

### The Press and Banner

W. W. & W. R. BRADLEY, Editors

ABBEVILLE, S. C.

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Wednesday, Aug. 10, 1910.

#### The Trolley.

After the statements made at Greenwood by the promoters of the trolley extension, to the effect that no decision would be reached as between Abbeville and Greenwood until about September 1st, the statement sent out from Anderson that orders had been issued to permanently locate the road between Belton and Greenwood, came as a surprise. The majority of the people of Abbeville, however, could not and did not believe that Mr. Thackston and others were so poorly informed or that they would deliberately mislead, and so were prepared for the correcting statement which followed in a subsequent issue of The State.

Unquestionably the southern extension of the trolley system will take the course and make the connections that promise most to the system. They have no spite at Abbeville, and if greater inducements are held out by the Abbeville route, we must think that they will be given proper consideration.

If the road should be built to Greenwood, the Southern Railway Company will put on its single car system, such as is now in operation between Anderson and Greenville, and it will more than divide the limited travel through that section, with the trolley. On the other hand, should the road come by way of Donalds and Due West to Abbeville, it will get the large business that is even now making the Due West road a dividend-paying property. Due West with her two colleges and growing business would be a feeder to the road equal to one-third of either Abbeville or Greenwood. The road would then pass through one of the most prosperous sections of Abbeville County, to the city. Here then would be a through line from Belton to Abbeville, fully half of which would be operated without competition. Competition may be the life of trade but it isn't always the life of the trader.

Abbeville is prepared to make or to accept a proposition that should interest the trolley promoters. While we may not expect any special favors at their hands, we believe, as business men, they will not act without a frank conference with our people. Our people should be prepared at moment's notice to go into that conference with definite terms.

#### Home Coming In Anderson.

The Anderson Home Coming in point of members and interest was a great success. Thousands of visitors thronged the streets of the pretty city every day. Old acquaintances were renewed, kinships retraced, cigars smoked by the tens of thousands, and ice cream cones devoured by the myriads.

But the flying machine didn't fly. The traction company was put to it to furnish transportation for the crowds bent on sight seeing. Anderson stood up, handsome and splendid in her "Sunday best," with a smile of greeting for every son and paynim in her realm for the week, and made each feel at home.

But the flying machine didn't fly. Good humor pervaded the atmosphere. There was no need of the "cop." A more orderly or well behaved people could not be found outside of South Carolina. Ample accommodations were made for all visitors and all who took advantage of the opportunity to go back home or to see the beautiful city of the Piedmont came away pleased.

But the flying machine didn't fly. Great numbers of people took advantage of the low rates to see the wonder of the age, the flying machine. The flying machine was a drawing card. The machine was encircled on the base ball grounds, out at the park and many were the eyes that looked over the huge tent in the hopes that the bird might emerge its cage.

But the flying machine didn't fly. P. S. Yes, the flying machine did fly. One who remains until Saturday evening tells us that she did fly she flew like a bird—Saturday evening.

#### Gasoline Against Mules.

On last Saturday, near Greenwood, a trial was made of a twenty horse power Gasoline Engine as the traction power for road scrapes. Instead of hitching one scrape to the engine as is commonly done with mules, two scrapes were hitched tandem. The road over which the engine worked was rough but the work done was well done and was sufficient to prove to the witness that the day of the mule is passed as traction power for road scrapes in this country.

On enquiring of those who were engineering the scrapes, about how many mules would be required to pull the two scrapes with the same ease with which the engine did the work, they answered that sixteen could not do the work as easy, and as well and as fast.

One Gasoline Engine against sixteen mules! It is time to give the poor old mule a rest and let gasoline do the work. Hundreds of miles of roads in Abbeville county could be worked with the engine, in fact the engine can work almost any road that mules can work.

The County Board should investigate this matter and if it is a success in other counties that have been using it so long they should introduce it here at once.

Abbeville county needs something more than she has at present. If the Engine will do the work let the supervisor buy one at once and begin a good road crusade. The engine can be bought for less than half of what mules would cost that could do the same work.

