

The Bamberg Herald

ESTABLISHED APRIL, 1891.

A. W. KNIGHT, Editor.

Published every Thursday in The Herald building, on Main street, in the live and growing City of Bamberg, being issued from a printing office which is equipped with Mergenthaler linotype machine, Babcock cylinder press, folder, one jobber, a fine Miehle cylinder press, all run by electric power, with other material and machinery in keeping, the whole equipment representing an investment of \$10,000 and upwards.

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Communications—We are always glad to publish news letters of those pertaining to matters of public interest. We require the name and address of the writer in every case. No article which is defamatory or offensively personal can find place in our columns at any price, and we are not responsible for the opinions expressed in any communication.

Thursday, July 13, 1911.

Has anybody noticed that the present governor of South Carolina has had nothing whatever to say about the railroads, and he has done nothing against them. He seems to want to tackle the cotton mills and most everything else in sight, but he lets railroad corporations severely alone. Is there a reason for this?

Bamberg needs and should have a sewerage system. We trust the business league will take the matter up and instruct our legislative delegation to have passed at the coming session of the general assembly a constitutional amendment allowing Bamberg to vote additional bonds for a sewerage system. This amendment would have to be submitted to the next general election, and in turn submitted to the tax payers of the town. By all means let us put the matter in such shape that the people can vote the bonds for sewerage if they want to.

The "appointive members" of the State board of education, issued a statement this week in reply to Superintendent Swearingen in the matter of the recent school book adoption, which gives their side of the case. As we published the article of Mr. Swearingen, we will publish the statement of the board. However, on account of its length, we cannot print it until next week. There is always two sides to every question, and the reply of the board should be carefully read by the tax payers and parents who will have to bear the burden of the change in text books.

The race for governor next year is already being discussed by the press, and various suggestions as to candidates have been made. One is to the effect that T. G. McLeod, of Bishopville, who was in the race last year, will run again, but Mr. McLeod has had nothing to say in regard to his intentions. Some think that he is the logical candidate, but this does not necessarily follow. Mr. McLeod and R. I. Manning are from practically the same county, Lee county being formed from a part of Sumter, and Mr. McLeod having lived in Sumter before Lee was formed. Therefore, as Mr. Manning ran some years ago and then stood aside last year for Mr. McLeod, it seems only logical that next year is Mr. Manning's time to run, and that Mr. McLeod should stand aside. We have no information in the matter, but we believe this is the way it will be, and if Mr. Manning runs next year he will prove a formidable candidate, and in fact, we believe he would be elected. He is a strong, clean man, one in whom all have confidence, and his election would do a great deal toward cementing a now badly divided people. To be frank about the matter, as we usually are, we hope to see Mr. Manning in the race, for we believe he is essentially the man to put forward.

Large Amount Paid.

Clemson College will this year receive about \$260,000 from the sale of the fertilizer tags. Since the first of the year the sum of \$242,683 has been received, as compared with \$216,703 on the same date of last year. The total amount received by the school last year was \$240,098. There is a tax of 25 cents on all fertilizers and the farmers of the State have used nearly 1,000,000 tons of fertilizer this year. The total value of the fertilizers used is about \$22,000,000.

IRATE FATHER SHOOT.

Bullet Misses Intended Victim, Striking Bystander.

Nelson, Ga., July 8.—Angered because his daughter's sweetheart came to the railroad station to bid her goodbye, Harry Franzani, an Italian, yesterday opened fire on the young man with a pistol. A bullet struck an Italian boy in the crowd, killing him instantly. The girl's suitor escaped uninjured. Franzani was preparing to take the girl back to Italy to escape the young man's attentions.

Left Dying Wife to Surrender.

Indianapolis, July 9.—Frank J. Vinson, former director of the Columbia club, which entertained President Taft last Tuesday, and auditor of the Brown-Ketcham Iron works of this city, to-night surrendered to the police, after a warrant charging him specifically with the embezzlement of \$4,460 from the iron works company had been issued. It is said the total shortage will reach \$56,000.

