Coroner Holds Inquest, But Does Not Fix Blame.

LIST OF DEAD NOT INCREASED.

No Bodies Found Under Cars, and

Wounded Doing Well.

The most fatal and disastrous wreck in the history of this division of the Atlantic Coast Line occurred two miles east of Wedgefield, near Savannah flag station, at 9.55 Wednesday morning. Conductor J. J. Clements, of Flor-

ence, and three negro passengers were taken from the wreck dead and another negro has since died.

The injured number thirty-four and many others have more or less bruises. Eight of the injured are classed as serious, but it is too soon yet to say how many are fatally injured, as some of them have internal injuries that may yet take a serious turn.

The train wrecked was an excursion train being run by negroes from Nichols, Marion county to Columbia. The train was made up of a bagagge car and five day coaches pulled by engine No. 66. There were about 150 passengers in the train, and it was due solely to the fact that most of the passengers were in the two rear coaches, which did not leave the track, that the number of killed and wounded was not far greater, for a more complete wreck is seldom seen.

The most wonderful part of the whole affair was the escape of the engineer and fireman. They were both injured and will suffer from the wounds received for many days, but that they are alive after passing through such a wreck is nothing short of miraculous. They stuck to the engine to the last, in fact had no time to jump and save themselves, and when the engine went down in the washout they were thrown out, one to the right, the other to the left. Engineer George Wilson was badly scalded on the arms and severely bruised, while Fireman Mack Duglass bas an arm and shoulder injured.

The scene of the wreck is not more than two miles, perhaps less, from the Cane Savannah siding, just at the head of a small branch. There was no stream there but the land rose sharply on the north side of the track to the high ground while on the South side there was the head of small branch, with low ground on either side. The embankment carrying the track across this bottom was fifteen or more feet in height.

The unprecedentedly heavy rain last

night caused an immense head of water to accumulate in the low ground on the north side of the track which finally washed away the embankment for a distance of forty feet and escaped into the branch on the South side. The rails and cross ties were left suspended in the air, spaning the chasm, and when the engine struck it it plunged in and the baggage car and three coaches followed it. Two of the Rosa Flager, face and head cut, incoaches are smashed all to pieces, the baggage car hardly shows a semblance of what it was and the engine and tender are as complete wrecks as it is possible for them to be. One coach with one end smashed to pieces is on its side half way down the embankment, while two other coaches are still standing on the track.

The washout was discovered a short time before the wreck by Aleck Robinson, a negro farmer who lives near the place and he hastend to Cane Savannah Siding to flag the regular passenger train for Columbia-No. 52and warn them of the danger. Just as he reached the siding the excursion train came along and he made frantic efforts to sign it down, but Engineer George Wilson having no orders to stop at flag stations to pick up passengers paid no attention to Robinson's desperate efforts to get bim to stop and went foward at full speed to the fate that was awaiting his train. Robin-son first waved his handkerchief to bring the train to a stop and seeing that there was no slackening of the speed, he tore the red lining from his hat and waved, but all without effect. Engineer Wilson thought he was just another negro waiting at a flag station to get on the excursion train did not

when the train plunged into the washout Conductor Clements was just entering the baggage car, having gone from the rear of the train at the request of one of the passengers to settle some question that and arisen. When removed from the wreck he was dead. His face and head were badly cut and bruised and his body crushed in several places. The other dead and the injured were found in the coaches that went into the washout, although those in the other coaches were severely

shaken up.

Just as soon as the wreck occurred a messenger was sent to Wedgefield to wire for help, and as soon as the news was received the people of Wedgefield and the surrounding country hastened to the scene to render every possible assistance. A few minutes after the accident, No. 52, the regular passenger train arrived and was flagged by Brakeman Smith, of the excursion train who had gone back to stop No. 52. The crew and passengers on this train assisted by the people of Wedgefield rescued the wounded from the wreckage and removed the bodies of the dead and laid them in the shade of the pines growing near the track. Drs. Dwight and Parler of Wedgefield were also notified and the responded to the call immediately.

