

THE PICKENS SENTINEL.

DEVOTED TO POLITICS, MORALITY, EDUCATION AND TO THE GENERAL INTEREST OF THE COUNTRY.

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Railroad Disaster.

ALL ON BOARD PERISH.

On Friday last George W. Williams and family, of Charleston, were on their way in a chartered car to Nacooche Valley, in Georgia, this side of Griffin, via Anderson, and when at that town he learned that there was a break in the road near Pendleton, and that it was useless for the party to proceed farther. After stopping at Anderson a telegram was dispatched to Col. Dodamead by Mr. Williams, asking if he would not that evening have his car dispatched to Greenville. An affirmative answer was given and the conductor and engineer with the train hands, went to Belton. After uncoupling Mr. Williams' car from the train at Belton it was taken to Greenville by another engine.

THE FATAL TELEGRAM.

It is said that the Superintendent of the road telegraphed to the conductor of the Anderson train to remain over all night at Belton, which would have deferred the catastrophe until next morning, but the conductor asked to be allowed to make the trip that night. The Superintendent consented, and the Anderson train started back between eight and nine o'clock. When it arrived at Broadway trestle the conductor stopped his train and walked across the bridge with his lantern and examined the trestle as well as he could, and then concluded to risk his train. Getting aboard, the train at ten o'clock in the night, when a heavy rain was falling, moved on the trestle which gave way and the engine, tender and mail car were precipitated to the distance of seventy five feet to the water below, and all on board went down to death. Instantly the conductor, the engineer, the fireman and the baggage master were killed, but the brakeman lived some eight or ten hours. The brakeman was caught in an upright position with one hand clinched between heavy timbers while his leg was crushed between other timbers. In this condition he remained until the next morning, when he was released and carried to a neighboring house where he died in the afternoon.

THE ONLY WITNESS.

A colored woman who lived near the trestle on the opposite side of the creek from Anderson, saw the conductor's light as he carried it over the trestle, saw the train move off, and heard the terrible crash when it went down. This fact she immediately reported to some one who at once informed Mr. Wm. Holmes who immediately set off for Anderson, and owing to the swollen waters he had to go by Provoost's mill, far out of the direct way, in order to reach the village, at which place he arrived at half past three o'clock in the morning, conveying the intelligence that the whole train with the members of Mr. Williams' excursion party had gone down in the trestle, and that all were killed.

Immediately the fire bells were rung and the peaceful slumbers of the town at this hour when stillness ordinarily reigns supreme was all bustle and tumult, and soon hundreds of citizens were assembled at the C. H. with buckets as if going to a fire. The real cause of the alarm was quickly known throughout the town, and the greatest excitement prevailed. Every vehicle and horse in town was immediately got ready to carry passengers to the scene of the disaster, and although the rain was coming down in torrents, hundreds of men, both white and black, hurried off by daylight to render any assistance possible.

THE SCENE WAS AN APPALLING ONE.

In the fall the engine and tender were fastened together as if they had been fastened together by hinges.—The engineer, Mr. Jack Wilson, formerly of this place, was under the tender with his head and body beneath the water and his feet playing in the waters above as if tied by a string—his legs had been so nearly cut off. The fireman was on the wood in the tender and the engine, which

was still warm was lying upside down on him, and had mashed him to a jelly between the engine and tender, while his bowels floated and swayed in the water as if anxious to be released. The bodies of the conductor, LaFoy, and the baggage master, Kit singer, were found some three or four hundred yards below, where they had been washed and lodged against trees, some ten or twenty feet apart. It is supposed that they had jumped off the falling train. The conductors skull was crushed and his thigh was broken. The baggage master had only a slight bruise on the head. He seemed to have been killed by concussion in striking the water. The brakeman, Henry Allen, alone was alive, and he was immovably fastened in the timbers in an erect position with his legs crushed, his arm stretched perpendicularly, his hand divided or split to the wrist by the sharp edge of the timbers which held his arm. In this dreadful condition in the middle of the rising stream, with no living soul within the sound of his voice, he kept his lonely watch over the bodies of the dead. When the accident occurred Allen was not more than two feet in the water, but the stream continued to rise until it was around his neck. If the waters had risen a few inches more, he would have been drowned.

Drs. Narden, Scudday and Broyles were present and rendered medical aid to the wounded man.

THE INQUEST.