Vinson left a wife seriously ill and said to be dying from heart disease to give himself up. He was later released on \$2,500 bond. The alleged defalcations were discovered when the company went into the hands of a receiver in June, and expert accountants were put on the books. The defalcations are said to have extended over a period of eight years. Vinson, it was said to-night, had been confronted with the alleged shortage last Friday and had confessed, but was not arrested then on account of the condition of his wife. It was feared the disclosures would hasten her death. She has not been told of her husband's plight.

Vinson, when seen to-night before surrendering to the police, told the story of the alleged defalcation as coming from Frank D. Stalnaker, president of the Capital National bank of this city, and receiver for the Brown-Ketcham company, said: "Well, if the receiver told you I guess you know it all."

Further than that he made no statement. While the alleged defalcation may have helped it was said to-night that it alone was not responsible for the company going into a receiver's hands.

Vinson, who is 48 years old, was regarded as one of the leading business men of the city. Brown-Ketcham company's officials made no statement to-night.

Seaboard to Sue Coast Line.

Columbia, July 8.—Charging conspiracy the Seaboard Air Line railway will Monday file suit against the Atlantic Coast Line Railway company for \$100,000 in Chesterfield county. This is the largest suit ever brought by one railroad in South Carolina against another road and is the culmination of the war that has been progressing between the two roads during the past several months as a result of the crossing at Front street in the town of Cheraw. The positive announcement of the suit was made here to-day by Lyles & Lyles, attorneys for the Seaboard in this State.

The supreme court recently rendered a decision that the Coast Line had no right to cross the Seaboard Air Line at Front street in the town of Cheraw. The crossing was put in and the case is now before the supreme court on another issue.

The front street crossing in the town of Cheraw is on the main line of the Seaboard Air Line. It is said that the Coast Line desires to cross the main line of the Seaboard in order that their passenger trains may go closer to the center of the town.

Two Girls Attacked.

Marion, Ohio, July 9.—As Miss Flora Spicer, aged 20, and her guest, Miss Mary Rogers, aged 22, of West Mansfield, were returning home from church at 10 o'clock to-night, they were accosted on the street by a man who struck both girls over the head and, picking up Miss Spicer, who was unconscious, carried her away. Miss Rogers quickly summoned the help of a number of men, who searched the railroad yards, a block distant, where they found Miss Spicer, with face bruised and clothing torn, crawling along the tracks and unable to speak. Her assailant escaped. Miss Spicer, when she regained her speech, said the man threatened her with death if she screamed. She is in a serious condition. The entire police force is searching for her assailant.

263 Horses Perish in Fire.

Chicago, July 9.—Fire of unknown origin early to-day destroyed the stables of the Arthur W. Dixon Transfer company, burned 263 horses to death and caused \$500,000 damages.

Scores of firemen narrowly escaped death when the roof caved in.

Fire this afternoon destroyed the furniture warehouse of W. C. Rebbie & Bros., causing \$100,000 damage. Hot weather made the work of the firemen doubly onerous.

SHIP LIES WRECK.

Ill-fated Santa Rosa Finds Her Grave on Rocks.

Surf, Cal., July 8.—On the rocks 300 feet off sand dunes surrounding the mouth of Honda creek the Pacific Coast Steamship company's steamer Santa Rosa, which stranded yesterday, lies to-night a wave-battered wreck. Somewhere near the broken and submerged hulk are the bodies of Second Officer E. Heuson and three sailors, Fred Johnson, E. W. Febson and John Psiffer, who were drowned last night while rigging the life buoy lines by which the passengers and crew were transferred to land.

All of the 200 passengers were saved, according to the chief steward, but contrary reports say many perished.

The wreck of the Santa Rosa occurred shortly after 4 o'clock in the afternoon. Several hours prior to that time she grounded, but was lying easy, with two lines run out to the Centralia, and it was decided to try to pass the life lines across the 300 feet of breakers to the shore.

Began to Pound.

At that hour a rising wind stirred an angry sea and the vessel soon began pounding to pieces. At first an effort was made to run a buoy line to the Centralia, but the high seas prevented this, and it was decided to try to pass the life lines across the 300 feet of breakers to the shore.

