

Scraps and Facts.

Commander Robert E. Peary, of the United States navy, is to go out on another Arctic expedition. The navy department has given him three years leave of absence, and he will start with his expedition about the first of next July.

The authorities at Washington seem to have given up all hope of the adoption of the Panama canal treaty by the Colombian senate. Several senators from the department of Panama, are said to have announced their intention to secede from the United States of Colombia and establish the independent state of Panama, after which they will proceed to negotiate a treaty.

Charleston Post: President Roosevelt is put in a tight place on the Negro question by the demands of the Suffrage League of Boston that he repudiate Booker Washington and all his works, and apply no more to that colored educator for political advice.

When the truth out, it will become known that the cotton raising experiments in East Africa are being prosecuted with slave labor. Civilization does not mind such things when they are profitable.

The interview with John Gary Evans published in the last issue of THE ENQUIRER and credited to the Spartanburg Herald, should have been credited to the Spartanburg Journal instead. The error was the result of an oversight on the part of THE ENQUIRER.

Fixing the Responsibility. There has been a general demand that the Southern railroad should suffer on account of the wreck at Fishing Creek, and this demand is further voiced by all of the newspapers that have spoken on the subject, extracts from which we reproduce today.

The ENQUIRER does not hesitate to say that it is desirous of fixing the responsibility where it belongs, and of holding to proper account any official or officials of the road, who may have been negligent of their duties; but at the same time we desire to emphasize the fact that it is necessary to exercise caution and discretion in order to avoid serious mistakes.

The investigation of the coroner's jury has been intelligent; but it does not seem to us that it has been as thorough as it might have been. It was probably very well to indict "the officials of the road," for gross carelessness; but it seems to us that it would have been better to have gone further and designate by name the officials who are to be held responsible.

For instance taking the testimony as developed, it appears that although Mr. Stukes is master of the section in which the trestle is located, he has nothing whatever to do with trestles, and while Mr. Maxwell has general supervision of a still larger section of track including both sides of this trestle, the trestle itself is not within his jurisdiction.

According to the testimony of Mr. Maxwell, Mr. M. S. Dillard, is supervisor of trestles; but it does not appear from any testimony adduced that it is the business of Mr. Dillard to make direct inspection of this or other trestles. Equally responsible with him, probably, is some bridge and trestle inspector, and also the railroad commission of South Carolina, which is especially charged with the duty of looking after such matters.

We would not be understood as trying to excuse anybody in connection with responsibility for this terrible disaster. We would only impress the necessity of laying the blame at the door of the right men. If it should happen that the blame is improperly fixed, then the really guilty culprit will almost certainly escape.

This applies, of course, to the criminal side of the case only. The investigation of the coroner's jury and of the grand jury, should that body also see proper to take the matter up, will have but little bearing on such civil suits as will probably develop. The question of rotten timbers, broken flanges and other circumstances will be fought out on the civil side of the court without reference to any mistakes that may have been made on the criminal side, and while people who are hurt may get money damages all right, people who may have been responsible for hurting them may escape even without receiving a lesson of caution as to how they may kill and mangle people in the future.

Monastir has been practically stamped out. Bashi-bazouks assisted the regular troops in the work of repression, which is said to have been carried out with sanguinary ruthlessness, the object of the Turks being, apparently, to exterminate not only the Bulgarian inhabitants but all the Christians of whatever nationality.

The Yorkville Enquirer.



YORKVILLE, S. C.

TUESDAY, SEPTEMBER 8, 1903.

MORE than anything else it looks as if the Democratic party is going to have a choice between Cleveland and defeat.

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What the Papers Say of the Fishing Creek Trestle Disaster. Now is not the time to condemn any one. Now is the time to express our deep sorrow for the loss of valuable and beloved human lives, and our sympathy for their stricken families. Our sympathy is also with the officers of the Southern road. They are human too, and it is impossible to conceive of their not being, by now, thoroughly aroused and thoroughly repentant of any neglect they may have been guilty of. This wreck should not have occurred. The timber were rotten.—Spartanburg Herald.

