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Frank Shepherd.

Frank Shepherd, the 18-years old son of Mr. J. R. Shepherd, of Ansonville township, died last Monday in Edgefield, S. C. The remains were brought home and the funeral and interment were at Red Hill yesterday. Mr. Shepherd was a promising young man, and had many friends. He is survived by his father and by several brothers and sisters.

Clyde Trexler.

Mr. Clyde Trexler died last Thursday night in the Anson Sanatorium, after a short illness of pneumonia.

B. M. Walton, and the interment was in the old Moore burying ground. He was a son of the late John Trexler,

Baby of Mr. John Morris.

The baby of Mr. and Mrs. John Morris, of Gullede township, died last Saturday. The funeral and interment were at Sandy Plains on Sunday, and the services were held by Rev. S. T. Barber, of Morven.

Mr. Charles Liles.

Mr. Charles Liles died last Saturday at his home at Peachland, after a long illness. The funeral and interment were at Peachland Sunday, the services being conducted by Rev. C. J. Black. Mr. Liles was an excellent citizen. He is survived by two brothers, Messrs. J. B. Liles, of Peachland, and Ed. Liles, of Morven, and one sister, Mrs. J. H. Petteway.

Mr. B. F. Williams.

Mr. B. F. Williams died last Monday, after a long illness, and was buried at Cedar Creek church, near Lilesville, on Tuesday, Rev. W. A.

3rd cockerel, 1st pullet.

S. C. R. I. Reds—Craig Wall, Lilesville, 3rd cock, 1st hen, 4th cock, 6th pullet.

21 LIVES LOST IN

WRECK ON N. Y.

Disastrous Rear-End Collision in New York State—Many Passengers Asleep in Rear Pullman of Train Ahead Are Killed in Crash.

Batavia, N. Y., Jan. 12.—Twenty-one persons were killed and twelve were seriously injured in a rear-end collision on the New York Central railroad at South Byron, six miles east of Batavia, at 3:36 o'clock.

Train No. 11, known as the Southwestern Limited, ran into the rear of train No. 17, the Wolverine, while the latter was at a standstill preparing to take on a second engine for the run up the steep grade between South Byron and Batavia.

There appears to be some controversy between the railroad officials and Engineer John Friedley, of the Southwestern, as to the responsibility for the disaster. The railroad officials say that the rear of the standstill Wolverine was protected by the block system and that in addition a flagman with a lighted fuse was sent back along the tracks.

Engineer Friedley says the block was clear when his train entered and Fireman Brill backs him up in his claim.

Only three passengers in the rear coach escaped death.

Eleven bodies were released from the wreckage about noon and brought to undertaking establishments in Batavia. Shortly after 3 o'clock nine additional bodies were brought in and it was said there were no more in the wreckage.