus pulled out from here with two car-loads of excursionists, among them the Order of United American Mechanics, who were going to Poca. The wreck occurred on a high trestle. The sleepers had caught fire during the night and burned so that the rails spread under the train. The engine and baggage and mail-car passed over safely, but the two coaches were thrown from the track. After running some forty feet on the sleepers the forward car toppled to the left, the rear one to the right. The forward car tumbled completely over, landing right side up. The other fell some twenty feet, turning upside down, and one set of trucks fell on top of it, crushing the car to splinters. Under this place most of the dead were found. Surgeons and relief train were sent at once. The scenes among the dead and dying were heartrending. One little baby lost father and mother. One man's head was severed at the mouth and his head was fished out from under the wreck, several hours after his body was found. Fifteen persons are dead, and out of the fifty-eight injured, several will die. Of the entire number of passengers, but one—John Norvell, of this city—escaped without a scratch. He was in the mail car. Most of those injured are but slightly hurt. Most of those injured are but slightly hurt.

FIRST FATAL WRECK ON THE ROAD.

The wreck was the first fatal one in the history of the road. The train was speeding along with the merry party of excursionists aboard, all laughing, joking and enjoying the occasion as only such a party can, when suddenly the awful crash came which dealt out death with such an unattested hand and brought sorrow to many homes. The engine and combination car were safely over the trestle, but the rails which had been loosened by a fire on the trestle gave way under the coaches and they were thrown upon the cross-ties on the trestle. After bumping along the ties for thirty or forty feet the forward coach toppled over to the left, on the side toward the river, and the rear car jumped off the trestle on the right side. The forward car turned over, and the rear car fell up in a field some ten or fifteen feet beneath the track. The other car fell to the ground, probably fifteen or twenty feet below the trestle, and turned completely upside down on top of the car, smashing it to splinters and killing almost every person in its range. The top of the car was crushed beneath the weight of the heavy trucks and pressed down flat against the bottom of the car, liberally squeezing the occupants to death. As soon as the shock was over, those who could crawl out of the wreck did so, and at once began the heroic work of rescuing their unfortunate fellow-passengers.

Reporters went early to the scene in a carriage at the first report. Another lot followed in the second relief train. They were met by a scene of horror which cannot be adequately described. On every hand were scattered the dead and dying. The moans of the injured and wailing of those who had lost friends added to the horror of the scene. Eight corpses lay in the sun side by side, while others were brought in as fast as sorrowful hands could carry them. The funeral train, which left the scene about 1 o'clock, presented a ghastly sight. In one car were nine corpses lying on top of an abandoned engine. In every car were numbers of injured, and in many of them the long forms encased in white indicated only too plainly the result of the wreck.

What caused the burning of the trestle is not known, but it is supposed to have caught from cinders dropped by an engine that passed up after midnight. Only a few ties were burned. The engine saw the smoke, but, thinking it was fog rising from the creek, went on. Persons living in the neighborhood saw the smoke, but thought it was from camp fires. The wreck was a fearful one, and the full horrors of it cannot be realized by one who was not at the scene. The dead and injured were all brought to Charleston. The dead were cared for by undertakers. The injured were taken to their homes or taken to the Capital House, where surgeons attended them. The railroad officials have done every thing in their power to alleviate the sufferings of the wounded and care for the dead and dying. It appears to be one of those unfortunate accidents which no human being could avoid. The city is practically in mourning to-night. What promised to be one of the brightest days in its history has resulted in the saddest it has ever known.

OTHER CASUALTIES.

Street-Car Struck by a Railway Train—One Man Killed and Several Injured.

CHICAGO, July 4.—At 3 o'clock this morning a Northwestern freight train struck a street-car on the Rockwell-street crossing and injured five of the passengers. The train struck the car squarely on the side and knocked it several feet. The following were injured: Unknown man, who died at the County Hospital this morning; Patrick Martin, hurt about the head and internally, and may die; Frank Becker, bruised about the head and breast; F. P. Witt, head cut and bruised on the left shoulder; Wallace Boyd, left leg crushed and internally injured. All of the injured were removed to the power-house of the West Division Street-railway Company, except the unknown, who was taken to the County Hospital.

Everything goes to show carelessness on the part of the men in charge of the railway crossing. It is reported that there were no proper guards on the track and no warning to the engineer that a living load was in his way. The train was moving at a very rapid rate when it struck the car. No engine was in sight when the street-car conductor signaled his driver to go ahead, and yet it was less than a moment afterwards that the accident occurred.

Parboiled in a Meat Vat.

ST. LOUIS, Mo., July 4.—While John Milton was stirring the contents of a vat at the National Stockyards Beef Cannery East Louis, in which huge chunks of meat are boiled to separate the flesh from the bone, he slipped and fell into it. He was in the vat only a few moments, but the water was boiling hot and in an instant he was literally parboiled. He died at St. Mary's Hospital after suffering terrible agony.

Aeronauts Killed.

CLEVELAND, July 4.—There were two fatal balloon accidents in Ohio towns today. At New Lisbon, Charles J. Jones, of Cleveland, was making an ascent. Wm. Hennessy, an assistant, was caught in the ropes and carried one hundred feet into the

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