The Dillon Herald.

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HUNDREDS DEAD, MILLION LOSS.

Fearful Results of Fires in Porcupine District.

Toronto, July 12. — The loss of life in Porcupine district, from yesterday's fires is known to be several hundred and the property will reach several millions. Only three of the employees of the W[illegible] have been accounted for. Many miners, munkers and various other miners [illegible]. Among the [illegible] Weiss, manager [illegible] and his wife [illegible] Dome Mine [illegible] phia, sustained [illegible] 000. Reports [illegible] vague [illegible] life [illegible]

NEWS ITEMS

LETTERS FROM DIFFERENT SECTIONS OF COUNTY

MOVEMENTS OF THE PEOPLE

Pages Mill News.

(Received too late for last week.)

Miss Mabel Gasque, of Marion, is visiting Miss Esther Murden this week.

Miss Sudie Revells, accompanied by Miss Ella Ford, returned to her home in Florence Friday.

The Baptist pulpit was filled by Mr. Clifton Baker Sunday morning and evening. The pastor was called to preach the funreal of Mr. Qunince Powell's baby.

Bobbie Ford's auto race down hill with two goslings was the most interesting and exciting scene that has occurred in Pages Mill for many years The judges have not yet decided which won.

Mr. Eemp Brewer and daughter, Miss Emma, of Kempel, was in town on business Wednesday.

Miss Allie Gappings, of Chadbourn, N. C., is visiting Misses Lizzie and Clara Powell this week.

The party given by Miss Flora Ford Friday night in honor of her friends, was greatly enjoyed by all present.

Mr L. W. Temple and son, Joseph returned from Wrightsville Beach Saturday.

B. E.

Maple Dots.

Mark Jackson, of Temperance Hill, visited relatives in this section Sunday.

Arch Surles, of Dillon visited this section Sunday.

Miss Gussie Taylor, of Floydale, visited in this section Sunday.

A revival meeting will begin at Pleasant Grove church Sunday, August 6th and continue for a week.

Warren Jackson, of Clio, came down Sunday to see his brother J. K, Jackson, who is suck.

Lifford Taylor, of Floydale, was over here Sunday.

J. N. Jackson went to Clio Sunday.

A post office has been established at Floydale. Mr. Murray Hayes is postmaster.

Mrs. Golden Baily, of Kirby, visited relatives here last week.

Mr. D. H. Hyatt's new gins have arrived and he will have them ready for operation by the time the fleecy staple begins to open.

Willie Harris, who has been here for some time has returned to his home in Horry county.

The laying by time is late this year but it will not be long before the crops are laid by and the plows placed under the shed to rest for a while.

Simon.

The Busy Binghamites.

Crops are looking fine since the nice rain has fallen.

Misses May Belle Parham, May Belle Stott, Teva Belle Spinks and Nora Little were the guests of Miss Cindianna Atkinson last Tuesday.

There was a large crowd out at Reedy Creek Springs last Sunday afternoon, but found it still dry.

Ellis Berry, the little son of Mr. and Mrs. J. F. Berry, died last Tuesday morning with typhoid fever. He was sick for two weeks, and everything was done to restore the loved one to its perfect health, but alas, it was without avail. He was two years old. The bereaved family have our heart-felt sympathy.

A Friend.

Bermuda Briefs.

The health of this section is very good at this writing; no sickness to report at present.

The farmers that have tobacco this year have started to curing. C. G. McKenzie cured out a barn last week for the first in this place.

The protracted meeting at Piney Grove church closed Sunday after a very successful meeting.

Arch McIntyre, of Dillon, was in this section Sunday for a short stay.

L. B. Stephens is contemplating a trip to New York in the near future.

We hear this morning that wedding bells will ring soon for one of our bachelor friends. Lookout young ladies you will miss him if you don't mind.

Old Time.

Pages Mill Notes.

Miss Allie Gappins, of Chadbourn is spending a few weeks with Misses Clara and Lizzie Powell.