On rainy days, too, when mules are eating corn at so much per bushel the engine would consume nothing. If many men are using these engines to plow with out in the old fields it does seem that the County Board might investigate the feasibility of running them along the public high-way to pull scrapes.

We must have good roads. All are in favor of a three dollar road tax next year some states pay five and we ought to. All are unit as to making Abbeville county roads at least the equal of the roads in other counties.

We are going to do something if you will back us up. (The "We" stands for official in the county.) Give us your hearty support and encouragement and something will soon be done to better the roads in this the best county in every thing but roads.

#### Should Mules Be Required To Stop At Railroad Crossing's.

Columbia, August 5.—A suit of unusual nature has been filed at the County Court House. W. W. Dowdy, of the Eastover section, is suing the Atlantic Coast Line for having killed a pair of his mules and broken up a wagon, when one of the Coast Line trains struck the team his son was driving last fall. There is an ordinance passed by the town council of Eastover, making it unlawful to run trains at a rate of more than twelve miles per hour through the city and providing also for stops at railway crossings.

It is alleged that the train that struck Dowdy's team was going thirty-five miles an hour and that box cars blocked the vision of the driver of the team, so that the approaching passenger train could not be seen. The allegation was also made that no signal was given by the engineer. The suit is for \$1,500.

It is a wonder the railroads do not sue individuals for blocking the right of way with mules, wagons, automobiles and things of that nature. The blocking of the right of way at road crossing's is a very dangerous thing. Besides endangering the property of the railroads it is a constant menace to the life of passengers. Twelve-year old steer or a tough old mule is enough to wreck an entire train, and how the long suffering railroads can every day and constantly be knocking things off their right of way without looking for redress is something remarkable. At least it shows great patience and magnanimity.

It is a question of which has the right of way, the mule and wagon or the train with its United States mail, its express, its human freight, its perishable goods, etc. There ought to be a clearer understanding under the law which really has the right of way. The "Stop! Look! Listen" on the crossing sign board fall on sightless eyes so far as the fellow with the mules and wagon is concerned. He drives across the way of the railroad with as much nonchalance and indifference as he would drive in crossing a spring dreen, in fact there is usually no effort on his part or diligence, unless there be a train approaching, in which event he goes full speed ahead to see if he cannot beat the train over the crossing. That is true. You have seen it done.

Now how the long suffering railroads have permitted their right of way to be thus blocked without bringing the offenders before the court is something very strange indeed. It looks like the railroads would at least pass a law requiring such persons to stop just before entering their right of way, so that when the noise of the wagon and the jangling of the harness ceased the individual could tell whether or not a train was approaching, and thus reduce to the minimum the danger of wrecking the train and killing the mules.

#### Praiseworthy Citizens.

Talking about good roads; how much do you wish good roads?

Once upon a time a bunch of men were discussing the destitution of a certain good woman, and all expressed their sorrow and regret that such an one should come to want. They were vociferous and emphatic in these expressions, when one of the number said: "Well, I'm sorry \$5 worth, how much are you fellows sorry?" when lo and behold, not another one was sorry so much as a cent!

How much do you wish good roads? The supervisor left early Monday morning for Martin's mill where he met certain citizens of that neighborhood who have agreed among themselves to work the road between the mill and Price's gin for actual expenses—mule feed, etc.

This is the spirit that builds roads, or anything else to be built. The good citizens in the vicinity of Martin's mill deserve commendation for this step and if others in other parts of the county would lend their aid in this way the county would soon be in better shape.

"Cussing" the Supervisor never built an inch of road and never will. But when the supervisor has the encouragement and help of the citizens as evidenced at Martin's mill then something is going to be done. If every man in the county were imbued with the same spirit Abbeville County would climb to the top in a surprisingly short time.

Some States pay as high as \$5 commutation tax and our citizens see their good roads and wonder "why in the devil our supervisor does not build such roads". Here is where echo is silent for very shame.

But our people are thinking people and it will not be long before they realize that good roads cost money just like anything else that is worth having cost money and when we all agree to this we, too, will pay the price and put our county on a footing with other counties.