There has been a good deal of talk recently, of the bad management of the Southern railway. There may, or may not, be anything in it. We are addressing ourselves to the particular case of the disaster in York county. The damning statement has been made that the trestle was rotten, and collapsed, in consequence, when the train rolled upon it. There was a condition which could have been prevented by ordinary care and by observing the obligations placed upon a common carrier by the law. For the dereliction and the disaster following it, somebody should be made to answer, and answer heavily.—Charleston Post.

In the newspaper accounts from Yorkville the statement was made that the bridge material was rotten. It was said, moreover, that a passenger aboard the ill-fated train, had commented on the reports that there might be a dis-

aster in time, and if it was a topic of talk among traveling people it must have been known to every railroad man on the Charleston division. It looks very much like the most outrageous negligence, if not manslaughter.—Greenville News.

The dead from the Fishing Creek disaster had not been buried, nor the groans of the injured hushed, before there was a collision on the Western North Carolina railroad, near Salisbury, fortunately, however, unattended by any fatalities. It would seem that the frequency of accidents on the Southern railway would induce more care in the operation of trains, but apparently it does not.—Charlotte Observer.

It is to be hoped that the York county grand jury will take prompt and thorough action in regard to the railroad accident at Fishing Creek trestle the other day. It is said that the trestle had been known for a long time to be in an unsafe condition, and that it had been repeatedly reported to the officials of the road. If this is true somebody ought to be made to suffer.—Anderson Daily Mail.

SOUTH CAROLINA NEWS.

Judge Townsend to Preside.

Because of the illness of Judge Gage, Chief Justice Pope has issued an order in which he designates Judge D. A. Townsend to preside at the fall term of the courts of general sessions and common pleas for Lexington county, which courts convene on Monday, September 21. It was Judge Townsend who granted the change of venue in the case of the State vs. J. H. Tillman to Lexington county.

Contraband Fees.

Columbia Record: The question of the amount of fees due a magistrate or sheriff in the seizure of contraband liquor has been a puzzling one for some time and Chief Constable Hammett recently made a request of Assistant Attorney General Townsend for a ruling on the matter. The opinion of that office is that the statute is explicit in allowing a sheriff or magistrate only a share of the value of the liquors when they seize them, and where the liquors are seized by other officers they have no right to claim a share of the value of the liquors. By the value of such liquors is clearly meant the net amount realized through the seizure. For instance where the liquors seized by the sheriff or magistrate are recovered by the former owners the officers can get nothing, and where the state has to pay a revenue tax in order to hold the same the value is the net value of the liquors after the tax is deducted.

Vagrants in Horry.

Horry Herald: The farmers have complained this year of the scarcity of labor more than usual. It seems to us, and it is apparent that if the vagrant law is not more rigidly enforced in the towns, where the lazy and unemployed like to congregate, it is certain that complaint from this source will increase. Notice the number you will find any hot day; with perhaps large families dependent upon them for food and clothing, no resource but daily labor, who will refuse to work, although offered honest wages for it. Many of these class have left the country, where they can find regular work on the farms, to come to town, where by an occasional penny errand or shade job, they can barely keep the wolf from the door. How hard it is at this time of the year to get a little pile of wood chopped, the yard cleared of weeds or the fall garden spared, some of us are aware. And what prices they charge when they can, by any means, be induced to work! The remedy to be applied to the case is to enforce the law. Make them work or go to jail.

MERE-MENTION.

Clarke county, Ga., has given a two-thirds majority for the issuance of \$100,000 of road bonds. . . . Gentleman George, a well-known New York burglar, was sentenced last Friday to twenty-three years imprisonment. He has a record of twenty-nine burglaries, as the result of which his aggregate receipts amounted to \$45,000. . . . The price of silver bullion has advanced nine cents an ounce within the last month. . . . An uprising of Plute Indians occurred in the extreme southern end of Nevada last week and a number of ranchmen were slain and scalped. . . . Seventeen Fall River, Mass., spinners shut down last Saturday with the intention of remaining shut down until September 14. . . . The United States cruisers Brooklyn and San Francisco arrived at Beirut, Syria, on last Friday.

GOLD HILL NOTES.

