

THE MAN WHO SAVES MONEY.

Available Cash Is the Greatest Force In All the World.

Ready cash is the greatest moving force in the business world. Many a man can date the beginning of his life's failure from the day he first felt the dire need of a little ready cash, and was forced to borrow it.

Commodore Vanderbilt worked night and day, saving every penny until he had \$3,000, then, with this amount in cash, he was enabled to buy the business that was to be the cornerstone of his immense fortune.

When the children of to-day are being regaled with the time-worn story of George Washington's little hatchet it would be a splendid plan to vary the theme by telling them of George Washington's little account book. From boyhood he kept the strictest account of his expenditures, being careful each week to show an increase in the "cash on hand."

The boy or man with some ready money has a feeling of healthy independence to be secured in no other way. How many are there who can not recall the time when we have been forced to say, "Oh, if I only had a little money to start with, I could make a fortune?"

"There is a tide in the affairs of men, which, taken at the flood, leads on to fortune." Ask the great financiers of to-day whether they doubt the truth of the statement. Our merchant princes, our mine owners, our land holders, any and all of the men who have accumulated great wealth will tell you that the first change in the tide of their affairs was due to the careful investment of a little money.

How would the late Marshall Field have bought an interest in the firm by whom he was employed if he had not saved and accumulated a few thousand dollars of available cash?

John Wannamaker is another man who from a salary of \$1.50 a week, saved ten cents a day car fare by walking four miles to and from work, laying the ten cents away, hoping some day to have enough money to buy himself a business that would allow him to ride in his own carriage.

Not all can be Vanderbilts, Wannamakers or Marshall Fields, but the experience of these great money kings points out the way to money-making and money keeping, and most people can, if they will, go to a reasonable length in that direction.

There are philosophers that contend that the greatest curse in the world to-day is debt, and this debt is fed and nourished by the great army of spenders, who prefer to be constantly harassed by debt than to lay up for the future by paying and saving, with cash. Such a course always spells failure.

Our Low Yields of Cotton.

The average cotton crop of the whole Cotton Belt is less than 200 pounds of lint per acre, a good deal less. And yet, when we know that all over the South that there are here and there men who seldom fail to make 500 pounds, and a smaller number who make more than this, and now and then one who makes a thousand pounds, it is evident that to make this low average there must be many who are growing cotton at an actual loss, for 200 pounds hardly pays more than the cost of growing it. In fact, it does not pay the cost of those who are carried by a merchant. If every farmer in the Cotton Belt made a bale an acre, it would not take half the area to make the usual crop, and the remaining acres could be growing something to feed the land or the cattle, and helping to improve the land so that one-fourth of the area now planted would make the crop.

I may not live to see it, but the time is coming when a Southern farmer will be ashamed of a crop of half a bale an acre, and will be disappointed at less than a bale. The leaven is working, and as the young men come to take charge of affairs, there is going to be a general breaking away from old methods.—Progressive Farmer.

Rivers' Bridge Memorial.

The Rivers' Bridge Memorial Association will observe Thursday, April 28th, as memorial day. The Rev. C. C. Brown, of Sumter, will deliver the memorial address. To these services the public is cordially invited, and the ladies are especially requested to bring flowers.

Committee on grounds and order of the day: J. D. Jenny, J. C. Kinard, H. W. Chitty, J. A. Peters, W. D. Sease, W. H. Ritter, Stacy Kearse. Friends are requested to bring baskets and lunch will be served on the grounds.

DR. N. F. KIRKLAND, SR., J. W. JENNY, President. Secretary. Jenny, S. C., March 24th, 1910.

DARING TRAIN ROBBERY.

BANDITS ROB THE SOUTHERN PACIFIC MAIL TRAIN.

Nine Pouches of Registered Mail Secured—Posses in Close Pursuit of Robbers.

Benecia, Cal., April 17.—The China-Japan mail, which left San Francisco over Southern Pacific for the East at 9 o'clock Saturday night was held up by two masked men at Spring, two miles east of here, at 12.30 o'clock this morning and robbed of nine pouches of registered mail.

The train carried no express matter. Four of the pouches have been recovered, but the robbers rifled the others and now are hiding in the hills and canyons between Martinez and Oakland. Sheriff's posses from two counties, detectives and post-office inspectors on horses and in automobiles are engaged in the manhunt. The robbers were well armed, and a battle is expected. The passengers on the train were not disturbed, and several of them did not learn of the robbery until this morning.

After getting the sacks, the robbers cut the engine and sent it wild, the throttle open, down the main track to the East. The engine was thrown into a ditch in the nick of time to prevent it colliding with an east-bound train.

The train robbery is the first in California in several years. It was planned and executed in a most daring manner.

"We are not going to hurt you," said one of the robbers. "All we want is the treasure box."

"Take us to the express car." When informed by the train crew that the train carried no express matter they said:

"Then take us to the mail car." Arriving there, they threatened to blow it up with dynamite if the door was not opened. Under this threat, Herbert B. Black, in charge of the car and his assistant, Thomas W. Clancey, appeared at the door. The robbers compelled the engineer and firemen to enter the car and throw out the registered mail packages.

