

The Barnwell People-Sentinel

JOHN W. HOLMES
1846-1912.

B. P. DAVIES, Editor and Proprietor.

Entered at the post office at Barnwell S. C., as second-class matter.

SUBSCRIPTION RATES:
One Year \$1.50
Six Months90
Three Months50
(Strictly in Advance.)

THURSDAY, AUGUST 27TH, 1925.

To Our Subscribers

Remittances from delinquent subscribers have been disappointingly small during the past few weeks, and especially so during the past week, in spite of the fact that the blue ring was placed around the label of every subscriber who is in arrears. We are "ringing" these papers again this week and if there is one around your label, we will greatly appreciate the favor if you will bring or send us the amount due.

Practically all weekly newspapers in the State have been forced to adopt the paid in advance system. The publisher of the The People-Sentinel has found it necessary, by reason of losses on unpaid subscriptions, to do likewise, and notice is hereby given that on and after October 1st, 1925, the name of every subscriber who is in arrears will be dropped from our mailing list. While we regret this necessity, we cannot continue to send the paper unless it is paid for. We have found that it is much easier for the subscriber to pay for one year than for two or three years at a time. We will continue to remind delinquents every week until October 1st that they are in arrears and after that time our mailing lists will be revised. Please examine your label today and if you are behind, a remittance will be appreciated.

Motor-trucks and Railroads.

It would seem that the claim that the motor-truck is so seriously interfering with railroad freight traffic that increased rates are necessary has no foundation in fact. In some States it is found that nearly 40 per cent. of the total tonnage is moved less than ten miles and nearly 70 per cent. less than 30 miles. The truck has found its place in the short haul and is not taking over any business that the railroads can better do.

U. S. Treasury records show that in 1923 the rail lines contributed some \$35,000,000 in taxes toward highway construction and maintenance, but derived in turn from the carriage of motor vehicles, parts and road-building materials more than \$400,000,000.

The total of special taxes, exclusive of personal property, paid by motor vehicles in 1924 amounted to \$471,000,000, or the equivalent of 46 per cent. of the total national, State and local highway bill, as estimated by the Bureau of Public Roads. The same tax total was equivalent to 92 per cent. of the cost of the State highways during that year, and over which roads from 75 to 80 per cent. of the vehicular mileage takes place. From all of which it is seen that there is no basis for the fear that the motor-truck is going to compete seriously with the railroads.

Safe Driving vs. Reckless Driving.

"If we had an epidemic of a dreaded disease which was exacting the toll we are paying in automobile fatalities, the whole country would be up in arms."

"The roads and streets will be safe for our people only when every good citizen puts his force into the fight for safer driving."

The above are excerpts from a talk made by the judge of Columbia's police court before the Kiwanis club one day last week. During the course of his remarks, Judge Kimball paid his respects to the "road hog," describing him as a person who "has no regard for his own life nor the lives and limbs of others." An accident, he said, is an unavoidable thing and carelessness, negligence and "downright meanness" are the causes of most of the troubles on the highways. Judge Kimball called upon all good citizens to cooperate in an effort to promote better observance of safe conduct of motor cars. He frankly admitted that the imposition of fines does not seem to stop the alarming number of fatalities.

There is food for thought in the above. There isn't a motor car owner and driver in Barnwell, or elsewhere in the State, that goes upon the highways with any feeling of safety, and apparently bad matters are getting worse. The partial return of prosperity has meant a large increase in the number of irresponsible drivers, white and black. Only a short time ago, a lady from

another State was touring through South Carolina, en route to Florida. In a letter to a daily newspaper, she wrote that, after being almost forced into the ditch on several occasions to avoid collisions with other cars, she turned back and that never again will she attempt a journey across South Carolina. What a sad commentary upon the Palmetto State's boasted chivalry and courtesy!

As the People-Sentinel has remarked before, the most despicable members of the human family are the "road hogs"—those drivers who are so selfish and as Judge Kimball says, having no regard for their lives nor the lives and limbs of others, insist on driving their cars at a high rate of speed down the middle of the splendid highways that every automobile owner has helped to build.