Correspondence of the Yorkville Enquirer. R. F. D. No. 1, FORT MILL, Sept. 4.—The farmers in this section are in much better spirits than a few weeks ago. Since the rains, cotton has been developing more rapidly and the outlook is for a fair crop, unless frost comes too early. The Gold Hill school is getting along nicely with a fair attendance. Miss C. A. Boyd, an accomplished musician of Charlotte, has taken charge of the musical department. She has a good class. The idea of building a large boarding house on our school house grounds is under consideration. This is in order to accommodate pupils who desire to attend from a distance. Mr. W. M. Crook leaves next Tuesday for Trinity, N. C., college. Mr. C. P. Blankenship gives a party tonight, complimentary to Mr. Crook. FARMER.

Johnson Released on Bond.

Policeman R. G. Johnson of Fort Mill, who was arrested recently on the charge of responsibility for the death of J. R. Norman, went before Associate Justice Jones at Lancaster on Monday on a writ of habeas corpus. Major J. S. F. Hart represented the petitioner and R. E. Wylie, Esq., represented the State. After hearing the evidence in the case Justice Jones announced that he would be glad to release the petitioner on his own recognizance were it not for the precedent involved, and under the circumstances he would make the bond a light one. He fixed it at \$500. Citizens of Lancaster put up the necessary security and Mr. Johnson was released on the spot. He returned with his friends to Fort Mill Monday night.

LOCAL AFFAIRS.

NEW ADVERTISEMENTS.

J. J. Keller & Co.—Say that they are headquarters for paints, oils, varnishes, dryers, turpentine, etc., and are prepared to give estimates for painting or completed jobs of painting. W. M. Garrison, Pineville, N. C.—Wants to purchase a good second-hand Tozer engine.

H. A. C. Walker, Supt.—Gives information in regard to the opening of the fall session of the graded schools which will be on September 14. Information is also given for the benefit of music pupils. J. M. Heath & Co.—Announce that Mr. Williams is buying fall and winter goods in the northern markets, and expects to buy a bigger stock of better goods than it has ever been before. See fourth page.

J. Q. Wray—Calls your attention to the fact that he bought all of his staples before the rise in wholesale prices, and is offering them at the same figures that ruled a year ago. J. O. Walker—Wants a purchaser on easy terms for an eight-room house and 15 acres of land, located on west side of King's Mountain street, Yorkville. Heath-Elliott Mule Co.—Publishes a testimonial regarding the good qualities of the Summers' buggy, from H. J. Nix, of the wildcat, Fla. Jas. M. Starr & Co.—Advise the sowing of crops that pay the farmer in the products and at the same time enrich the soil. They recommend crimson clover, red clover, orchard grass, lucerne, etc. The First National Bank—Invites merchants, farmers, manufacturers and all other people to do business with it. You are cordially invited to visit this bank.

York Drug Store—Makes a few statements about its prescription work, most of which are true. The compounding of physicians' prescriptions. Foushee Cash Store—Says the railroad wreck did not delay its first shipment of millinery, and makes a special drive on ribbon prices.

NOTE AND COMMENT. Railroad Commissioner C. W. Garrison was at the Fishing Creek wreck on Friday. He will make a report on the smashup at the next meeting of the board.

WITHIN THE TOWN. A valuable horse belonging to Rev. W. E. Hurt died on last Sunday.

The King's Mountain Military academy will resume work tomorrow. A number of cadets have arrived and others are expected tonight and in the morning. Col. Stephenson is confident that his attendance will be larger than it was last year; but, of course, cannot give out any positive estimates at present. It sometimes happens that prospective students fail to matriculate after they have promised to do so.

GAME LAWS OF THE STATE. There have already been a number of complaints that the game law is being violated. It is said that the summer has been very propitious to the raising of partridges and the fields are full of young birds which in some localities are meeting with wholesale destruction at the hands of pot hunters. In view of this fact, it might be well for the sportsmen who love sport for its own sake to become familiar with the game laws so that they can prosecute pot hunters and stop the extermination of fledglings.

