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Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**

Recipe of Old Dr. J. C. PITCHER

*Painful Cough -
Acid Stomach -
Diarrhoea -
Sore Throat -
Whooping Cough -
Scurvy -
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The Simple Signature of
Chas. H. Fitcher
NEW YORK.

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CASTORIA

For Infants and Children.

The Kind You Have Always Bought Bears the Signature of

Chas. H. Fitcher

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

FEARFUL LOSS OF HUMAN LIFE.

Thirty-Five Hurlled to Instant Death in Georgia.

WASHOUT WAS THE CAUSE.

Every Person on the Train Perished Save Those on Pullman Car Heartrending Details of the Awful Tragedy.

Atlanta, June 24.—A passenger train on the Macon branch of the Southern railway ran into a washout one and a half miles north of McDonough, Ga., last night and was completely wrecked. The wreck caught fire and the entire train with the exception of the sleeper was destroyed. Every person on the train, except the occupants of the Pullman car, perished. Not a member of the train crew escaped. Thirty-five people in all were killed.

Tremendous rains of daily occurrence for the past two weeks have swollen all streams in this part of the south and several washouts have been reported on the different roads. Camp's creek, which runs into the Ocmulgee, was over its banks and its waters had spread to all the lowlands through which it runs. About a mile and a half north of McDonough, the creek is some what near the Southern's tracks and, running alongside it for some distance, finally passes away under the road by a heavy stone culvert. A cloud burst broke over that section of the country about 6 o'clock last night and presumably, shortly after dark, washed out a section of the track, nearly 100 feet in length. Into this the swiftly moving train plunged.

There was not a note of warning. The storm was still raging and all the car windows were closed. The passengers, secure as they thought, and sheltered comfortably from the inclement weather, went to death without an instant's warning. The train, consisting of a baggage car, second coach, first-class coach and a Pullman sleeper, was knocked into kindling wood by the fall. The wreck caught fire a few minutes after the fall and all the coaches were burned except the Pullman car.

Every person on the train except the occupants of the Pullman car perished in the disaster.

There was no escape, as the heavy Pullman car weighted down the others and the few alive in the sleeper were unable to render assistance to their fellow passengers.

For a brief time there was silence. Then the occupants of the Pullman car recovered from their bewilderment and after hard work managed to get out of their car and found themselves on the track in the pouring rain. The extent of the catastrophe was quickly apparent.

Flames were already coming from that part of the wreckage not covered by the water.

As the wreck began to go to pieces under the destructive work of both fire and flood human bodies floated out from the mass and were carried down stream by the swift current.

The storm did not abate in fury. Flashes of lightning added to the steady glow of the burning train and lit up the scene with fearful distinctness.

Flagman Quinlan, who was one of the first to get out at once started for the nearest telegraph station. Making his way as rapidly as possible in the face of a blinding storm, he stumbled into the office at McDonough and after telling the night operator of the wreck, fell fainting to the floor.

Word was quickly sent to both Atlanta and Macon, but no assistance was to be had except from the former city as the interrupted track prevented the arrival of any train from Macon.

Nearly the entire male population of McDonough went to the scene to render assistance, but little could be done by the rescuers, as the fire kept them at a distance. At daylight the bodies that had floated from the gorge were gathered up. One body was found a mile from the wreck and many were seen along its bank.

A wrecking train was started out from Atlanta at midnight, but owing to the burning wreckage nothing could be done until morning. A special train at 6 o'clock this morning took doctors, ministers, railroad officials and helpers to the scene; but nothing could be done save to gather up the bodies.

As the dead were found they were removed to McDonough. There are two undertakers there. Both establishments were soon full of the mangled remains of the passengers. Some of the bodies were terribly burned while others were crushed beyond recognition. The only means of identification in the majority of the cases were letters and papers in the pockets of the victims.

The bodies were prepared for burial as rapidly as possible. Some may be buried at McDonough. Others will be sent to their homes as fast as the proper addresses can be ascertained.

Only three ladies were on the train. Two escaped. It is presumed that the other perished, but the body has not been found.

Besides the regular crew of the train, several conductors and other employes were enroute to Atlanta to spend Sunday. All were killed. Conductor W A Barclay was in charge of the train.

A section boss with a gang of eight negroes occupied seats in the second class coach.

They were on their way to repair a washout on the Georgia, Midland and Gulf road. Not one escaped when the car went down.

A DRUMMER'S EXPERIENCE.