Naturally, if any thing is done to remedy the situation, the better class of citizens must act—it is unreasonable to presume that the lawbreakers themselves are going to put a stop to it, except by killing themselves off. The trouble with that method is that so many innocent persons are also killed or injured.

It has been suggested that every automobile owner be required to furnish an indemnity bond and that every driver be required to pass an examination before being given a license to drive on the public highways. And furthermore, that any person found driving an automobile while under the influence of intoxicants shall have his license revoked. We are informed that similar requirements already exist in many States and the fact that we have no such laws in this State may be partly responsible for the experience of the lady referred to above.

The Legislature delights in taxing automobiles and everything pertaining to them. Why not ask that august body to throw some safeguards around those who are perfectly willing to give the "road hogs" more than half of the road?

For the first time in history, the Southern States surpassed New England in textile production during the past year, according to records of the cotton year ended July 31st, as announced by the Department of Commerce. A decline of 25 per cent. in New England production was responsible. This is just another indication that the march of empire is southward. The Sunny South, for many years the step-child of the nation, is at last coming into its own.

Schools at Olar Will Open Soon.

Olar, Aug. 25.—The next session of the Olar schools will begin September 10th and Supt. W. L. Brunson has announced the following faculty: First grade, Miss Lillian Reeder, A. B., Lander college; Second grade, Miss Sybil Parker, A. B., Winthrop college; Third grade, Mrs. A. S. Barker, Georgia Normal Industrial college; Fourth grade, Miss Margaret Cook, A. B., Anderson college; Fifth grade, Miss Francis Anderson, Georgia State college; Sixth grade, Miss Martha Few, A. B., Wesleyan college.

High school department: Music, Miss Vivian Yate, Breneau college; French and history, Miss Thelma Elizey, A. B., Winthrop college; English and mathematics, Principal I. E. Ready, A. B., University of South Carolina; agriculture, W. L. Beard, B. S., University of Louisiana; mathematics, Supt. W. I. Brannon, A. B., University of South Carolina.

For Satisfactory Weights and Grades, Ship Your Cotton to MIDDLETON and PETERSON, Inc., Savannah, Ga.

The Olar high school was proud of its football team last year, having made an excellent record. Prospects are encouraging for a good team this year, as a large group of boys are coming from out of the district. Mr. Ready, who is to coach the Olar boys, will be here September 2nd to begin practice.

Death of Rev. J. F. Davis.

Hilda, August 22.—The Rev. J. F. Davis, for some years pastor of the Hilda and other Baptist churches in this section of the State, died at his home in Hilda Thursday night, Aug. 22th, aged 55 years, following a brief illness. Until the previous Sunday Mr. Davis was in his usual good health, and filled his regular appointment at Hilda as usual. He was taken ill later in the day, and was unable to preach that night. The funeral services were held at Hilda Saturday, and interment followed in the Williston cemetery.

Mr. Davis was born in Alexander county, North Carolina, and had held pastorates in North and South Carolina. Several years ago he came to South Carolina, and has served as pastor at various times for Hilda, Double Pond, George's Creek, and Springtown, and had also served as pastor in Tennessee. He was a fine old gentleman and a preacher of the old school, who adhered closely to the Bible and preached the Word as one unafraid, and as one who loved and enjoyed the service of his Lord.

He is survived by his widow and two sons, Rev. W. R. Davis, of Williston, and Charles G. Davis, of Lowe, N. C. Five daughters, all of whom live in North Carolina, also survive him.

To Mark Official Highway.

The city council placed an order Monday night for markers to be used along the recently designated official highway between Columbia and Savannah, which passes through Barnwell. Twenty markers were ordered and these will be used to direct traffic along the route. In addition, three large signs were ordered and will be placed as follows: One at the intersection of the Dunbarton and Elko highways; one at the intersection of the Allendale and Olar highways, and the third on the Columbia-Savannah highway. It has also been suggested that the towns along the route contribute sufficient money to erect a large sign at the intersection of the Columbia-Savannah highway and the Columbia-Charleston highway, about 14 miles South of Columbia. Inasmuch as highway No. 1 has been designated as the official route from Columbia to Savannah, every effort should be put forth to direct through traffic in the right direction.