Miss Mabel Gasque, after spending several days with Miss Esther Murden, returned to her home in Marion last week.

Mr. and Mrs. Walter Arnette spent Sunday with Miss Willie Rogers.

Miss Ella Ford, after an extended visit to Florence returned home Friday.

Miss Ethel Townsend spent the week end with relatives near Gaddysville.

Mr. Walter Ford and wife, Mr. Ford's sister, Miss Flora, and Mr. L. W. Temple went to Dillon on business last Wednesday.

Messrs. Joseph and Averitt Temple have just returned from Wrightsville Beach, where they and the rest of the family have been staying for some time.

Mr. P. W. Townsend came from Clio Sunday to spend the day with his parents.

Miss Mamie Page spent Sunday with friends in town.

Mr. Brown visited his parents in Mullins last week.

Mr. Tim Gaddy, of Gaddysville, was in town last week.

Quite a number were out Sunday to witness the baptizing of several members of Oak Dale church.

GOING TO GEORGETOWN?

NORTH & SOUTH CAROLINA R. R. MAKING FOR TIDEWATER

GEORGETOWN OR CHARLESTON?

Asks For Privilege of Extending the Railroad 25 Miles South of Mullins to Britton's Neck.

Ever since it first touched Dillon the prediction has been freely made that the North and South Carolina railroad was making for tidewater, and that either Georgetown or Charleston was the objective point. The road could not hope to secure enough business from interior points to make it a paying enterprise, and the object of the builders from the beginning was to reach a point on the Atlantic Coast that would enable them to make through hauls. The opening of the Panama canal and the development of the coal fields in Clinchfield territory might have had something to do with the building of the North & South Carolina road, but even if they did not, there is some big motive behind all this railroad development in the Pee Dee section. The following dispatch from Columbia seems to throw some light on the matter, and the surmise of the writer may not be far wrong:

Columbia, July 16. — Special: Because rumors are current that the Seaboard Air Line is a real backer of the enterprise, although its control is nominally vested in Mr. W. R. Bonsal, of Mullins, a general interest for the whole State and a special interest for the Pee Dee centres in an application to the Secretary of State, Mr. R. M. McCown, for permission to amend the charter of the North and South Carolina Railway, so that the line, now in operation to Mullins, may be extended to "a point on the Pee Dee river, in Britton's Neck Township, Marion county."

The company's original charter in this State authorized the construction of a line of railroad from the North Carolina line at a point in Marlboro county, to a point in Harrileesville township, Marion, a distance of about forty miles; and by amendment in 1910 the company was permitted to extend its line twenty miles further, through Dillon and Mullins. It is now operating to Mullins. The present project is to continue the line about twenty-five miles further, in the general direction of Georgetown.

The Secretary of State could not immediately grant the petition for amendment, because an extension of the right of eminent domain was sought and in such case thirty days' public notice of intention to seek an amendment is required. The Secretary of State could not see his way clear to waive this notice. He has accordingly directed that advertisement of the company's purpose to seek amendment be made once a week for four consecutive weeks in a Marion county newspaper—the headquarters of the road being Mullins—and has issued a rule requiring persons concerned to show cause, if any exist before him on or before August 18, why the charter should not be amended.

Free State News.

The crops in this secttion are looking fine after the rain.

Arch McIntyre was seen in this section Tuesday.

Howard Hayes, of Latta, was a pleasant visitor here Sunday.

Mrs. S. W. Jackson and daughter, Miss Alice, of Dillon, spent Monday here.

Miss Anna Belle Hamilton of Mallory, spent a few days with Miss Dessie Hayes recently.

Miss Annie Meekings, of Rowland, is spending some time in this community.

Mr. and Mrs. H. J. Dunnaway, of Augusta, Ga., are expected here Thursday.

George Bethea, of Latta was here last week.

W. A. McRae, of Clio, was seen in this section Sunday.

Messrs G. W. Taylor, Vernon Parham and B. K. Pierce attended services at New Holly Sunday.

