

**INTERESTING SKETCH
OF S. C. & GA. RAILROAD**

When Eight Miles an Hour Was Considered a Terrific Rate of Speed.

The following article, written years ago by W. G. Chafee, appeared last week in the Aiken Journal and Review. The age of the manuscript and the antiquity of the period with which it deals renders it unusually interesting. The style is very pleasing. It was written for a certain magazine, following the publication therein of an article entitled "Ninety Miles an Hour." Aside from that, it is of interest to Barnwell readers because of the fact that this railroad was prevented from coming through this town because of the opposition of the old landowners, who feared that the "iron horse" would kill their little slaves and turkeys!

The article follows:
The writer of an excellent article in your April number, "At Ninety Miles an Hour" was doubtless too much occupied with the sensation incident upon so great a speed to give even a thought to the time when eight miles an hour was considered a good rate of speed for a railway train; yet there was such a time in the history of railroading in the United States.

The railroad running from Augusta, Ga., to Charleston, S. C., chartered about 1830, as the S. C. Rv. and Canal Co., has witnessed every stage of development known in railway construction. This road was several years in building, being opened for traffic its full length, from Charleston, S. C. to Hamburg, in the same state, on the Savannah river, opposite Augusta, Ga., during the year 1834. Its route is along the old Indian trail leading from Augusta to Charleston. At first there was no cuts or hills on the line, the grade being maintained by a trestle work which extended its entire length. The first two locomotives, weighing two or three tons each, were built in England and brought to Charleston in charge of their first drivers, Messrs. Theo. Rowth and Joseph Haddon, both of whom, then very young men, grew old and gray in the service of the road and saw the tiny tea pot locomotives they first directed gradually evolve into the moguls of the present day. Both of these veterans of the throttle have with in the past few years paid the debt of nature, leaving many friends to revere their memories.

There being many very long, straight stretches of track on this road, the first cars, as an experiment, were fitted with sails designed to help the engineer if a favorable breeze happened to be blowing from the rear; but this method of supplementary locomotion was early discontinued.

The first railroad accident in America probably occurred in Charleston. It being a mooted question whether or not a train traveling at the rate of eight miles an hour could turn a curve without leaving the track, a circular track was constructed in a vacant lot in the city around which a small car was dragged with all the speed which could be developed by a half dozen negroes who were hitched to the front of the car. The omnipresent small boy was even then in evidence as a little "nigger" was seated in state upon the car. As it luck would have it the car flew the track and alighted upon the luckless little darkey injuring him so that he suffered the amputation of his leg.

However, after further experiment, the elevation of the outer rail settled the question of safely turning a curve.

There is, in the library of the State University, at Columbia, S. C., a most interesting old pamphlet containing an account of the proceedings of a meeting held in Charleston in the latter part of the twenties to consider the advisability of embarking in the novel scheme of constructing the railroad in question. The most prominent men of the State and from several other States were present. The friends of the enterprise were very sanguine and the enemies equally determined in their opposition. It was argued in favor of the enterprise that it was a new and very rapid method of transportation, by means of which could be attained a speed of eight miles per hour continuously and it was hoped that it could soon be increased to ten miles per hour, while as a hope of the future twelve to fifteen miles per hour was suggested. At this juncture a member of the meeting arose and remarked that any set of fools who thought that they would ever travel on land for any length of time at twelve miles per hour ought to be at once committed to the State Lunatic Asylum. It was further said that rushing at the speed mentioned would run over the live stock and slaves of the land owners along the line even if they themselves escaped with their lives. That smoke of the locomotives would so pollute the atmosphere that pestilence would overtake the unfortunate people living near by. It was even asserted by a well known engineer that it would be impossible to construct bridges across streams, capable of supporting the enormous weight of trains, which at that time would have probably weighed less than one Pullman car of the present day.

But strange as it may seem one of the most forcible arguments used

against the scheme was that it would discourage the breeding of fast horses as people would cease to ride in their vehicles drawn by swift horses and betake themselves to the more luxurious railway.

In spite however of all opposition the road was finally built and some of its most bitter opponents lived long enough to be enriched by the multitude of the merchandise it brought to the City by the Sea.

A very amusing insight into the crude manner in which the road was conducted even after it has been in operation for considerably more than a decade, is furnished by the reports of the South Carolina Supreme Court.