We are soon to have a good roads meeting in Abbeville and it is hoped that every man in the county who can attend will be present. Expert road men will be here to talk to us about good roads and it is to our interest to hear what they have to say so that we may be able to act and vote intelligently when the time comes.

#### Communications from Candidates.

Communications from candidates or clippings inserted at the request of friends of candidates will be charged for at our regular advertising rates. This is done in the spirit of fairness for all concerned.

Camp Session No. 416 United Confederate Veterans met in the Supervisor's office at 10:30 o'clock Friday, August 6th, 1910. Captain James Pratt in the chair, the following were present:

James Pratt Commander M. H. Wilson, W. A. Templeton Adjutant A. T. McIlwain R. E. Hill A. F. Calvert W. W. Edwards Dr. J. W. Kellar T. C. Seal J. W. Sign

Communication from Division Headquarters were read and received as information. J. Fuller Lyon and W. A. Templeton were elected principal and T. P. Quarles and A. T. McIlwain alternate delegates to the State Reunion to be held at Spartanburg Aug. 17th-18th Miss Mary Perrin was elected sponsor for the camp.

W. A. Templeton Adjutant

#### A New Industry.

The Manufacturers' and Merchants' Association of Floyd County, Georgia, is taking steps to provide for a new industry. That new industry is goat culture.

Ordinarily this would be a theme for a funny editorial, for if there is any Achan, or Philistine, or Beezlebub in the camp of the average farmer, it is the capricious goat. He is "animalia non grata" to the ordinary farmer, and he finds no place here unless he has formed pleasant associations with the little boy and the tin wagon.

To mention goats to some is to raise the hair, the goose flesh—to stand the bristles on end, to provoke ungentlemanly language; and yet it was not always thus, and is not thus now in other countries than America.

The goat deserves consideration. Any animal with the sang froid and suavely and utter independence of the goat deserves more respect, and it is the purpose of the Association of Floyd County to bring about a better understanding and to establish mutual relations between Floyd Countyites and the goat.

At the government station in Maryland a large herd of Georgia and Carolina goats have recently been gotten together for the purpose of experimenting with them in the effort to find an animal that will give a sufficient flow of milk to make goat culture a paying proposition. The Georgia goat is said to be the best milk goat yet discovered. The milk of these goats is in great demand for infants and invalids. Floyd county is a hilly country, and an ideal goat country.

In other countries the goat holds a much more enviable position than here. In the countries around the Mediterranean Sea the goat entirely displaces the cow. Even on the rocky island of Malta, there are thousands of goats which browse on the scanty grass and herbage, and furnish milk for the people in plenty. In the mornings the milk man rings his bell at the door and milk is delivered on the spot, fresh and unwatered, for the milk man is attended by his flock of goats, and they are milked to suit your order. There are many advantages to the milk man under this method. It precludes the necessity of carrying tin cans and churning the milk in a wagon before delivery. It also gives him more time in which to do his milking. And last but not least, it leaves no opportunity of palming off on the customer watered milk.

We should cultivate a wider and more intimate acquaintance with the goat. He is a valuable animal and worthy more consideration than we have been wont to show him.

No agency has caused the goat to fall into disrepute more than our Stock Law. Owing to his roving disposition and utter disregard for confines, limits, and boundaries, a breach has been made between the farmer and the goat which has constantly widened since the inauguration of the Stock Law. But the goat is a very domestic animal withal. He is fond of his home, gentle and very companionable—to boys. His hide is valuable, his flesh most edible, and as a milk supply, second to none.

In this day of wire fences there is no reason why the goat should not resume his former place in farm economy. The average man in South Carolina would turn up his proboscis at a glass of goat milk but the same individual will take his seat at a "table dote" and eat Edam cheese and Roquefort with a zest that belies his contempt for the milk.

The goat is alright, and the Floyd County farmers will do a good work for the country if they succeed in reestablishing friendly relations between the man and the animal—but the trouble is on the side of the man.