In the meanwhile a relief train was quickly made up here and Dr. Van Telburg-Hofman, the A. C. L. physi-cian, Dr. J. A. Mood, Dr. A. C. Dick, and Dr. Walter Cheyne, Mr. C. G. Rowland, Mr. T. V. Walsh, Jr., the Agent, and Roadmaster George Bruner were carried to the wreck as quickly as possible. Everything that could possibly be done to relieve the suffering of the wounded was done at once, and the dead, and the wounded were then placed on the relief train and brought to this city for further treatment. The scene presented by the relief train on the return trip was one that would appeal to the most callous; four dead, one dying and thirty-four bruised and bleeding men and women

The dead are:

J. J. Clements, Conductor, of Flor-Joe Davis, colored, of Marion. Frank Ross, colored, of Marion.

Minnie Ross, wife of Frank Ross. Ned Weston, colored, of Marion. · It is possible that there are other bedies hidden in the wreckage, as no one knows who were on the train. The injured are:

Seriously-Daniel Wald, of Marion, face, head and body bruisee and cut. Monroe Davis, of Marion, face cut and hip crushed.

Henderson Bethea, of Latta, head and face cut and bruised.

Thomas Bethea, Latta, head, both legs, one arm cut and mashed, internal injuries. Adeline Jame, Latta, face cut, leg

bruised, internal injuries. Estelle McDaniel, of Florence, internal injuries, scalp wound. Jane Evans, of Florence, scalp

wound, face cut. The other injured are as follows: Engineer George Wilson, arms scalded, and bruised on body. Mack Douglass, fireman, arm and

shoulder bruised and cut. Sam White, porter, arm and chest cut and bruised. Anna McNeil, Latta, leg and arm

Flora Woodberry, leg and arm bruised. Peter Hayes, Nichols, head cut and bruised, arm sprained.

F. Y. Dendy, Marion, scalp wound, arms and back. R B. Phillips, Mullins, scalp wound,

and leg. Cherry Curry, Mullins, arm mashed. J. C. Curry, Mullins, shoulder Wesley Bethea, Marion, both arms,

right leg and head cut and bruised. Frank Crewforth, Marion, scalp wound, arm bruised. J. L. Divine, Marion, hip injured. F. L. Alston, Marion, back injured.

E. J. Garrison, Sellers, scalp wound, leg injured. Mattie Garrison, Sellers, cut on face, internal injuries. Mandy Bethea, Latta, back injured,

shoulder bruised. B. R. Bethea, Latta, face cut, shoulder mashed a cut. J. C. Haggins, Latta, scalp wound,

arm, legs and face cut. Molly Causar, Latta, hip injured. Anna McWhite, Latta, head arm, and side injured.

Annie Gurley, Marion, arm cut and bruised, scalp wound.
William McNeil, Marion, scalp wound, shoulder bruised.

Pratt Moseley, Marion, shoulder and neck severely cut and bruised. Susan Williams, Marion, face and leg cut.

Lizzie Green, Latta, face cut, teeth knocked out. Edward Walker, Latta, back cut and

bruised, scalp wound. cut.

ternal injuries. Jane Bethea, Mullins, side crushed, arm bruised.

There are quite a number of others who sustained minor inqures, but the above list includes all who received in- least three or four days hard work for juries requring the attention of a the wrecking crew to remove the physician.

The wrecking train went to the scene of the wreck about 1.30 o'clock and the wreck will be removed and the track repaired as soon as possible. -The Daily Item.

Daily Item, June 4.

The list of dead from the wreck yesterday has not been increased by the discovery of other bodies in the debris at the wreck nor have any more of the injured succumbed to their wounds. The work of repairing the track and removing the wrecked engine and cars has not been completed, but the wreckage has been explored thoroughly and if there were other bodies they would have been discovered before this time.

