

WHEN THERE IS--- So much suffering, so many heart aches and big calamities in the land, and so many grief-stricken people try to do something to make their existence brighter. A kind word, a smile, a little remembrance will go a long way toward bringing a ray of sunshine into their lives. Do your mite.

# THE DRESDEN ENTERPRISE.

## AND SHARON TRIBUNE

"THE WORLD MOVES."

VOLUME 36

DRESDEN, WEAKLEY COUNTY, TENNESSEE, JULY 12, 1918

NUMBER 14

# 115 PERSONS ARE KILLED; 57 INJURED IN WRECK

## GERMAN BLOW AT ALLIES IMMINENT.

American Gunners Pound Hindenburg's Lines While Waiting for the Foe to Strike Drive.

Paris, July 10.—In the sector to the southwest of Soissons the French have continued their gains, occupying La Grille farm, advancing to the outskirts of Longpont and penetrating the northern section of Courcy, according to the war office announcement tonight.

With the American Army on the Marne, July 10.—It is believed that heavy fighting may break loose at any moment on the fronts west and east of Chateau Thierry, where American troops hold positions.

Last night the enemy artillery fire was far below normal. The American gunners maintained an intermittent bombardment of the enemy lines, especially in the region of Hill 204, west of Chateau Thierry.

American pursuit planes, flying in squadron formation, penetrated German occupied territory north of Chateau Thierry for a distance of fifty miles today, and chased several German machines which they encountered. The Americans secured considerable information and observed the preparations being made by the enemy.

They flew over many newly constructed flying fields, including one believed to be occupied by the famous Richtofen flying circus. The planes were at a height of 5,000 yards in the course of a greater part of the flight. All the Americans returned safely.

Lieut. Quentin Roosevelt, the youngest son of ex-President Roosevelt, brought down his first German airplane this afternoon in a fight north of Chateau Thierry.

## PATRIOTIC MEETING AT MARTIN

Sunday afternoon, at 3 o'clock, July 14, there will be a patriotic meeting in the park at Martin, to celebrate the French national day, similar to our Fourth of July, which they so highly celebrated. All the men, women and children of Martin and surrounding country are cordially invited to come. There will be speaking, singing and flying of French flags.

All the school children of the town are urged to be present to sing patriotic songs with the grown people joining them.

Remember the place, the hour, the occasion and get the spirit of France in your heart. COME!

## BURLINGTON HIGHWAY IS WORKED

Frank Stalcup informs us that the citizens responded loyally to his call for volunteers to work the road at Mud creek on the Burlington Highway, between Sharon and Martin, and that the bad place was put in ship-shape for travel, being graded and ditched and is now in fine order. He had 10 teams and a number of willing workers. We have found that where the people are really interested in good roads they respond to a call to help build them, and those not interested do not respond.

## DRESDEN BOY IN THE GREAT WRECK

Lexie Garner, Returning Home From Powder Plant, Has Most Harrowing Experience of Life.

Lexie Garner, residing near town, was a passenger on the west-bound train wrecked near Nashville last Tuesday morning. Mr. Garner said to an Enterprise reporter:

"I had been to the powder plant to seek employment, but did not like conditions there and started back to Hickman. The coach was crowded and when the crash came I was just in the act of handing my ticket to the conductor. I was thrown back over four seats, sustaining a painful bruise over my left eye, but otherwise uninjured. Just how I got out with my life is a miracle, but I did and am very thankful.

"After getting out through the door, I started down the track to look at the engines, when a big policeman called and commanded me to help take care of the wounded. I set my grip down, pulled off my coat and started in to help, but the gruesome sight made me deathly sick and I was compelled to quit. I saw arms and legs of people scattered about and many bruised and bleeding, and the pleadings of those injured was something terrible."

## EMPEY ONE OF THE GREATEST ACTORS

"Sergeant Arthur Guy Empey is one of the greatest natural actors ever to come under my supervision," states Albert E. Smith, president of the Vitagraph Company, and producer of "Over the Top," starring Empey, which will be presented by Manager Frank Smith at the Lillian theatre in Martin, on Tuesday, July 23.

This is a significant tribute to the fighting hero of the Somme, for Albert E. Smith is noted as a maker of stars, having introduced to the screen such present-day celebrities as Earle Williams, Harry Morey, Anita Stewart, the Sidney Drews, Clara Kimball Young and innumerable others.

