

Scraps and Facts.

Washington dispatch of June 7: Absolutely necessary relief in the way of rations, medicines, etc., will be given by the war department to the sufferers by the disastrous floods in South Carolina.

Washington dispatch of Friday: Consul McWade, of Canton, China, cables the state department today that a million natives of Kwang Si province are starving to death.

Kansas City dispatch of June 7: Kansas has suffered as a result of the recent floods more than any other state.

Atlanta Constitution: Victor Montgomery, president of the Pacolet mills, is essentially the man for the emergency thrust upon him.

Washington dispatch of January 5: The long-standing contention of the postoffice department that novels and other writings published in the form of periodicals were not entitled to the use of the mails at second-class rates.

Washington dispatch of June 7: The investigation made by Fourth Assistant Postmaster General Bristol of the affairs of the free delivery division, formerly conducted by Superintendent Machen, who was summarily dismissed and arrested on a charge of bribery just a week ago, has resulted in the discovery that in order to restore the service to a proper state it will be necessary to abolish one-third of the rural free delivery routes now in operation in southern states and about one-fifth of those established in the northern states.

without any possible excuse save as a matter of favor to members of congress, and that money appropriated by congress for this purpose has been expended with almost criminal extravagance.

The Yorkville Enquirer.



YORKVILLE, S. C.

WEDNESDAY, JUNE 10, 1903.

THERE is not a great deal to be said about the terrible calamity that befell the valley of the Pacolet Saturday morning.

The death of Mr. Edward Thomas last Sunday morning ends a well-lived life. Mr. Thomas was intimately known to comparatively few; but those who knew him best, have never had the fortune to know a nobler man.

Case of Mr. Machen.

Although we have been trying to get at the true inwardness of the case of Mr. A. W. Machen, superintendent of the free rural delivery service, and to that end keeping up with the published details, we confess that we have not yet been able to arrive at a satisfactory conclusion on the subject.

It seems that the charges against Mr. Machen are two-fold. He was arrested on the charge of bribery. It is claimed that he used his official position to secure the adoption of a certain patent letter box, after having first reached an agreement with the manufacturer of that box that he should have a share of the profits derived from its sale.

We are not prepared to say that we believe this story or that we do not believe it. The case against Mr. Machen looks pretty grave on its face and it is easily possible that he is guilty as charged.

Referring to the other charge against Mr. Machen, that of establishing unnecessary R. F. D. Routes for the purpose of strengthening himself politically, we would say that this looks more like mere unfriendly criticism.

It is a well-known fact that there has been a long drawn feud in the postoffice department, involving Mr. Machen on the one side and people who want his place on the other.

OVERWHELMED BY FLOOD.

Appalling Disaster In Valley of the Pacolet.

MILLS DESTROYED, PEOPLE DROWNED.

Cloudburst in the Mountains Swell the River, and the Rushing Waters Claim Scores of Precious Lives—Most Prosperous Mill District in the South Striven With the Corpses of Industrious Workers and the Wreck of Millions of Dollars Worth of Buildings and Machinery.

The populous valley of the Pacolet river, which up to an early hour last Saturday morning, was the scene of more busy factories and general prosperity than could have been found in any similar territory of equal length and breadth in the south, is now only a barren waste of death and destruction.

Although the terrible disaster occurred at about 6 o'clock in the morning, the first news of it did not reach Yorkville until late in the afternoon.

Two of Pacolet mills entirely destroyed and three at Clifton practically ruined. About twenty-five lives lost. Damage over a million dollars.

Further particulars gathered by the newspapers in spite of demolished railroad trestles and broken telegraph and telephone lines show that terrible as was the news contained in this brief dispatch, it was really a conservative statement of what had occurred.

Just where the flood came from has not yet been definitely estimated. Communication has been so demoralized that it has not been practicable to gather details.

By this time the river had risen 10 feet higher than water was in the immediate section say that it did not occur there. There had been a heavy rain during the whole night previous, and the river was high.