Following is a digest of the game law of 1902: Non-residents required to pay a license of \$25 to the county treasurer of the county where the visitor may be for the privilege of hunting. . . . Not obtaining said license before hunting or shooting shall be deemed guilty of misdemeanor, and on conviction fined not more than \$50. This act does not apply to persons who kill game on their own land. . . . It is unlawful to kill deer or to worry them with dogs between the first day of February and the first day of September in the counties of Clarendon, Georgetown, Colleton, Williamsburg, Marlboro, Kershaw, Horry, Darlington, Marion and Berkeley, in which counties it shall not be lawful between the first day of February and the first day of August. Fire-hunting is prohibited. . . . It shall not be lawful between the first day of April and the first day of September to kill any wild turkey, partridge, quail, woodcock or pheasant; or between the first day of March and the first day of August any dove; or, at any time during the year, to fire-light any wild bird.

It shall not be lawful for any person, except upon his own land or upon the lands of another with the consent of the owner thereof, to net or trap a partridge, quail, woodcock or pheasant for any person to sell, offer for sale, or ship or export for sale, any partridge, or quail, or deer, or wild turkeys for the space of five years from the approval of this act provided, that nothing in this act shall prevent the importation for sale of any partridge or quail. Any person violating this section shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine not exceeding \$30, or by imprisonment in the county jail for a term not exceeding 30 days.

ABOUT PEOPLE. Mr. Frank Happerfield of Gastonia, was in Yorkville yesterday. Miss Pearl Whisonant of Wilkinsville is visiting Mrs. J. P. White. Mrs. Janie McKenzie spent Saturday and Sunday at Piedmont Springs.

Mrs. J. C. Blair of Blairsville, is visiting her daughter, Mrs. A. M. Grist. Mr. Paul G. McCorkle and son, of Chester, spent Sunday in Yorkville. Mr. Samuel Neely of Chester, spent Sunday with Mr. H. A. D. Neely's family. Misses Annie and Mary Rawls of Lesslie, are visiting the family of Mr. W. O. Rawls. Mayor Willis and family returned from Piedmont Springs on last Saturday evening.

Mrs. A. Y. Cartwright and Mrs. W. H. Fowler spent Saturday and Sunday at Piedmont Springs. Mrs. R. L. Ferguson returned home today after spending a month with friends in Spartanburg. Mrs. H. W. Provence of Ainslie, Ala., is visiting in Yorkville, the guest of her sister, Mrs. W. E. Hurt. Miss Mary Epps of Georgetown, left this morning for Augusta, after a visit to Mrs. M. S. A. Bludworth and family. Mr. J. A. Watson and Miss Annie Watson opened school at Lowrysville on August 31st, with a good attendance.

Mrs. Jane Thomas of Sharon, passed through Yorkville today on her way to visit relatives and friends at Bowling Green. Mr. Sam Herron of Steel Creek, N. C., spent from Friday until Monday with the family of Mr. L. W. Louthian in Yorkville.

THE TRESTLE RESULT. The rotten trestle that crumbled under the westbound passenger train at Fishing Creek last Thursday morning has been replaced by a sound new one, and the work was done in three days, and so early. Even before the wreckage had been cleared away the work of rebuilding the trestle was commenced. While gangs of men were clearing away debris, and others were laying a track from the creek bottom up to the main line, still others were sawing timbers for the foundations of a new trestle. During Thursday night, new timbers began to arrive and during Friday and Saturday they were cut to lengths and put into position. Bridge and trestle men from other parts of the system assisted in the work, and at ten o'clock Saturday night, there remained only four benches to complete the gap across the hollow. During Sunday the gap was completed, and trains ran over the work on Monday morning.

One of the boss trestle builders, a man from the Savannah division, was in charge of the work on one of the shifts, and the reporter had a short talk with him Saturday night. He said that the frequently published story that trestles are framed on trains on the way to wrecks is ridiculous. There is nothing to be done in the way of framing, he says until the ground is reached, and to anticipate anything is impossible. As would naturally be inferred, this emergency work is of a heart-breaking nature on bosses and laborers. Both are picked up without a moment's

warning, and hurried off sometimes several hundred miles, often without opportunity to either eat or sleep. There were 215 laborers employed on this Fishing Creek bridge, and it was a common thing for them to sink from exhaustion and crawl off into the bushes to sleep. Some dropped asleep almost in their tracks.