Jesse L Rohr, a traveling salesman of Baltimore, one of those rescued, had this to say of his experience last night:

"I was in the Pullman with the others who escaped with their lives, when the wreck occurred. There was not an instant's warning. We heard suddenly an indistinct crash and the next instant felt our car pitch forward and drop. The forward end of the car filled with water at once and the lights went out. We heard the roar of rushing waters and knew we were in a stream of some kind. We got down on all fours and felt and crawled our way to the top of the car and then out. The car was hanging by its rear trucks to the stone abutment of the culvert and swayed by the motion of the water, swung to and fro like a great pendulum. It was pitch dark and the rain was coming down in torrents. Peering into the breach in the track we could see a confused mass of broken cars already beginning to burn. What impressed me, was the fact that not a single call for help was heard. Those in the forward coaches must have met death instantly. The wreckage was on fire when we reached the top of our car and lit up the scene brightly. Looking down toward the middle of our car, I saw the head and shoulders of a woman and soon heard her cry, 'Save us, we are alive.' But we could do nothing for her then as there was no rope to be had and we were afraid the car would swing from its position.

"Then came the struggle to get to the track above. We were many feet from the level of the roadbed. Great chunks of earth, loosened by the rain, came falling down on us, and we were nearly buried two or three times. We feared, too, that the stone abutment weakened in its position by the giving away of the earth, would loosen and crash in upon us. We took hold of the roots and several times as we neared the top of the bank, they pulled out and sent us tumbling back on the car. Once, Mr. Flynn, who was one of our little party, was within grasping distance of the top. Suddenly to our horror, he lost his hold and down he came. He did not stop at the car this time, however, but went on into the river and was carried away by the terrific rush of waters. I was delighted at daylight, however, to see him walk up to our party in McDonough and tell us that he had managed to catch a tree after a ride of a mile or more in the water.

"Flagman Quinlan worked like the hero that he is. He finally got to the top and ran as fast as he could to a farm house nearby and came with a rope. It was too short, however, and he had to make the trip again to another house. Finally he got plenty of rope and then we pulled the two ladies out of the forward end of the coach and all were soon on the top of the ground."

"When asked how wide the washout was, Mr Rohr said: 'I can't tell you accurately; to me it seemed the width of the Mississippi river, and the roar of the flames and water was something calculated to unstring any man.'"

Mr W W Ipark, one of the killed recently moved from Macon to Atlanta. He is the southern agent for a baking powder company of Richmond, Va, and was returning to Atlanta after a short trip.

Macon, Ga., June 24—Miss Mamie Merritt, who is a teacher in the Emerson school of oratory, Boston, gave her experience as follows. She said:

"It began to rain about the time we left Macon and rained incessantly all the way up to McDonough. The conductor came through where we were sitting, in the rear of the sleeper, and proposed to let down my window, as the rain had begun to come in. As he put the window down I reached over to gather up my mackintosh, which I had spread across my lap, and while I was bent forward the crash came.

"Quickly looking up, I saw the conductor being thrown headlong toward the front of the car. I was on the left of the car, my friend was on the opposite side and the conductor was falling headlong over the seats on the right. That was the last I saw. Then I remembered the car plunging down, down into the water. The car turned over on the side on which I was sitting, and the next I knew Miss Alden was lying across me.

"The water had risen up to our waists and I noticed that Miss Alden's head was lower than mine and, fearing the water would cover her, I took her in my arms and lifted her up. We both were wedged in and could not move our bodies below our waists. For some time we lay helpless and called for help, but none came.

"Miss Alden had a steam pipe across her body and she was across me and I was further wedged down with a berth partition across me. I began to pull the debris off with my hands, and when I had removed all that was loose I took a wooden beam and prized the steam pipe from off my friend. Finally I got it loose and relieved her of its pressure. I was still

wedged down by the partition. I got hold of another longer piece of wood and began to prize up the partition and at last pulled myself from under it. Then I crawled out in the open space in the car, where I could look out through the broken aperture.

"I could see the embankment and the rails and the men who had gotten out of the smoking apartment standing and walking about upon the embankment. I called to them, and they paid no attention; but a negro porter heard me and came to our assistance.

"By his aid I managed to pull up on top of the sleeper and crawl to the end next to the embankment. I then called again and again to the men to help us, but they only cried back, 'All right.'

"In the meantime Miss Alden had gotten on to the roof of the car, and after she had fainted and a long wait a gentleman from Atlanta came down the embankment and tied a rope about my waist and I was drawn up the steep embankment."

HOW'S THIS!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Props. Toledo, O.

We the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm.

WEST & TRUAX, Wholesale Druggists, Toledo, O.

WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c. per bottle. Sold by all Druggists. Testimonials free. Hall's Family Pills are the best.

