

FREIGHT TRAIN WRECKED ON WESTERN.

Crashed Through the Bridge at Second Creek, Near Cleveland Early Friday Morning.

Fast freight No. 80, west-bound, was wrecked at Second creek, two or three miles this side of Cleveland, about 4 o'clock Friday morning and the track was blocked until Sunday afternoon. Trains were detoured by Charlotte and by Winston-Salem Greensboro, and traffic was delayed. The train was making good time when it struck the bridge. One of the cars jumped the track sidewise and the following cars struck it with such momentum as to hurl it from the bridge into the creek. The engine and several cars were safely over and remained on the track, but three went into the water and tore one end of the steel bridge down as they fell. No one was hurt.

The Salisbury correspondent of the Charlotte Observer gives this account of the wreck:

"It was one of the worst wrecks on the Western road for years. The bridge is a magnificent structure and spans the creek, either end resting securely upon granite pillars. The down grade is a heavy one and this train was well weighted down. When the first car crossed the track in an angular way the others hit and 17 were hurled down a very steep embankment. Nearly all of these were loaded with lumber and the loss in the destruction of property is not so great. All the cars that left the track were reduced almost to shavings and in some instances the mechanical parts of the cars can be used further only as scrapstuff. Five cars on one side and two on the other of the bridge, went into the water dammed it for hundreds of yards. One car in the creek was filled with corn and this was a total loss. This is this the only one whose contents were destroyed. Another was loaded with cotton but it will be saved.

"The bridge suffers worst of all. The end towards Statesville is knocked from the pillar and rests in the stream. No attempt has been made to lift it back to the original foundation but wooden mock work has been put for temporary use. The moment the last spike was driven in the Sunday afternoon a big hog freight engine made two trial trips over the shaky structure and pushed the cars that remained on the track Friday morning back to Barber Junction. Capt. Tom Murphy then took his heavily loaded passenger train across at snail pace."

Put Your Money in a Bank.

Speaking of banks reminds us that there are yet some people in this country who have a little money on hand and consider it safer in the bureau drawer, in old stockings, or under the bedclothes than it would be in a bank. In this idea of the safe-keeping of money they are directly opposed to the ideas in practice by the business world. The men who have most risks with money—that is, those who have most money to risk, always deposit it in bank for safe-keeping. If the most successful business men adopt this as the safest plan, surely a man with only a small amount of money can safely afford to follow such example. Don't keep your money at home. It's not safe there and it makes it more risky for your own personal safety. A burglar who is mean enough to rob you of your money is mean enough to kill you, if it's necessary to get it. If you deposit it subject to check you don't have to even go to the bank for it, but you take your check book and write a check for any amount not exceeding the amount of your deposit, and any business man will accept it as same as cash. Banking is the business way, the sensible way, and the safest way of keeping money.—Marshville Home.

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