

The Dillon Herald.

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DILLON, SOUTH CAROLINA, THURSDAY MORNING, AUGUST 17, 1911.

Vol. 17. No. 28.

NEWS OF THE COUNTY

NEWSY LETTERS FROM DIFFERENT SECTIONS OF THE COUNTY

COMING AND GOING OF PEOPLE

News Items of Interest to Herald Readers, Ebb and Flow of the Human Tide.

Maple Dots.

Mr. Stafford Lee and Miss Nettie Jackson were married Sunday, Aug. 6th at the home of the bride's parents, Mr. and Mrs. D. J. Jackson.

W. J. Coward, of Latta, was over here Saturday.

Mr. and Mrs. J. M. Surles, of Black Ankle, visited relatives here last week.

W. Gaddy, of Gaddy's Mill, was in this section last week.

Early cotton is opening and it will not be long before picking will begin.

Mr. and Mrs. Willie Rouse, of Free State, visited relatives in this section last week.

The Farmers' Union lodge has been completed. All members are requested to be present Friday night.

Miss Gussie Taylor, of Floydale, spent a few days last week with relatives in this section.

Rev. J. H. Moody, of Mt. Calvary, was over here Saturday.

S. J. Bailey, of Kirby, was over here one day last week.

The protracted meeting at Pleasant Grove church closed Sunday.

As a result of the meeting eight were added to the membership of the church.

C. F. Courie, of Dillon, was down here Sunday afternoon.

Eddie Brogdon, of Rocky Mount, was in this section Sunday.

W. A. Carter, who had his shoulder broke by a log cart wheel some time ago is able to be out again.

John Moody, of Mt. Calvary, was over here Sunday talking to the fair sex. There will be another dollar for the county before long.

W. T. Rogers, of Latta, was over here Sunday.

Burn Rogers, of Floydale, was in this section Sunday.

Simon.

Fine Plantation.

Mr. Editor:—

On the invitation of Mr. L. C. Braddy quite a number of his friends met at his excellent plantation to inspect his crop of cotton. We had heard of the fine prospects he had on his plantation but were completely amazed at the cotton. We didn't have time to go over the whole farm of four hundred acres, but what we saw was the best cotton we ever had the pleasure of looking at. Various estimates were made by those present. The lowest was one and one-fourth bales per acre, the highest three bales per acre on some of it. Mr. Braddy believes that he will gather 400 bales on the 300 acres, but the general opinion among the visitors was that if nothing happens to the crop to insure it 450 bales would be a conservative estimate. We next looked over his corn. Now when it comes to making corn Mr. Braddy is certainly in the swim as he has 50 acres that will yield 60 to 75 bushels per acre; then he has 25 acres of late corn that bids fare to make 50 or 60 bushels per acre. We then took a look at his mules, where we found twenty head of as fine mules as was ever assembled on one plantation. Then he showed us his hogs, and we found more hogs than we have seen in one lot in years, if ever before. They are Perki-shires and will average by killing time 200 to 300 pounds each. Mr. Braddy certainly looks after his hog and hominy. He don't depend on corn to raise them; he has Bermuda grass pasture and plants potatoes, cane, peanuts, etc., to feed them on.

After looking over the crops refreshments were served, which was enjoyed by all present. There was one thing we noticed very particularly and that was the different kinds of cotton planted. Of course, some varieties were better than others, the best being Braddy's money maker. Mr. Braddy has improved by selecting good stalks from different kinds then mix them together, then continue to select good stalks and by so doing he has one of the best varieties of cotton to be found. Farmers would do well to purchase some of those seed, as we think it would be a good investment. Mr. Braddy was called upon to give a history of his mode of farming, but as he is of timid disposition he declined to do so, stating that he preferred to let his growing crops speak for themselves.

The crowd then dispersed, looking forward to the time when they would have the pleasure of meeting again under similar circumstances. A Guest.

KILLED BY LIGHTNING.

Florence Farmer Struck While Walking From House to Barn.
Olanta, Aug. 3. — Henry B. Langston, a farmer, residing about four miles of here, was struck by lightning this morning and instantly killed. Mr. Langston was going from his house to barn when the storm came up and stopped under a large oak for protection. The lightning struck the tree killing him instantly. He is survived by a wife and several children.