But five of the victims of the accident remain at Dr. Mood's infirmary, all the others having been thoroughly examined and having had their wounds | their injuries. dressed were sent to their homes in special cars attached to the regular train to Florence. Among this number was Engineer George Wilson, whose injuries were found to be less grave than thought on first examination at the scene of the wreck. Samuel White the porter on the wrecked train also went to his home in Florence, although suffering from a broken collar bone and several bruises. Remaining at the infirmary are Joseph Monroe Davis, boy aged 13, suffering from contused wounds of head and back. His father and mother were both killed in the accident and it was stated to the writer by one of the survivors that Davis left eight small children at

Henderson Bethea, man aged 68, wounds of head and legs. Thomas Bethea, aged 38, contusions

of shoulder and legs. Estelle McDainel, aged 25, contusions of chest and hip. Aleck Cain, hematoma on check and

sprained ankle. Dr. Van Telberg-Hofman, the A. C. L. physician states that all of these bid fair to recover rapidly and will be able to go to their homes within a few days. They will be kept here, however, and given every attention possible for so long as they need the attention of a surgeon. The bodies of Conductor Clements and of the four ne groes who lost their lives were taken to Craig's undertaking establishment and prepared for burial. Conductor Clement's body was sent to Florence, his late home, on the evening train. The bodies of the negroes were forwarded or the same train to their late

homes in Marion county. The formal inquest was held yesterday afternoon and last night by Coroner Flowers. He summoned a jury immediately after receiving notification of the accident and proceeded to the wreck in the afternoon.

The jury was organized with Mr. George W. Reardon as foreman, and the examination of witnesses who were

MORE ABOUT THE TRAIN WRECK. injured have had their wounds dressed firmary where all the wounded were passed I gave him the regular stop FINALS OF S. M. A. COMMENCEMENT. and have received every attention quartered. A number of them were signal with the right hand, as far examined but the testimony of Engi- as I could see him. When I saw he neer Wilson was the only statement of | paid no attention to me, I asked Robinterest. He stated that he saw Robinson's signals plainly, but having orders not to stop at any flag stations he nothing remained but the iron rail. I ran by Cane Savannah Siding where then said to the crowd, Let us follow Robinson was standing without slackening the speed of the train. He saw the washout just before his ergine reached it, and he applied the emergency brakes and then reversed the engine. When the engine went down into the washout he jumped back | train. After saying this I saw Brogdon on the tender and when that fell in and turned up on the end he was thrown foward to the bottom of the hole beside the engine. When quesmashed and cut, leg cut and bruised. tioned why he did not beed the signals Aleck King, of Davis Station, head of Robinson he said he was simply obeying orders not to stop for passengers at any flag stations. But would have stopped instantly if the same signals had been made anywhere except at a flag station.

The jury adjourned from the infirmary to the Court House and after full consideration a verdict was reached: That the said J. J. Clements, Joe Davis, Frank Ross, Minnie Ross and Ned Weston came to their death in a railroad accident on the Atlantic Coast Wedgefield, the said accident being the result of a washout

The wrecking train and a large force of hands have been hard at work removing the wrecked engine and cars since about 2 o'clock yesterday, but at last accounts the track had not been cleared and the damage to the embankment repaired. It is possible that the regular train may begin running through to Columbia tonight, but regular schedules will probably

not be resumed until tomorrow. The manner in which the relief of the wounded was managed cannot be too highly praised. The relief train with physicians was hurried to the wreck, the wounded requiring immediate attention received it, and then all were placed on the relief train, the dead in the baggage car, the seriously wounded in one coach and the other injured in another. The uninjured return to Sumter. As has been stated before, they were removed from the train to Dr. Mood's infirmary where they received every attention that a Van Telberg-Hofman the resident of First the Church, this city. physician of the A. C. L. relief de-

TRAINS RUNNING TO COLUMBIA.

Track Built Around Wreck---Wounded all Doing as Well as Possible.

Daily Item, June 5.