Heuson, the second officer, was detailed by Capt. J. O. Faria to take the line ashore. He and his men launched a lifeboat and prepared for the dangerous passage.

In the meantime a throng of ranchers from the hillside gathered on the beach. They saw the lifeboat mount the crest of a breaker line for an instant and then plunge out of sight. The foaming waters covered the doomed sailors and they were never seen again. The breechesbuoy line however, was washed ashore.

Brought to Shore.

It was picked up and made fast and from 6 to 9:30 o'clock the dangerous work of transporting the passengers ashore by a slender thread stretched over the raging surf continued. Before 10 o'clock the surviving members of the crew were safely ashore with the drenched, weary and more or less hysterical passengers, and were placed aboard two special trains and sent to Santa Barbara.

Surf is six miles from the place where the Santa Rosa went ashore. Every one of the meagre population hurried down to the sea when the gale rose and sealed the doom of the ship. A lone telegraph operator who could not leave his key was the only person left in the hamlet, but those who returned after viewing the thrilling scenes incident to the rescue were so excited that they could not remember what they had witnessed.

Say Many Die.

Some say they had seen at least 25 drown before their eyes. Three lifeboats capsized, they asserted, before the line was brought ashore and most of their occupants drowned.

The chief steward of the vessel declared that only Heuson and his three sailors lost their lives. All the passengers were saved, he declared, but later qualified his statement by saying that all were saved that he could account for.

Shortly after the gale arose the Santa Rosa began going to pieces. The combined pulling power of the steam schooners, reinforced by the oil steamer Argyll, which arrived later on the scene, could not prevent her swinging broad side to the breakers. Then she began pounding on the rocks and her hull parted amidships.

Capt. Faria, commander of the wrecked steamer, made a statement to-day as he stood on the beach looking at the fragment of his vessel which remains above water.

Blames Third Officer.

He placed the blame for the stranding of the steamer and the known loss of four lives upon the shoulders of Third Officer Thomas, who was officer of the deck when the Santa Rosa plunged upon the rocks before dawn yesterday morning.

Thomas, in defense, stated that he "over-read" the ship's log and thought he was off Point Conception.

Capt. Faria said the current sets hard ashore near Saddle Rock, where the steamer struck, and that Thomas neglected to call him, as is customary when soundings are taken.

Whether there was loss of life among the passengers is still in doubt. Some of the ship's company say positive that from three to eight perished. As the passengers left here on various trains a complete check hardly will be possible.

Superintendent Allison of the steamship company, who arrived to-day, said the vessel was a total loss. Little of the cargo was saved.

Say Several Drowned.

Santa Barbara, Cal., July 8.—In spite of assertions from company officials and ship officers to the contrary, the passengers of the wrecked steamer Santa Rosa, who arrived here early to-day after a thrilling battle

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SUMTER WANTS SEABOARD.

Business Men Decide to Meet Conditions Laid Down.

Sumter, July 8.—A meeting of the business men of Sumter this morning decided to meet the conditions laid down by Bonsal and Moncure for the coming of their line, the Seaboard Air Line. The conditions in brief are the rights of way from within two miles of Bishopville to two miles beyond Sumter on the other side, and a site for terminals here, 150 feet by 1,000 feet. Mr. Bonsal was wired to that effect by Mr. Manning, who has had the matter in charge, and was asked to come to Sumter to settle on details. A committee was appointed to secure the rights of way and options on sites, the committee consisting of R. I. Manning, Neill O'Donnell, I. C. Strauss, H. J. McLaurin, Jr., and W. H. Ingram. When this is settled a committee of ten will take hold of the ways and means end of the matter and raise funds for the necessary expenses. It is not thought that much money will be required as would be thought of in a matter of this size, for most of the landholders along the route are so impressed with the importance of the connection that they are willing to give rights of way.

The coming of the Seaboard to Sumter means, too, the coming of another road, for the Alderman railroad will then build to Sumter, this road, started by the Alderman lumber people as a log road, has penetrated new territory, and will be a most valuable trade feeder for Sumter. Mr. Alderman was at the meeting this morning, and said that if the Seaboard came here he would bring his line to Sumter, and he did not ask anything to be granted him either.