In a brief space of time the great 2,000 bales of cotton were swept away. Three thousand bales of goods and 3,649 bales of cotton were lost in this wreck, and it is now difficult to see how the wreckage could have been saved.

Several thousand bales of cotton and also several thousand bales of goods were washed down the river. In the first reports all this property was put down as lost; but salvage parties were promptly organized at various points down the river and much of this cotton as well as the cotton goods, have been recovered.

by the hand and when they came clear of the wrecked house he clutched her closer to him and swam to a floating raft of driftwood.

Flota Gosa boarded with a Mrs. Bailey, who also lived Mr. and Mrs. Kirby and J. E. Grier. Mrs. Gosa and Mrs. Kirby were carried out into the water and drowned speedily.

Mrs. Katie Long and her son, Garland Long, and his bride, and her son, Richard Long, were in the current. Mrs. Long and her youngest son were saved by catching the branches of a tree, but Garland Long and his bride escaped. He was carried through the No. 2 mill out through the opening at the far end of the building and swam to the shore.

Pacolet Mills Nos. 1, 2 and 3 are in ruins. Mills Nos. 1 and 2 are together. They went first. No. 3 withstood the flood for a longer time, it also went at length.

The mill operatives were just going to their early breakfast when the sound of a mighty roar was heard. Passengers arriving by way of the Carolina and North-Western railroad from Galetonia brought the first intimations of the disaster.

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Union and surrounding towns. The Charlotte Observer, the News and Courier and the Columbia State opened relief subscriptions, and Governor Heyward issued the following appeal to the people of South Carolina:

An awful calamity has befallen the people of Clifton and Pacolet, whereby not only has the life of 500 persons, but also the property of 500,000 men, women and children have been rendered homeless and 4,000 thrown out of employment at Clifton.

Such a catastrophe, coming with such suddenness and without warning, places these people totally without means and without shelter. Local aid is not sufficient to overcome the great destitution and suffering and greater hardships, even death may result unless prompt aid is extended.

Let us all contribute in accordance with our ability, however small it may be, but above all let it be prompt.

What is to be done by the owners of the destroyed property has not yet fully developed. The executive officers began arranging for meetings of the directors on Saturday while the flood was still raging.

The most distressing feature of the terrible calamity that has just occurred is the hardships and suffering that must be borne by the operatives. Many families have not only lost all of their worldly goods, but have been bereaved of some of their dearest members.

ECHOES FROM THE FLOOD.

Miscellaneous Items of Interest Gleaned From Various Sources.

Appalling as was the disaster to Clifton and Pacolet, it was a sufficient calamity to the people of the valley. Below Pacolet people gathered cloth and goods in wagons. Some were working to recover the stuff for the owners; others appropriated what they could lay their hands on.

It is reported that Lockhart mill has been damaged and that a small warehouse there has been destroyed. The report is not yet confirmed.

The stage of the Congaree river at Columbia Monday morning at 1 o'clock was 27 1/2 feet—12 1/2 feet above what is considered as the danger line.

The flood damage in Anderson and Oconee counties is estimated at several hundred thousand dollars. It seems that nearly all the streams in that section were raised by the same cloudburst that struck the headwaters of the Broad and Pacolet.

LOCAL AFFAIRS.

NEW ADVERTISEMENTS.

J. Q. Wray—Invites you to see his line of straw and cloth hats for summer wear. If you do not already supplied your wants.

Foushee Cash Store—Announces the cutting of the throat of Mr. Price from ear to ear, and also makes a remark about its 5 and 10 cents counters.

Sam M. Grist, Special Agent—Tells you to look before you leap in the matter of extending fire insurance.

W. B. Moore & Co.—Tell you that your choice of a drug store may determine the question of health, sickness or death with you.

NOTE AND COMMENT. Catawba river was considerably swollen during Saturday and Sunday; but not dangerously high.

South Carolina's share of the recent Federal allotment of \$2,000,000 for militia purposes is \$19,117.64.

WITIN THE TOWN. Manufacturer's Record, June 4: Edwards & Walter, Columbia, S. C., are preparing plans for hotel for Mrs. C. G. Parish.

