Anderson Intelligencer.

E. B. MURRAY, Editor.

WEDNESDAY, AUG. 18, 1887.

TERMS:
ONE YEAR.....$1.50.
SIX MONTHS.....75c.

THE PROHIBITION ELECTION.

The prohibitionists have been badly defeated in this County, as appears from the tabular statement published below. The result has been accepted by them in good temper, and although the majority is large, they find nothing particularly discouraging in the result, for it has been attained by the colored vote, and by irregularities in the registration, growing out of the laxity of the registration clause of the Act. Many negroes under age are believed to have registered, and many disqualified by crime have also been voted. The full white vote was not registered. The anti-prohibitionists admit that 2300 negroes were registered, while the prohibitionists think the number was fully 2500—2800. There are from 1300—2000 colored voters registered under the State registration, and there were certainly, we think, not more than two-thirds of the vote registered. We are satisfied there were fully 2400 negro votes cast on last Tuesday, of which the prohibitionist, from the best reports we can obtain, did not poll over 100 or 200 at the outside. There were 5398 votes polled, of which, by this count, there were 3000 whites. Thus it will be seen that the vote with the white voters was close, giving a small majority to the prohibitionists of from 75 to 300 votes. We regard these figures as making the allowances against the prohibitionists. In the last Senatorial election the Democratic vote was 3485. All of this vote did not appear in this election, and it contained several hundred colored votes which were run into the clubs in different parts of the County. The anti-prohibitionists on yesterday managed the negro votes better and more absolutely than we have ever seen the Republican leaders do it, and it served them an excellent purpose.

The battle is over, and the prohibitionists are content that they have made a good fight under adverse circumstances. We hope the bitterness of the canvass may subside, and are satisfied that the reaction of public sentiment after the election will increase the prohibition sentiment of the County. The following are the figures of the election:

	No Prohibition.	Prohibition.
Anderson	795	322
Pendleton	236	19
Sandy Springs	77	64
Centreville	65	76
Bethany	264	66
Hopewell S. House	183	82
Greenwood	93	28
Williamston	178	120
Belton	346	150
Honea Path	239	148
Craytonville	162	112
Carswell Institute	139	66
Cedar Wreath	144	78
Corner	142	65
Williford's Store	151	67
Brown & Farmer's	98	85
Maret's Store	41	45
George Stevenson's	123	35
Holland's Store	81	24
Pelzer	105	86
Total	3662	1738

OVER ONE HUNDRED KILLED.

Appalling Railroad Disaster.

CHICAGO, August 11.—A special to the Chicago *Times* from Forest, Ill., says: All the railway horrors in the history of this country were surpassed three miles east of Chattsworth last night, when an excursion train on the Toledo, Peoria and Western Railroad dropped through a burning bridge and over one hundred people were killed and four times that number more or less badly injured. The train was composed of six sleeping cars, six day coaches and chair cars and three baggage cars. It was carrying 960 passengers, all excursionists and was bound for Niagara Falls. The train had been made up all along the line of the Toledo, Peoria and Western Railroad, and the excursionists hailed from various points in central Illinois, the bulk of them, however, coming from Peoria. Some of the passengers came from Canton, El Passo, Washington, and at each all stations along the line, and some came from as far West as Burlington and Keokuk. A special and cheap rate had been made for the excursion, and all sorts of people took advantage of it. When the train drew out of Peoria at 8 o'clock last evening it was loaded to its utmost capacity. Every berth in the six sleepers were taken, and the cars carried sixty people each. The train was so heavy that two engines were hitched to it, and when it passed this place it was an hour and a half behind.

Chattsworth, the next station east of here, is six miles off, and the run there was made in seven minutes. So the terrible momentum of these fifteen coaches and two engines, shooting through space at the rate of a mile a minute, is understood. No stop was made at Chattsworth, and on the heavy train, with its living freight, sped through the darkness of the night.

Three miles of Chattsworth is a little slough, and where the railroad crosses a dry run about ten feet deep and fifteen feet wide. Over this was stretched an ordinary wooden trestle bridge, and as the excursion train came thundering down on it, what was the horror of the engineer on the front engine when he saw that the bridge was burning. Right up before his eyes leaped the bright flames, and the next instant he was among them. There was no chance to stop. Had there been any warning it would have taken half a mile to stop, and the train was within 100 yards of the red-tongued messenger of death before they flashed their fatal signals into the engineer's face. But he went over in safety, the first engine keeping the rails. As it went over, the bridge fell beneath it, and it could only have been the terrific speed of the train that saved the lives of engineer and fireman. But the next engine went down, and instantly

THE DEED OF DEATH WAS DONE.