FLOAT OVER CHICAGO

A Dozen Aviators Participate in Endurance and Altitude Contests. — Expect to Break Records.

Chicago, Aug. 13. — The record for total time in flying in one aviation meet is bound to be broken during the international aviation meet here. The inspiration is the \$2 paid each flyer for each minute his machine is in the air, and when the gun boomed to start the programme to-day the success of this plan for conducting a meet was proved.

Except for a half dozen aviators who planned to enter events for particular prizes there was a general exodus from the hangars and in less than half an hour there were a score of machines floating over the field and above the city, all planning to stay up until gasoline was exhausted.

The result was that during all the scheduled events there were at least a dozen machines hanging over the field, several of which remained up during the greater part of the afternoon.

Although there were a dozen men participating in the programme, and as many more out for endurance and altitude, the day was free from accident, John Frisbe being the only aviator to report trouble. A heavy rain during the morning and almost total lack of wind made the day ideal for flying, and fast time was made. The trip over the course, one mile and a third, around seven pylons, was made repeatedly in a minute, the average time in a 20-mile race being less than 25 minutes.

Beachy Was the Star.
Beachy was the star of the day. Never going more than 50 feet from the ground, he won the 20-mile contest for biplanes, making the distance in 23 minutes 12.26 seconds, and defeating Earle Ovington and James Ward, who finished in the order named. Beachy, after winning the race began at once the climbing contest, reaching 5,000 feet, from which he descended in spectacular spiral glides. James V. Martin was conceded a victory on the alighting test, making a perfect descent and stopping within a foot of the red flag used as a marker. Lee Hammond was his closest competitor. Beachy trying for the alighting prize, at the conclusion of a series of spirals that followed his speed victory, crashed into the flag and carried it 100 yards from its base.

John J. Frisbe, an entrant in the speed contest, met with an accident that may prevent his further participation in the meet. He circled the 250 foot tower of a lake front building, narrowly grazing the bronze Diana with which it is topped and struck a gust of wind that nearly set his machine on end. In reaching down to right the machine his hand caught in the wires and was almost paralyzed. He descended safely but could not rise again.

Wins \$3,000 Prize.
Thomas Sopwith landed the \$3,000 cash prize for the first hour's flight carrying two passengers. Oscar A. Brindley is believed to have won the day's record both for altitude and for duration. He remained at an altitude of 6,500 for nearly 3 hours. Brindley remained in the air until after dark and was only able to alight after a fire had been built to show him the location of the park.

The duration records and the prizes for altitude will not be awarded until the close of the meet. In addition to the daily prizes for both events, special prizes will be awarded for the total time spent in the air during the entire meet.

LIGHTNING QUICKER WAY.

By Strange Freak Hen is Picked Near Newberry.

Newberry, Aug. 11. — James J. Schumpert, of Mendenhall township, was here the other day and told of a strange freak of lightning that occurred at his home Thursday afternoon. Mr. Schumpert was driving his stock from the pasture, his son going toward the lot to open the stable doors. A bolt of lightning struck a large oak in the lot, scattering the pieces, some weighing as much as 200 pounds, to considerable distances. At the root of a tree was a setting hen on a nest of eggs. She was afterwards found dead about 10 feet from where the nest had been with every feather except a few pinned together on one wing stripped off as clean as if she had been dipped in scalding water and picked in the usual way. There was not a piece of a bruise. The eggs had completely disappeared. The lightning shattered 45 window panes in Mr. Schumpert's residence on the side next to the tree.

The same afternoon a few miles away in the same township, lightning killed a fine cow belonging to Levi Watts, a negro.

Firemen Shoots Two Men.

Anderson, Aug. 6. — Billy Lumpford, a colored fireman on the Charleston & Western Carolina railroad between here and Augusta, this afternoon shot and dangerously wounded Will Allen and Hamp Patterson, two negroes, whom he found in his house when he returned home from his trip. Both the wounded men are in the hospital, and it is announced that both are expected to die. Immediately after the shooting, Lumpford ran, but appeared at the county jail before the search had been made, and surrendered. He is now in jail.

