

THE BARNWELL PEOPLE.

VOL. XXVII.

BARNWELL, S. C. THURSDAY, DECEMBER 31, 1903.

NO 14

TRAIN WRECKED.

The Duquesne Fast Flyer Is Wrecked and Sixty-three

PERSONS ARE KILLED OUTRIGHT.

The Horrible Accident Occurred Six Miles from Pittsburgh, Penn. The Train Was Bound for New York.

With a terrible crash and a grinding noise, the Duquesne limited, the fast through passenger train from Pittsburgh to New York on the Baltimore and Ohio railroad, ploughed into a pile of lumber at Laurel Run, two miles west of Dawson, Pa., at 7:45 o'clock Wednesday evening, and it is estimated that 63 lives were lost and 30 persons were injured. The train left Pittsburgh this evening, running a few minutes late, in charge of Engineer Wm. Thornley of Connellsville. When approaching Laurel Run, which is a particularly fine piece of roadbed, the train was running at a high rate of speed. Suddenly the passengers were thrown from their seats by the lightning-like application of the airbrakes and a moment later there was a terrific crash of two baggage cars, two day coaches, one sleeping and one dining car and was carrying at the time, at the lowest estimate, 150 passengers. The train ploughed along for a considerable distance and the cars were torn to pieces, passengers jumping, screaming, falling from the wreck as it tore along. Suddenly the engine swerved to the left and the coaches plunged down over the embankment to the edge of the Youghiogheny river. The minute the cars stopped rolling there was a wild scene. Many persons were pinned beneath the wreckage and the screams and cries that rent the air were beyond description. Many were injured in their mad excitement and plunged into the river. Others, caught beneath the heavy timbers, pleaded in agonized tones for relief. So terrific was the force of the wreck that nearly every passenger suffered a moment's unconsciousness and many of the able bodied men were unable to assist in helping the injured from the wreck on account of having fainted.

SUPT. LORE'S FIRST STATEMENT.

The official statement of Superintendent W. C. Lore, follows: "No. 12 was derailed by running into some switch timbers, derailing the engine and all cars. All the cars are badly damaged. Do not think any of the equipment will be able to go away from the accident on their own wheels, except possibly the Pullman cars and the dinner. The engine lies across both tracks. The baggage car is over the bank. The first coach is partly over the bank. The balance of the train is badly twisted. I judge 35 people were killed. All the people killed were in the smoker. Escaping steam from the engine went into the first coach, scalding the people. Very few of the other passengers were injured. Injured have been taken from wreck and are lying on the bank. Engineer and fireman cannot be found."

THE DEAD.

Engineer Wm. Thornley of Hazelton, Pa.; Division Engineer S. G. Heater of Hazelton, Pa.; Fireman Thomas Cook of Hazelton, Pa.; Herbert Holmes of Emmelton, Pa.; Jesse Hines, Tarboro, N. C., the Union News company's agent on the train; Charles Lindford of Confluence, Pa.; Edwards, Pittsburgh, wife in Cumberland; J. W. Martin, Hancock, Md.; Richard Duckett, Baltimore, Md.; Edson Goldsmith, Connellsville, Pa. The other 53 dead are mostly foreigners and negroes who were riding in the smoking car. The work of their identification has not yet begun. The killed, most of them, were foreigners who were in the smoker, just back of the baggage car. They were literally roasted to death, the baggage and smoker telescoping the engine and immediately catching fire. Their bodies are lying, many of them, burned to a crisp in the baggage room of the B. & O. depot to be removed later to the different undertaking shops in the city. The entire population has turned out en masse to assist in caring for the living and disposing of the dead. A peculiar feature of the accident is the fact that not a woman was injured, except slightly. The wreck was caused by the breaking of castings on a carload of bright timbers on a westbound freight train which had passed Laurel Run not more than 15 minutes before the ill-fated passenger train. The wreck occurred on a curve and it was impossible for Engineer Thornley to see far enough ahead to detect the obstruction on the track. The big Atlantic type engine plunged into the timbers at a velocity of 60 miles an hour. The engine ploughed into the embankment and the baggage and express cars were thrown into the Youghiogheny river. The smoker followed the engine and landed squarely on top of it. This allowed the escaping steam and hot water from the engine to fill the car. The smoker was packed to its utmost capacity and all the passengers were cooked alive. Not a single passenger in this car escaped with his life and it is expected that at least 40 of the dead were in the smoker. Baggage-master Baum of Hazelwood, who was on the wrecked train, proved himself a hero. With his hand and body frightfully cut, he managed to crawl from the wreckage and grasp the westbound passenger train No. 49. He had nothing with which to flag the train except matches and these he made use of in his desperation by tak-

ing of his coat and setting fire to it. He stopped the train just in time to prevent it from plunging into the wreck and adding further horror to an already indescribable disaster.