Rev. Stackhouse preached an interesting sermon to a large congregation Sunday at NewH olly.

Rev. Charles McLean preached an excellent sermon at the Dillon Presbyterian church last Sunday night to a good sized audience. Many of his old friends and fellow-townsmen were gratified by hearing a discourse so thoughtful, chaste and dignified in style and delivery. Mr. McLean gives promise of being a most edifying preacher and an admirable paster. He, with his wife, will be with his mother's family until September 1st, the good people of his charge to which he is called in Kentucky, having proposed to wait till that time, in order to secure him as their pastor. He will doubtless be heard again in Dillon before he leaves for his future home near Louisville.

PALMETTO LIMITED PLUNGES INTO AN OPEN SWITCH

DERAILS ENGINE AND THREE COACHES, SERIOUSLY INJURING TWO MEN, PROBABLY FATALLY INJURING A THIRD

ESCAPE OF PASSENGERS ALMOST MIRACULOUS

PLUNGING THROUGH THE DARKNESS AT 45 MILES AN HOUR THE PALMETTO LIMITED, NORTHBOUND, IS BADLY WRECKED HALF MILE NORTH OF BUCK SWAMP SATURDAY NIGHT.

Speeding along at the rate of 45 miles an hour the Atlantic Coast Line's "Palmetto Limited," due to reach Dillon at 8:45, plunged into an open switch half a mile this side of Buck Swamp Saturday night and was badly wrecked.

That a score or more of persons were not killed outright or seriously injured is little short of miraculous, but the passengers, caught like rats in a trap seemed to bear charmed lives and there was not a single fatality. Three men were injured, but only one so seriously that his life hangs in the balance.

The "Palmetto Limited" is due to leave Florence at 7:45 p. m. It does local work between Charleston and Fayetteville, making fairly good time in order to maintain its schedule, and after leaving Fayetteville it is one of the A. C. L.'s fastest trains into New York City.

Saturday evening the Palmetto Limited left Florence a few minutes late, with Conductor John W. Cotton, Jr., in charge of the train and Engineer Reddin Bullock, one of the most daring, and still one of the coolest engineers in the service of the Coast Line, at the throttle.

Some of the lost time was gained before the train reached Latta, but still No. 86 was several minutes late, and as the Saturday night travel is rather heavy and No. 82, following in the rear, was dead on time, Engineer Bullock had no time to lose, therefore when Buck Swamp was reached the train was clipping off 45 miles an hour.

Not dreaming that a few yards beyond the swamp an open switch awaited him, Engineer Bullock forced his train across Buck Swamp at a high rate of speed in order that he might negotiate the steep grade on this side without loss of time. At the top of the grade, just a few hundred yards from Bassentyre is what is called a spur switch—that is a switch which projects away from the main line like a spur on a rooster's leg—connected with the main line by only one switch gate, the other end being open.

The Switch Open?

Whether the switch gate was open—had been left open purposely or through mistake, or whether the heavy engine plunging along at a terriffic rate struck the guard rail and split the switch—will never be known, but anyway No. 86 plunged into the spur track with such violence that Engineer Bullock was thrown from his seat, and his fireman, who was feeding coal to the furnace was dashed against the side of the tender and badly bruised.

