EDITORIAL CORRESPONDENCE.

Columbia, Sept. 11.-An esteemed citizen, who signs himself as Will Smith, cuts a clipping from my correspondence and sends it to the office post marked Columbia, in which he takes exception to my reference to Attorney General Bellinger as "General Bellinger" and writes: "Is it not time to stop these senseless titles? When was he a general? What did he command?" We do not know Mr. Will Smith and really do not see why any one should take exception to giving people titles. The State law fixes the title of the Attorney General just as it does that of Governor, and we only left off the word ticular reference in my correspondence and I prefer to be called plain mister. properly applied.

That was a fearful wreck on the C., N. & L. road on Saturday. Four men crushed to a sudden death.

board in the matter of the recent election, but when the test came, nothing was said. 1 presume for want of proof. People should be careful how they talk and make charges, unless they know what they are talking about. The beer dispensary, however, was taken up and the petition for its removal granted. As there has been considerable talk and misunderstanding about this petition, I will secure a copy of it and send it for publication on Friday. I am sure, however, as I have before stated, that the petition only asked the location be changed, and that the board was not asked to close up the establishment. The investigation has resulted in good. All beer privileges are to be closed and that is one of the best things done by the State Board. But for the investigation of the Newberry case this action might not have been taken, certainly not just now. There is no use to have these beer privileges, and I do not believe they were intended in the framing of the dispensary law. If we are to have the dispensary just as well as whiskey. on the sale for his pay. He works on

Gov. McSweeney, Attorney General Bellinger and Secretary of State Cooper and the other members of the phosphate commission are off this week to make the annual tour of the phosphate beds. They will be away during the greater part of the week.

E. H. A.

The new county fever has struck Clinton. The idea is to form the new county with the territory embracing the townships of Hunter, Cross Hill and Jacks, in Laurens County, and portions of Spartanburg and Newberrywith the couny seat at Clinton. Clinton is a model town and its citizens are wide-awake and progressive, and we wish the little city every success imaginable; but we guard too jealously the good citizenship of that portion it is proposed to whack off from us, to willingly submit to such a proposition. We enter our protest.

We have received at this office a copy of the premium list of the Lexington County Fair Associaton for the third ington, beginning on Wednesday, October 25th, and ending on Friday, 27th. pamphlet, containing full information for those contemplating making exhibits and visiting the fair. The premiums offered in all departments are numerous and handsome. The coming fair promises to be a great success. Capt. J. H. Counts, who has many friends in Newberry County, is the President of the association. Entries close on the afternoon of October 24th.

Brave Men Fall.

Victims to stomach, liver and kidney troubles as well as women, and all feel the results in loss of appetite, pois ons in the blood, backache, nervousness, headache and tired, listless, rundown feeling. But there's no need to teel like that. Listen to J. Gardner, Idaville, Ind. He says: "Electric Bitters are just the thing for a man when he is all run down, and don't care whether he lives or dies. It did more to give me new strength and good appetite than anything could take. I can eat anything and have a new lease on life." Only 50 cents at all Drug Stores. Every bottle guranteed.

For Rent.

Also three rooms up-stairs. Will rent ten back on the train in some way, for store and rooms together or separately. both were among the dead.

AND DESTRUCTION

TRAIN PLUNGES THROUGH TRESTLE

Four Were Killed Instantly-Derailment or Collapse of Rock-Laden Car the Apparent Cause-Fall of Over Forty Feet.

(The State, 10th.)