Baum collapsed when he saw he had succeeded in stopping the train and when the engine stopped he was lying within a few feet of it. An operator at "V" tower on the Pittsburgh and Lake Erie railroad across the Youghiogheny river, was the first to send word of the accident and to send for relief. He was watching the Duquesne limited as it was speeding along the B. and O. tracks across the river. He saw the cars pile high in the air and then sink back on the tracks. The screams of the injured and dying were plainly heard and in another second he was sending word to the railroad officials at Dawson and Connellsville.

For more than 500 feet both the east and westbound tracks are torn up. The engine was entirely demolished and the big 7,000 gallon tender was thrown 100 feet ahead of the wreck. The baggage car was thrown into the river but was not slightly wrecked. All the cars were derailed, and all the trucks except the diner were torn under the coaches. As soon as the wreck was reported in Connellsville all the available physicians were summoned, including Baltimore and Ohio railroad physicians.

EDUCATIONAL CAMPAIGN.

Interesting Compilation by Superintendent Martin.

Superintendent of Education O. B. Martin has just issued an interesting pamphlet styled "The Educational Campaign in South Carolina." Copies of the compilation, which contains 27 pages, have been received by trustees of the various country schools in the State. The matter of improving the public school system has been agitated, discussed in meetings and has held the attention of educators for some time, especially since the conference held in the senate chamber on April 11, at which every kind of school in the State was represented. Those who have the opportunity of attending conferences and enjoying the privilege of hearing discussions along the line of work have acquired an idea, at least, of the plan and purposes of the campaign for an improvement in the public school system. But there yet remains a class of persons who have not participated in the various meetings or have not had the advantages of becoming acquainted with the subject through the medium of the daily press. It is this class especially that Mr. Martin hopes to reach in circulating the brochure.

There appears a striking table given below, which deals in a comparative style with features of the proposed work: The length of our school term is 88-140 days per annum; the average in the United States is 145. The average salary of teachers is per month in South Carolina, \$31.25; in the United States \$48; salary per annum in South Carolina, \$378.12; in the United States, \$588. Average cost of education per capita for enrolled pupils in South Carolina, \$3.65; in the United States, \$20.29. The statistics also show that 35-9-10 per cent. of the entire population and 13 of every 100 whites over 10 years of age are classed as illiterate.

Almost Beheaded His Victim.

A special dispatch from Beaufort says John Major's throat was cut out ear to ear at an early hour Thursday morning in a field of the Pope plantation on Ladies Island by another negro named Armstrong. The two negroes were walking in the direction of Armstrong's house near by. The deceased was also stabbed in the calf of the leg. The head was almost severed, only being held on by the spinal column. On the discovery of the murder, Deputy Sheriff Mann was sent for, and after rapid search captured Armstrong, and placed him in jail. Deputy Mann was assisted in the search by a constable of magistrate White. When captured Armstrong had on Major's hat and blood spots were almost on his overcoat. Coroner B. R. Sims held an inquest. The verdict of the jury was that Major met his death by being struck with some instrument in the hands of Armstrong. No previous grudge is known to have existed between the men.

Three Men Killed.

Seven boilers in the power house of the St. Louis Transit company exploded Tuesday, killing three employees, injuring six and wrecking the building. The explosion broke window panes several blocks away. The brick walls of the boiler house were thrown outward and the heavy truss roof, after being thrown high in the air, dropped directly over the debris, imprisoning twenty employees. All the electric lights went out and darkness prevented prompt work in rescuing the injured, whose cries could be plainly heard. Fire broke out in one portion of the debris, but was extinguished before it gained much headway.

Want to Fight.