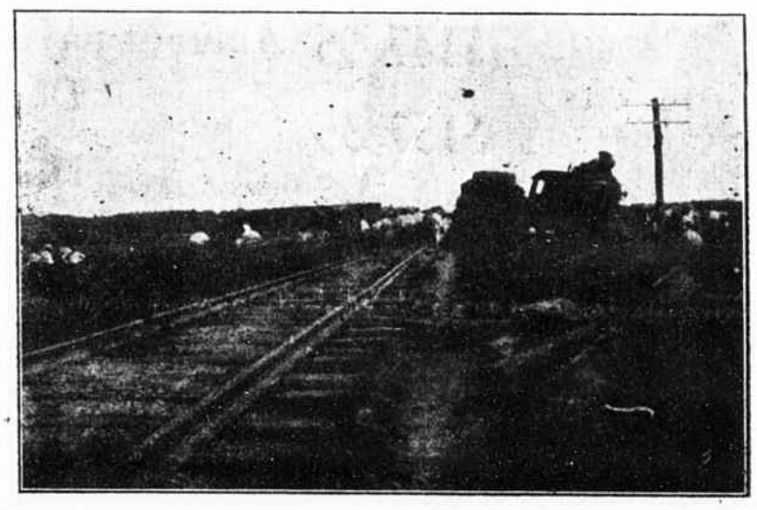
The moment the engine plunged into the side track Engineer Bullock knew something was wrong, and recovering his seat he barely had time to close his throttle and throw on the emergency brake before No .86 had plunged from the rails and was ploughing her way through the earth like a monster gone wild. Then followed the mail, express and baggage cars, piling upon each other with a crash that startled the neighborhood and told the story of a railroad wreck that might be attended with dreadful consequence.

So great was the impact that more than half [illegible] mail car was smashed in[illegible] the letter be[illegible] car were to[illegible] and the mail agent was hurled against the rear of the car with such violence that he was taken to the hospital for treatment. Following the mail car the express car was hurled from the tracks like a shot out of a catapult and landed in a cotton field forty feet to the right of the track. The baggage car suffered a similar fate, but was not thrown from the track as far as the express car. In each car was not less than three employees and how any of them escaped with their lives was a problem that caused veteran railroad men to slowly shake their heads and attribute the miracle to a kind dispensation of providence. As it was they received only a few bruises and scratches which may incapacitate them for work for a day or two. The express car was loaded with fruit and vegetables northbound, and numerous crates of beans, peaches and cantalopes were scattered over a wide area.

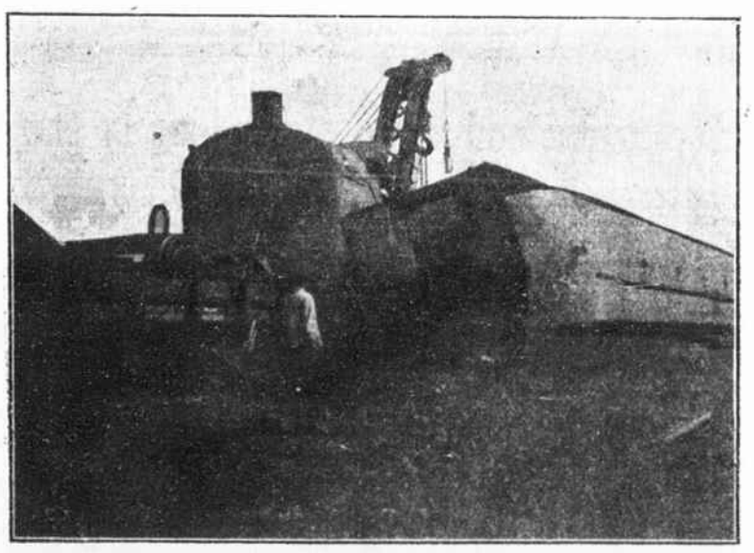
Tramp Seriously Injured.

Riding between the tender and mail car was a tramp by the name of Woddell. Woddell was beating his way to Dillon, having boarded the train at Florence. When the crash came he did not have time to jump and was caught between the coaches. His right leg was badly crushed and will have to be amputated, and the physicians think he received internal injuries which may cause his death. His groans attracted the attention of the trainmen

(Continued on page 8.)



General View of the Wreck. The Heavy Engine Wheels Sank Beyond the Hubs in the Mud and Gravel.



Jim Crow Car Being Hauled Onto the Rails by Giant Crane. A Score of Passengers in This Car Escaped Injury.

SHARKS IN CHARLESTON

BIG MONSTER IS SEEN AND ANOTHER CAPTURED IN HARBOR

8-FOOTER CAUGHT NEAR JETTY

Giant Fish Seen Off Custom House, Unless Witnesses' Eyes Deceived Them — Sharks Harmless.