When the work was finally completed, and ready for a test, Supt. J. A. Heether, mounted a car, and signaled the engineer to go ahead. He was the first man to cross the trestle, and as the train landed on the other side, the crowd below sent up an enthusiastic cheer.

CORONER'S INQUEST.

As stated in the last issue of THE ENQUIRER Coroner Louthian immediately after the wreck of last Thursday, empaneled a jury of inquest with a view to fixing responsibility for the death of the five persons who were killed. The jury was composed as follows:

T. N. Thomasson, foreman; J. C. Lilly, W. S. Gordon, John A. Jenkins, C. L. Burris, G. R. Wallace, J. C. Steele, J. B. Dixon, Thos. McClain, J. A. Shillinglaw, M. H. Jackson, S. L. Brown, J. A. Clinton, J. C. Robinson. In all eight witnesses were sworn and their testimony was developed by questions from the various members of the jury. The following condensation embodies all the material facts that were adduced from the different witnesses:

W. A. Bolin, lives within a short distance of the creek. He saw the train as it went on the trestle. It appeared to be going faster than usual. The crash came after the engine had passed over four or five benches. The tender and baggage car went down first and the engine rolled backward into the break. Witness had been acquainted with the dangerous condition of the trestle for a long time and had called the attention of the section master to the fact. He saw five dead bodies as a result of the wreck.

W. S. Peters lives within three-quarters of a mile of the trestle and had begun to notice the rotten condition of the timbers as far back as a year ago. He had noted repair work in progress from time to time, but could not say whether or not any repairs had been made during the present year. He saw the bodies of the men who were killed, and knew that they lost their lives in the wreck.

T. L. Sullivan saw the wreck immediately after the occurrence, and noticed the rotten condition of the timbers. Arthur Watson lives within a quarter of a mile of the trestle, and heard the crash. Had often noticed the rotten condition of the timbers. Alf Starnes, colored, lives within three hundred yards of the trestle and saw the train go down. Tender and baggage car went down first and engine rolled backward into the break. Had frequently seen the trestle shake as trains passed over, and considered it unsafe.

Milus Miller lives within a quarter of a mile of the trestle and saw the train go down. He had known for a long time that the timbers of the trestle were rotten and when he called the attention of the Section Master Stukes to the fact Mr. Stukes said he had reported the information to the officials above. Mr. J. A. Maxwell, sworn, said he was supervisor of the track and had nothing to do with bridges. Mr. M. S. Dillard of Charleston, is the supervisor of bridges.

N. M. Stukes, testified that he was section master of the track on both sides of the trestle; but had nothing to do with the trestle itself. Outsiders had frequently called his attention to the condition of the trestle; but he considered it reasonably safe. However, he had more than once called the attention of engineers to its condition so they would know to slow up as they crossed it. The trestle had been standing for about fifteen years. There were some rotten ties across the top, but these did not affect the strength of the structure, nor were they necessarily dangerous except where there were several together. He had never reported the trestle as being unsafe.

This was the verdict: "The said Bob Burris, Richard Wagner, Fred Rhyne, H. C. Erickman and mail agent (name unknown) who were killed in a train wreck on the Southern railroad, at the aforesaid trestle, which trestle was in a dangerous and unsafe condition, being due to gross carelessness on the part of the officers of the said railroad." On Saturday the coroner issued a warrant for Mr. M. S. Dillard, charging him with responsibility for the wreck. The warrant was placed in the hands of the sheriff for service.

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Mrs. W. F. Bray and children who have been visiting relatives in Alabama, returned to their home in Yorkville last Friday.

Mr. J. L. Williams of the firm of J. M. Heath & Co., is in the northern markets. Miss Mamie Hughes, who has been visiting Mr. and Mrs. Samuel M. McNeel for sometime past, left Monday for her home in Union County.

Mr. E. B. Lowry has accepted a position with the firm of B. N. Moore & Co., cotton buyers. Mr. and Mrs. J. H. Witherspoon, left today for Camden, where Mr. Witherspoon has charge of the Graded school. Mrs. G. W. Foster left for her home at Verdery, S. C., this morning after spending two weeks with her parents, Mr. and Mrs. W. B. Steele.