With a tremendous crash and without a moment's warning, a portion of a rock train and a locomotive plunged through the 41 feet high trestle leading up to the steel work of the Columbia, Newberry and Laurens railroad bridge across the Broad river yesterday afternoon at 1:30 o'clock and found a resting place on the island in the river Several lives were crushed out and the scene was one of horror. The fearful "Attorney," as has been the custom accident was due to no weakness of the for many years. We regret that it trestle work, but to the derailment or should have annoyed Mr. Will Smith, collapse of one of the heavily laden but there are other things that people rock cars, this simply tearing down the can command besides armies. Mr. trestle for a distance of possibly 200 feet. Bellinger is commanding the legal de The engine went with the falling partment of the State, and in the par- trestle and landed fully 200 feet from the point where it left the trestle work, to General Bellinger, he is command evidently being hurled through the ing the suits against Col. Neal, or we air as if from a catapult. Only two should say Mr. Neal. We really agree days ago the trestle force, which is with Mr. Will Smith, that a great kept at work on the trestle and bridge many of these titles are meaningless on an average of nine months out of the year, turned the trestle over to the However, in this case the title was road with the report that it was in perfect condition. It had been thoroughly over-hauled, new heart timber being put in place of every piece that showed the slightest signs of weakness. Engineer Charles Ellis, after a thorough examination, gave it as his opinion The Newberry dispensary matter did that the accident was due to no fault in not get further than the beer privilege. the trestle, but was caused by the It was rumored that certain charges collapse or derailment of one of the would be preferred against the county cars, something calculated to tear down any tresle ever built.

Four lives were lost so far as known. The dead are: Engineer W. L. Weathersbee, white,

28 yeas of age, of this city. Fireman Silas Rennick, colored, of

Newberry. Stewart Martin, colored, 16 years old, of Alston.

J. S. Martin, about 15 years old, of It is possible that other bodies may

be under the large pile of debris, but All the victims must have been in

stantly killed. Two of the bodies were badly mutilated. The crash was heard up in the city. This was due to the fact that the two

flat cars that went through the bridge were heavily loaded with granite, which, when once the trestle began to give way made its destruction a mere matter of seconds.

Hundreds of people went over from the city at once, and among them were the officials of the road, but it was well the dispensary law, it is better not to nigh impossible to reach the scene. mix it with privileges. Wherever By walking the bridge one could go as these beer privileges have been tried, far as the break, but a descent therethey have been the cause of more or from was hazardous. A representative less friction. Beer can be sold from of The State accompanied Railroad Commissioners Evans and Garris across and then the dispenser does not depend in a batteau and landed after getting aground on rocks several times.

The scene was a pitiable one. The mass of wreckage lay against the rock pier of the iron bridge. The engine was on its side to the right of the pier, the steam escaping from it. There were merely remnants of the cab, and but few pieces of the tender could be found. The iron work of the engine was twisted and torn; the bell was here, the whistle there, and portions could be picked up in any direction. Nearby lay the body of the dead engineer and beside it was that of the negro fireman. The engineer had not had time to release his throttle and the bar had held his arm to the firebox; the back of his head was gone. The

fireman's body was just by the ashbox,

partially in water when found. Along the line where the trestle had been, the front of the pier was piled in an indescribable mass upon the timber that had composed the trestle, stands cars and the granite with which they were loaded. Each car was broken into two parts and one was upside down; both were stripped of trucks. On one of the trucks was a broken wheel, which may have been the cause annual fair, which is to be held at Lex- of the disaster. The collapsing trestle with its great weight had struck the butt of the steel bridge, but this struc-The premium list is a neatly gotten up ture was practically uninjured, as was also the pier. The crossties in the end of the bridge were jammed together so tightly as to make a solid floor for about 10 or 12 feet. The rails, ripped standing portion of the trestle to the wreckage. The island hereabouts is and to this is due no doubt the saving years.