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FOUR KILLED IN WRECK

THIRTY MORE PERSONS INJURED ON THE PENNSYLVANIA FLYER.

SIDESWIPES FREIGHT ENGINE

Three Locomotives Piled in Twisted Mass at Foot of Embankment. — Five Coaches Leave Rails.

Fort Wayne, Aug. 13. — Four persons were killed and 30 injured when the Pennsylvania 18-hour train, en route from Chicago to New York, jumped the track on the western outskirts of this city, at 6:30 o'clock this evening, while going at the rate of 50 miles an hour. In leaving the rails, the two engines pulling the passenger train sideswiped a freight engine and the three piled up in a mass of bent and twisted iron.

The Dead.
The dead are: Wm. E. Arrick, freight engineer, Fort Wayne, Ind.; Peter Malone, Fort Wayne, engineer on flyer; W. Creich, Fort Wayne, fireman on flyer; unknown passenger at St. John's Hospital.

Taken to Hospitals.
The police department and the fire department and every automobile in the city were called to the rescue and the injured were soon taken to the hospitals. At least fifty were on the scene within a half hour of the time the trains came together, and within a short time thousands of people had collected about the wreck.

The main track and the track on which the freight train was standing was torn up for a distance of two hundred yards. The two engines of the flyer were torn their trucks and thrown down the embankment, while the engine of the freight reared in the air over the trucks of the flyer's engines. Passengers in the seven rear cars escaped with only cuts and bruises.

Engines Down Embankment.
The baggage car, smoker, buffet and two sleepers turned over in the ditch. Most of the injured were seated in the dining car and smoker when the accident occurred. The two engines of the flyer were torn from their trucks and thrown down the embankment to the park. The all-steel cars of the flyer were put to the first actual wreck test they have ever undergone and proved to be all that had been claimed for them by their designers. Only the first two cars of the heavy nine-car train were much smashed. Passengers in the seven rear cars escaped with only cuts and bruises, whereas, it is declared by railroad men, if the cars had been the old-carnage would have been frightful. It will take a day or more to clear away the wreckage, as the cars are extremely heavy.

Others Expected to Die.
Several of the injured at a late hour to-night are in extremely serious conditions and it is expected that their deaths will occur before the night is over.

Evidence seems to point to the flyer going at an extreme rate of speed over a temporary switch, as being the chief cause of the accident. From Valparaiso to Winona Lae, the engine which brought the train out of Chicago was going badly so the engine which was to take the train from Fort Wayne to Crestline was sent to Winona Lake to meet the flyer. The two engines were then coupled together and double-headed the train towards Fort Wayne at seventy to eighty miles an hour. Just east of the western limits a switch was constructed to swing trains from the regular track to another track. This change in routing was made necessary by track elevation work.

C. C. Chattell, 3942 Lake avenue, Chicago, was in the dining car when the accident occurred. He escaped with only slight injuries to his head and face. "The train was running at a terrific rate of speed," he declared. "The first inclination I had that anything was wrong was when all the passengers in the diner were thrown headlong the entire length of the car."

Fighting Like Beasts.
"The next thing I realized, men were fighting like beasts to get out, and steam escaping from the kitchen was cooking us. Another man and I fell to the floor and crawled along in the semi-darkness and among the cursing, screaming men to a window, through which we made our escape."

Robert Russell, of Loronto, Ont., and Fred Beckwith, of New York City, passengers on the flyer, were imprisoned in the vestibule between the diner and coach to the rear, and were unable to escape from their narrow prison. Their cries attracted the rescuers, who, under the direction of Police Sgt. Dan Kintz, began cutting away the roof of the car to reach them. Encouraged by cries from the men inside, the rescuers finally cut away a sufficient section of the roof to drag them out. Russell was hurt about the back but Beckwith escaped uninjured.

Mr. H. Kay McCormac, of Columbia, former a Dillon boy, spent the week-end with relatives and friends in town.