The Herald of Horry thinks the dispensary will win in the campaign. It bases its opinion largely on the selfishness of the people. Counties that get big school money from the dispensary funds will be for it. In that case Horry can be counted on for a big majority for dispensary. Last year that county got more money for its schools from the dispensary fund than from the three-mill constitutional tax—about \$8,000. And there is not a dispensary in Horry.—Greenville News.

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For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Chas. H. Fitcher*

Americans Ambushed by Band of Filipinos.

Manila, June 23—A detachment of 40 men of the Fortieth regiment, Capt. Thomas Miller commanding, left Cagayan de Misamis, Island of Mindanao, scouting June 13. During the morning of June 14 they encountered a strongly ambushed and entrenched force of the enemy. The Americans attempted to charge but were frustrated by the Filipino pitfalls and traps. The advance line, consequently was under a heavy fire in front and on its flanks, and fell back on Cagayan. The American loss was 9 men killed and two officers and 10 men wounded.

NO RIGHT TO UGLINESS

The woman who is lovely in face, form and temper will always have friends, but one who would be attractive must keep her health. If she is weak, sickly and all run down, she will be nervous and irritable. If she has constipation or kidney trouble, her impure blood will cause pimples, blotches skin eruptions and a wretched complexion. Electric Bitters is the best medicine in the world to regulate stomach, liver and kidneys and to purify the blood. It gives strong nerves, bright eyes, smooth, velvety skin, rich complexion. It will make a good-looking, charming woman of a run-down invalid. Only 50 cents at Crawford Bros' Drug Store.

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CHESTER, S. C.

The Chester Machine Co. and B. M. Spratt & Co., have consolidated the two units, and now ready to furnish anything in the Machine and Lumber lines, with a well equipped Foundry and Machine Shop, and Door, Sash and Blind Factory our facilities are unparalleled in this part of the State REAPERS MOWERS, THREE-BBERS, GINS, ENGINE-SAW MILLS HAY AND COON PRESSES BARROWS, CRANES, ETC

Also SECOND HAND MACHINERY.

Respectfully, CHESTER MACHINE & LUMBER COMPANY.

Ticked because I extracted his tooth without pain. I can do the same for you. Neither pain nor after effects result from my extracting. My methods suggest pleasantness and satisfaction instead.

I've the experience, the "know how" and the facilities for doing all branches of scientific dentistry at the least cost.

Special attention given to Gold Crown and Bridge Work. No charge for examinations and estimates.

Dr. F. E. Rutledge, Dentist.

LANCASTER, S. C.

A Chance to Buy You a Home.

Any party or parties desiring to purchase any of the real estate of T M Fitzpatrick & Bro., in the town or county, can get prices and terms by calling on the editor of The Ledger. The Messrs Fitzpatrick have some very desirable farms and valuable improved town property and their being on the market gives men of moderate means a splendid opportunity to purchase a home.

LANCASTER AND CHESTER RAILWAY

Schedule in effect April 23, 1900 (Daily except Sunday)

WESTBOUND LEASING UND.	NO. 14 and 16	NO. 7 and 15
A. M. P. M.	A. M. P. M.	A. M. P. M.
7 7 7 10	Ar Chester Lv 9 41 8 19	
7 21 6 31	Richburg 10 2 47	
7 12 6 20	Basscomville 10 40 37	
6 57 6 00	Fort Lawn 11 00 3	
P. M.		
6 30 5 30	Lv Lancaster Ar 11 40 9	

No. 14 leaving Lancaster 6:30 a.m. in Kees cross connection to Chester with Southern Railway No. 36 for Charlotte and points north; and Sea Coast Air Line "Atlanta Special" for Atlanta and points west. Also with Carolina and Northwestern Railway No. 10 for Anson, N. C. and intermediate points, and Southern Railway No. 33 for Columbia and points south.

No. 17, leaving Chester 10:30 a.m. connects with Southern Railway No. 36 from Columbia and points south; Sea Coast Air Line "Atlanta Special" from northern and eastern points and Southern Railway No. 33 from Northern and eastern points, and Lancaster with S. C. & G. E. for Blacksburg.

No. 16, leaving Lancaster 4:00 p.m. connects at Lancaster with S. C. & G. E. from Camden and Marion, and Southern Railway No. 34 at Chester for Charlotte and points north.

No. 15, leaving Chester 8:10 p.m. connects at Chester with Southern Railway No. 34 from Columbia and points south.

JAS. M. HEATH, Gen. Pass. Agt. LEROY SPRINGS, President.

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