A dispatch from Bogota, Colombia, says "patriotic meetings are being held there every evening at which contingents of men and sums of money are offered to government. Even the women demand to be enlisted for the purpose of going to Panama to subdue the separatists. The government only awaits news from General Reyes, and if that news is to the effect that nothing can be accomplished by diplomatic means, then the authorities will continue to send troops toward the isthmus. The government and people hope that the United States congress will avoid a conflict, and they rely upon the fairness of the American press.

THEY NEED HELP.

The Sad Condition of the Colored People in Lower Richland.

LANDLORDS DOING THEIR PART.

They Have Given Money and Provisions for Months and Are Now Urging Others to Help Them.

To the Editor of The State:

It has frequently occurred to me to make known to the public the destitution and suffering of the negroes in the section that was devastated by the unprecedented hailstorm of June 1, and their imperative need for help. Not only was the growing crop destroyed, the one planted subsequently almost destroyed by floods of rain, but the cat crop, which would have kept their animals alive, was also destroyed by a fly. Unless one had witnessed this destruction it could not be conceived. Whole plantations that on June 1 were beautiful with well cultivated crops, were in an hour made as bare of growth as the public roads. The helplessness of the negroes was pitiable. All their labor was in vain. What were they to do? They had no food for animals. No seed for replanting a crop—thought it was too late to try to make another. But the patient, hopeful negro, with encouragement from white friends, decided to make the trial, and with a fortitude and courage truly sublime, toiled on, and those who did their duty faithfully with their work saw in the fall a green, well boiled prospect of a fairly good crop "if frost did not come too soon." Alas! Oct. 28 brought the dreaded frost. The crop was most materially injured, the bolts so hardened that picking when opened was a tedious labor, done with bloody fingers. Where the prospect with many was from six to eight and ten bales, it dwindled down to 1, 1-2 and 100 pounds—almost nothing. This picking still goes on in this severe weather, and will far into the New Year.

Besides all these troubles chills and fever took possession of the whole country. Often every member of a family was sick at the same time, not one able to wait on the other. Children were sometimes sent a half mile to take water to the sick. Medicine is high and they could not afford to buy it. But when sent for the kind doctor would go or send medicine. His own drug bill, never to be paid for by those he helped, is very high. Fodder could not be pulled and perished on the stalks.

These people are in great want, want of corn and bacon, want of help to work another year. Those who rented land to them have lost their income and can do nothing for them. This brief notice tells but little of their need; their nervous anxiety about the future. They may be said to have nothing. A man said to me in view of his destitution, "Freedom was given to us with nothing but our hands—we have them yet—we will struggle on."

Citizens, these people are our friends, work for us, take care of us. They are children of the Confederacy. Help them. Set them up again. Open your hearts for the needy, the destitute. Here they are at your own doors.

Without help they must scatter, leaving many a bare field now in the coming year to grow only grass and weeds.

I go among them daily. I see their poverty. They thank God they have good houses for shelter and plenty of wood for fire. Mrs. Jas. P. Adams. Congaree, S. C., Dec. 21 1903.

Killed Each Other.

At Tampa, Fla., J. Fernandez and E. Velasquez met Wednesday in a saloon and shot each other. Velasquez is dying and Fernandez cannot recover. Bad blood had existed since Saturday night, when Fernandez called Velasquez a thief. Since then they had two encounters, but were separated. When they met Wednesday morning Fernandez shot Velasquez in the hand, stomach and left lung. After being shot Velasquez sprang to Fernandez, placed the pistol against his right breast, Fernandez falling with his clothing on fire. Fernandez rose and rushed at Velasquez with a knife, but spectators prevented him from using it.

Love Powders.

One of the Iowa Indians, according to an Oklahoma paper, is making a good living by selling so-called love powders. Little, peculiar shells found in the orecaks, and the root of a certain kind of morning glories, furnish the sole ingredients of the love compelling powder. The shells and roots are dried and ground to powder; then, after making a sort of paste of the mixture, the lover's swain or squaw smears it over his or her face; then the love powder palped person goes close to the one whose affection is to be captured. It is claimed that the besmeared person is always victorious.

Rich Men for Office.