FIRE DESTROYS CONWAY PLANT

Foreman Tisdale May Not Survive Injuries.

Conway, Aug. 11. — Special: As a result of a serious fire, the causes of which are unknown, which suddenly broke out last night in the plant of the Southern Wood Products Company, the day foreman, Mr. David W. Tisdale lies in a critical condition, several other employees are injured and the large new plant of the company is a complete mass of charred.

All of the employees are at their posts and the work was proceeding, seemingly, in perfect order, where there was a slight explosion and the flames flashed and spread over the whole building; all materials contained therein were highly inflammable and there was no hope of saving the factory.

Enveloped in Flames.
In the explosion and first breath of the fire, Mr. Tisdale was completely enveloped in the gas-laden flames. A negro workman, near at hand, received serious burns and other minor injuries. Except for the coolness of other employees, who realizing their danger and the necessity for prompt action, seized those who had been most seriously burned and plunged them into a tank of water, the result would have been far more serious.

Mr. Tisdale, who was almost crazed by his burns, he broke from his friends, and closely followed by a burning negro employee, ran all the way to Conway, a distance of nearly a mile, where he was cared for by physicians, who extended every attention to him. His condition is now considered critical, while the others who are burned are out of danger.

Spectacular Blaze.
The fire was very spectacular, the rays of the flames accentuated by rapid explosions of tanks of benzene, oils and other explosives, the products of the company, that shot upwards immense columns of fire and smoke, which were visible miles away. The heat was so intense that nothing could be saved from the factory, although by heroic efforts the old factory nearby, the office building and the residence of Mr. Magrath were saved. A number of railroad cars on a nearby siding were burned.

Mr. L. D. Magrath, the superintendent and general manager of the works, when seen to-day, stated that his loss would probably exceed \$40,000, with no insurance to cover, as the insurance companies have, on account of the nature of the business refused the risk. Mr. Magrath had no statement to make relative to plans for rebuilding nor of the probabilities, as up to this time no advices had been received by him from the New York office.

An Extensive Enterprise.
The company's lightweight lumber holdings were extensive, sufficient to run the plant for twenty years, and they were continually adding to their possessions. This company owns the only thoroughly successful process for the extraction of turpentine, rosin and other products from lightweight and other burned plant was the pioneer factory operating under the new process, invented and perfected by Mr. Geo. Walker, of New York City, president of the company. It was receiving a rapidity, declining industry of this section of the State, that of turpentine distillation.

The first plant built by Mr. Walker and his associates was erected here six years ago. After a few months of successful operation it was burned, but was immediately rebuilt. Since that time an entirely new process having been discovered, the operation of the plant already in operation has been discontinued. Work was begun on a new factory a little over a year ago, and the factory has just been completed, although portions of it have been in operation for several months.

Los Angeles, Aug. 10. — According to a verification completed to-day by the Aeronautical Society of California, Frank Champion, a local aviator, made what is declared to have been the fastest time in America in a cross-country flight last Friday, when he flew a distance of approximately seven miles at a speed of ninety-six miles an hour.

He used a racing machine purchased last winter from James Radley, the English aviator, and had the wind at his back.

Moving Georgia Capital.

Atlanta, Ga., Aug. 3. — By an almost unanimous vote the house committee on constitutional amendments approved the bill to-day making provision for the removal of the State capital to Macon. Several members who voted favorably reserved the right to oppose the measure when it reached the floor of the house. Macon's contention for the State capital is based on the claims that it is more centrally located geographically and that south Georgia is growing more rapidly than other sections of the State.

Moissant's Sister a Pilot.

Mineola, N. Y., Aug. 13. — Miss Matilda Moissant, sister of the late John B. Moissant, who was killed in New Orleans last year, was awarded a pilot's license by the Aero Club of America to-day. She is the second woman in the United States to receive a license under the stringent revised international rules, Miss Harriet Quimby having the first.

FIRES THREE NOTARIES

RESENTS THEIR ACTIVITY IN THE BELTON INCIDENT

HE "WAS PERFECTLY SOBER"

Chief Executive Says He is Being Pursued by Enemies Who Will Do Anything to Injure him.