Rev. J. C. Jones, chaplain of the Jasper Light Infantry will preach the annual sermon to the company at the Episcopal church next Sunday morning at 11 o'clock.

Mr. D. C. Clark, carrier on Rural Route No. 1, says the worst piece of road on his entire route is the mile from the court house to the corporate limits on the Rutherford road.

Mr. J. H. Spann has accepted a position as editor of the Yorkville Enquirer staff, and any courtesies shown him in the collection of news or in the transaction of other business, will be duly appreciated not only by him; but also by THE ENQUIRER.

Col. W. G. Stephenson has handed us a copy of the K. M. M. A. catalogue for 1903-4. It is quite a handsome publication of 40 pages, illustrated with half tone cuts, and giving all of the information about this excellent school that could be desired.

The county summer school commenced work in the Graded School building on Monday with twenty-one teachers in attendance.

Col. W. G. Stephenson received the following cable message yesterday, signed by Dr. Lindsay, Commissioner of Education of Porto Rico: "Governor candidate, please accept my examination at Annapolis, June 16th. Communicate with Secretary of Navy, Washington."

ABOUT PEOPLE. C. W. F. Spencer, Esq., of Rock Hill, is in Yorkville.

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Rev. J. S. Grier, of Sharon, spent Monday night with friends in Yorkville on the way home from Statesville, N. C., near which place he has been assisting Rev. Mr. Love in a communion service.

Cadet Arthur Beale, of Santiago, Cuba, will remain at the K. M. M. A. during the summer and will board with Colonel and Mrs. W. G. Stephenson. Much of his time, of course, will be spent with different cadet friends in Yorkville and elsewhere.

The following relatives and friends of the late Edward Thomas were present at the funeral: Mr. J. H. B. Jenkins, Dr. J. H. Sayre, Mrs. Nancy McGill, Miss Reola McGill, Miss Laura Feemster, Messrs. A. C. Burgess, Jos. M. Fletcher, W. H. Hope, A. A. Warlick, D. D. Slight, Sagau, Russell, James Russell, W. B. Flanagan, and Miss Annie Jenkins and Messrs. R. L. A. Smith and R. W. Whitesides.

Mr. W. P. Harrison, cashier of the Loan and Savings bank, was at Clifton No. 1 for an hour on Monday. He had business in Gastonia, and learning that he could make the trip in time to return Monday night, took advantage of the opportunity.

MR. EDWARD THOMAS DEAD. Mr. Edward Thomas died at his home at Sharon last Sunday morning at 10 minutes past 10 o'clock, after an illness, beginning during the preceding Friday.

Mr. Thomas was a native of Wales. He was born in the town of Caddy-stone, in the county of Glamorgan-shire, on January 5, 1825, and spent his early life among the coal mines, the great iron works and the machine shops of his native land.

He was raised as a machinist and served a long and strict apprenticeship as a steam engineer. His first regular employment was in the original Tregear Iron works of Wales.

Having made himself thoroughly proficient in all the branches of his trade, Mr. Thomas sailed for the United States in the spring of 1852. He landed at New York in the month of June, and from there went to Charleston, S. C., reaching that place the next month, and leaving there in the following September for Yorkville to take a position as locomotive runner for the old King's Mountain railroad.

After the war, Mr. Thomas returned to Yorkville and rehabilitated the railroad which had been torn up for military purposes, and got the line in running shape again. He remained with the company through various vicissitudes, serving as master mechanic, engineer and conductor, and at the organization of the Chester and Lenoir railroads.

When he left the railroad, Mr. Thomas conducted a small machine shop in Yorkville; but after a year or two decided to remove to Blacksburg, where he remained for several years, working in the machine shops there. Then he removed to Sharon, purchased a home and settled down for the purpose of enjoying peacefully his remaining years.

Mr. Thomas was married twice. His first wife was Miss Dinah Jones. The marriage took place in Wales, and his wife came with him to America in 1852.

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