Car crushed into car, coaches piled one on top of another, and in the twinkling of an eye nearly one hundred people found instant death and fifty more were so hurt that they could not live. As for the wounded, they were everywhere. Only the sleeping coaches escaped, and as the startled and half-dressed passengers came tumbling out of them they found such a scene of death as is rarely witnessed, and such work to do that it seemed as human hands were utterly incapable. It lacked but five minutes of midnight. Down in the ditch lay Second Engineer McClintock dead, and Fireman Applegate badly injured. On top were piled three baggage cars, one on top of another, like a child's card house after he had swept it with his hand. Then came six day coaches. They were telescoped as cars never were before, and three of them were pressed into just space enough for one. The second car had mounted off its trucks, crashed through the car ahead of it, crushing the wood aside like tinder, and lay there, resting on top of the seats, while every passenger in the front car was laying

DEAD AND DYING

underneath. Out of that car but four people came alive. On top of the second car lay the third, and although the latter did not cover its bearer as completely as the one beneath its bottom was smeared with the blood of its victims. The other three cars were not so badly crushed, but were broken and twisted in every conceivable way, and every crushed timber and beam represented a crushed human frame and broken bone. Instantly the air was filled with the cries of the wounded and the shrieks of those about to die. Groans of men and screams of women added to make an appalling sound, and above all could be heard the agonizing

CRIES OF LITTLE CHILDREN,

as in some instances they lay pinned beside their dead parents. There was another terrible danger yet to be met. The bridge was still burning, and the cars were laying on and around the fiercely burning embers. Everywhere in the wreck were wounded and unhurt women and children, whose lives could be saved if they could be gotten out, but whose death in a most horrible form was certain if the twisted wood of the broken cars caught. And to fight the fire there was

NOT A DROP OF WATER,

and only some fifty able-bodied men who still had presence of mind and nerve enough for duty. The only light was that of the burning bridge, and with so much of its aid fifty men went to work to fight the flames. For four hours they fought like fiends, and for four hours victory hung in the balance. Earth was the only weapon with which the fire could be fought, and so an attempt was made to smother it. There was no pick or shovel to dig it up, and no barrows to carry it, and so desperate were they that they dug their fingers into the earth, which the long drought had baked almost as hard as stone, and heaped the precious handfuls thus hardly won upon the

ENCROACHING FLAMES,

and with this earthwork, built handful by handful, kept back the foe. While this was going on, other brave men crept under the wrecked cars beneath the fire and wooden bars which held as prisoners so many precious lives, and with pieces of boards, and sometimes their hands, beat back the flames when they flashed up along the seats. An unfortunate wretch who was pinned down by a heavy beam looked on helplessly while it seemed as if his death by fire was certain. And while the fight was thus going on, the ears of the workers were filled with the groans of dying men, the anguished entreaties of those whose death seemed certain unless the terrible blaze could be extinguished, and the cries of those too badly hurt to care in what manner death were brought about, so it only would be quick. So they dug up the earth with their own hands, reckless of the blood streaming out from their broken finger nails, and heaping it up in little mounds, while all the time came

HEARTRENDING CRIES,

"For God's sake, don't let us burn to death!" But finally the victory was won; the fire was out after four hours of endeavor, and as its last sparks died away the light came up in the east to take their place and the dawn came up on a scene of horror.

While the fight had been going on men had been dying, and there were not so many wounded to take out as there had been four hours before. But in the meantime the country had been aroused. Help had come from Chattsworth, Forest and Piper cities, and as the dead were laid reverently alongside of each other out in a cornfield, there were ready hands to take them into Chattsworth, while some of the wounded were carried to Piper City. One hundred and eighteen was the

AWFUL POLL OF THE DEAD,

while the wounded number four times that many. The full tale of the dead cannot, however, be told yet for days. Chattsworth was turned into a morgue to day. The town hall, engine house and depot were all full of dead bodies, while every house in the little village has its quota of wounded. There were over 100 corpses laying in extemporized dead houses, and every man and woman was turned into an amateur but zealous nurse. Over in a lumber yard the noise of hammers and saws rang out in the air, and busy carpenters were making rough coffins to carry to their homes the dead bodies of the excursionists who, twelve hours before, had left their homes, full of pleasureable expectation of the enjoyment they were going to have during the vacation which had begun.

PROMPT ASSISTANCE RENDERED.

When news of the disaster was first flashed over the wires prompt aid was at once sent. Dr. Steel, Chief Surgeon of the Toledo, Peoria and Western Railroad, had come on a special train, and with him were two other surgeons and assistants. From Peoria also came Drs. Martin, Barker, Flugler and Johnson, and from every city whence the unfortunate excursionists had come from, their physicians and friends hurried on to help them. From Peoria had also come delegations of Red Men and the Ancient Order of United Workmen, numbers of both sects being on the ill-fated train. And so, after 8 o'clock in the morning, there were plenty of people to do the work that needed such prompt attention.

IMPROVISED HOSPITALS AND MORGUES.