#### Better Service on the Abbeville Branch.

Those who go abroad by way of the Southern have a most agreeable surprise in store for them. We have thought that the Abbeville Branch road bed belonged to the Rough Riders but it was not the bed at all, it was the coach.

Captain Williams and his able lieutenant M. B. Syfan have been hobnobbing with the Superintendent with the result that they now have a new car and the Abbeville branch ride is so far from being a bug bear that it is a pleasure to ride thereon. The journey has been cut half in two, the train men wear a smile, the thrasher of by-gone days is a thing of the past, the branch has come into its own.

#### Picnic at Cool Hollow.

Quite a number of Abbeville citizens attended the picnic at Cool Hollow last week. All returned well pleased with their trip. The picnic was held near the home of Mr. Tucker who took much interest in the affair and did much for the comfort of the visitors. That particular neighborhood is noted for its picnics. At Sunny Slope one of the largest community picnics ever held in the county was enjoyed by an immense crowd not many years ago.

At the picnic last week several candidates were present and speeches were made by Messrs Graydon, Mars, Lomax, Gary, and Moore. Melvin Ashley acted as chairman of the Meeting and introduced the speakers.

The meeting was harmonious. The crowd was a most orderly one and no untoward circumstance arose to mar the pleasure of the occasion, which was thoroughly enjoyed by every one present, both young and old.

#### Air Ship in Wrong Town.

Visitors from Abbeville sympathized with the Anderson people in their futile effort to send up an air ship. There seemed to have been a gas famine in that splendid old town. The Press and Banner would suggest that they sell the machine to Greenwood.

#### Struck a Rich Mine.

S. W. Bends, of Coal City, Ala., says he struck a perfect mine of health in Dr. King's New Life Pills, for they cured him of Liver and Kidney Trouble after 12 years of suffering. They are the best pills on earth for Constipation, Malaria, Headache, Dyspepsia, Debility. 25c at Speed's drug store.

#### Lost.

May 15, between hours of 10 and 11 a. m. one watch chain and chain for. The chain has the word Declaration engraved on face and letters T. H. S. or the back. Reward for returning same to Press and Banner office.

#### For Rent.

House on corner of Church and Pickens streets. House is furnished with electric lights, water and sewerage. See or call up R. S. McComb. Phone 213-A rings.

#### HE FOUND THE MAN.

In my early days I was a reporter on The Clarion Call. Only a dislike to own myself beaten and the occasional fascination which compensated for the more frequent discomfort kept me in the office. But all this was before the day I was sent to interview the wife and daughter of the man who had just disturbed society by disappearing from it.

Mr. Grey, so it had been learned from the notices concerning his disappearance, had one evening after dinner gone out for a stroll around the block. He had never come back. His family was of course prostrated after the manner of families on such sad occasions. After giving him time to come back, sending to his clubs, his office and the houses of his friends his wife had finally told his lawyers, and systematic search was begun. The family had retired from public life and donned themselves to every one, consequently my chances for an interview with Mrs. Grey did not see hopeful, but the city editor's air of granting me the opportunity I had been longing for made me loath to admit my fears.

I took the train for the Greys—they lived a little way out of town—and prepared myself to meet the servants' scorn and the other attendant evils of such an assignment. The coach was an ordinary one, and there were several laboring men in it, evidently traveling to some suburb where they were to work upon the roads, for they carried pickaxes and shovels.

There sat opposite me and slightly forward a peculiar type of man to whom I found my gaze wandering every few minutes. His iron gray hair was thick and very unevenly cut. His face was covered with a stubby growth of gray beard. He looked unwashed, unkempt and generally unpleasant. His blue overall was stained and spread at the front in a way that revealed anything but a beautiful neck, burned and blistered. But the man's twitching lips and convulsive movements of the jaws attracted my attention, and his deep set, steely blue eyes that burned in cavernous sockets fascinated me. He did not talk to the other men, but sat with his head sunk upon his breast, only occasionally raising it to cast a look about him. He, with the other laborers, left the train at Forestville, where the Greys lived, and I soon saw them, under the direction of a foreman, assigned to make various road repairs.