Trains are now running through to Columbia on regular schedule, a temporary track around the wreck hav-Richard Flager, Latta, arm and leg | iug been completed late Thursday afttrain from Columbia to Charleston which arrived at 7.17, nearly one

The wreck has not been cleared away and it is said that there are at engine and cars that are still in the hole. The engine is buried up to the top of the driving wheels in the mud at the bottom of the twenty foot washont. Up to last night the engine had not been moved from where it strenk when it went into the break, as it is impossible to handle it until piling can be put down for a foundation for the derrick which will be required to left it out of the hole.

The wounded at Dr. Mood's Infirmary are all doing as well as could be expected and all are well on the road to ultimate recovery. One woman patient was permitted to go to her home in Marion county yesterday afternoon at her urgent request, although she was advised to remain here for treatment several days longer.

Reports from Florence are that Engineer Wilson, Fireman Douglas and Porter Sam White are doing well and are expected to fully recover from

EYE WITNESS OF WRECK.

Sworn Statement of Mr. R. M. Ives Made Before Coroner Flowers Friday.

R. M. Ives being sworn said: I drove down to Cains Savannah station on June the 2, 1903 in my buggy, reaching there about 9.40 o'clock. On my arrival there, I found one colored man by the name of Brogdon and also a white man, who was a stranger to me. Brogdon ask me the time I told him it was 20 to 10 o'clock. He said he wanted to go to Columbia on next train I told him he had plenty of time, as it would be about 25 minutes before train was due. After talking a few minutes he looked in the direction of Sumter and said he saw a train coming, I told him it was too early for the regular train, must be an extra. He said to me that this was an excursion, and I told him that the excurison train would not stop for him, and that it would be useless for him to sign the train' He said he would take the risk and sign it anyhow, I told him it would be no harm to go ahead and pains. sign it. At this time the track was nearing the whistle post, and when Mr. Spain Kelly Denies the Statement they gave the road crossing whistle, which was four blows, he commenced to sign them in the usual way, with a white handkerchief across the tract on engineer's side of the road. He continued signing until they got within about one hundred yards of crossing. I then looked down the road towards Wedgefield, and saw a boy running towards station and when he got about switch lingt, I said to Brogdon that he had as well stop, that they were not paying any attention to his signing. This man Robinson who was coming from towards Wedgefield called to me and said that they would stop in a few minutes. I asked him why, and he said there was a washout up the road. I then told him to sign them for all he was worth, as I had no handkerchief still on the ground was held. The only myself, which he did with something really important witness who testified which I took to be a red piece of pawas the sum total of the misery gather- here was Aleck Robinson, the negro per, he did this until the train was ed together in the two cars of the who discovered the washout and made within twenty feet of him, I then callrelief train. Before the short run of futile efforts to flag the excursion ed to him to get out of the way, as river continues to rise rapidly and a eight miles could be made one of the train. His testimony under oath did they were not paying any attention to point considerably higher than thirtyinjured, Ned Weston, an old man who not vary materially to the statements him. By this time the engine was four feet, which Weather Forecaster was horribly cut and bruised, died. he had previously made for publica- about crossing the road I waved my Bowie had predicted would be reached The seriously wounded are being taken tion.

Care of in the infirmaries here until Returning to this city the jury was pointing my right hand towards Wedge- The crest of the flood in the Kansas

inson the extent of the washout, which he said was about 30 feet in length; them as they will be sure to go into Military Academy and Female the washout, which we did in a run. After running for about 150 yards, looking behind me, I saw the train 52 coming. I said to some of the crowd, go back and sign down that standing on the track where we left him with a white handkercihef in his hand, and I then said he would sign that train down, let us go on to the wreck. About this time the smoke from the engine looked as though it had stopped. I said to those who were with me that the engineer had evidently seen the washout. About this time I saw the steam from the engine fly about 40 feet to the right of the road and heard the whistle blow. I then knew they were in the washout, and ran as fast as I could in that direction. I met the flagman andhe asked me to get there as quick as I could and get the people out from under the wreckage. I got there and helped to get two per-Line railroad two miles east of sons out. After getting out all we could find Conductor Gruber asked me to hasten back to Cain Savannah and phone agent at Sumter for relief train and doctors, which I did. R M. Ives. June 5, 1903.