In the Town Hall was the main hospital, and in it anxious relatives and sorrowing friends sat, and, fanning the sufferers' faces, queried the attending surgeons as they bound the wounded and insisted that there must be hope. Down in the dead houses, fathers, husbands, wives and children tearfully inspected each face as it was uncovered and sighed as the features were unknown, or cried out in anguish when a well known face, sometimes fearfully mangled but yet recognizable, was uncovered. The entire capacity of the little village was taxed, and kind-hearted women drove in from miles around to give their gentle ministrations to the sufferers.

HUMAN VULTURES.

No sooner had the wreck occurred than a scene of robbery commenced. Some band of unspeakable miscreants, heartless and with only animal instincts, was on hand, like guerillas who throng the battlefield the night after the conflict and filch from the dead the money which they received for their meagre pay, stealing even bronze medals and robbing from the children of the heroes other worthless emblems of their fathers' bravery. So last night did these human hyenas plunder the dead from this terrible accident, taking even the shoes which covered their feet. Who these wretches are is not known. Whether they were a band of pickpockets who accompanied the train or some robber gang who were lurking in the vicinity cannot be said.

A HORRIBLE SUSPICION,

however, exists, and there are many who give it credit, that the accident was a deliberately planned case of train-wrecking; that the bridge was set on fire by miscreants who hoped to seize the opportunity offered; and the fact that the bridge was so far consumed at the time the train came along, and added to the fact that the train was an hour and a half late, are pointed out as evidence of a careful conspiracy.

ROBBING THE DEAD AND DYING.

It seems hardly possible that man could be so lost to all ordinary feeling which animates the basest of the human race; but still, men who will rob the dead, men who will steal from the dying and plunder the wounded, held down by the broken beams of a wrecked car—wounded whose death by fire seemed imminent—can do most anything which is base, and that is what these fiends in human form did. They went into the cars when the fire was burning fiercely underneath, and when the poor wretches who were pinned there begged them, "For God's sake, help us out," stripped them of their watches and jewelry and searched their pockets for money. When the dead bodies were laid in the corn fields these hyenas turned them over in search of valuables; and that plunder was done by an organized gang was proven by the fact that this morning, out in the cornfield, sixteen purses, all empty, were found in a heap. It was ghastly plundering, and had the plunderers been caught this afternoon they would surely have been lynched.

CHATTSWORTH, August 12.—Stories and incidents concerning the disaster are coming to light as the excitement in a measure dies out. Robberies are becoming known. Miller Patterson, when he left Wyoming, his home, carried a silver watch and had about $30 in money, after buying his ticket. Only $2 were found on his body. A man, apparently a tramp about 50 years of age, was caught in the act of robbing a corpse, and was spotted thereafter by a young man and made a sneak for Piper City.

For three hours one woman was hanging out of the car window, her body lifeless. She was caught by the thighs, and it took about fifteen minutes to extricate her. Her legs were horribly mangled, and the flesh torn completely off.

One of the most ghoulish acts ever recorded is going the rounds. A man was getting out of the cars. Near him, during the journey, was a woman with a fine gold watch and chain. She was badly injured, and cried with anguish: "Oh, God! Help me?" The man turned apparently to assist her, but, instead, stooped over, grabbed the watch and chain and fled.

The rescuing party who were among the first to go through the wreck saw watches, chains and pocketbooks scattered around. Such of these as they had time they picked up and restored to their owners.

In the third coach from the engine was a man with his wife and daughter. When the wreck occurred he lost a hand-satchel, but afterward found it, but his pocketbook containing $95 was gone.

A new theory has been developed. It is in effect that at the inquest an attempt will be made to prove that there was fire at the bridge on the afternoon of the accident. Mr. Dolph, or "Old Man" Dolph, as he is known here, lives northeast of the wreck. His house is about a quarter of a mile from the wreck, while his land comes right up to the bridge. What it will be attempted to prove by him is that during the afternoon he saw smoke rising in the direction of the bridge. Knowing how dry it was and fearful lest his oat stubbles and shocks should be burned, he went to the place and found fire around the bridge. H. Dairs, who lives a quarter of a mile east, will be called on to corroborate him.

THE LOSS IN MONEY.

CHICAGO, August 12.—A Chicago *Times* Forest, Ill., special says: The pecuniary loss arising from the accident is simply enormous.

Under the laws of Illinois, the relatives of those killed in the disaster will, if they have any claim at all, deplete the treasury of the Toledo, Peoria and Western Road of something like $350,000, and those injured would receive at least a quarter of a million more.

CHICAGO, August 14.—A *Times* special from Champaigne, Ill., says: J. O. Barker, president of the Illinois Society of Engineers and professor of civil engineering in the University of Illinois, returned last night from a careful personal examination of the engineering problems of the Chattsworth disaster, and an examination of the condition of the other bridges and culverts, and the protection from fire given those culverts by the road officials and track hands. He favored the *Times'* correspondent with the following:

"The incendiary theory has no foundation whatevsr. I am unable personally to find any citizen of Chattsworth who have seen suspicious characters loitering about as suggested by that theory. The flames of the burning culvert were plainly seen from Chattsworth at intervals for several hours before the accident. From the lay of land they must have risen five or six feet above the track to have been seen so far. It is plain that an attempt had been made to protect the bridges of the road from fire, but personal inspection of other culverts in that vicinity shows it was not done so as to afford complete protection. Personal inspection along the line of the road for several miles shows that the grass and weeds were not all burned off, but many patches were left unburned, and in the immediate vicinity it was more carelessly done than elsewhere. The culvert itself was the usual build and abundant strength to carry the train, but for the fire which had destroyed the lower portion."