Of course Mrs. Grey would not see me. I sat in the library while the servant took my card to her, for there were other callers in the drawing room. Over the mantel hung a picture, presumably Mrs. Grey, done in oil. She was as beautiful as a cameo and as hard. Opposite her was the portrait of a clean shaven man, with fine iron gray hair and a more plebeian cast of countenance, but strong and interesting. The face seemed familiar. I stared at it until the servant returned.

"Mrs. Grey is sorry, miss, but she can see no one, and has nothing to say for publication."

"Very well," said I. Then I rose to go. "Is that Mr. Grey?" I asked, nodding toward the picture.

"Yes, miss," was the reply, and suddenly it flashed upon me where I had seen those deep set, curiously shaped, keen blue eyes. My heart leaped almost into my mouth. I took one long look at the portrait and left the house.

The men were repairing the road, and I noticed one of the workmen whose face startled me. The resemblance to the portrait I had seen of Mr. Grey was remarkable. He worked with a fierce delight in the severe labor. His face seemed more mad than ever, with the exultation of motion and strength deepening the gleam in his eyes.

There was a telegraph office at the end of the street. I sent a message to the city editor. "Send a man to Forestville at once," was my command. Then while I paced the street and walked about the square I reflected upon the welcome I would receive if I had made a mistake.

Every minute I became more and more convinced that I had made the most colossal blunder on record. By the time Mr. Ellington Ellsworth, the only man who happened to be available when my telegram was received, had arrived I was nearly hysterical. I told Mr. Ellsworth my theory, and he was properly skeptical. He discouraged me thoroughly in about two minutes, but I suddenly rallied.

"Well," I remarked, taking command, "I want you to keep that man in sight. I shall go to town and get his lawyer. Find out what train they go in on, and I'll meet you."

Mr. Ellsworth didn't wish to act upon that suggestion, but he finally consented to do so. I went in, summoned Mr. Grey's lawyer and with him met the workmen's train. Mr. Ellsworth, looking bored and unhappy, got out and pointed out our suspected "disappearance" to his lawyer. My heart stood in my mouth. Was I to be forever disgraced or made famous forever?

"Mr. Grey," said the lawyer, stopping forward, "what does this mean?"

"And when I saw the man start wildly I knew that I was not forever disgraced."

"Well," said the city editor jovially, "what did they say?"

"They didn't say anything. They didn't see me."

"So you didn't get the interview?" said the city editor shortly.

"No," I replied meekly, "but I found the missing man."

And now, such is the irony of fate, the city editor, instead of letting me rest on my laurels, is always exhorting me to live up to the reputation I made in the Grey case, when I found the missing man, learned how overwork had worn out his brain and how in his half crazed condition he wandered away and returned to his original occupation in life, to the horror of his wife with the camel-like face. If only I had never been so brilliant!—Exchange.

#### He Preferred Death.

Berou de Maletie, a German who had served in Mexico with Maximilian, told to Sir M. Grant Duff, who records it in his "Diary," the following story of an Indian's devotion to his leader:

General Mejia was a full blood Indian in the service of Maximilian and was taken prisoner along with him. Two hours before their execution he was taken place General Alatorre came to him and said: "General Mejia, I have been three times your prisoner, and three times you have spared my life. My aid-de-camp is at the door with a horse, and you are free to go where you please."

"And the emperor?" asked Mejia.

"Will be shot in two hours," answered Alatorre.

"And you dare to come to me with such a proposition! Leave the room!" rejoined the prisoner. Alatorre did so, and Mejia the emperor fell together.

#### Annual Meeting.

The annual meeting of the stockholders of the Abbeville Savings and Investment Co. will be held in the National Bank Building Thursday, August 11th, 1910, at 6 o'clock P. M.

#### Meeting of the U. D. C.

The U. D. C. will meet at the home of Mrs. S. C. Miller at half-past five o'clock Tuesday afternoon, August the 9th.

Miss Eliza Mabry, Sect.