In reply to Mr. Smith's statement, Sergeant Empey merely smiled and said, "trenches do funny things to a man. A puppy dog might go into them and come out a poet. I don't know what acting is. When I go before the camera, I forget the director, the camera man and the studio. As practically all the scenes of the play are actual episodes I have experienced, the thing is easy for me. I simply live them over again—and get the same thrills I did originally. Sometimes I get too realistic, as when I knocked down two German guards. That's what a fellow would naturally do if he could, wouldn't he?"

## BOARD WILL ACCEPT VOLUNTEERS

The local board will accept volunteers from classes 2, 3 and 4 and any new registrant whose order number is above 40 for the following occupations in the army service: Auto repairmen, axemen, blacksmiths, boatmen, bridge carpenters, cabinet makers, caulkers, concrete foremen, concrete workers, construction foremen, cooks, draughtsmen, electricians, gas engine men, stationary engine men, horseshoers, machinists, buglers, photographers, plumbers, powder men, quarrymen, saddlers, surveyors, teamsters, telephone operators, timbermen, typographers.

## DO NOT LAY BY TOO EARLY

Give late cultivation and second thinning to corn and cotton.

The general advice at this season given by the County Agent to the Weakley county farmers is not to lay by too soon. The yields of corn have been known to be increased five bushels to the acre by giving one or two late cultivations after other fields have been laid by. A second thinning of corn is a most valuable piece of work, as well as a late hoeing. Continue a late level and shallow cultivation immediately after each rain and if we have no rains, every eight days any way, till corn is silking and tasseling. It will not only help the corn, but will leave the land in better shape for another year. Continue a shallow cultivation of cotton till Aug. 15. Cultivate tobacco as late as one can cultivate through without breaking it down.

Plant a bushel or more of late Irish potatoes. Plant your late garden. All land intended for alfalfa or fall seeding of red clover should be plowed before July 15.

Do not fail to mow weeds in the pasture and along the fence corners.

## STAFFORD'S GARAGE IS BURNED.

The private garage of Mr. A. Stafford, miller at Martin, was burned Sunday night. Mr. Stafford filled the tank in his car by lantern light, setting a bucket of gasoline down near the lantern, causing an explosion.

The flames spread rapidly to the car and the building, and in his efforts to save the car Mr. Stafford's hands were painfully burned. But by hard work, he managed to get the car out. The body was practically burned off, but the balance of the car little damaged. The garage was a total loss, and the smokehouse, adjoining on the south, considerably damaged.

## DEATH AND DESTRUCTION WROUGHT WHEN CRASH ON N. C. & ST. L. RY. OCCURS

### 12 SELECTMEN TO LEAVE WEDNESDAY

The local board will send the following 12 selectmen to Camp Shelby, at Hattiesburg, Miss., on next Wednesday: Charlie Brewer, Pink Staulcup, Will F. House, J. D. Phillips Clifford Reece, Homer Capps, Robt. Biggars, Charley Harris, Alvin G. Sanders, Thos. R. Killebrew, Enos Carney, Fred Capps, Eldon Reed, Claud Gill, Joe A. Barber. There are 15 names given, the last three as alternates.

Between July 22 and 26 the local board will send 104 men to one of the camps which is not yet designated. To fill this quota encroachment will be made upon the second draft, all of class 1 of the first draft having been called into the service.

### PROFIT FROM TWO EWES IS \$70.57

Mr. Herbert Lawler was telling us the other day of the profit derived from two ewes by Mr. L. P. Carmichael, near Ralston. Carmichael has two ewes from which he sold \$9.50 worth of wool; two lambs from these ewes brought \$41.07, weighing 265 pounds. He kept one ewe lamb which is valued at \$20, making a total of \$70.57 in one season from two ewes.

There is no more profitable branch of farming than sheep husbandry, and each year more and more of our farmers are becoming interested. It is true the dogs are somewhat of a menace, but when we begin growing sheep the dog problem will be solved, and not until then.