He added that he thought it probable that the fire left by the section men late in the afternoon, who, by their own testimony, admitted that there was burning grass only forty rods away, was driven to the culvert when they left, by a slight change of wind. Otherwise it is possible that sparks from the special train of the superintendent of bridges, the last train before the fated excursion, kindled in the grass near the culvert and burned slowly for a long time and finally fired the culvert.

Across the Mountains.

KNOXVILLE, TENN., Aug. 11, '87.

MR. EDITOR: This bright and beautiful morning, with the cool breeze fanning us, in company with our juvenile companions, Harry and Loyd, we visited a crippled invalid living, or rather breathing, in abject poverty in Mucktown. A man whom God blessed with a hale, stout, iron constitution, good looks and abundance of natural sense, a pleasant wife and two bright little children, but who gave over to his love for liquor, until one night while in a drunken state, he fell from the street car and was mangled to a most pitiful condition. He is now lying stretched on his bed in what they call *home*. One little, narrow room, with a stove very near his bed, and other household possessions piled around him, this hot weather trying to breathe and live on. For this room they pay five dollars a month, and if they fail to come up with their rent just one day, they will be thrown out into the street. The pale cheek, the haggard look of that mother as she stands at the table ironing, from the heated stove, trying so hard in her tired, weary state to keep "the wolf from the door," haunts me, but, thank God, that Holy Spirit is not debarred from such hovels. The ray of Light which beams down from Mt. Calvary can be brought into the very darkest hovel, and "The prayers of faith shall save the sick, and the Lord shall raise him up, and if he has committed sin they shall be forgiven him." With our daily companion, (God bless our old Bible) we opened and read the fourteenth chapter of John, and eleventh of Hebrews, feeling in our heart that "His grace is sufficient for us, for his strength is made perfect in weakness." The spirit itself made intercession for us all, and the beam of joy which lit up the pale face of the tired mother, the bright and cheery countenance of their innocent little children, and the silent tears rolling down the flushed cheeks of the inebriate father, as he grasped our hand, pouring out from his penitent heart thanks and praise, and begged us come again, filled our heart full of joy as we wended our way home through the streets of the poor and needy, begging our Father to forgive the sins of "That poor soul, which to his everlasting residence, before the dew of evening fall, might fleet." To work for the good of others brings happiness to our own heart, feeling every day that Divinity (which shapes our ends, rough-hew them as we may) tells us all honest work is noble, but the noblest of all work is that of winning souls. It enables us to find tongues in trees, books, in the running brooks, sermons in stones, and good in everything.

The City of Knoxville is all aglow over the new railroad in vogue to run through our Southern States. At a demonstration meeting last night an outpouring of the spirit and people thronged the streets which was lit up by electricity, riding in procession with over one thousand torch lights, and as many flags distributed among the wards in proportion to number, several very handsome floats, and hundreds of transparencies, all beaming over men of every political creed which swelled the crowd. The millionaire, the laborer, the merchant prince, the mechanic, Republicans and Democrats, marched side by side, and the slogan was "hurrah for Knoxville." The ladies were out, and three bands furnished the music. The speakers addressed "humanity by the acre," one predicting a town of a hundred thousand inhabitants before he would be elected "President," and he wanted the roads so he could grow rich and be called "Mister," for now he is poor and everybody calls him "Joe."

These people are progressive, and their beautiful and healthy "City in the Mountains" is growing in every direction. Edgewood, Mucktown, Bellls Aveneu, East Port, Brookside, Mechanicsville, are some of the beautiful towns nestled around the suburbs of this city. And healthy? the most healthy country I was ever in, is East Tennessee.

Most strangers visiting here from the two Carolinas and Virginia are gaining from two to three pounds a week. The air, the water, the kindness received at the hands of strangers, all invigorates and helps us to grow strong.

B. CLEMENT.

Some Memorable Railway Disasters.