Mr. Carl Hart of Columbia, came up to Yorkville on Sunday and returned on Monday, spending the time with his parents, Mr. and Mrs. Geo. W. S. Hart. Little Miss Margaret Virginia Miller returned to her home in Rock Hill yesterday after spending a week with her grand-parents, Mr. and Mrs. L. R. Williams.

Mrs. S. A. Carroll, Mrs. W. R. Carroll and child, Mrs. J. E. Carroll and children and Mrs. O. E. Grist and children are spending this week at Piedmont Springs. Mr. Dewey F. Schorb and son, Robert, and daughter, Sarah, left for their home in Columbia, on Monday after a visit of ten days to the family of Mr. Geo. T. Schorb.

It was Dr. Baxter Moore instead of Dr. Wylie Moore who gave his assistance at the wreck. The two gentlemen are brothers and the reporter had their names mixed. T. C. Hicks, W. H. Wylie, Jr., and Express Agent D. F. Dukes were removed to their respective homes last Friday afternoon by way of the Carolina and North-Western.

Mrs. Mary E. Willford and children will leave tomorrow for Sumter, where they will make their home. Mr. W. M. Allison and family will occupy the house vacated by Mrs. Willford. Mr. Geo. W. S. Hart, Esq., went to Rutherfordton Sunday evening to take part in the trial of the case of Harrill, Adams vs. S. C. & Ga. Ex. R. R., which involves the death of Engineer Metcalf at Buffalo creek. Mr. Hart represents the railroad.

Mr. R. E. Heath of Monroe, N. C., arrived in Yorkville this morning in company with his brother, Mr. G. C. Heath, who is now located in Lancaster. Mr. R. E. Heath is to take the position that his brother formerly held with the firm of J. M. Heath & Co., and expects Mrs. Heath to join him here in about two weeks.

ECHOES FROM THE WRECK.

It was stated in THE ENQUIRER that the three injured Negroes were taken to Rock Hill. This was a mistake. They had been removed to Yorkville before the arrival of the Rock Hill physicians. When the wrecking force arrived Thursday afternoon, one of the men was heard to say, "I've had no dinner, and there is no chance for supper or breakfast. A gentleman of Yorkville who overheard the remark was observed to saddle a horse and ride off. In something less than an hour he showed up with an armful of bread, canned goods and other eatables, all of which he turned over to the hungry men.

In addition to the Yorkville physicians who attended the wounded, there were also on hand Dr. J. H. Saye of Sharon, Dr. Wm. M. Love of McConellsville, Drs. E. W. Pressly and J. W. Campbell of Clover, and Dr. T. B. Hough of Newport. Dr. Hough was at the wreck where he assisted, the other physicians. The other physicians named gave their services to the wounded who had been brought to Yorkville. All did good work.

In talking over incidents afterwards, one gentleman who happened to be among the first to arrive on the scene, told of how after he and others had cut a hole in the side of the car and dragged out an injured passenger, two little boys came crawling through the same hole. "They looked like scared rabbits," said the gentleman, and one of them was still holding to his box of lunch. They walked away up on the hill, and remained there until they were directed to the house of Mr. Bolin near by.

There was a story in circulation on Thursday afternoon and since to the effect that the crew of the eastbound passenger train felt the trestle give as the train passed over and warned the crew of the westbound train. There is no truth in this story. Mr. G. T. Radcliffe of Yorkville was on the eastbound train, and by reason of his vocation as a commercial traveler, is thoroughly familiar with the road as is even the railroad people. He says he noticed nothing unusual when the train passed over. Nor was that all. It is a fact that the train crews were never in talking distance with each other at Rock Hill.

It happened that Mr. J. A. Maxwell, roadmaster, was in Yorkville, at the time of the occurrence of the disaster. He immediately went to the telegraph office and sent messages to Supt. Heether and other officials, and also had all the physicians of Yorkville summoned. When there was nothing more to be done here, he went on down to the wreck, and gave assistance like other individuals, until the section men began to arrive when he directed their efforts. He showed up well throughout it all, and accorded the highest praise to the people who worked so earnestly and intelligently. Mr. Maxwell remained with the wreck until it was practically cleared up.