Black started to toss out the newspaper sacks, but the robbers detected the ruse at once. They threatened to kill the clerk unless he gave them the registered mail. Black complied. The engine crew was then forced to carry the nine sacks to the engine. The engine and mail car were then uncoupled from the coaches filled down the track two miles.

Wild Engine. Here the mail pouches were thrown out, the engine uncoupled and its throttle pushed wide open. The engine dashed forward on its wild journey towards a passenger train coming westward to Tolenas, 16 miles east, passing the first section on a siding at Cygnus. As the engine passed the station at Suissun, the operator noticed it was running wild. He immediately reported to the dispatcher's office at Oakland and received instructions to call Tolenas and instruct the agent there to derail it. The second section of the train No. 5, had just arrived at Tolenas under orders to wait there for the China-Japan mail. The switch was thrown and the runaway engine, by this time pretty well relieved of steam, ran on a siding and smashed into a string of box cars.

In the meantime the robbers were making their escape across San Pablo bay into which the Sacramento river empties. The news of the robbery had gone up and down the line and posses were quickly formed.

Fired Four Shots. Just before fleeing with the mail sacks, the robbers fired four shots to frighten off immediate pursuit. Even this did not awaken the passengers. The porter heard the shots and locked all doors to the sleeping cars.

The train lay engineless for some time, while an engine was secured from Sacramento. It then was hurried into Sacramento, arriving at 6 o'clock this morning.

A good description of the bandits was furnished by a man on the Port Costa ferry boat, who had observed them as they hung about waiting for the train. They appeared to be railway mechanics, and from their familiarity with the engine, it is thought they are former railway employees.

Crossing the Bay. The trail has been followed to the rough hill country between Martinez and Oakland, and it is believed they are headed toward San Francisco and had a good chance to escape.

Near the place the bandits left the engine, a road leads to the east bank of the bay. The men ran down this road to a row boat concealed in the bushes. The four sacks they did not take with them were found later along the edge of the track. They evidently had fallen from the engine after it had been uncoupled from the train.

From the point where their boat

was moored, the bandits rowed directly across the bay to Bull's Head Point, one and a half miles east of Martinez, where they abandoned the boat. From there all trace of the men was lost; but before daylight a horse and buggy were stolen, supposedly by the robbers, from a stable in Martinez.

Hears Them Pass. Between 3 and 4 o'clock in the morning, George Frazier, a farmer living three miles east of Martinez, heard a horse and buggy driven past his house at a wild pace. This has lent definite direction to the chase which early in the afternoon centered in the hills and open country leading to Oakland.

Sheriff Veal of Contra Costa county was the first official to start after the bandits. With a posse he left Martinez at 1 o'clock in the morning. They crossed from the west shore of the bay in a launch to the point where the bandits embarked for the west shore, and so accurate was the pursuit that it is thought the bandits and the officers passed each other in the dark, and the hunted men were warned of the presence of their pursuers by the noise of the launch.

KILLED BY A. C. L. TRAIN.

Robert E. Lee, of Scranton, Meets a Terrible Death.

Scranton, April 17.—This town was shocked last night when it became known that Robert E. Lee, a well known citizen and business man, had been struck and instantly killed by the second section of the southbound passenger train No. 89, passing here about 10 o'clock.

Just how the tragic accident occurred can not be clearly explained, as there were no eye-witnesses. Mr. Lee was supervising the unloading of a car load of brick and was working late in order to complete the job. The car was standing on the side-track on the east side of the main track and a gang way extending from the door of the car across the main track was being used in the unloading. When the train blew the station signal one of the laborers left the car to remove the gangway, leaving Mr. Lee in the car. When the train had passed, Mr. Lee was missing and on investigation was found lying dead against a telegraph pole, some distance away.

It is supposed that he attempted to leave the car and jumped immediately in front of the rapidly moving train and was killed.

Magistrate O. S. Baldwin, of Lake City held an inquest over the dead body this morning and the jury returned a verdict to the effect that Robert E. Lee came to his death by being struck by the engine of a southbound passenger train on the Atlantic Coast Line.

Mr. Lee was about forty years old and was engaged in conducting a livery stable business. He held the office of town warden, was a member of the Knights of Pythias and of the local Baptist church. He leaves a widow and several children. The remains were interred in the cemetery at Ellim in Florence county Sunday afternoon, Rev. J. W. Truluck, pastor of the Baptist church, conducted the funeral services.

Negroes' Boasts Prove Fatal.

Ashburn, Ga., April 15.—Quite a sensation was created here this morning when the news of the killing of two negro men near Amboy, a little place about four miles north of here, reached this place. Later on in the day warrants were sworn out by two negro women charging five prominent white men in that section of the county with lynching. The negroes who were killed were Albert Royall and Charley Jackson. The verdict of the coroner's jury was delivered sealed, and nothing is known about their action.