Whether of not the waters round about Charleston have suddenly been invaded by a batallion of giant snakes says the News and Courier 's a question which is likely to give some concern just at the present time to local devotees of sea bathing. The same question crops up from time to time and usually in the summer, which is the season of the sharkes' greatest abundance; but this year, it seems, there is genuine ground for speculation as to them after, news being brought to the city yesterday of the capture of an eight-foot shark near the North Jetty and a twenty-foot monster having been seen, according to witnesses, swimming calmly in the water of the Cooper river off the Custom House pier.

Failed to Catch Monster.

Those who tell the tale of the twenty-footer declare that the big fish was seen yesterday morning feeding in the water off the head of the pier. Attempts were made to capture the aquatic giant, but these were not successful, and the shark finally disappeared, apparently heading towards the harbor mouth. It is said that it swam lazily about the head of the pier for some time, ceasionally showing parts of its huge body above the surface; and while no one could be found who was willing to vouch for it that the monster was fully twenty feet in length, it was the general opinion that 'his was not an extravagant estimate.

Eight-Footer Captured.

While many will doubt the tale of the twenty-footer, holding that the shark was probably a big one, but hardly as big at it appeared, none can doubt the tale of the eight-foot individual of the same savage race which comes to grief off the Jetties. The twenty-footer was merely seen, and sometimes the human eye plays tricks, but the eight-footer was actually caught and measured. The monster was eight feet, seven inches in length, and its weight was estimated at between 400 and 500 pounds. He was caught by a party of of four young men, who had gone down to the mouth of the Jetties in the launch Sico. The members of the party were Messrs. Edward Eve, Philip Eve, Edward Means and Edmund Shelby.

The boat was anchored near the North Jetty, and, just for the fun of it, though without much hope of catching anything big, the shark line was baited and thrown over board by Mr. Means. Some time afterwards he happened to look in the direction of the float and found that it had disappeared and that the line was taunt. The battle with the big fish began at once and raged for some little time. Altho the launch was at anchor the shark towed it around within the radius of the anchor line and made things generally lively for those on board before his strength and spirit were finally worn down and he was hauled aboard the launch and dispatched.

As to Man-Eaters.

Whether or not either of the two sharks was a real man-eater is not known. There is serious doubt, in fact, whether any of the species of shark that are classed among the man-eaters are ever found in this region. Instances where men or women have been attacked are very rare hereabouts, though there are a few such cases or record. In spite of the sceptics, however, there is no known reason why a twenty-foot shark should not be seen in Charleston Harbor. Most of the sharks that inhabit these waters are comparatively little fellows, harmless enough to mankind, but species exist which are every bit of twenty feet in length, and sometimes more. Thus the great White Shark, Carcharadon, the most formidable of the fish kind, often attains a length of twenty feet and is found in most seas. The Blue Shark, Carcharinus, is just as big or bigger. The Sleeper Shark, Somnosus, attains a length of eighteen feet and has nerve enough to tackle the whale himself in fair fight. The biggest of thesel atter-day sharks, however, as as nothing compared with those of earlier times, some, some which flourished in Tertiary days, having been as much as seventy-five feet in length.

MARLBORO CROP SHORT.

Poor Stands, Sand Storms, Dry Weather the Cause. — The Outlook.

Bennettsville, July 16. — Special: Refreshing and general rains throughout Marlboro county have greatly improved all kinds of crops. The prospects for corn is as favorable as has been for years, while cotton is irregular, bad stands and much of it young and small. The failure to secure stands, and the destruction caused by the "sand storms," necessitated much second planting, which on account of the unprecented dry weather caused the crop to be late. It cannot be hoped that with the most favorable seasons and very late fall, that more than two-thirds or three-fourth of an average cotton crop will be made here.