Only two other railway disasters in this country begin to parallel that near Chattsworth—one at Campbell, Tenn., July 17, 1856, the result of a collision, and the other at Ashtabula, Ohio, December 29, 1876, when a bridge gave way over a creek. A hundred or more lives were lost on both occasions. Greater havoc, however, was wrought near Cuantia, Mexico, June 24, 1881, when the fall of a bridge destroyed nearly 200 lives; and near Tcherny (166 miles west of Moscow,) Russia, July 13, 1882, where, by derailment, 178 passengers were killed, and the remaining thirty-nine on the train were all injured. Indeed, as one comes down the scale he still finds most of the worst accidents of this class occurring abroad. By that at St. Hilaire, Canada, where the train ran off a bridge, eighty-three were killed and 200 wounded, June 29, 1864; seventy-four persons perished when the Tay Bridge, near Dundee, Scotland, was blown with a railway train into the river. December 28, 1879; thirty-four deaths ensued and seventy persons were hurt by the breaking of a carringe tire on the Great Western, at Shipton, England, December 24, 1874; fifteen were killed and 100 injured by the Winchburg collision, between Edinburgh and Glasglow, October 13, 1862; sixteen killed and 320 injured at Kentish Town (Hampstead Junction), England, September 2, 1861; twenty three killed and 176 injured two weeks before by the Clayton Tunnel collision on the London and Brighton road, and 209 were hurt by the Kirby collision, on the Liverpool and Blackpool road, June 27, 1857.

—Physicians in New York feel some alarm at the increasing number of young women who indulge to a great extent in deadly stimulants and narcotics like chloral or opium. Both here and in England "her drops" are as much a part of a fashionable married woman's toilet as her cologne bottle, and are used with as much freedom as men employ in calling for cocktails at the club, "with a dash of absinthe."

The Sea Serpent, at Last.

The sea serpent mystery has been solved for Maine. He was seen recently from the vessel of Capt. C. H. Griffin, who harpooned him, and the ship was carried over the seas at a rate of speed that would excel the *Volunteer*. But after a few hours the animal became exhausted and rose to the surface, revealing its identity as an immense turtle. When it was hoisted on shore it was weighed and tipped 1,430 pounds. A vessel containing ten Southern turtles was wrecked in Maine waters about fifty years ago, and this is supposed to be one of them and accounts for the many sea serpent stories that have originated in the State.—*Springfield Republican.*

A Kentucky Scandal.

LOUISVILLE, August 12.—Dr. E. D. Standiford, ex-president of the Louisville and Nashville railroad, and reputed to be the richest man in Kentucky, has not been dead three weeks and the fight over his property has already begun. He left no will, and under Kentucky law one-third of the personality and a life interest in a third of the realty would go to his wife, and the remainder in equal shares to his seven children. Her share would amount to $750,000. His wife, formerly Miss Scott, at his death on July 26, was a bride of nineteen days, and Murray Kellar, husband of his favorite daughter, is making a vigorous protest against giving up to her so large a share of the property. It was published the day after Dr. Standiford's death that Mrs. Standiford during his last hours was excluded from his room and that his last murmurs were directions for a division of his property to favor Mrs. Kellar. To-day this is supplemented by a publication in substance as follows: Dr. Standiford was lured into an engagement through a flirtation begun at the opera, and entered at once upon a drunken stupor which continued till after his marriage, and when the ceremony was performed was not in his right mind. Upon this ground suit to annul the marriage will shortly be instituted.

Dr. Standiford was, it is reported, unwilling to marry Miss Scott, and on the day of the wedding wanted her to accept a $20,000 check and break off the match. The night before, it is alleged, he had offered a lady here $100,000 to marry him and save him from the approaching wedding. His friends remonstrated at the ceremony that he was not in his right mind, and Miss Scott and her parents were warned, but with their minister persisted in carrying through the ceremony. It is generally believed the publication is inspired by Mr. Kellar, once general manager of the Louisville, New Albany and Chicago Road, but of late a ward politician and a man of leisure. On the other hand, Dr. Standford, while sober, told gentlemen here a week before his wedding that he was going to marry Miss Scott, and that she was the peer of any woman in Kentucky. She was also kindly received as his wife by the family, including the Kellars, who were living with Dr. Standiford at the time of his marriage. A few days ago Mr. Kellar and his family moved next door to the house of his brother-in-law, James G. Caldwell, president of the Birmingham Rolling Mills, and yesterday Mrs. Standiford left for Paducah and the Standford mansion was closed.

Released by a Mob.

WINCHESTER, VA., August 13.—A message from Woodstock, Va., says: United States Senator Riddleberger who was yesterday sentenced by Judge Newman, of the County Court, to pay a fine of twenty-five dollars and be imprisoned for five days for contempt of Court, was released from jail last night by a mob. The jailer made but slight resistance.

The circumstances leading up to the arrest of Riddleberger are related as follows by an eye witness:

On Thursday W. W. Jones was tried for larceny and the jury found that he was insane. Jones was a client of Riddleberger's, and the verdict made the Senator angry. He was accused of writing a placard and giving a boy two dollars to haul Jones up and down the town, displaying a placard meanwhile which the latter had witten on it. "Verdict, Bill Jones not guilty, but insane, jury insane, lawyers insane, Court insane, in the main." The noise occasioned by this display disturbed the proceedings of the Court, and the Commonwealth's attorney, J. C. Baker, had the Judge issue an order for the arrest of Riddleberger, to appear before Judge Newman and show cause why he (Riddleberger) should not be fined and imprisoned for ridiculing the Judge and jury and disturbing the Court.