Trial Justice W. S. Brown, acting Coroner, at once organized a jury from the bystanders, and held the inquest over the bodies of LaFoy and Kitsinger, Dr. O. R. Broyles making the examination. The jury also examined Allen before he died. After which they proceeded to inspect the timbers of the bridge. Up to Sunday no inquest had been held over the bodies of the fireman and engineer, who were still beneath the wreck.

The report as to Mr. Williams' family being in the wreck was erroneous, as his car had been left at Belton for the engine from Greenville to take forward to its destination.

The verdict of the jury had not been rendered at last accounts, but it is expected that the Railroad authorities will be severely blamed. It is known that the feeling against the Railroad is intense. The people of Anderson have of late been much exercised about what they thought to be an unjust discrimination against them in the matter of freights to that point, while they openly assert their belief that the catastrophe was the natural result of the decayed condition of the bridge, and not at all to be attributed to accident. Rumor hath it that the trestle two years ago was pronounced unsafe, and that engineer Milligan about that time reported to the Superintendent that this bridge was unsafe, and that he was afraid to cross it in its condition; whereupon he was dismissed from the service of the Road, and his situation given to Mr. Wilson. We are also informed that the unsafe condition of the trestle was common talk among the train hands, that the conductor had said he thought it likely that they would all be killed there—and on one occasion the conductor went so far as to show his pocket and to explain which was his money and which belonged to the railroad, requesting his confidant to see that his family got his money in case of accident. An intelligent and reliable gentleman passing up the road from Charleston also told us that the brakeman on Thursday last called his attention to the rottenness of the bridge and stating that he intended to quit running on the road at the end of the month.

The families of the deceased all lived at Walhalla. LaFoy had a wife and four children; Kitsinger a wife and three children, and some of the oth-

ers had families. On Saturday evening when they all arrived together at the scene it would have moved a heart of stone, when the wives beheld their husbands and the children looked upon their fathers held in the iron grasp amid the timbers, mangled and dead.

Mr. T. A. Sullivan was mail agent for this train, but owing to a misunderstanding as to the exact time the train would leave, he was accidentally left at Belton. When the train started off he was at the hotel and made the greatest effort to get aboard but failed to do so. When the engine went down at Broadway his car was smashed to pieces. The mail bags torn, and all were washed down the stream. Much of the mail matter was lost, but the bags have been recovered. We suppose Sullivan felt uncomfortable enough at being left at Belton that night, but we presume he has become reconciled to his fate. We congratulate him on his escape. He has never before for the last four years missed being with the train every time it passed that trestle, and we have no doubt that he uttered, if not orally, mentally, a prayer of thankfulness for his absence on this occasion.

Since the falling of the trestle multitudes of people from every section of the surrounding country have visited the place of the disaster. Many of whom have gone down to the very spot, while numbers of others have been satisfied with going to the edge of the abutments and peeping over from the dizzy heights above on the dreadful spectacle below. The height of the trestle is seventy five feet and six inches above the level of the water at low water mark. Some eighty feet of the trestle is broken, and many hanging timbers have since fallen.—One long piece which had been hanging by a pin fell on Sunday very nearly striking six men who were standing near by—all of whom would have been killed had struck it them. The accumulating timbers beneath the engine and tender stopped their downward course ten feet above the bottom of the stream. At its highest the water was fourteen feet above the lowest water mark.

A construction train of the company, with hands, arrived on the spot about dark Saturday night, but what work they expect to do just now, except to extricate the bodies of those in the rubbish, we have not been informed, but think it likely that the engine will be taken to pieces, as we presume it would be impossible to raise it as a whole, to the immense height of the track, seventy five feet above. Unless the company have the timbers already on hand, it will likely be weeks before a new trestle can be built. This trestle is at the same place where the embankment was washed away in the winter of 1865. During the heavy rains which fell in February of that year the volume of water increased to immense proportions and obstructions filled the mouth of the culvert, when the water was dammed up so that it covered an immense territory, and whole farms were submerged, when the water had risen some thirty feet the embankment gave way and the destruction below was terrific—the water being from hill to hill, swept bridges, mills, dams, fencing and everything else movable before it. For this damage the road was never required to pay a cent.—Whether the company will be so fortunate in their settlement with the widows made in this unfortunate occurrence remains to be seen. It is said that the Superintendent requires all the employees of the road to sign an obligation not to hold the company responsible for damages sustained on the road while in their employ. What force such an obligation will have in answering the claims of widows will perhaps be tested in the Courts.

