

Fire Ruins Stock of Goods.

Fire was discovered in the store of W. L. Blackmon, Jr., on East Marion street a little after 11 o'clock Monday night and the prompt response and effective work of the fire department in subduing the flames within the building prevented what otherwise might have been a most disastrous fire. The store room is just behind the drug store of Hayes & Gregory and there are three other rooms in the same row with the Blackmon store, all occupied. A strong wind was blowing at the time and the timely discovery of the fire was indeed very fortunate. Mr. Blackmon who stated that he was in the store about ten o'clock, was unable to account for the origin of the fire. He had partial insurance on the stock, which is practically a total loss from both fire and water damage. The building, which belongs to J. C. Cook, was also considerably damaged.—Kershaw Era.

The BULL'S EYE
Editor and General Manager
WILL ROGERS



Another "Bull" Durham advertisement by Will Rogers, Ziegfeld Folies and screen star, and leading American humorist. More coming. Watch for them.

What Good Does It Do You to Know Something?

Advertisements in all Papers and Magazines are all trying to appeal to the intelligent. Now this one is for the great majority. Reliable authority, in fact it was the Draft Boards during the War, figured out that the intelligence of the average Adult of this Country was that of a 13 year old Child. (Now that is giving us the best of it because a 13 year old Child is about the smartest thing we have in this Country), but the 13 year old Child they referred to was one who had been raised on the milk of human Kindness (which is mostly Water) and weaned on a Hard Boiled Egg. You know the smarter the Man the more dissatisfied he is, so cheer up, let us be happy in our ignorance. What do we care how little we know if we get what we want? "Bull" Durham needs no Literacy Test, it is with minority in quality, and with the majority in usage.

Will Rogers

P. S. This last sentence is all that saved the add.
P. P. S. There will be another piece here two weeks from now. Look for it.

SIXTY-FIVE YEARS AGO!

In 1860 a blend of tobacco was born—"Bull" Durham. On quality alone it has won recognition wherever tobacco is known. It still offers the public this—more flavor, more enjoyment and a lot more money left at the end of a week's smoking.

TWO BAGS for 15 cents
100 cigarettes for 15 cents



"BULL" DURHAM
Guaranteed by
The American Tobacco Co.
111 Fifth Avenue, New York City

HARDEST WORK IN WORLD

Down in Stokehold of Great Liners Men Feed Ever-Hungry Fires

The men who do the hardest work in the world stand in little groups on South street east from the Battery basking in the spring sunshine and cursing the tastelessness of American post-war beer, says a story in the Sunday New York World. The number of them seen during one afternoon contradicts the rumor that the days of the coal-heaving marine fireman are numbered and that his place is being taken by the oil-burning fireman.

Alf Huggons, born and raised in the gray shadows of the Liverpool docks, and Jack the "Yank" first conscious of life in the tangled back ways of Boston's waterfront, do not know that the tight aches of their backs are controlled by important men who play chess with the world's oil supply. They hear rumors that oil is obtainable at ports of call of major importance and that many of the smaller freight and passenger lines have not only stopped converting their coal-burning ships into oil-burners, but are actually building ships equipped to burn coal. They are glad, not because they have an articulate pride in doing the hardest work in the world, but because jobs will be more plentiful and they are less likely to have to panhandle dimes on Broadway during the slack winter months.

Steamships plow the Seven Seas because the stoker, "The Hairy Ape", still finds himself up the blind alley of industrialism and is willing to slave eight hours a day in a temperature ranging from 90 degrees to more than 150 degrees Fahrenheit for as much as a month at a time. Firemen on American Shipping Board boats receive \$67.50 a month and work under the three watch system as do all firemen and coal-passers sailing under the flags of so-called civilized nations. A coal passer or "trimmer" receives \$60. Wages are slightly less on all independently owned lines except the Standard Oil, which usually meets the shipping board wages.