of at least one life. The train that went through the of the shops, with Engineer Weathersbeing in the rear. Conductor Dawson cars. On the cars next the engine were | ston. Will Bates, a white fireman of the C. N. & L. and James Watson, the negro and was as follows: in charge of the explosives at the quarry. Before leaving the quarry by the breaking in of a portion of the two negro boys who had been over to trestle on the C., N. and L. railroad, Store room on Main street. Loca- carry dinner buckets tried to get aboard across Broad river. tion opposite R. C. Williams' furniture but were put off. They must have got-

bridge at not more than 10 miles an hoar, a regular frieght train followed at a distance of 100 yards. Roadmaster W. H. Shelley, of the C. N. & L. road, ALL SUCH WILL BE ABOLISHED ON

was riding on the engine of this train and was an eyewitness to the disaster. He says when the rock train reached the highest point of the trestle and three cars had gotton on the steel bridge, he noticed that something had gone wrong with one of the cars next to the ergine. In a second more the crash came, the three first cars with Conductor Dawson going ahead on the bridge. In less time than it takes to tell it the engine seemed to fly through the air towards the pier in the distance being hurled forward by the falling supports of the double-decked trestle. Then the steam and dust rose and all was quiet.

The following frieght train was at ce stopped and the crew rushed down to save life, if life were left in those who had gone down with the train. The engineer and fireman were found as stated; both were beyond aid. In a short time the body of J. S. Martin, a negro boy, with the head horribly mutilated, being almost decapitated was found. On the other side the body of Stewart Martin, the other colored boy, was found.

When Jim Watson, who was standing on one of the cars felt the collapse starting, he jumped to his right through the air. Though it was about 42 feet to the ground, the negro struck some willows, breaking his descent. He was bruised and more or less

hurt, but was able to get away. The rescuers found that there was a man under the pile of wreckage. I proved to be the white fireman, Mr. Will Bates. All hands went to work and it took half an hour to extricate him. He was slightly bruised and his nerves were out of gear, but he was uninjured. He soon climbed up the bridge and came on to the city.

The dead were covered with bushes and the news was sent to the city. In a short time a force of men are at work clearing the wreckage preparatory to the rebuilding of the trestle. Boats were secured and the bodies were taken to the bank of the canal. Undertaker VanMetre was sent for and by 6 o'clock his wagons arrived and removed the dead to their respective homes.

The dead engineer lived in a pretty little cottage home on Gervais street nearly opposite the Coast Line depot. There his mangled remains were taken to the stricken young wife and three little ones. He had brought the down passenger train in the day before and a short time before going over to the quarry yesterday morning was talking of exchanging runs with some other engineer. When his body was taken from under his engine his watch was

and looked carefully into all the de-

President Childs was terribly shocked by the disaster; he knew that the trestle had just been put in thorough repair and was at a loss to understand the accident at first, but on getting the news he immediately arranged with the Southern Railway officials for his down passenger train then approaching Newberry to come into the city over the Southern's tracks from Newberry. This the train did, reaching the city only 10 minutes late.

Mr. Childs at once went to the scene of the wreck and did everything in his power. He also wired for the A. C L. wrecking and construction force and made arrangements for the running of the passenger trains over the Southern tracks to Newberry until the break can be repaired. A force will be kept at work night and day until the connection is re-established. The butt of the bridge is not injured much.

The loss to the company so far as the rolling stock and trestling are concerned, will hardly exceed \$5,000, but and track, the remnants of the two flat the interruption to truffic and the necessity of running over tracks will make it much greater. Mr. Childs greatly deplores the loss of life, but feels that the company did not cause it by any lack of attention to the condition of its road bed or trestle.

Coroner Green took charge of the bodies and summoned a jury of inquest. As soon as the remains had been viewed their removal was authorized.

During the afternoon the three ears that escaped the plunge were brought on into the city. Thousands of people got within sight of the broken bridge of the crossties, came down from the but only a few of them managed to get across on the island.

This is by far the worst wreck that covered with willow and cane growth, has occurred so near the city in many

Last night the coroner's inquest was held in Magistrate Smith's office. structure was one composed of C. N. Only the testimony of Conductor Daw-& L. engine No. 3, just a few days out son, his flagman, who was with him, and Civil Engineer Charles Ellise was bee at the throttle, and five flat cars taken. The jury was still discussing loaded with granite, in charge of Con- the case at midnight, one or two ductor Dawson. It was coming from wishing to charge negligence in the the rock quarry just across the river verdict, and Coroner Green was arand was moving backwards, the engine | ranging to have the body of of the dead fireman shipped to Newberry this mornwas standing on one of the first three ing and those of the dead boys to Al-

The verdict was reached at I a. m.,

That the aforesaid came to their death

W. A. BLALOCK, Foreman.

Mouldidgs, Lumber, Laths and STUART BROS. When the train started across the E. H. LESLIE, Manager.