There were certain inaccuracies in the story of last Thursday's wreck as told in THE ENQUIRER of Friday; but taken as a whole the story was the most accurate and complete that has been published. This was because THE ENQUIRER had experienced representatives on the ground to note the situation, and to investigate all details that appeared to be important. That some important incidents escaped these representatives was natural, and it was just as natural that there should be inaccurate statements about others. We do not feel, however, that we are due our readers any very humble apologies, for there are few newspapers in this part of the state that would have done any better under the circumstances. But connected with this unfortunate

tragedy, there are numerous other facts and incidents that are calculated to make interesting reading, not only because of the information that goes with them but also because of their bearing on the various characteristics of human nature. Among the first of the Yorkville people to get news of the wreck was Policeman W. J. Whittener. He was superintending a force of seventeen Negroes at the rock crusher near the depot. When he got the first imperfect news of the disaster, he immediately left for the scene. Upon his arrival he joined others in the work of relief. Within a few minutes, it developed that more hands were needed, and when Dr. Cartwright began to move timbers from over the engine for the double purpose of getting out the bodies of the engineer and fireman and preventing a conflagration in the great pile of debris, Mr. Whittener began to collect his force. As fast as he found his men he sent them to Dr. Cartwright and Dr. D. M. Hall, who had charge of the work. He found fourteen of the seventeen and they all worked with faithful perseverance. Mr. Whittener made a list of his workers and the town paid them for their services. Mr. Whittener, however, will present the bill to the railroad company.

Among the injured men lying out on the muddy creek bank, was a Negro boy apparently twenty-three or four years of age. After he had received attention from the physicians, he revived sufficiently to be able to talk. A gentleman from Yorkville, knelt over and asked him as to how badly he was hurt. "Pretty bad," said the Negro, and then raising his eyes to the tent rails that projected from the trestle over him, he changed the subject and remarked: "White man!" The gentleman indicated that he was listening and wanted to hear what the boy would say. He continued: "Don't you never get on another one that you can do for me as you live." Just then another gentleman came up and asked: "Is there anything I can do for you, partner?" "I'm going to die," the Negro replied, "you better see what you can do for some of these white men." "But don't you think a drink of whiskey would help you?" The Negro indicated that he did not feel wanted to accept of it, and the gentleman put a bottle of rum on the ground and said: "I'm going to die," the Negro replied, "you better see what you can do for some of these white men." "But don't you think a drink of whiskey would help you?" The Negro indicated that he did not feel wanted to accept of it, and the gentleman put a bottle of rum on the ground and said: "I'm going to die," the Negro replied, "you better see what you can do for some of these white men." "But don't you think a drink of whiskey would help you?" The Negro indicated that he did not feel wanted to accept of it, and the gentleman put a bottle of rum on the ground and said: "I'm going to die," the Negro replied, "you better see what you can do for some of these white men."

LOCAL LACONICS. We Will Send the Enquirer From now until January 1, 1904, for 64 cents. Settling Claims. Law agents of the Southern railway appeared on the scene immediately after the wreck and commenced work trying to settle the various claims. J. N. McLaurin and F. M. Stephenson settled for \$12.50 and \$15 each, respectively, and the Negro, James Cunningham was offered \$100; but his father would allow him to accept only \$25. There are several passengers who are not inclined to settle cheap. To Make Further Examination. A brother of J. R. Norman, the man who was recently drowned in Catawba river, was in Yorkville Monday trying to get the coroner to re-open the inquest. Many of Norman's friends seem to believe that the man was shot before he reached the water. The coroner does not feel warranted in re-opening the investigation in view of the verdict already rendered. It is understood that the relatives and friends of the dead man will have the body raised on their own motion. All Discharged. The Negroes who were recently committed to jail on the charge of having attempted to rescue the prisoner Sph Leach, at the Negro picnic recently, were before Magistrate J. C. Comer on preliminary examination on Saturday. Some of the defendants were represented by Thos. F. McDow, Esq., and others by F. P. McCain, Esq. There was no evidence to show that any of the defendants had attempted to attempt to rescue and all of them were discharged. Baptism at Union. Fifteen persons who applied for membership in Clover and Union Baptist