Columbia, Aug. 16. — Special: Publication in morning papers today of affidavits tending to support charges made editorially by the Belton newspapers, of incivility on the part of Governor Bleuse toward a young woman employed as ticket agent in the Southern Railway station at Belton, was followed this afternoon by the summary revocation of the commissions of Notaries Public J. M. Alexander, J. H. Merritt and J. A. Horton. Mr. Alexander himself made one of the affidavits in the case.

Notice of Revocation.
To each of the three notaries Governor Bleuse addressed a letter, as follows: "Some time since you were commissioned a notary public by me, under the Constitution and the laws (during the pleasure of the Governor.) Your commission is hereby revoked, and any further act performed by you as such officer will be illegal and in violation of the law. A copy of this letter has been filed with the Secretary of State, and also with the clerk of Court, who has been requested to cancel your commission."

Governor Bleuse was asked what had moved him to revoke these commissions. He said he had not intended to volunteer any statement, but, in anticipation of such an inquiry, had dictated to his stenographer an expression on the subject, and had the copies before him. He said he wished it understood that his language applied only to the editors of the newspapers that have taken part in this business.

The statement was as follows:

Everybody Knows Who's Governor.
"I have no further comment to make on the Belton matter at this time. What I stated in my letter to Mr. Harris is absolutely correct. I was perfectly sober, was feeling good, had just left a large crowd of my friends, was on my way home in the best of spirits and remember very distinctly what took place. Any man or woman who lives in South Carolina who does not know that I am Governor is, indeed, in the lowest mire of ignorance; hence when I say to any one that I am 'Cole L. Bleuse' it is absolutely useless to add that I am Governor of South Carolina, and I did not say so on that occasion if my enemies do swear to it.

The End Not Yet.

"I have cancelled the commissions of the three notaries public taking part in this dirty transaction and some other people will hear from it later. Everyone who has known me from my childhood up, both men and women, will certify to the fact that I have at all times and on all occasions been polite and courteous to everybody, and particularly to the ladies; and this is the first time in all my life that I have ever been charged or accused of showing the slightest disrespect to any lady, and I am satisfied that my friends do not believe that I was disrespectful on this occasion. My enemies, of course, will say they believe it, even if they don't and the liars who are editing the newspapers of South Carolina will endeavor to use it to injure me, because they will go to any depth in the filthy bog holes of vituperation and abuse to do me harm. However, the people know me and I am Governor, the pimps and skunks who use the pens for newspapers to the contrary notwithstanding, and I'll be watched in spite of their lies. Watch me!"

Who the Ex-Notaries Are.

Mr. Alexander is understood here to be superintendent of one of the Pelzer mills, at Pelzer. He was commissioned on the recommendation of Senator Geo. W. Sullivan, of Williamston. Mr. Merritt was commissioned on the recommendation of Representative J. Belton Watson. Mr. Horton, who is mayor of Belton, and president of the bank there, was commissioned on the recommendation of Representative J. W. Ashley and J. W. Jackson. The owner of the Belton Times is Representative J. Archie Willis, of Laurins.

Death of Mrs. Carrie Mears.

Mrs. Carrie Rogers Mears, a most estimable lady of the Kemper section, died Monday and was buried at Piney Grove church the day following. Mrs. Mears was a daughter of the late Capt. Robert Rogers. Several years ago she was married and has been residing near Kemper. Her death, which was unexpected, came as a shock to her numerous friends throughout the county. Mrs. Mears was a graduate of Greenville Female College and a member of the Baptist church. She was a devoted wife and a great helpmeet to her husband who has the sympathy of all who know him in his hour of grief. In addition to her husband Mrs. Mears is survived by her brother, Mr. R. S. Rogers, county superintendent of education; her mother, Mrs. Beda Rogers, and three sisters, Mrs. P. P. Bethea, Branchville; Mrs. J. F. Oliver and Miss Lester Rogers, of Pages Mill.

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KILLED HIS FATHER-IN-LAW.

Domestic Trouble Cause of Tragedy in Savannah.