Mayor Edward F. Brush of Mount Vernon, N. Y., is appointing some of the wealthiest and most prominent men in the city of offices under his control. Mr. Brush is a "reform" Mayor. Dr. Campbell, the richest local physician, has been chosen for head of the health board, and Edson Lewis, a rich clothier, is police commissioner. It is expected that these wealthy men will give most or all their salaries to their clerks or to charities, but they will give close attention to the duties of the office.

A SHOCKING TRAGEDY.

A Good Man Ran Over and Killed by Push Car.

A dispatch from Irmo to The State says one of the most shocking and tragic events that the community of upper Lexington Fork ever experienced is the recent accident that befell Mr. Tullius W. Sumner, who for many years has been engaged as superintendent of the trestle and bridge force of the Southern railway. Mr. Sumner's residence is about one mile from Peak, and he had just placed the cars used by the hands on the sidetrack Saturday with a view of making his headquarters at Peak during the next few weeks in order that he might spend as much time as possible with his family and aged father, Mr. James Andrew Sumner. He, with his brother and some five hands, had been working about Pomaria or Hope Station on Saturday. While on their way home Saturday afternoon the men were traveling on a long lever car. Upon this car they had some heavy tools, weighing perhaps more than 1,000 pounds. Unfortunately Mr. Tullius W. Sumner accidentally fell in front of the running lever car. He was fearfully mangled by the heavily loaded car, his chest especially being torn by the cogs underneath the lever car. For a while his companion thought that he was dead, but in a short time he regained consciousness. He was placed on the bar and carried to Peak, a distance of two miles, where he was made as comfortable as possible at the home of his sister, Mrs. Ploma Wessinger. Every attention was given that was possible by those who hastened to minister to his sufferings. He lingered until Sunday morning about 10 o'clock.

Thus passed away from the busy world one of the most useful and greatly respected citizens of that section. He was 42 years old. He married Miss Minnie Ada Bickley just 13 years ago in the vicinity of Chapin. He leaves an aged father a devoted wife, six children, three brothers, four sisters and many other relatives and hosts of friends to mourn his sudden departure.

A Strange Fatality.

At Morristown, N. J., the last of the Port Morris Turners met his death on the railroad Thursday morning, at very nearly the same spot where his father was killed ten years ago and at the same place where his grandfather had been killed ten years previous to that. The young man's name was Samuel Turner. He was twenty-one years old and had been married only a month. He was walking on the tracks early in the morning when his foot caught in the frog or a switch. He tried to free himself, but could make no one hear, however, and so started to cut the shoe off his foot. While doing that he was run down by the milk train. His father and grandfather were both killed in exactly the same way, and the young man had often said that he expected to meet the same fate, as it seemed to run in the family. It was his custom to go to work early in the morning and then return to breakfast. Shortly after being married he said to his wife one day: "If I do not return promptly some day you will know that I have caught my foot in the frog."

Killed Himself.

At Philadelphia, Pa., Charles D. Fenstermacher, aged 48 years, who was convicted in the United States district court of using the mails to defraud, committed suicide by hanging himself with a towel in a cell in the county prison. When arrested Fenstermacher was employed as a bookkeeper for a firm of commission merchants. Postal Inspector Holden says his criminal record extends over a period of thirty years. His plan was to mail letters to farmers in various sections of the country through which he secured large consignments of produce. This he sold but failed to make adequate financial returns to the farmers. During his trial witnesses from North Carolina, Virginia, Ohio and New York state testified that they had been victimized by Fenstermacher. He was committed to the county prison pending the result of an appeal for the new trial.

A Mysterious Death.

A dispatch from Greenville says Garvin Handy a boy about sixteen years old who was employed in Mills mill, was found dead by his brother Wednesday morning at 11 o'clock in a body of woods beyond the mill. Handy left home the day before and on his failure to return that night his parents became uneasy as to his whereabouts and Wednesday morning a diligent search was begun. He was a bright and intelligent boy and had a number of friends in the community.

Another Cotton Pest.

James Brown Potter, of New York, who is on his way home from Mexico, where he has a large cotton plantation, says a new cotton pest has appeared in that country and has caused much damage to cotton during the past season. It is a bug which seems to have its native home in mosquito trees. Mr. Potter advises Texas farmers to take prompt measures to prevent the new pest from reaching the cotton growing districts of this State.