At sea the firemen and coal passers work four hours and sleep the drugged sleep of exhaustion for eight hours before returning to the firehold for another four-hour watch. During one comparatively short voyage one fireman handles enough coal to keep a fair-sized town warm during a hard winter. The bending strain of his back moves the delicate dials in the engine room and the ship drives across the Atlantic because of his imperfect philosophy that "some one has to do the bloomin' work."

The first watch is drawing to a close by the time the penciled flicker of Ambrrose light is lost astern. Most of the 32 firemen and coal passers who compose the second watch of a large liner sit about on the canvas-covered hatches of the afterdeck and gaze at each other dumbly. They wear tight-fitting black caps with short visors, heavy woolen sweat shirts, much washed dungarees and heavy ammunition boots. Knitted "sweat rags" are twisted about their necks. They spit, watch the gray scud race by the rail or swear dully at one another. They pay no heed to the steerage passengers, who watch them from a respectful distance. One thing may enliven their wait for the bell that sends them below. One of the passengers may have brought his seasickness above decks. Slow grins spread as they watch the luckless peant grope toward the rail. One of them shoves him with playful malice "What's the matter, John, sick?"

A bell clangs far forward. They arise and hasten through a door which bangs to and fro as the ship catches the long heaves of the open Atlantic. They cluster for a moment about a perpendicular iron ladder as the men of the first watch ascend in tired file. Burned out eyes, black, grimed faces and red-lips strain upward toward light and air. Blasts of hot air come up from the bowels of the ship and far below sounds the scrape of steel shovels.

The last man of the second watch swings down into the hold and the men break to their posts at a jog trot. Not a moment is to be lost. Already the fires yawn for more coal and the gong calls sternly for the first "pitch" of the watch.

A large liner has from three to five fire holds. They extend the width of the ship at its widest beam and are usually about 12 feet long. They are connected by a narrow passage which runs keelways between the towering boilers. Each hold has its coal bunker from which the coal is trundled by the coal passers, who dump it in front of the firemen. Electric lights, with protectors of heavy wire, vie futilely with the gloom of steam and coal dust. The muffled beat of the engines trembles distantly and white blasts of heat leap from the fires as the doors are flung open. Certain fires must be cleaned. Averting their faces from the glare,

\$30,000 LOSS IN SUMTER

New and Used Cars Go During Blaze In Afternoon

Sumter, May 28.—Fire starting in the rear of the Krystal Motors Company here this afternoon practically ruined the stock of new and old cars in that building and damaged the stock of furniture of W. H. Shelley & Son, next door, to very great extent, totalling an estimated loss of \$30,000 or more.

The building damaged was owned by C. G. Rowland & Sons, about \$10,000 being the estimated damage on them.

Miss Kristianson, owner of the Krystal Motors Company, stated that the stock in her place was valued at approximately \$12,000 with practically a total loss. In the stock were a new Durant and two new Star cars. Miss Kristianson and her entire force were away on a fishing trip, and she did not know of her loss until her return tonight.

W. H. Shelley stated that he estimated his loss at about \$8,000 or one-third the value of the stock, from water and smoke, as the fire did not get into his store. The Misses Wilkes, a millinery store, was also damaged to a considerable extent, the stock being moved across the street.

Several offices in adjoining buildings also suffered nominal loss from water and smoke. The fire started about 2:30 p. m. and spread rapidly and the firemen did splendid work in confining the blaze to the one building.

Winter Home Burns at Aiken

Aiken, May 29.—Whitehall, the winter home of Abram Shapiro, of Boston, was completely destroyed by fire here tonight. Only one part of the furniture was saved. Whitehall was located on a ninety acre tract of land on Whiskey Road in front of Sermata, a preparatory school for girls, and near the Palmetta golf links. It was in the midst of the winter colony. The building was constructed eighteen years ago at a cost of \$122,000. It was insured for \$100,000, the building and contents.

Firemen stab at stubborn clinkers with eight-foot slice bars. Sparks fly as the glowing coals jump out of the doors to the deck. Clouds of steam arise as the coal passers douse them with buckets of water.