Savannah, Ga., Aug. — Shortly before 7 o'clock this morning Walter M. McEachern killed his father-in-law, J. R. Fennell, with a revolver, at the home of the two men on Jefferson and Fortieth streets.

McEachern surrendered to the police, being carried to the barracks by the Rev. W. A. Nisbet, D. D., pastor of the Westminister Presbyterian church, who was called immediately after the tragedy. The family is well known in Savannah and the killing has caused a sensation. McEachern married Fennell's daughter several years ago, much against the wishes of the bride's father.

McEachern made a statement to the coroner this morning relative to the homicide.

"I married Mr. Fennell's step-daughter several years ago and, although he opposed the match, we have been living in the same house together. Recently my wife and mother-in-law went to the country and Mr. Fennell and myself have been living in the home alone. He has been treating me in a very ugly way for some time and we were not on the best of terms.

"On two occasions he locked me out of the house at night and the second time he did this I forced an entrance. This angered him, a good deal. I supplied my own meals while my wife was away and a day or so ago I bought some sugar. We used the same pantry and Mr. Fennell hid the sugar I had purchased. We had some words about this and the incident did not tend to make us think any the more of each other.

"This morning early, while in bed I was surprised to see Mr. Fennell enter my room armed with a stick. He approached in a menacing attitude and fearing he intended to assault me, I reached under my pillow, where I had a revolver, and as he advanced I fired at him.

"My bullet hit him squarely in the chest and must have caused almost instant death. He was so close to me that he fell fully across my body as I lay on the bed.

"I did not think I had killed him, and getting up endeavored to revive him. Finding that he did not respond to my treatment I telephoned for a physician, who is a friend of mine, and when he came he called me said Mr. Fennell was dead.

"I then communicated with Dr. Nisbet and came to the barracks to surrender."

GOOD CITIZEN DIES.

Mr. E. L. Berry Passes Away at Bltmore, N. C., After Brief Illness.

E. Lide Berry one of the most prominent farmers in Dillon county, died last Friday at Swannanoa Hill Sanitarium near Bltmore, N. C., and was buried at Union Methodist church near Berry's Cross Roads at 10 o'clock Sunday morning. The news of Mr. Berry's death came as a great shock to his numerous friends and acquaintances throughout the county. It was not generally known that he was at a sanitarium for treatment and not even his most intimate friends suspected that the end was so near.

Mr. Berry was a son of the late Ethnae Berry, one of the most prominent citizens of the county in his day. At the death of his father the responsibilities of the farm fell upon his shoulders and by the application of sound business ideas and progressive farming methods he brought the old home place up to a high state of cultivation and had laid by a handsome competency at the time of his death.

Lide Berry, as he was known among his most intimate friends, was an excellent citizen. He was of a modest and retiring disposition and did not seek the company of the world, but he lived such a frank and open life that he attracted others and made friendships that became permanent and lasting. Endowed with such a personality it was but natural that he should gather around him a large circle of friends and when the news of his death was flashed home there was universal mourning.

Mr. Berry was never married. The greater portion of his life was spent at the old home where he was born and reared. Of his immediate family he is survived by a mother, one brother and several sisters, all of whom, with but one exception, reside at the home place. He was a member of the Dalcho Lodge, A. F. M., and his body was laid away Sunday afternoon with Masonic honors.

In his death the county and state lose a most valuable citizen and his home circle loses a most devoted son and a kind and affectionate brother.

NEGRO SNATCHED FROM MOB.

Sheriff Whirls Suspects Away in Automobile, Thus Averting Any Attempt at Violence.

Savannah, Ga., Aug. 10. — Snatched from the hands of a mob as pitiful were being drawn, Jake Collins and Jake Eason, negroes, were brought to Savannah to-night in an automobile by Sheriff Kennedy, of Tattnall county, Georgia, after a ride of 40 miles. Thenegros were suspected of an assault upon a 12-year-old girl, but later it was learned that their offense had been robbery at the girl's home. They had been captured after a long chase by a mob. Sheriff Kennedy whirled into the crowd in his automobile, seized the negroes and as quickly whirled away again.