REFUSES TO CLOSE MILL

BOARD WILL LOOK TO LEGISLATURE FOR INSTRUCTIONS

CONDITIONS NOT UNSANITARY

Board Asserts that Health Conditions Are Excellent, Contradicting Oft Repeated Charges.

Columbia, July 13. — Special: Assuming full responsibility for conditions existing in the hoisery mill and maintaining that these conditions are as sanitary, clean and healthful as it is possible to make them; declaring that convicts employed in the plant actually undergo less menace to health than thousands of free citizens working in cotton mills; asserting that the contract with Lessee Graham was entered into with the consent of the Legislature and is in the opinion of the directors binding, both in morals and in law, the board of directors of the South Carolina Penitentiary transmitted to Governor Blease to-night a formal communication, the result of sessions held here yesterday and to-day, in which they say they must stand by the Graham contract, but will call the matter to the attention of the General Assembly, and will, of course, follow that body's instructions.

Letter to Governor.

The letter follows:

"His Excellency, Cole L. Blease, Governor — Sir: Your communication of some weeks ago demanding that this board abolish the hoisery mill contract with Mr. J. M. Graham, because of the alleged unsatisfactory, unsanitary, unhealthful condition in the hoisery mill was duly received. In compliance with your request, this board held a meeting on the 21st of June to fully consider the matter, but not being able to secure the advice of the Attorney General at that time it was continued until the meeting of the board held on yesterday, July 12. At this meeting the Attorney General and the Assistant Attorney General were both present, as were all members of the board. The matter was considered in all of phases and the conclusion of the board was finally reached.

"The board would call it to your attention, that on the 10th day of August, 1910, a formal contract was entered into by the board with Mr. J. M. Graham, to continue for a period of five years, beginning February 1, 1911. Under this contract the board let to Mr. Graham, the labor and services of from 200 to 350 convicts to be used by Mr. Graham in the manufacture of hoisery and other knitted goods of cotton and wool and in the manufacture of the necessary cases and bales for shipping the same.

Requirements of Contract.

"The contract specifies that these convicts are to be under the guard and control of the board of directors, and the building in which they are employed, which belongs to, and is within the walls of, the Penitentiary, under the same contract, is to be kept in repairs by the board of directors. In other words, the contract is one where the board of directors agree to have convicts do certain work, being under the exclusive control and supervision of the board of directors, and the place in which work being likewise under the exclusive control and supervision of the board of directors.

"It is clear, therefore, that any unsanitary conditions exist in the hosiery mill it is the fault of the board of directors, and not of Mr. Graham, as the board of directors assumes the duty of supervising the mill and keeping it in repair, as well as controlling the convicts that work therein.

SWEARINGEN FOR THE SENATE

Not Improbable Says R. M. McCown in Washington Interview.

Washington, July 15. — Special: At the head of its "Chats With Capital Visitors" column to-day, the Washington Post publishes the following interview with South Carolina's Secretary of State:

"The possibility of a second 'blind Senator' in Congress is suggested by R. M. McCown, of Florence, S. C., Secretary of State of South Carolina, at the Metropolitan Hotel.

"If Senator Benjamin Ryan Tillman does not want another term in the Senate, when his present one expires, in 1913," Mr. McCown said, "it is practically certain that his nephew, J. E. Swearingen, can have the toga."

"Mr. Swearingen is now State Superintendent of Education of South Carolina, and he has accomplished wonders in his work for education. Mr. Swearingen is blind, but his affliction has not impaired his ability, and from early manhood has been a figure in public matters. If he allows his name to be placed for election to the Senate he will be elected, whether by direct vote of the people or by legislative selection.

"Mr. Swearingen is a forceful and powerful man; his personality is pleasing, and if he follows his uncle in office he will be heard from on big things."

Lieut. and Mrs. George M. Stackhouse spent a few days this week with Dr. and Mrs. W. Stackhouse. Lieut. Stackhouse has been detached from the naval station at Charleston and it is very likely that he will be ordered to sea within the next few weeks.