It is estimated that the new taxable property put on the books by the coming of these roads to Sumter will soon bring in enough revenue to pay for any money that Sumter might have to spend bringing them here.

Another railroad connection that Sumter will soon be considering is the Betts road. This, too, was started as a log road, but now penetrates 19 miles into country otherwise hardly accessible. The terminus of this is at New Sumter, three miles from town, and if completed and brought to Sumter would mean a railroad into the Shiloh section of the county, a rich section, but the farthest off from town and hard to reach.

The people of Sumter feel to-night that the town has taken a step forward, and organized business men feel that they are accomplishing good deeds by their close knit organization.

Mr. Jule Hamer, who was shot by Policeman McDonald, two weeks ago last Sunday, died Thursday morning at 7:30 at the James Sanitarium, Laurinburg, from the effects of the wound.

with the breakers that smashed the stranded ship, declare that more than four sailors lost their lives. One hundred and ninety-two passengers are all that have been accounted for so far, say the survivors. Many of the rescued women are still hysterical and are under the care of physicians.

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AGENTS WANTED

IN FAVOR OF GOLDEN.

Greenwood Rural Policeman Will be Paid Salary by County.

Greenwood, July 8.—Associate Justice E. B. Gary has signed the order of the petitioner, R. L. Golden, in mandamus seeking to require the county of Greenwood, through the proper officers, to pay him one month's salary up to June 7. This is salary due before the filing of the recent decision of the State supreme court that he was entitled to pay, with L. C. Ellidge, as de facto officer.

The county, through its attorney, E. S. F. Giles, resisted payment on the ground that Golden had no standing in court, and Mr. Golden's attorney, D. H. Magill, argued that under the decision he was entitled to pay which had accrued prior to the filing of the decision of the supreme court. Justice Gary so ordered, and Mr. Golden will get \$83.33. He is still acting as rural policeman, and his attorneys say he will bring another action to compel payment of the salary as long as it is refused. Another month ended yesterday, and meanwhile the decision of the supreme court has been filed, and the outcome of the next suit will be awaited with greater interest.

Killed in Memphis Hotel.

Memphis, Tenn., July 9.—Thos. F. Dolan, 26 years of age, an employe of a local theatre, was shot through the heart and instantly killed this evening by J. H. Hughes, a merchant and planter of Haynes, Ark., in the room occupied by Hughes in a local hotel.

The planter alleges that while in the company of Dolan a valuable diamond stud was removed from his shirt, and when he demanded its return Dolan refused unless Hughes pay him \$50. The altercation followed.

Dolan was formerly a jockey and was well known among the sporting fraternity.

NO AMENDMENT.

Defeat of Cummins' Plan Foreshadows Bill's Success.

Washington, July 8.—The defeat in the senate to-day of the first of Senator Cummins' amendments to the Canadian reciprocity bill made it clear that the measure is scheduled to emerge from the Senate without any change from its original form.

By a vote of 32 to 14 the senate refused to attach to the bill Senator Cummins' proposal to give Canadian fresh meats and meat products free access to the American market.

The fate of the first of the Cummins' amendments is expected to be that of all the others, which are to be voted upon Monday along with amendments by Senator Simmons of North Carolina, somewhat similar in scope. Three Democrats, Senators Bailey, Simmons and Thornton, and two regular Republicans, Senators Clark of Wyoming and Sutherland, voted with the insurgent Republicans for the amendment. No material change in the vote is expected on the other amendments of like nature. The remaining Cummins amendments propose to put Canadian iron and steel products, flour, lumber, coal, leather, woollens and cotton goods on the free list without giving similar advantages to American goods going into Canada.

An agreement for voting on these and the Simmons amendment on Monday was reached late in the afternoon.

So far as the effect on the progress of the reciprocity bill is concerned, some senators were disposed to minimize the importance of this agreement on the ground that these amendments would give place to a consideration of others Senator La Follette is preparing.

An element of the senate is awaiting the La Follette amendments as a possible basis for renewed efforts of some Democrats and insurgent Republicans to get together on revision of tariff schedules.