500 Bales of Cotton Sold at Springfield

Springfield, Aug. 22.—Around the cotton platform, denotes a scene never witnessed here before at this date, where hundreds of bales of cotton are being sold, with merchants as busy as they usually are on September 15th, and with the banks remaining open until sundown to pay for the cotton, and incidentally to make collections. Over five hundred bales of cotton have been sold here for an average price of twenty-three cents per pound, and seed are selling for 60 cents a bushel of thirty pounds. This

For Satisfactory Weights and Grades, Ship Your Cotton to MIDDLETON and PETERSON, Inc., Savannah, Ga.

does not indicate a good crop at all, and where your correspondents tell you to the contrary they will find their mistake during the month of September. The extreme heat, with the lack of moisture, is causing many immature bolls to open, consequently, it takes a larger number of pounds of seed cotton to gin a bale of cotton. Springfield, has been not as hard hit, as many sections nearby, as we had some rains that were almost local, and in a measure, were to that extent more fortunate, however, our crops of both cotton and corn, will not come up to an average.

A few fields may make a bale to the acre, where we usually have several thousand acres that make a bale to the acre. Where nitrate was used exactly at the right time, it has made a wonderful showing, but in most fields, the nitrate was used after the ground had become dry, and no results can be expected.

However, with the two large mills running over time, and with more orders than they can fill Springfield will make its usual touchdown.

Are You All Run Down?

Many Barnwell Folks Have Felt that Way.

Feel all out of sorts?
Tired, achy, blue, irritable?
Back lame and stiff?
It may be the story of weak kidneys.
Of toxic poisons circulating about upsetting blood and nerves.
There is a way to feel right again. Help your weakened kidneys with Doan's Pills—a stimulant diuretic.
Doan's are recommended by many Barnwell people.

A. D. Furtick, Barnwell, says: "My kidneys were out of fix and the secretions burned in passage and contained sediment. I had a dull ache in my back most of the time and morning my back was lame and stiff. Doan's Pills helped me and I kept on until I was rid of the trouble."
Price 60c. at all dealers. Don't simply ask for a kidney medicine—get Doan's Pills—the same that Mr. Furtick had. Foster-Milburn Co., Mfrs. Buffalo, N. Y.

Ford

Announcing Important Changes in Bodies and Chassis

*Added Beauty and Utility
Closed Cars in Color*

No Increase in Prices

All-steel bodies on Tudor Sedan, Coupe and open cars. Bodies and chassis both lowered. Larger, more attractive fenders, affording greater protection. New improved transmission and rear axle brakes on all types. One-piece ventilating windshield on closed cars; double ventilating type on open cars. Curtains opening with all doors on Touring car and Runabout. Closed cars in colors, with upholstery of finer quality to harmonize; and nicked radiator shells. Many other refinements now add to the beauty and quality of these cars. See your nearest Authorized Ford Dealer today for complete details.

Ford Motor Company
DETROIT, MICH.

COTTON COTTON

CHAS. G. HOUSTON
COTTON FACTOR
AUGUSTA, GA.
Every Facility For Giving Efficient Service

Cash Advances Highest Prices
WRITE FOR FREE COTTON REPORT.


JAMES TOBIN FERDINAND PHINIZY
PHINIZY AND CO.
COTTON FACTORS AUGUSTA, GEORGIA
ESTABLISHED 1865

We again offer our services to the people of Barnwell and adjoining counties as commission merchants. We are prepared to make advances on all shipments and require no other form of security than the actual cotton itself.

BARNWELL INSURANCE AGENCY
John K. Snelling, Mgr.
Representing the Best Old Line Companies
Surety Bonds
Insurance of All Kinds
Fire — Health and Accident — Life

C. Walker Beeson W. M. Butt
WALKER & WALKER
Cotton Factors
Augusta, Georgia
Established 1898.
Government Bonded Warehouse
We Solicit Your Business.

Immediate Service



When you are in a hurry—need your car right away, and something goes wrong; we give you immediate service, so you will not be delayed a minute longer than absolutely necessary. No extra charge for this service.

Vickery Bros.
Barnwell, S. C.