Killed by a Rocket Stick.

A dispatch from Newberry to The State says in the midst of the Christmas merry-making there Thursday night Sam Agnew, a negro about 16 years of age, was struck by a missile from a skyrocket and killed almost instantly. The accident occurred on Main street. The negro was standing on the sidewalk. The occurrence practically put a stop to the shooting of fire works.

PANAMA'S PERILS.

Disease and Tropic Heat Would Aid Guerrilla Warfare.

A COLUMBIAN FROM COLOMBIA

Tells of the Conditions of that Country Which is Causing so Much Agitation These Days.

The Columbia State says Mr. M. Polgreen, now proprietor of the Ward One furniture store in Columbia, but who is a native of the Barbadoes and who has spent several years in Cuba and the Philippines and who worked two years as a laborer on the Panama canal under the now defunct French company, says that in case of war between this country and Colombia Uncle Sam's soldiers will come in contact with unsanitary and generally sticky conditions in the enemy's country that will make the fever and disease laden swamps and river sections of Cuba and the Philippines look like blooming health resorts. He also speaks of the fine opportunity for almost endless guerrilla warfare the marshes and mountain fastnesses and other topographical conditions afford the natives in the Colombian country.

Mr. Polgreen has lived 15 years in this country, but before coming here he spent three years in Cuba and some time in the Philippines. He worked under the French company in 1885 and 1886, at Bohio, Tavernilla, Gorgoria, Emparador, Culebra, Laboca, and lived two months in Panama city.

He says that the canal company's hospital, which was maintained on a high mountain plateau near the city of Panama, was really little more than a stopping place for the company's employes on their way to the company cemetery nearby, where the victims, according to the numbers on the little wooden cross placed at the head of each grave, numbered thousands even in the short time he was there. He was himself in the hospital six times from fever but owing to his swarthy temperament was able to survive. The Chagres fever (which derives its name from the Chagres river, with which the engineers had so much trouble on account of its winding across the path of the canal so many times) resembles our Georgetown hemorrhagic fever, is contracted with as little apparent provocation and is as quickly and even more surely fatal. But yellow fever is always also epidemic, though he did not remember hearing much about small-pox, although that disease prevailed to an extent and was of a virulent type. A remarkable case, which was spoken of all over the country at the time, was that of an Italian who survived three attacks of yellow fever, the last case reaching the black vomit stage. Yellow fever and Chagres fever and small-pox and all the other diseases and complaints were treated in the same wards, which explained the great number of fatalities. Some of the laborers who hung about the diggings were lazy and trifling, the climate requiring scarcely any clothes and of no variety, there being no seasons, and there being plenty of fruit which grew wild. These men when they feel ill were not allowed in the hospital and when they died they were carried on a board outside the diggings and dumped in a hole without ceremony and without regret.

Most of the natives live in the cities and towns and farming is of the most desultory kind, a half acre patch being cleared around a cabin here and there and these places being several miles apart. The natives are a lazy, trifling sort, who work for a few days at a time only when they are hard up for a little cash. Most of the cultivation and the best of it was done by the Jamaica negro laborers on the canal who seemed to stand the climate best. Florida people are the most susceptible to the fever and die quicker, the attacks following exposure in the terrible sun after being wet. And nearly every day sees both these weather conditions.

Mr. Polgreen's experience with the revolver and machete carrying hot-blooded natives might furnish an interesting sidelight study to some of the South Carolina members of the legislature who have been so regularly falling to solve the "pistol-toting" habit. Every male native carries a machete and a revolver, both buckled about his waist where they can be plainly seen.

"Yes," said Mr. Polgreen, "those natives are hot-blooded, just as other swarthy southerners are, and they are densely ignorant and very sensitive and quick to resent an insult, but I never witnessed or heard of any fatalities resulting from personal difficulties. Everybody being armed, there is little opportunity to do the bully stunt. There is practically no law, but neither is there much chance of shooting a man down without danger of getting seriously hurt in the process, although those beastly Spaniards are as treacherous as Indians."

Raised the Price.

The Republicans are threatening to change the place of meeting of the national convention from Chicago to another city. No sooner had that city been chosen than the enterprising hotel proprietors began to run up their rates sky high. The Auditorium hotel, which is to be headquarters, will charge \$20 a day and will make no reservation for less than five days. If other hotels and boarding houses charge in the same proportion some of "our" delegates will have to strike for higher prices.