NO BEER DISPENSARIES.

NOVEMBER 1.

Beer to Be Sold From Regular Dispens ries.—The Resolution Adopted by the Board.—Other Boer Matters.

(The State, 10th.)

Having apparently completed the business of its monthly session and being about ready to adjourn, the State Board of Control gave a genuine surprise yesterday by taking at the eleventh hour the most important action since the last session of the General assembly—passing resolutions to do away with all the beer privileges and beer dispensaries in the State. Such action was entirely unexpected. Ever since the system of having separate beer dispensaries and privileges was inaugurated it has been a source of great trouble and worry. The Legislature called attention to the matter and passed resolutions. Again at every meeting of the board all kinds of complaints have been received, and much of the board's time had been consumed

n dealing with them. Under the action taken yesterday all privileges are to be revoked on Nov. 1st, and thereafter beer will have to be obtained through the regular dispensaries. It is said that such a scheme is being arranged as will not seriously interfere with the present system of delivery, etc.

After a thorough discussion of the natter yesterday the following resolutions presented by Mr. L. J. Williams vere adopted:

Resolved, That all beer dispensaries are hereby ordered and the terms of office of such dispensaries are declared to be vacant; this order to become effective on Nov. 1, 1899.

Resolved, further, The semi-sterilized or family beer be supplied to consumers through the regular county dispensaries, and that breweries usually seeking business with the dispensary are requested to submit bids to the State Board of Control at the October meeting, proposing to supply such beer bottled and in crates and in such quanlities as may be necessary to be shipped to various county dispensaries direct, and at such times as it may be ordered out by the board.

And it is further Resolved, That the board at the October meeting designate such dispensaries as it is deemed orudent to require to handle such beer. and that they be required to handle such beer business by Nov. 1st.

Mr Williams offered these resolutions as a means of getting rid of the trouble the management has encountered. He has not yet fully worked out the new plans, but hopes to do so as soon as possible.

ANNUAL SCHOOL ELECTION

NOTICE IS HEREBY GIVEN that an election will be held at still running though it was so hot that one could scarcely hold it.

The railroad commissioners carefully examined the trestle and the timber and looked carefully into all the deventing the court of the assessment and levy of the two-mill tax for the purposes of the Newberry Graded Schools for the ensuing the court of the court House in Newberry, S. C., on Wednesday, September 27,1899, from 10 a. m. to 5 p. m., upon the questson of the assessment and levy of the two-mill tax for the purposes of the Newberry Graded Schools for the ensuing the court of the court House in Newberry, S. C., on Wednesday, September 27,1899, from 10 a. m. to 5 p. m., upon the questson of the assessment and levy of the two-mill tax for the purposes of the Newberry Graded Schools for the ensuing the court House in Newberry, S. C., on Wednesday, September 27,1899, from 10 a. m. to 5 p. m., upon the questson of the assessment and levy of the two-mill tax for the purposes of the Newberry Graded Schools for the ensuing the court House in Newberry, S. C., on Wednesday, September 27,1899, from 10 a. m. to 5 p. m., upon the questson of the assessment and levy of the two-mill tax for the purposes of the Newberry Graded Schools for the ensuing the court of the court House in Newberry Court of the court House in Newberry Court of the court of th tails. They found that a large portion vote "For Two-Mill Tax." Those who of the timber in the wreckage was per- oppose will vote "Against Two-Mill

Managers of said election: J. W. Copoock, S. S. Langford, D. W. T. Kibler. ALAN JOHNSTONE,