The statement about the Railroad management are a merely repetition of what has been said as rumor, while if the Superintendent's statements were made and published, it might throw a different shade of light on the worst misfortune, which has befallen the road since its existence.—Abbeville Press and Banner.

Platform of the Cincinnati Convention.

CINCINNATI, June 15.—The platform adopted sets out with the history of the party and a statement of its duty to protect the rights of all the people. The enforcement of the constitutional amendments, the permanent pacification of the Southern section of the Union, the complete protection of all its citizens in the free enjoyment of all their rights are the duties to which the Republican party are sacredly pledged.

The power to provide for the enforcement of the principles embodied in the recent constitutional amendments is vested by those amendments in the Congress of the United States, and we declare it to be the solemn obligation of the legislative and executive departments of the government to put into immediate and vigorous exercise all their constitutional power for removing any just causes of discontent on the part of any class, and securing to every American citizen complete liberty and exact equality in the exercise of all civil, political and public rights. To this end we imperatively demand a Congress and Chief Executive whose courage and fidelity to these duties shall not falter until the results are placed beyond dispute or recall.

In the very first act of Congress signed by President Grant the National Government assumed to remove any doubts of its purpose to discharge all just obligations to the public creditors, and solemnly pledge its faith to make provision, at the earliest practicable period, for the redemption of the United States notes in coin. Commercial prosperity, public merit and national credit demand that the promise be fulfilled by a continuous and steady progress to specie payments.

The fifth plank alludes to civil service reform, and the sixth refers to schools and embodies Blaine's proposed amendment to the constitution. Eighth. The revenue necessary for current expenditures and the obligations of the public debt must be largely derived from duties on importations, which, so far as possible, should be adjusted to promote the interest of American labor and advance the prosperity of the whole country.

The ninth plank opposes further grants of lands to corporations and monopolies, for the protection of adopted citizens, and legislation to protect emigrants.

Eleventh. It is the immediate duty of Congress to fully investigate the effect of the emigration and importation of Mongolians on the moral and material interests of the country.

Twelfth. The party recognizes with approval the advance in securing the rights of women by State legislation.

Thirteenth. The plank claims sovereign power over the Territories to exclude polygamy, and the fourteenth declares that the pledges to the soldiers and sailors must be fully fulfilled.

Fifteenth. We sincerely deprecate all sectional feeling and tendencies. We therefore note with deep solicitude that the Democratic party counts as its chief hope of success upon the electoral vote of a united South secured through the efforts of those who were recently arraigned against the nation, and we invoke the attention of the county to the grave truth that a success thus achieved would reopen sectional strife and imperil national honor and human rights.

The sixteenth plank charges the Democratic party with being the same in character and spirit as when it sympathized with treason; and, alluded to the course of the lower house, warns the country against a party alike unworthy and incapable.

Seventeenth. The national administration merits commendation for its honorable work in the management of domestic foreign affairs, and President Grant deserves the continued and hearty gratitude of the American people for his patriotism and his immense services in war and peace.

From the Abbeville Medium.

Reminiscences of the War

ORR'S RIFLES AT JERICHO FORD.

McGowan's Brigade, of the Army of Northern Virginia, on the 23d of May, 1864, acted as the rear guard of A. P. Hill's Corps, which had crossed the North Anna River the evening before, near Hanover Junction. We lay on the roadside in a magnificent forest, as the artillery and baggage trains passed, till the afternoon, when Orr's Rifles were ordered down to the river to do picket duty at Jericho Ford. The regiment was about two hundred strong, under the command of Maj. William M. Hadden. We marched down a shady country road until we arrived at an old gate, near where the enemy were reported to be and halted as we came to Gen. W. H. F. Lee, of the Virginia Cavalry, who awaited us there. Here we saw how useless the cavalry were. Gen. Lee said: "Go right ahead, Major, you will find about fifty dismounted Yankee cavalry down there. A rush is the thing, you know, Major."—Turning to us he said: "Now is your time to get horses and pistols." An old citizen with a repeating rifle, who was present, said the same thing as to the number of Yankees. The regiment was thrown in line of battle and advanced, Maj. Hadden saying, "Forward—double quick." "Give them a shout boys." We rushed through the woods and struck a solid and extended line of infantry—took one prisoner and retired under a raking fire from the front and both flanks. We reformed with the balance of the brigade and the three other brigades of the division charged through a wheat field, across a railroad cut, up a hill and into a strip of woods, but could not move the enemy who opened upon us with sixteen pieces of artillery. Instead of the "fifty dismounted cavalry" we found Burnside's corps and half of Warren's corps well entrenched. We got no pistols and no horses, and saw nothing more of W. H. F. Lee and the old citizen, who left us with the bag to hold. Capt. James S. Cotbran, of this place, bears the mark of this skirmish on his cheek, and we venture to say, would not take the word of Gen. W. H. F. Lee on any such question again. David Cleland, an excellent man from the upper part of this county, was killed. The brigade lost two hundred and eleven men.