### Engines are Demolished and Express Car Driven Through Coaches Laden With Human Freight.

### THOUSANDS FLOCK TO THE SCENE.

Washington, July 9.—The Railroad Administration announced tonight that Geo. L. Loyall, assistant to the regional director for the South, has been ordered to Nashville to investigate the wreck on the N. C. & St. L. Railway. Mr. Loyall is especially charged, the administration said, with fixing individual responsibility for the wreck, if that be possible.

Because somebody blundered, at least 115 persons were killed and 57 injured shortly after 7 o'clock on Tuesday morning, when N. C. & St. L. passenger trains No. 1 from Memphis and No. 4 from Nashville crashed head-on together just around the sharp, steep-graded curve at Dutchman's bend, about five miles from the city, near the Harding road.

Both engines reared and fell on either side of the track, unrecognizable masses of twisted iron and steel, while the fearful impact of the blow drove the express car of the north-bound train through the flimsy wooden coaches loaded with human freight, telescoped the smoking car in front and piling high in the air the two cars behind it, both packed to the aisles with negroes enroute to the powder plant and some 150 other regular passengers.

Just where lies the blame, it is impossible to say. Officials of the road are silent. But one of three things is reasonably sure—that the engineer of No. 4 was given wrong instructions, ran by his signal, or overlooked the schedule on which he was supposed to run. That he knew the Memphis train to be a little late, leads to the conjecture that he was attempting to reach the switch at Harding station, a short distance beyond the scene of the wreck, before the in-bound train arrived.

### 2 WEAKLEY MEN KILLED IN WRECK.

Two of Weakley county's foremost citizens were killed in the terrible wreck which occurred near Nashville Monday morning—Sid J. Vaughan and W. M. Winstead, both farmers of the vicinity of Dukedom.

Messrs. Vaughan and Winstead were returning home from a visit to their sons at Camp Sevier, Greenville, S. C. The body of Mr. Vaughan reached Martin on Wednesday and was carried to Dukedom for burial, but nothing had been heard from the remains of Mr. Winstead, and several friends left Wednesday for Nashville to locate the body.

Mr. Meade Glasgow, residing east of Dresden, was among the injured. He had been to Nashville seeking employment at the Dupont plant.

Tom and John Kelley, firemen, who were killed, formerly resided in Dresden, their father being section foreman here.

### Engineer Given Wrong Signal

As Engineer Kennedy's train approached the signal tower in the new shops, it is authoritatively stated he blew for his signal and was given a clear board. Before the train had passed under the tower, however, the red board was dropped, signaling him to stop. The supposition is that he never saw this signal, as both the tower man and switch engineer tried in vain to attract his attention. Besides this, getting a clear signal gave him no right to proceed, as he knew that another passenger train having the right of way was approaching at no great distance.

Orders given him upon leaving the station are said to have advised

him that train No. 1 would meet train No. 7 (an accommodation from Waverly) at Harding Station, and are also reported to have given the engine number of train No. 1. The conductor of Kennedy's train is understood to have stated that he was busy taking up tickets after leaving the station and did not notice that the train had run past the double tracks, which extend for three-quarters of a mile beyond the new shops, until it was almost at the scene of the wreck.

The speed of the two trains when they met is estimated by old and experienced railroad men as being not less than sixty miles an hour.

### Scene of Horror Indescribable

The scene immediately following the collision is indescribable. Those escaping unhurt or with lesser injuries fled from the spot in a veritable panic. The cornfield on both sides of the track was trampled by many feet and littered with the fragments of iron and wood hurled from the demolished cars. The dead lay here and there, grotesquely sprawling where they fell. The dying moaned appeals for aid, or, speechless, rolled their heads from side to side and writhed in agony. Everywhere there was blood and suffering and chaos.

From the wreckage, beneath which many still lived, shrieks and muffled cries arose, and here and there, helpless, yet visible victims prayed for speedy deliverance or death.

As soon as possible every available doctor and nurse was rushed to the scene and a steady stream of ambulances and automobiles, turned over by their owners to assist in the work of mercy, began the task of transporting to local hospitals and undertaking establishments the dying and the dead.

Among the very first to arrive, and who plunged immediately into the work of rescue, doing much effective "first aid," before even the doctors or the wrecking train reached the scene, were Alfred T. Levine, Frank Sanderson, Frank David, John J. Vertrees, jr., and Harry Fried-

(Continued on 4th page)

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