An action was brought in the Circuit court against the railway company by a master to recover the value of a slave who had been run over on the track and killed, as it was alleged, through the negligence of the servants of the company. (It seems strange that this case should be the leading one in South Carolina on the negligent killing of stock.) The Court awarded to the owner the value of the slave. The supreme court in reviewing the case reversed the judgement of the lower court because, as they said, it appeared from the evidence that the slave had gone to sleep on the track in weeds and grass that were so high that an engineer could not see him, no matter how carefully he might have been looking out in front of his locomotive.

It would be hard to imagine the horror of a railroad traveler of the present day if he could behold a track so overgrown that a man could play hide and seek with the engineer.

A conductor now in the employ of this road who has been in its service since 1852 told the writer that shortly after he began to run, the train on its way to Charleston crawled up to a station where a prominent South Carolinian and his bride were setting out on a wedding tour. There was however great commotion and tribulation in the wedding party. For some unforeseen reason the negro driving the wagon load of trunks had not arrived, and in those days it was decidedly a serious matter for travelers to be separated from their baggage. The obliging conductor whose years of service I may say have but added to his affability Capt. Gilbert was appealed to to know how long he could hold the train. Consulting his schedules, as there was then no telegraph line, he replied that he could not possibly hold the train longer than one hour and a quarter. The passengers had to content themselves as best they could, the trainmen drowed away an hour and a quarter while Uncle Sam's mail waited complacently upon the inscrutable movements of a nigger and a mule traveling in the night, who finally failing to appear, all aboard was soured and the train puffed reluctantly away in the direction of Charleston.

The winter tourist now rushes in an elegant train over a portion of this old road on his way to sunny Florida little thinking that he is upon what was once the longest railway in the world and that his palatial surroundings are but the evolutions of ideals tried on the self same line three quarters of a century ago.

Miss Marie Richardson has returned to Barnwell after a pleasant visit to Miss Sinsie McMichael in Orangeburg.

**CLEMSON COLLEGE
EXTENSION WORK**

C. C. Newman Tells How to Cultivate Strawberries Successfully.

Clemson College, May 2.—Strawberries thrive best on sandy or sandy loam soil, but can be grown to perfection on almost any type of well drained, fertile soil. Before setting the plants, the land should be thoroughly plowed and harrowed until in perfect condition. A fertilizer analyzing 6 per cent phosphoric acid, 4 per cent nitrogen, and 8 per cent potash should be applied in the row at the rate of from 500 to 600 lbs. per acre. This should be mixed with the soil by running one furrow with a plow. If the plants are to be cultivated with the plow the rows should be 3 feet apart and the plant set 18 inches apart in the row. The strawberry is a surface feeder and therefore should be cultivated shallow to prevent injuring the roots of the plant.

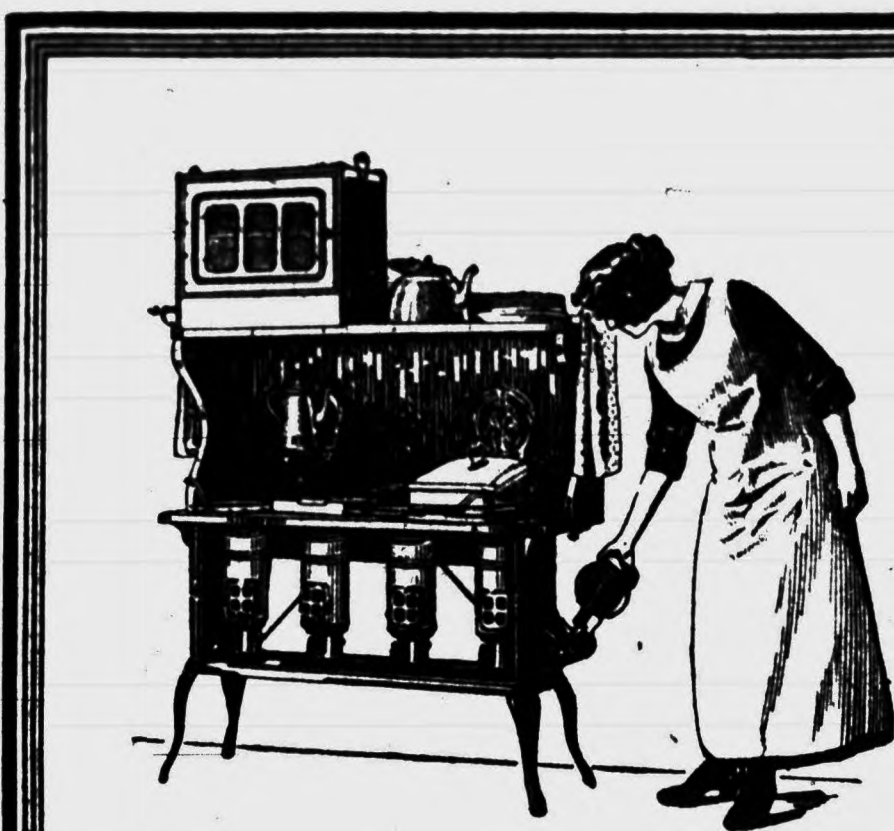
For best results strawberries should be cultivated in single crowns, that is the runners should not be allowed to form along the row. As soon as they appear they should be removed. This may be done either with the hoe or the hand. When the runners are allowed to form the old plant is weakened to some extent which will lessen the crop of fruit the following year. If the runners are allowed to form all along the row, a larger number of berries will be produced, but the quantity will not be increased nor will the quality of the berries be as good as when grown in a single crown.