CONDUCTOR J. J. CLEMMONS.

What the Wilmington Paper Says of the Dead Conductor.

The news of Capt. Clemmons' death was received with the greatest sorrow here, where he lived until about three years ago when he removed with his family to Florence, S. C. His regular runs were from Florence to Augusta, Ga., and from Florence to Wadesboro.

J. H. Clemmons, of Southport, and was 41 years of age. He was a man of very high character and above rewere requested to leave the relief train proach. To make his acquaintance and get on the regular train No. 52 to was to be his friend, and his popularity was perhaps as wide as that of any conductor in the employ of the Coast Line. For several years he was employed in the store of Mr. N. B. corps of seven skillful physicians could Rankin of this city. He was a conrender. All of the relief work was sistent member of the Baptist church carried out under the direction of Dr. and was at one time elected a deacon

Capt. Clemmons married Miss Giralda Taylor, daughter of the late Butler, of Reidville, N. C., P. R. Jos. W. Taylor, of Wilmington, and Felder, of Dorchester; L. M. Jones, she with five children, the oldest 12 years of age, survive him.
Mr. W J. Clemmons left yesterday

for Florence for the purpose of accompanying the remains of his brother to Wilmington today for burial.

Capt. Clemmons was a charter member of Clarendon Lodge No. 2, K. of P., of this city, but had removed his membership to Harmony Lodge No. 8, of Florence, upon his removal to that with great feeling and tenderness. city. He was also a member of the ernoon. The first train to come Endowment Rank, K. of P., and was delivered by Maj. H. F. Wilson, through was the regular passenger carried \$2,000 insurance in that order. of the city. The subject of his ad-All Pythians of the city are requested dress was "Opportunity." He spoke to meet at their hall this afternoon with the force and eloquence that are for the purpose of attending the funeral services in a body.

The funeral will be conducted from the A. C. L. station by the Rev. W. B. Oliver, immediately upon the arrival of the train this afternoon and the remains will be interred in Bellevue cemetery.-Wilmington Star,

ESTELLE, THE FLORENCE WIDOW.

Sad Experience of the A. C. L. with Estelle McDaniel.

Estelle McDaniel, the Florence widow of McDaniel, the railroad hand who was killed in the Sumter yard a year or more ago, was one of the victim of the wreck Wednesday .. She was among the number sustaining serious injuries and is one of those still under treatment at Dr. Mood's infirmary. When McDaniel was killed Estelle put in a claim for damages against the railroad and a settlement was effected with her without the case getting into the courts, the railroad paying her \$250. In the meanwhile a woman living in this city also set up a claim to the widowship of McDaniel and demanded damages of the railroad. The road claimed that a settlement had been made with the legal widow and at seeing the old sand roads that were refused to consider the claim of the Sumter widow. She was represented by Lee & Moise, while the railroad attorneys defended the claimls of Estelle. The case was heard in the Probate court and then in the Court of Common Pleas, the trial lasting pleased to note on all sides the prosof Common Pleas, the trial lasting nearly three days at the recent term. The verdict was in favor of the Sumter widow and Estelle was declared to be no widow at all. But as she had already received \$250 in full settlement of all claims against the railroad, the A. C. L. was the mourner and not Estelle. After this sad and expenisve experience with Estelle it is rather tough for the railroad to be so soon confronted with more trouble on Estelle's account.. But Estelle being injured, and having once had the privilege of spending railroad money, will not let slip so good an opportunity to put in a claim for a good big chunck of damage money to ease her

From the Florence Times.

To the Editor Daily Item, Sumter,

Dear sir: I desire to say in reference to the article you published in recent issue of your paper as being copied HOME from the Florence Times, to the effect that I had made threats against two young persons in the neighborhood of Florence, that such a rumor was wholly without foundation in fact. I have never made any such threats as stated, and have never had any ill will towards either of the young people alluded to. Yours Respectfully. Spain C. Kelley.