At 5 o'clock Riddleberger appeared before the Court and defended himself. He said that Judge Newman had no jurisdiction in the case, which the Judge denied, and asked Senator Riddleberger to sit down until the evidence could be taken to prove that he (the senator) was the one who instigated the ridicule and then, he said, the Court would hear argument. Riddleberger would not sit down, and the Court fined him $25. He then defied the Court, and said: "This Court shall not send me to jail. Judge Newman then told the sheriff to take the Senator to jail for five days. Senator Riddleberger said he would like to see the man who could take him to jail, and Sheriff Whitman at once arrested the Senator and locked him up. This action caused much excitement, and this morning at 2 o'clock a mob of one hundred men, supposed to be from Edinburg, in this county, scaled the walls of the jail yard and took the Senator out on ladders. Riddleberger is on the street at this writing.

—The Abbeville *Medium* says, "Quite a sensation was created Monday afternoon by a family of five being nearly drowned trying to cross the creek in Fort Pickens. Moses Bell, a colored man, was returning from Hodges to his home in Lowndesville, and although the water was so wide, he thought it best to cross and get to town before it rained harder. When he reached the middle of the stream the current was too swift for the mules and the wagon was turned clear around. Mose cut the harness and then tried to swim out with his little girl, but both went under several times. The child caught on a limb and held on until assistance came. The father after being carried almost to the culvert in the railroad track, caught to a tree and pulled himself to higher land, but even then he was in water up to his neck. By this time a large crowd of people had collected on the track consisting mostly of negroes, but no one seemed willing to venture in. J. S. Hammond and J. C. Douglass, rescued the sinking parties by swimming in for them, and deserve a great deal of credit. If they had not been there the poor people would have drowned."

WOFFORD COLLEGE,
Spartanburg, S. C.

JAS. H. CARLISLE, LL.D., President. Seven Professors, with corresponding chairs of instruction. Fall Session begins Oct. 1st, 1887. For catalogue address
J. A. GAMEWELL,
Sec. of Faculty.

WOFFORD FITTING SCHOOL.

Four large brick buildings. Boys are prepared for College. Separate business course. Board in institution $10 a month. For further information apply to
A. G. REMBERT,
Head Master.
August 18, 1887 6 2

SCHOOL NOTICE.

MRS. C. R. MURRAY'S School will open on the 5th of September.
August 18, 1887 6 3

NOTICE TO CREDITORS.

All persons having demands against the Estate of Lent Hall, deceased, are hereby notified to present them, properly proven, to the undersigned within the time prescribed by law, and all persons indebted to said Estate must make payment.
P. C. HALL, Adm'r.
August 18, 1887 6 3

EXECUTOR'S NOTICE.

All persons having demands against the Estate of Elizabeth Nally, deceased, are hereby notified to present them, properly probated, to the undersigned within the time prescribed by law, and all persons indebted are notified to make payment to the undersigned.
FLORENCE BRIDGES, Ex'x.
August 18, 1887 6 3

Corporation Notice.

APPLICATION has been made to the Clerk of Anderson County, S. C., for the incorporation of the WILLIAMSTON HIGH SCHOOL COMPANY, according to the laws of South Carolina.
G. W. SULLIVAN, President.
J. M. LANDER, Clerk.
August 18, 1887 6 4

Ginners, Attention!

I have on hand several **Second-hand Steam Engines** in good order, which I will sell cheap.
Also, some **New Portable Steam Engines.**
Come soon and take your choice.
R. F. DIVVER,
Gen. Agent Geiser M'f'g. Company.
Anderson, S. C.
August 18, 1887 6 3m

LAND FOR SALE.

THE undersigned will sell on Saleday in November next, at Anderson, S. C., if not sold at private sale before that day, 155 acres of Land, situated in Hopewell Township, on Beaverdam Creek, known as part of the Moorhead tract. TERMS—One-third cash, balance on a credit of one and two years, in two equal instalments, with interest at 7 per cent.
ANDREW HARRIS.
August 18, 1887 6 3

To Contractors.

WE will let to the lowest bidder on the 20th instant, at 11 a. m., at Andersonville, the building of a Bridge across Little Beaverdam Creek.
Reserving the right to reject any and all bids.
J. JAMESON,
J. P. McGEE,
A. O. NORRIS,
Board Co. Com. A. C., S. C.
Per E. W. LONG, Clerk.
August 18, 1887 6 2

To Contractors.

WE will let to the lowest bidder, at the Poor House of Anderson County, at 11 o'clock a. m., on the 9th day of September proximo, the building of three Cottage Houses. Plans and specifications can be seen at this office from and after the 26th inst.
Reserving the right to reject any and all bids.
J. JAMESON,
J. P. McGEE.
A. O. NORRIS,
Board Co. Com. A. C., S. C.
Per E. W. LONG, Clerk.
August 18, 1887 6 4

To Contractors.