A strawberry bed should be renewed after the third year. It is, therefore, advisable to plant a strawberry bed every year to take the place of the old one that is discarded. In the early Spring the old beds should be fertilized. This is done by scattering the fertilizer broadcast between the rows and then cultivating shallow in order to incorporate the fertilizer with the soil. The plants should then be mulched either with straw or pine needles. The mulch will serve two purposes, it will greatly benefit the plants by keeping the soil moist and prevent injury during drouth. It will also keep the berries clean and free from sand and dirt.

After the crop of fruit is harvested, the plants should be cultivated clean throughout, all runners being removed except those that may be needed for planting a new bed next fall.

The following varieties are recommended for general planting—Excelsior, Lady Thompson and Haveland. The Haveland is a pistillate variety and therefore should be planted near the Lady Thompson or Excelsior which are both perfect flowering varieties. If the Haveland is planted to itself, it will not be productive as it does not produce pollen. The Excelsior is an exceedingly early berry of good quality and is recommended for local markets and home use. The Lady Thompson is probably the best general purpose berry. It closely follows the Excelsior and bears abundantly, the plants being extremely vigorous. The Haveland is a large, late berry but is suited only for home use or local markets as the berries are too soft to stand shipping.

There are a great many other varieties of strawberries that are very fine and well adapted to our conditions, but the ones mentioned above have given the best results in our trial plots.



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Winthrop College
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EXAMINATION

The examination for the award of vacant scholarships in Winthrop College and for the admission of new students will be held at the County Court House on Friday, July 4, at 9 a. m. Applicants must be not less than sixteen years of age. When scholarships are vacant after July 4 they will be awarded to those making the highest average at this examination, provided they meet the conditions governing the award. Applicants for Scholarships should write to President Johnson before the examination for Scholarship examination blanks. Scholarships are worth \$100 and free tuition. The next session will open September 17, 1913. For further information and catalogue, address Pres. D. B. Johnson, Rock Hill, S. C.

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**HUSBAND RESCUED
DESPAIRING WIFE**

**After Four Years of Discouraging
Conditions, Mrs. Bullock Gave
Up in Despair. Husband
Came to Rescue.**

Catron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could not walk anywhere at all. At times, I would have severe pains in my left side.

The doctor was called in, and his treatment relieved me for a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair.

At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without its tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

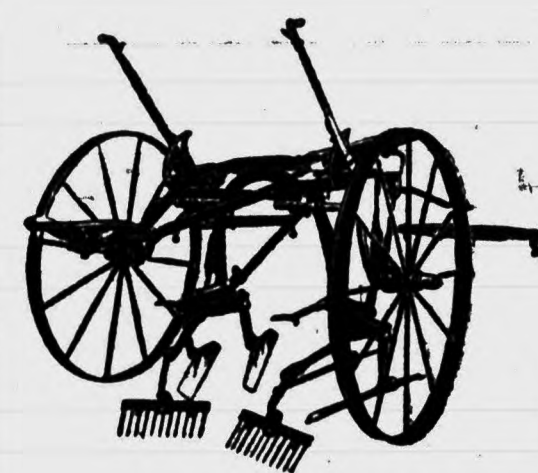
Write to: Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for Special Instructions on your case and 64-page book, "How Treatment for Women," sent in plain wrapper. 1-6

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