F. N. MARTIN, Secretary.

CITIZENS' MEETING

MEETING OF THE CITIZENS of Newberry is hereby called to meet in the Opera House at Newberry on Wednesday, September 27th, at '0 o'clock a. m., to hear the report of and Board of Trastees of the Newberry

ALAN JOHNSTONE, Chairman, F. N. MARTIN, Secretary. STATE OF SOUTH CAROLINA

COUNTY OF NEWBERRY. Johnstone & Welch, Plaintiffs, vs. An drew Horton and Sarah Horton, De-

fendants. BY ORDER OF THE COURT

herein, I will sell to the highest bidder, before the Court House at Newberry, S. C, on saleday in October next, one tract, piece or plantation of land lying and being situate in the County and State aforesaid, containing Sixty one Acres, more or less, and bounded by lands of John Miller, C. W. Buford, John Willingham and estate of Nathan Johnstone.

Terms of Sale .- One half cash, bal ance on a credit of twelve months with interest on credit portion from day of Purchaser to give bond and mortgage of premises to secure credit portion. Purchaser to pay for papers w. D. HARDY, Master.

Master's Office, Sept. 9th 1899.

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Fine Tuning and Repairing.

Terms: \$10.00 cash and \$5.00 per month. 10 per cent off for cash. Others being repaired and we can suit you in price and terms.

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Palace Organs.

I will begin, Monday, August the 28th, to close out everything in my

At and Below Cost.

and those who have anything to buy in my line, Dry Goods, Shoes, Hats, Underwear, Trunks, Notions, &c., will find that it will pay them to purchase what they want at my store. I regret very much to go out of business in Newborry, because it has been my ambition to keep a nice stock of desirable Dry Goods and sell them at a reasonable profit, but I find I can't run the store and make anything, and attend to my work on the road, and as the work on the road has, in the pist, been more profitable than the store has proved to be, I am going to give up store and attend to road work. I have at least Seven Thousand Dollars (\$7,000) worth of desirable goods left yet, and I prefer giving the consumer, my old friends and customers, the bene-

At and Below Cost Prices.

than to sacrifice them to one purchaser. I hope to sell out everything in the store during the month of September. So those of you who want to get Clothing and Shoes and Trunks for yourselves, or children going off to school, can save at least \$2.50 out of every \$10.00 you have to spend for this purpose. Mr. R. J. Lindsay will take pleasure in looking after you in my absence.

COME AND SEE US OFTEN DURING THIS CLOSING OUT SALE.

We have now in stock the well and favorably known Keith Shoes for this Fall and Winter, Vici, Calf, &c., &c. Kid Lined, Cork Soles, the dryest and warmest Shoe made. The newest Lasts Styles. The Excelsion Shoe Co. making the largest line of Boys' and Youths' Shoes in this country.

In ladies' shoes we carry the fullest, most complete, and up to date stock in the city.

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tonly \$1.49. hoes for only now 78 cts. our Fall Line

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Masquito Ganopy!

SANTE I

BY

S.J. MOOTEN.

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The Bank of Columbia, S. C., T. H. Gibbs, Cashier. The Farmers and Mechanics Bank, J. P. Mathews, Cashier. H. D. Muller, Teller, Central National L nk. W. T. Martin, Vice-President of the Bank of Columbia, S. C. Col. A. C. Haskell, Vice President of the Loan and Excha

Rev. John A. Rice, D. D., President of Columbia Female Hou. W. D. Mayfield, ex State Superintendent of Educa Col. T. J. Lipscomb, Mayor of city of Columbia. Wm. Boyd Evans, Private Secretary to the Governor. Thos. S. Moorman, State Librarian W. W. Harris, Clerk in Executive Office

J. T. Gantt, Chief Clork of Source my of State. T. B. Clyburn, Chief C'erk in Comp coller General's Office. D. Zimmerman, Book-keeper of State Treasurer. Henry Martin, General Secretary Y. M. C. A. Rev. W. W. Daniel, Pastor of Washington St. Methodist Church. Rev. John M. Pike, Editor of "Way of Faith."

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