WE will let to the lowest bidder, at 11 o'clock a. m. on 30th instant, at the bridge place across Big Beaverdam, near G. W. Marett's, Esq., the building of a Bridge at said place. Plans and specifications exhibited on the day of letting.
Reserving the right to reject any and all bids.
J. JAMESON,
J. P. McGEE,
A. O. NORRIS,
Board Co. Com. A. C. S. C.
Per E. W. LONG, Clerk.
August 18, 1887 6 2

PERSONS WISHING
PHOTOGRAPHS!
SHOULD CALL AT
MAXWELL'S GALLERY
BEFORE SEPTEMBER 15th,
AS the undersigned will leave Anderson about that date.
J. A. WREN.
August 18, 1887 6

HOME SCHOOL,
Corner Evins Street and Marshall Avenue.

FALL Term begins on Thursday, September 1st.
Special attention is given to the manner in which pupils *study*; for this purpose the most important lessons are required to be prepared in the school-room under the direction of the teacher.
Credit given for all public money received.
LENORA C. HUBBARD,
Principal.
August 18, 1887 6 2

NOTICE.

NOTICE is hereby given that all partnership matters of W. S. Ligon & Co. having been settled between the undersigned, the business will hereafter be conducted solely in the name of R. S. Ligon.
All persons indebted to the Firm of W. S. Ligon & Co. will make payment to R. S. Ligon, surviving partner.
(Signed) R. S. LIGON,
(Signed) MRS. C. S. LIGON.
July 27, 1887.

Having succeeded to the business of W. S. Ligon & Co., I now say to my customers and friends that I shall endeavor, as heretofore, to study their wants, and be prepared to furnish them Goods upon the most advantageous terms, and respectfully solicit a continuance of the patronage they have so liberally given the old Firm. I expect to have in my Store in a few weeks a new and fresh Fall Stock, which I shall *in person* select in the New York and other Northern markets.
R. S. LIGON.
August 18, 1887 6

Greenville Female College,
GREENVILLE, S. C.

THE Thirty-third Session begins WEDNESDAY, SEPT. 21, 1887.

FACULTY—A. S. Townes, President, English, Latin, Mental and Moral Science; Miss Mary C. Judson, Lady Principal, Logic, Physical Sciences, Elocution and Calisthenics; Miss Caroline D. Dawson, French, Mathematics, and History; Miss Bessie Bagby, English, Latin, and Mathematics; Miss Lucy R. Hoyt, Composition, Latin, and English; Prof. W. F. Watson, (Prof. of Chem. and Phys. in Fur. University,) Special Lecturer on Physics and Chemistry; Prof. J. M. Perry, Penmanship and Book-keeping; Miss F. G. Bibb, Principal of Academic Department; Miss Julia Lide, First Assistant; Miss Ida I. Wells, Second Assistant; Miss Maggie G. Griffith, Principal Primary Department.

MUSIC DEPARTMENT.—(CONSERVATORY OF MUSIC.)—*Mrs. M. G. DeCamps, Principal, Theory of Music, Harmony, Vocalization, Piano Forte, Guitar, Organ, and Violin; Miss Rebecca Douthit, Piano, Theory of Music, and Thorough Bass; Miss Daisy Putnam, Piano and Rudiments of Music; Miss Lela A. Poore, Piano, and Rudiments of Music.

DEPARTMENT OF ART.—Miss Helen B. Platt (Graduate of Chicago Institute), Principal.

Miss F. G. Bibb, Lady Principal of the Boarding Department; Mrs. M. M. Lynes, Matron.

*Prof. M. G. DeCamps, in consequence of failure in health, has been compelled to retire (temporarily only it is hoped) from teaching.

THE GREENVILLE FEMALE COLLEGE registered 235 pupils last year.

For the best and most practical advantages of education to the daughters of the New South, Greenville ranks first. Church and Sunday School privileges are of unusual excellence, exercising upon the hearts of young girls such influences as will be of more value to them than all other training. They are excluded from society while pursuing their studies, and have intellectually rare privileges of culture. In health, too, Greenville stands without a rival.

Its Musical and Art advantages are second only to those in large cities. Correspondence solicited. Terms quite reasonable. Special rates to daughters of ministers of the Gospel.

Send for the New Catalogue.

A. S. TOWNES,
President.
August 18, 1887 6 4

NOTICE TO CREDITORS.

All persons having demands against the Estate of Jas. A. Sadler, deceased, are hereby notified to present them, properly proven, to the undersigned within the time prescribed by law, and those indebted to make payment.
J. M. LATIMER, Adm'r.
August 10, 1887 5 3

IMPORTANT COMMUNICATION.

CLEARING SALE OF DRY GOODS!

CLOSING OUT ODDS AND ENDS!

THE balance of our Summer Stock, comprising a great many very desirable Goods, is now for sale at WHATEVER PRICES THEY WILL BRING, in order to make room for Fall purchases.