COL. TAYLOR AT GRAVELLY RUN.

On the 31st day of March, 1865, McGowan's Brigade was sent down the lines from Petersburg to intercept a body of Federal troops which was moving out upon the right flank of Lee's army. The brigade was thrown out on White Oak road, in company with Gracie's Brigade from Alabama, at right angles to the line of breastworks, and both brigades put in command of Gen. McGowan. We lay quietly in a skirt of woods for some hours until the Yankees advanced upon us. Simultaneously we moved forward with loud cheers, and charged upon them with great impetuosity. A braver fight was never made. We drove them without halting, through the timber and out over two hills and one branch.—As many as five distinct lines were in a perfect race at one time, but still fighting as best they could. At this point Col. Walter H. Taylor, of Gen. Lee's staff, a fine looking young man, distinguished for his superb gallantry rode up to Color Sergeant Dunlap, as gallant a soldier as ever fought, of

Orr's Rifles, and asked for the flag. Dunlap would not give it up to him, but assured him he would carry it wherever ordered. It stirred the soldier's heart of the heroic Taylor as he saw how handsomely we were driving the Yankees. He galloped in front and between the two lines, waved his hat and shouted: "Come ahead, boys! God bless your hearts! I love every one of you. Come ahead—God bless you all!" The scene cannot be pictured. The enthusiasm cannot be imagined. With one redoubled and unceasing cheer the line went forward and crushed everything in its path. As it stormed the next hill, the writer was shot and retired, but the scene is photographed upon his mind, and he can revert to no more pleasant incident in the war.—Taylor wore a black cape and looked every inch a soldier, as he proved to be. We trust he has a good wife and a family of fine boys who may emulate the actions of the father.

Missouri Township Bond Controversy.

The recent decision of the U. S. Supreme Court that certain Missouri township bonds were invalid is beginning to bear fruit. The St. Louis Republican says:

Fifty five citizens of Kaw township, have addressed to the County Court a protest "against any further recognition of the validity" of the railroad bonds issued by the county for that township and also against the further recognition of the validity of the Jackson county bonds issued to the Memphis and Mobile railroad, on the ground that the recent decision made by the United States Supreme Court in the case of township railroad bonds destroys their validity. The Kaw township bonds thus protested against amount to \$559,000; the bonds of other townships in the same County, of a similar character, to \$161,000, and the Jackson County bonds issued without the approval of two thirds of the qualified voters of the county to the Memphis and Mobile Railroad to \$350,000, making a total of \$1,070,000 bonds, which it is claimed are invalid and of no binding force on the county under the decision. The interest on these bonds has heretofore been faithfully paid. The Court laid the subject over for consideration.

The Republican also has a dispatch from Kansas City, June 8th, as follows:

The County Court passed an order to day revoking all orders for the levy of a tax to meet the interest on all the township bonds, amounting to \$111,000.

The superiority of man to nature is continually illustrated in literature and in life. Nature needs an immense quantity of quills to make a goose write; but man can make a goose of himself in five minutes with one quill. That don't fit us; we use steel pens.

The prevalence of lynching in Texas is astonishing. The Galveston News gives the particulars of seventeen instances occurring within two months. Most of the victims were horse stealers and stage robbers. The San Antonio Herald says that in no other way, in the absence of enforced laws, could the lives and property of respectable citizens be protected.

The following specimen of English pure and undefiled is from the Liverpool Times: "A doctor was lately summoned to a cottage at Harwood, in Teasdale, and found a boy in need of his services. 'Put out your tongue,' said the doctor. The boy stared like an owl. 'My good boy,' requested the medical man, 'let me see your tongue.' 'Talk English, doctor,' said the mother; and then, turning to her son, she said: 'Hoppen thy gobber, and put out thy lolliker.' The boy rolled out his tongue in a moment."

The Grand Orient of France has recognized the colored Freemasons of the United States, declaring their Masonry incontestable.