A COOL MURDERER.

Wished the Jury that Condemned Him a Merry Christmas.

With a verdict that sends Frank H. Burness, a self-confessed murderer, to the electric chair, a jury before Judge Crane Tuesday afternoon ended one of the most sensational murder trials heard in Brooklyn for months. Burness' fourth murder was committed on November 10, last, when he shot Capt. George B. Townsend, of the schooner Charles K. Buckley, because the latter would not pay him \$6.30, the prisoner alleged to be due him. This and other killings were calmly described by Burness on the witness stand, and the murderer insisted that he did the deed with premeditation with a full realization of the consequences.

The jury brought in a verdict of murder in the first degree. Burness smiled broadly when the jury was polled. Judge Crane said he would sentence Burness on Monday, and he asked the judge if he would be permitted to say something. On being given the privilege, he said: "There may be an idea in the minds of some of the jurors that I hold a grudge against them for having found me guilty. I wish to say that I do not feel that way in the slightest, and (laughingly) all I can say is I wish them all a merry Christmas."

Burness, who is about forty-four years of age, according to his own statement, was born in Butler, Pa. When asked what he thought would be the result of his act, he coolly replied: "I only see one way out of it." "What is that?" "Why, the chair, of course," he said.

REPUBLICAN HYPOCRISY.

How a Colored Brother Was Snowed Under in Boston.

There was a mayoralty election in Boston the other day and the Democrats carried the city, re-electing Mayor Collins by a large majority. That showed good judgement on the part of Boston voters, but it was not the significant feature of the election. Among the candidates on the Republican ticket was one Isaac Allen, colored who was nominated for street commissioner. He, with the rest of his party, was defeated, and the same result would have followed had he been a white man, no doubt, but the main feature of the election, so far as he was concerned, was the fact that he ran 13,000 votes behind his ticket. No Democrat voted for him, of course, so we have 13,000 white Republicans scratching the name of a negro candidate on their own ticket. These are the same sort of men who insist that the negro ought to have his "rights," who denounce the South for passing election laws which disfranchise him, and who applaud and support Roosevelt in foisting incompetent negro officials on Southern communities against the protest of business and all other interests which govern and control them.

Something of the same sort occurred in a New Jersey election held some time previous to the Boston election, and it will be the case whenever blind theorists or self-seeking politicians attempt to ignore a God implanted sentiment. Boston, however, is the hot bed of such hypocrisy, and this exhibition on the part of the Republican voters makes that hypocrisy more disgusting than ever.—Columbia Record.

Sentenced.

Two Russians named Gnetchin and Marojek, who have been on trial charged with murder as the authors of the massacre of Jews at Kischinoff last spring, were sentenced Tuesday to seven and five years servitude respectively. Twenty-two persons charged with being involved in the massacre were given 2 years each. One person was sentenced to six month imprisonment and 12 were acquitted, while 40 civil actions brought against the accused were dismissed. The costs of the prosecutions must be paid by the convicted persons.

Hanna the Man.

A group of Congressmen were talking Presidential politics in a committee room when one of the members said: "Here is Hanna ready to enter upon a new six year term March 4, 1905, but he will never begin that term. You remember Garfield, another Ohio man, had been elected to a similar term, but instead of being sworn in as Senator he took the oath as president. Mark me, history will repeat itself." But Hanna is for Roosevelt, it was suggested. "Yes," said Garfield was for Sherman," said the first speaker significantly.

Driven to Crime.

At Chicago Saloon Kseper Jas. Vitek, who a few weeks ago, choked his wife to death, strangled himself in his cell at the county jail Tuesday with a handkerchief tightly knotted about his throat. The man has been acting irrationally since his arrest but physicians reported that he was sane. It is now believed that insanity was not feigned, but that Vitek took the life of his wife and his own after being driven slowly crazy by the woman's alleged drinking spells.

Head Severed from Body.

J. B. Batchman, flagman for the Seaboard Air Line, Columbia, at the Gervass street crossing was run over by an engine Tuesday and instantly killed. His head was completely severed from the body and both legs crushed. It appears that he left his post a few minutes before the accident and walked down the track as if to cross the street. A negro who was riding on the rear of the engine saw Batchman's danger and cried out in an effort to warn him, but was too late.