We will commence this auction sale at once, and continue until every article of Summer wear has been swept away by the fearful TORNADO OF LOW PRICES.

We are going to cut and slash right along. No line will be left untouched. All will come under the hammer, and be knocked down at such prices as YOU ARE WILLING TO PAY FOR THEM.

Just listen at some of the reductions made by us voluntarily. We can't tell you the reductions on every article, but will give you a few of them anyhow:

500 Straw Hats at 25c, each, formerly sold by us at 75c—they must go.
5000 yds. Muslin Remnants at 2 1-2c, worth 5c—these will go like hot cakes.
1650 yds. White Dress Goods, which we sold at 25c—you can have them now at 10

Our Hosiery Department contains all grades of Goods, from the cheapest to the best. They can be bought at nominal prices.

Now is your time to buy, as you will never be able to buy so cheap again. Come along everybody, and make an inspection of these Goods. We know they will readily be taken by the trading public. Those who wait and put it off will not have as good selections to pick from, and might fail to get these bargains entirely.

Let everybody call at once, for this is the best offer that has ever been made to the people of Anderson, and it will be greatly to your interest to take advantage of it.

In conclusion we beg you, one and all, to accept our sincerest thanks for the liberal patronage heretofore bestowed upon us, and to assure you that we will do all in our power to merit a continuance of the same.

Yours, very truly,

Bleckley, Brown & Fretwell.

July 27, 1887 3

WE'VE MOVED BACK
TO OUR
OLD STOREROOM,

AFTER having it re-modeled, and will continue to beautify it and increase our Stock to meet the demands of our growing trade.

A fine line of **WALKING CANES** added to our Stock—20c. to $8.00 apiece.

New lot of **"NEVER-GO-BACK" ENGAGEMENT RINGS.**

JOHN M. HUBBARD & BRO,
Jewelers, Anderson, S. C.
July 14, 1887 1

JOHN E. PEOPLES,

Agent for the Celebrated

VAN WINKLE GIN, FEEDER AND CONDENSER,

Manufactured at Atlanta, Georgia, and to which Premiums were awarded at the Atlanta Cotton Exposition, Charleston Industrial Exposition Feb. 2, 1882, and at the South Carolina and Georgia State Fairs, 1881.

THE VAN WINKLE FEEDER AND CONDENSER can be attached to any other Gin, so parties having other make of Gins and wishing Feeders or Condensers can be supplied by sending in their order in time, and I will guarantee satisfaction.

All kinds of PULLEYS and SHAFTING and most IMPROVED CANE MILLS and EVAPORATORS furnished to order.

Van Winkle King Cotton Press.

Has long been before the public, and is too well known to need any further description. Its chief points of merit are: It takes very little room, is easily handled, and takes so little power; can be used on all kinds of powers—horse, water or steam. Ginning and packing can all go on at the same time, without interfering with the Gin. A two inch belt will pack a 500 pound bale of cotton. It saves its cost the first season in labor. Read the following testimonial:

ANDERSON, S. C.—Mr. John E. Peoples—Sir: The Steam Power Van Winkle Cotton Press bought from you last Fall has given entire satisfaction. I packed bales of cotton weighing 660 to 725 lbs. in five minutes with all ease, using a 4-inch belt and 25 lbs. steam. There did not seem any more strain on the Press than with a 400 lb. bale. For durability, strength, lightness of power, small quantity of steam required, economy of space, I deem it the King of all Cotton Presses—especially so as the low price at which it can be bought for puts it within reach of every man running a steam Gin. In fact I would not be without it for twice its cost. I would advise all my friends to buy one of Van Winkle's Steam Power Cotton Pressess, as you will save its cost in labor in one year.
M. A. COBB.

THE BOSS PRESS!

I am agent also for the "Boss Hand and Power Presses," which are strong, easily handled and easily erected.

THE STAR AND KING PRESS.

I am agent also for the Star Hand Press, which gives general satisfaction. Suitable for traveling Gins.

THE HALL SELF-FEEDING COTTON GIN,

Manufactured at Sing Sing, N. Y., has given satisfaction wherever used. The saws are made of the best imported steel. The saw shaft is the largest made. An examination of other Gins will convince you it is the most substantially built Gin in use. It never breaks the roll, and therefore does away with the expense of the revolving head, as the secret of making the Gin to prevent its breaking the roll is in the proper shape of the roll box. Every one should examine the improvements in the Hall Gin made this year, especially the improvement in the Feeder.

SECOND HAND MACHINERY.

I have a lot of second hand GINS and PRESSES, which are almost as good as new, that I will sell for about one half the price of a new one.

☞ Come in and see me and get prices before buying.

JOHN E. PEOPLES, Anderson, S. C.
July 7, 1887 52 2m

THE LADIES' BEST FRIEND.

Cosby's Hand Attachment for Sewing Machines!

Can be Used on any Machine.

AWAY with working Sewing Machines with your feet, when it brings