June 5, 1903.

St. Louis, Mo., June 2.-Thirty feet, the danger point, was reached and passed today by the flood that is coming down the Mississippi River The they can be sent elsewhere. All of the conducted to Dr. J. A. Mood's in- field and hollowing, Washout! After he and Missouri rivers is yet to come.

Cuban Spy Produced Again---Graduating Exercises and the Graduates.

Daily Item, Jnue 4.

The commencement of the Sumter Seminary was brought to a close yesterday morning with the graduating exercises and the presentation of diplomas.

On Tuesday evening the Dramatic Club produced the "Cuban Spy," a romantic war drama. The following was the cast:

Little Cuba-Elenora, -Miss Alleen Owens.

Richard Carson-Clarence J. Owens. Roderigo Valdez-Spann J. Green. Jasper Gomez-Edgar P. Mitchell. Lopez-J. Calhoun Durant. Phelim McNab-J. M. Woods. Carl Weisbeer-Claude McFall. Jerry-Ubi V. Millican. Bright Monahan-Miss Daisy Green. Sophie-Miss Eula Rogers.

Sailors-Cadets The audience was quite appreciative and generous with applause.

During the play Mrs. Thompson sang two Spanish songs that were enthusiastically applauded. The music was furnished by the

Second Regiment Band. The graduating exercises were held in the Opera House at 10 o'clock yesterday morning. The musical numbres of the programme were rendered by Misses Hogan and Scarborough.

The graduates in the Literary De-

partment were: Lieut. J. M Woods, of Clarendon county who delivered the class Salutatory, and an address on Education; Capt. J. Clinton Brogdon, of Sumter county who read the class Poem; Miss Annie Brailsford, of Clarendon county, class Prophecy; Miss Marie White, of Sumter county, Class History; Capt. E. P. Durant, Clarendon county, Child Labor; Lieut N. B. Hicks, Clarendon county, Capt. Clemmons was a son of Capt. "Lest We Forget": Adjt. J. C. Durant, Class Will; Miss Alleen Owens, Barnwell county, Essay, "The Young Womanhood of the South"; Miss Bessie Keels, Sumter, Essay, "English Literature"; Miss Mabel Shuler, Orangeburg Essay, "The South in Poetry."

The graduates in bookkeeping were: J. D. Dougherty, of Orangeburg; O. C. Hinnant, of Williamburg; A. C. Reynolds, of Darlington; B. E. Chandler, of Florence; S. J. Greene, of Barnwell; B. R. White, of Sumter: M. Griffin, of Marlboro; S. H. foClarendon; Miss Susie Belle La-Motte, of Sumter; Miss Bessie Keels, of Sumter; Miss Ellen Edens, of

President C. J. Owens delivered the diplomas and made an address to the students, dealing largely in reminiscences of his school work extending over a period of nine years. In bidding farewell to his pupils he spoke

The address to the graduating class characteristic of his public addresses.

PROGRESSIVE SUMTER.

Although we have been to Sumter

time and again since our return from

the up country, yet we have never had the chance to ride around and take in the city until last Thursday Mr. D. J. Chandler offered us a seat behind his \$240 trotter. We were perfectly surprised at the steady growth and enterpise of our little mother city. Her growth has extended in every direction from the courthouse and her enterprises are as varied as her growth is extensive. She commenced years ago with a cotton factory and her public spirited business men did not stop and rest supinely upon their oars, but today we find Oil Mill, Sash and Door, Coffin, Furniture, Ice and Telephone factories. Steam Laundry, Machine shops and foundry and various other smaller industries that go to make up a hustling thriving city. The Sash and Door factory just put up by Mr. J. W. McKeiver deserves special mention as it is an individual enterprise that has been carried to success under very trying circumstances and today it turns out as nice work and on as short notice as any of the older fatories in larger cities. We were particularly pleased Segars. once a burden to man and beast turned into excellent drive ways by the simple application of clay which is obtained by digging away the sand, bring the pects of the old town.-Bishopville

The hammocks being sold by H. G. Osteen & Co., haven't a superior in Sumter, at the price.