NEW RAILROADS

Built in the United States During the Present Year.

THE SOUTH BUILT HER SHARE

Nearly Four Thousand Miles of Track Added. It Will Be More Than That Laid During the Next Year.

The Manufacturers' Record, of Baltimore, has made a careful review of railroad construction in the Southern States, Missouri, Indian Territory and Oklahoma, covering the entire year of 1903 and showing that 3,707.8 miles of line were built since January last and that at least 4,171.4 miles of line will be built in those States and territories during 1904. The construction by States is as follows:

States and Territories.	Miles built in 1903.	Miles to be built in 1904.
Alabama	163.38	192.55
Arkansas	215.35	277.60
Florida	73.05
Georgia	113.85	248.00
Indian Territory	514.75	235.00
Kentucky	116.35	92.12
Louisiana	406.10	283.30
Maryland	10.50	85.00
Mississippi	187.50	315.00
Missouri	243.70	205.50
North Carolina	125.10	244.50
Oklahoma	596.00	305.00
South Carolina	30.00	36.00
Tennessee	185.20	114.31
Texas	405.20	993.50
Virginia	53.67	121.26
West Virginia	268.10	422.80
Total	3,707.80	4,171.44

Commenting upon these figures, the Manufacturers' Record says:

"This estimate does not include any new corporations which have not yet begun construction, although some of them are preparing to break ground for their lines, contracts having been let. It also includes very little electric railway, only about 75 miles being considered for 1903 and less than 200 miles proposed for 1904. This electric mileage is all designed to perform service similar to that done by steam roads."

"This review has been prepared only after a painstaking canvass was made of all the railroad companies in that part of the country which it covers, the figures for a large majority of all the lines being obtained by the Manufacturers' Record directly from their engineering departments. Other data collected by this paper during the year has been employed to complete and perfect these statistics. It must be noted that although considerable second track has been built by some companies, it is not included in this review, which represents solely new lines constructed."

"The largest amount of line built by any of the States and Territories under review during 1903 was in Oklahoma, 596 miles being constructed, but Texas leads the list for new construction projected for 1904, with a total of 993.5 miles. Indian Territory follows Oklahoma with 315.75 miles of line built during 1903. Next comes Louisiana with 406.10 miles; then Texas with 505.20 miles; then Missouri with 243.70 miles; Arkansas 215.35 miles; Mississippi 175.5 miles; Tennessee 185.2 miles; Alabama 163.38 miles; etc. As was the case in 1902 Maryland built the smallest amount of line and her total for 1903 was only 10.5 miles."

"The amount of construction planned for next year, and which it seems probable will be built, is quite heavy. As noted above, Texas has projected within her borders 993.5 miles. She is far in the lead of her sister commonwealths, the second in the list for 1904 being West Virginia with 422.8 miles. Next comes Mississippi with 315 miles; Oklahoma 305 miles; Louisiana 283.3 miles; Georgia 248 miles; Arkansas 277.6 miles; North Carolina 244.5 miles; North Carolina 244.5 miles; Indian Territory 235 miles; Missouri 205.5 miles; Alabama 192.55 miles. The only State not projecting any line for next year is Florida, although it is probably that some of the extensions proposed, as well as new corporations, will be represented by partial construction."

Hurray for Chester.

A dispatch from Chester says the "educational campaign" so prevalent through the State for the last year, together with the increase of school population in this growing town have made necessary the building of another school house for the accommodation of the crowds of children attending the Chester graded school. For that purpose the contract was recently given out to Mr. Joel E. Strimmler for the sum of about \$8,000; the total expenditure for fitting up the building will be about \$9,000. The board of trustees had a meeting a few days ago to fix upon the location. The new building will be erected on Foot street, a new street, recently laid off.

Helps the Democrats.

The Columbia State says those who like to dwell upon coincidences will recall to mind that Republican Secretary of the Treasury Bristow during Grant's administration unearthed vast frauds in connection with the government, and had much to do with Democratic success in 1876. Assistant postmaster General Bristow of Bristow administration has done good service in exposing the frauds of the Democratic department. What will be the result?