The trouble is said to have started over an affair which took place near here about two weeks ago. Charley Jackson, one of the negroes, was arrested at that time, having been charged with criminal assault on a white woman, but was released on bail. The other negro, Albert Royall, is said to have gone on the bond for the accused man. After having kept silent about the matter for the time intervening, the two negroes began openly to boast of the brutal deed, and spoke of it with pride to their fellows. They kept up their insulting talk until the matter was brought to the ears of several white men in that community. The two men were chased down and captured, and then the killing is said to have resulted.

The local population is greatly excited over the matter. It is not known whether the white men implicated in the affair were exonerated by the coroner's jury or not.

Worse than Bullets.

Bullets have often caused less suffering to soldiers than the eczema L. W. Harriman, Burlington, Me., got in the army, and suffered with, forty years. "But Bucklen's Arnica Salve cured me when all else failed," he writes. Greatest healer for sores, ulcers, boils, burns, cuts, wounds, bruises and piles. 25c at Peoples Drug Co., Bamberg, S. C.

BITS OF SCOTISH HUMOR.

Some Examples of Repartee of Celtic Lawyers.

The story told in these columns, says Tit-Bits, of the Scottish advocate reminds a contributor of a few more. A case was being tried before the late Lord Young—Crabbe vs. Crabbie."

"I may explain, my lud," said the advocate, "that my client Crabbe is a nephew of our opponent Crabbe, but a few years ago he dropped the 'I' in his name for the sake of euphony."

"Ah," replied Lord Young, "he has Biblical authority for that—if thy 'I' offend the pluck it out."

The present lord justice general (Lord Dunedin) was, as Mr. Graham Murray, plading before Lord Young. At the time Mr. Graham Murray had the largest practice at the Scottish Bar, but was also able to mix freely and late in Edinburgh society. In the course of an argument, Mr. Murray, to find a metaphor, made some reference to a ball he had been at the previous night, or, rather, the same morning.

"I cannot understand, solicitor general," said Lord Young, "how you can burn the candle at both ends."

"Ah," replied Mr. Graham Murray, "I do that to make both ends meet."

Lord Ardwell, one of the Judges of the Court of Sessions, is a man of large proportions. One day, as Mr. Andrew Jamieson, he was pleading before Lord Young, and the opposing counsel interposed with the remark that he was not disposed to disagree with his friend.

"But, my lud," said Mr. Jamieson, "the lord advocate and I are not by any means in the same boat."

"No," said Lord Young, "you will require one entirely to yourself."

The late Mr. Lancaster had against him as a witness an Irish woman who was particularly categorical as to her dates and how "this happened at 4.27 on Tuesday, this at 6.23 on Friday," and so on. At last the patience of the advocate was exhausted.

"My dear woman," said Mr. Lancaster, "do you keep a diary?"

"No, sir," replied the woman, "a dram shop."

A young advocate had pleaded his first case and when the judgment was given against his client he exclaimed; "I am surprised at your lordship's judgment."

There was consternation in the Court, and something had to be done to save the young counsel from his unheard-of rashness. The matter was submitted to the dean of the faculty of advocates, who, when the Court assembled next day, rose and addressed their lordships.

"My young friend," he said, "yesterday committed what may seem an unforgivable indiscretion, but one for which he asks the clemency of the Court. Had he pleaded as long as I have I am sure he would never be surprised at any of your lordship's judgments."

Boys Put Out of Hotel.

The Spartanburg Journal says: A party of young men who came over from Greenville with the Furman baseball club were the cause of a disturbance at the Spartan Inn last night and had to be ejected from the hotel according to a statement made by Manager Johnson.

It is understood that the boys were in a most jovial mood and were making a great deal of noise during the early part of the evening. Mr. Johnson warned the young men against making too much noise and disturbing the other guests in the house. All passed off quietly until about 11:30 when more noise was heard from the room they occupied.

Mr. Johnson again warned the young men, getting up out of bed himself to do so. He then went to the office and waited for a few moments when a call came from the room next to the one occupied by the young men. This room was occupied by ladies, who said the men attempted to get into their room and at one time they thought the door would be broken down.

Mr. Johnson heard what the ladies had to say and immediately went to the young men and told them to pack their grips and get out of his hotel. He would not consent to let them remain until morning. The men paid their bills and left.

The Greenville boys are highly indignant over the way Mr. Johnson treated them and say that they were in no way at fault. It is said that a case against the hotel man will be pushed.

Mr. Johnson stated this morning that he always kept an orderly house and that he would not stand for any such conduct on the part of any guests. He looked after the welfare of the ladies, who are visitors at the Spartan Inn, and will take the most drastic steps to see that they are not insulted by a party of young men traveling over the country with a baseball team.

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X COTTON! The ginning season is now about over, and NOW is the time to have the engine and boiler and ginning machinery put in condition for next season's work so that there will be no delay in "starting up" with the first bale. Let the Denmark Machine Works take your plant in hand, putting it in proper shape for you, and save you dollars and trouble both. If you do not feel like paying out the cash for the work when done, see or write them about it, and, "ten to one," they will manage it so you can have the work done before the rush, and pay for it next fall. It will do no harm to inquire about it anyway. Just write about it to The Denmark Machine Works, Denmark, S. C.

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