Pisgah Has Good Rains.

Pisgah, June 4.—This section had fine rains Monday and Tuesday nights. Crops are responding to the warm weather, especially tobacco. The destruction of the crops at Dalzell is a sight to be seen. The fields look like woods that have been burnt over by a fierce fire. The rain was heavy, washing the land. I think where the cotton stalks are large enough there is a prospect for it to bud out and make a crop. A few days will decide it. J. E. D.

A HAPPY

Is one where health abounds. With impure blood there cannot be good health. With a disordered LIVER thercannot be good blood.

evivify the torpid LIVER and restore

A healthy LIVER means pur blood. _ Pure blood means health. Health means happiness. Take no Substitute. All Druggists. Good for Panama Canal.

Washington, June 4.-A cablegram received at the State dpeartment today from United States Minister Beaupre at Bogota, dated June 1, reads:

"A decree issued today declares public orrder restored throughout the na-

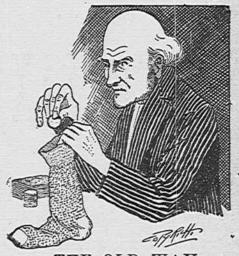
This announcement is believed to have an important bearing upon the pending canal treaty, for it is supposed to indicate the suspension of martial law and the removal of the constitutional objections to the assembling of the Colombian Congress under other han peace conditions. The officials feel that this would not be done were not the Colombian officials reasonably confident of their ability to carry through Congress their programme relative to the canal treaty.

The White Mills Distillery of Louisville was seized yesterday by order of Joseph A. Craft, Collector of Internation Revenue, because of alleged violation of revenue laws. "Equalizing" is the specific charge made against the employes of the distillery. About \$1,000,-000 worth of whiskey is involved.

THE SUMTER SAVINGS BANK.

HORACE HARBY, President. I. C. STRAUSS, Vice-President. GEO. L. RICKER, Cashier.

Capital Stock, \$25,000 Liability of Stockholders, 25,000



THE OLD WAY Of saving money was to put it in a stock

dullest witted thief was sure to discover when he came prowling around in the small hours of the morning. The new way is to take any sum exceeding one dollar to The Sumter Savings Bank And deposit it there to the credit of your

ing and secrete it in some place that the

account. The money is safe from fire and thief and such savings deposits will earn 4

per cent. interest.

I will give prompt attention to all calls for surveying, platting, terracing hill sides, draining bottoms, drawing Mortgages Titles, Probating, &c.

Land Surveying

BANKS H. BOYKIN, D. S., Oct 19-0 Catchail, S. C.

THE BANK OF SUMTER, SUMTER, S. C.

City and County Depository.

Capital stock paid in, Undivided surplus, 16,000 00 Individual liability of stockhold-

ers in excess of their stock, 75,000 00

Transacts a general banking business; also has a Saving Bank Department. Deposits of \$1 and upward received. Interest allowed at the rate of 4 per cent. per annum, payable semi-annually. W. F. B. HAYNSWORTH, President.

W. F. RHAME, MARION MOISE, Vice-President. Cashier.

TURNIP SEED, Onion Sets--leading varieties.

Aslo assortment of Garden Seeds.

Havana Segars. Large line of fine Havana

Toilet Articles.

A choice line of Toilet and Fancy Goods to which attention is invited at

DeLorme's Drug Store.

KOGOL Dyspepsia Cure Digests what you eat.

This preparation contains all of the nigestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. It prevents formation of gas on the stomach, relieving all distress after eating. Dieting unnecessary. Pleasant to take.

It can't help but do you good Prepared only by E. C. DEWITT & Co., Chicago The \$1. bottle contains 2½ times the 50c. size

JSHUGHSON & CO