# BARGAINS FOR CASH

## In order to reduce our stock of CLOTHING

we are going to offer you better goods for less money than was ever offered in Abbeville. Come and inspect whether you buy or not.

## A LOST OPPORTUNITY IF YOU DO NOT BUY! 33 1-3 PER CENT DISCOUNT

Men's Suits	Men's Pants
\$9.00 Suits for \$6.00	\$2.50 Pants for \$1.67
10.00 " " 6.67	3.00 " " 2.00
12.00 " " 8.00	3.50 " " 2.33
12.50 " " 8.33	4.00 " " 2.67
15.00 " " 10.00	5.00 " " 3.34
16.50 " " 11.00	6.00 " " 4.00
18.00 " " 12.00	7.50 " " 5.00
20.00 " " 13.33	
22.50 " " 15.00	

## 25 per cent Discount!

Boys' Suits	Men's Oxfords
\$2.50 Boys' Suits for \$1.88	\$5.50 Oxfords \$4.50
3.00 " " 2.25	5.00 " 4.25
3.50 " " 2.63	4.00 " 3.25
4.00 " " 3.00	
5.00 " " 3.75	
6.00 " " 4.50	
7.50 " " 5.63	

## Postively No Goods Charged at these Prices.

# PRESSLY & PERRIN

## FIELD SEED for Fall Sowing.

BARLEY, RYE, VETCH, RAPE, CRIMSON CLOVER

**JELICO COAL!** We are receiving every week Best Block Jellico Coal and will have this month (August) a car of "Jellico" Nut Coal, best size for cooking stoves and ranges. Will also have a car of "Red Ash" Egg and Nut Hard Coal. Will take orders for any month, and deliver when you need it. We have a good line of grates to burn up the Coal after you buy it.

We still have a good stock of Fruit Jars and Ice Cream Freezers. We are right up on all kinds of Hardware, Groceries, etc.

## Amos B. Morse Co.

## LOW RATES TO SPARTANBURG

... VIA ... Southern Railway

\$1.65 Round Trip.

On account Confederate Veterans Reunion low rates to Spartanburg, S. C., and return. Tickets on sale Aug. 16, 17 and 18. Good to return August 20th.

## WOFFORD COLLEGE

Henry Nelson Snyder, A. M., Litt. D., LL. D., President. Ten Departments; Library and Laboratory; Gymnasium under competent Director; Athletic Grounds. Next Session begins Sept. 21. For catalogue address J. A. Gamewell, Sec'y, Spartanburg, S. C.

**Wofford College Fitting School** High Grade Preparatory School. Well equipped plant. Limited school; small classes; charges reasonable. Session begins Sept. 21. For catalogue address A. M. Duff, Headmaster, Spartanburg, S. C.

## JAMES CHALMERS INSURANCE

LIFE FIRE

We offer for sale the Ellington farm, situate about eight miles west of Abbeville, half mile from Watts station on Seaboard R. R., near good public school and church, on one of the best roads leading out of Abbeville.

We have divided this big farm into five tracts as follows: Tract No. 1 contains 75 acres. Tract No. 2 contains 175 acres. Tract No. 3 contains 125 acres. Tract No. 4 contains 105 acres. Tract No. 5 contains 200 acres.

One to two good houses with each tract. You will find these farms to be the best in Abbeville County. They are in a high state of cultivation now. Extra fine crops on entire place. No waste land.

We offer these farms at low figures, on easy payments. One-fourth cash, balance in two to six years.

## Abbeville Insurance & Trust Co.

J. E. McDavid, Sec'y.

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A highly endowed institution of higher learning. New building, new furniture and equipment. Superior faculty. Music, Art and Expression. Annual interest income makes possible the advantage of the high priced College at cheap rates.

Next session opens September 22nd. Address Coker College for Women, Hartsville, S. C.

To keep your health sound; to avoid the ill effects of advancing years; to conserve your physical forces for a ripe and beautiful old age, guard your kidneys by taking Foley's Kidney Remedy. C. A. Millford & Co.