The firemen dodge through the gloom as the trimmers heave the smoking clinkers into barrows and wheel them across the hold. They are shoveled into huge canvas bags and thrown over the side. Some ships are equipped with pneumatic ash lifts, but the majority still use the cumbersome sacks. These are tossed below as soon as they are emptied and the trimmers duck them mechanically as they drop to the deck.

The cleaning of the fires completed, all hands settle down to the steady grind of the watch. The coal passers hurry across the hold with heaped up barrows of coal, which they dump before the doors. At the clang of the gong the firemen throw open the doors and, with beautiful long lunges, send the coal whirling across the fires. The sweat pours in black rivulets from the ends of their noses and they grunt unintelligible warnings to the coal passers, who tread wearily behind them. Some ships do not have gongs to time the pitches. On such ships the chief fireman or "leading hand," claps his hands and shouts "fire". Large ships average about 13 pitches a watch.

The work becomes harder as the hours of toil sap the strength of the men. The chief fireman or one of the water tenders keeps his eye glued on the steam gauge. One moment of negligence and an engineer comes running in from the engine room saying strange and awful things. One man "soldiering" on his job or craftily feigning his work off on his neighbor is enough to cause warning trembles on the dial.

Deaths are not uncommon during trips through the tropics or even across the Atlantic. A trimmer is missing and searchers discover him wandering blindly in a bunker in the last stages of delirium. He is hoisted top side, dosed by the ship's doctor and left to his fate. He dies or recovers in proportion to the number of years which he has spent burning out his heart before the fires.

Firemen and trimmers work stripped to the waist only in story books. The fireman would as readily think of removing his shirt as he would think of going up into the first class dining room for dinner. During the closing moments of the watch the men revive a little with the prospects of the last pitch. The trimmers prepare the nubbins of coal for the following watch and are exhorted by the chief fireman to leave their successors a "good watch." That is, a sufficiently large pile of coal to last until the fires are cleaned, when the next watch comes on.

THE BIGHAM CASE

Thirty-Seven Exceptions Filed By Attorneys of Noted Prisoner

Columbia, May 29.—Another milestone was reached today in the case of Edmund D. Bigham, Florence county man, who has three times been sentenced to die for the alleged murder of his brother, L. Smiley Bigham, in January of 1921, and who is charged also with the murder of his mother, his sister and the two small adopted sons of the latter.

The formal appeal from the verdict of "guilty" returned last October by a jury of Horry county farmers after a two weeks' trial at Conway was formally entered today in the office of the clerk of the South Carolina Supreme Court, which has already had the Bigham case before it in some phase five times. Thirty-seven exceptions are noted in the appeal, which was filed by former Judge Mendel L. Smith, of Camden, who was associated with A. L. King of Florence in the defense.

Whether or not Solicitor L. M. Gasque, who, with Philip H. Arrowsmith, of Florence, has fought the long legal battle to send Bigham to the chair, would attempt to have the Supreme Court hear the appeal at next term, which is scheduled for the week of June 8, was not known here today. The docket for that term was announced this week, prior to the completion of Bigham's appeal, but it was said, under a rule of the court, a case that has come up on a second or later appeal can be given precedence over other cases, although they may have been entered first on the docket. The next regular sitting of the court will not be held until October.

Notice of intent to appeal was given immediately after the verdict was returned against Bigham, but the amount of testimony taken during the trial was so vast that it required the court stenographer a number of months to complete the transcript as a part of the appeal procedure. Since that trial when Judge Hayne F. Rice sentenced Bigham to be electrocuted on October 21, the defendant has been in a cell of the death house at the penitentiary here. Previous to his second trial he had spent approximately two years in the death house.

The 40 year old Florence farmer, son of a former state senator, was first convicted and given the death penalty in Florence county in April of 1921, shortly after the tragedy which resulted in the death of Mrs. Dora Bigham, his mother; Mrs. Margie Black, his sister; Leo and John McCracken, adopted sons of Mrs. Black, and his older brother, L. Smiley Bigham, surveyor and farmer. That tragedy wiped out the Bigham family, with the exception of Edmund, and a brother, Dr. Cleveland Bigham, who fled the state several years ago while out on bond

EXCURSION!

Washington, D. C. Richmond, Norfolk Portsmouth, Va.

Friday, June 12th

Round Trip Fare From **CAMDEN** (Proportional Other Points)

TO

Washington . . . \$12.00
Richmond 9.50
Norfolk 9.50
Portsmouth 9.50

Return Limit June 16

Tickets and information from any A. C. L. Agent or PHONE 128

ATLANTIC COAST LINE

Uneasy Tight Feeling

"I used Theford's Black-Draught first for constipation," said Mrs. C. E. Buntin, of R. F. D. 5, Starkville, Miss. "I would feel dull, stupid, and have severe headaches, even feverish. I had an uneasy, tight feeling in my stomach. I read quite a bit about

BLACK-DRAUGHT Liver Medicine

I began using it and soon my bowels acted regularly and I was greatly relieved. I used it every once in a while for about 18 years.

"About two years ago I found I was having indigestion, a tight smothering in my chest, then severe pain, especially after eating sweets. I commenced taking just a pinch of Black-Draught after meals, and by doing this I could eat anything.

"I gave Black-Draught to my children for colds and headaches. I can certainly recommend it."

Black-Draught is used, with satisfaction, by millions. Get Theford's.

Sold Everywhere

following his conviction in connection with the shooting to death of his wife.

An appeal to the supreme court was taken and was denied, with the result that the sentence of death was once again imposed. Later, however, largely on a plea of after-discovered

evidence, a motion for a new trial was successful and upon a change of venue being granted the case was moved to Horry county.

Bigham has maintained that he is innocent, and in his defense has set up the theory that Smiley committed suicide after shooting the other members of the family.

The Increase of Crime

Mendel L. Smith, of Camden, former circuit judge and one of the leading lawyers of the state, in a striking address at Greer called attention to the fact that the enormous crime wave is not decreasing although the state is spending an unprecedentedly immense amount on education of its children. The average home, school and church are falling short of their opportunity and duty, he declared, adding that the only remedy is for each to "teach the oncoming generation the right human relationship."

"Whoever thoughtfully considers this perplexing problem will reach the conclusion that, however much it may help toward solution, education is not the answer. Education would be far more effective in building up the right sort of citizenship if lessons in the value of good character and good moral and the necessity of religion were more directly and thoroughly stressed in all our schools. However, the problem cannot be solved by the schools alone. There must indeed, be a moral and religious revival throughout the state if the present deterioration and decay are to be stopped and if immorality and crime are to be checked." —South Carolina Gazette.

Potato flowers rarely set true fruit inclosing seed, because nearly all potatoes are female. Good potato pollen, capable of fertilizing flowers, is very rare.

Ford

Easy to handle In the press of traffic, the driver of a Ford experiences little strain and effort.

He finds that its simplified control and quick get-away enable him to thread the crowded thoroughfares with an ease that only a Ford can give.

He finds that the problem of parking, which proves so serious in a large city, is of little consequence to him because of the simplicity with which a Ford may be maneuvered back and forth into a very small space.

Many owners of larger cars use a Ford for daily city driving because of its easy control. Good will towards this car is increasing year after year because it has proved to be a sound motoring investment for everyone.

Ford Motor Company
Detroit

KERSHAW MOTOR CO.
Camden, S. C.

COUPE
\$520

Runabout . . . \$260
Touring Car . . . 390
Tudor Sedan . . . 500
Fordor Sedan . . . 600
Full size Balloon Tires
\$25 extra
On open cars demountable
rim and starter \$80 extra.
All prices f. o. b. Detroit



MAKE SAFETY YOUR RESPONSIBILITY.