

KILLED IN PISTOL DUEL.

Atlanta Policeman Shot by Brother Officer and Room Mate.

Atlanta, Ga., Sept. 21.—When J. W. Camp, a bicycle policeman, and S. A. Belding, patrolman, room mates, became angered this morning over a trivial matter, both reached for their loaded revolvers lying on a bureau in their room. Camp was the quicker and ended the quarrel with a bullet, killing his friend instantly. They had roomed together for years. A policeman on the beat, found Officer Camp sitting by Belding's body.

"It's all right," said Camp, "I've just been forced to kill my best friend. It's awful, isn't it? But I had to kill him to save myself." Camp said Belding had asked him to move a piece of furniture and that when he did not comply quick enough Belding became angry.

The Recent Priamry.

Editor The Bamberg Herald: Surely, everything in this world has a use and our recent State campaign has been no exception to this rule. In just such crises as these types are developed which have heretofore either lain dormant or have never existed before, weaknesses and vulnerable points in our political morals become clearly visible and are intensified by comparison. Another thing which has stood out clearly and convincingly to the one who has given the subject even small study is the fact that every man has his price, somewhere, somehow. To illustrate this fact we do not have to seek beyond the confines of our own immediate vicinity. Look about you and see how many of your neighbors fit this description. Here is a man, let us say, who has been the trusted servant of the public for many years, holding and enjoying the emoluments of an office which is, perhaps, the most powerful and most important one in the gift of his constituents, a man whose every act socially has been above reproach, whose official acts would bear the closest scrutiny without detriment to himself and a man to whom we would all instinctively turn in a crisis for patriotic leadership. Years may pass without any disturbing element appearing in our body politic and this man's hold on the public confidence is undisturbed. The test does come by and by and then let us see how our trusted friend measures up to our standard of patriotism. The shrewd demagogue, taking advantage of a listless and unsuspecting public, sees an opportunity for attaining some selfish ambition by arraying class against class and steps into the limelight and proceeds to appropriate to himself the support of honest men who, in their bewilderment incident to a sudden awakening from lethargy, believe that their rally is to a patriotic cause. What should our trusted and honored fellow citizen do under such circumstances to measure up to our standard of patriotic endeavor? Should he not be the first to use his hold upon the public confidence and his influence with his constituency to restore them to the sane and proper way of thinking, to disillusion those who are deluded by the demagogue's ringing and adroitly veiled appeal to prejudice when a misstep might plunge an entire commonwealth into chaos? We are all of one mind there. We say he should. Let us see then how this theory works out in practice. We will assume that in the past this peace-destroying demagogue has had occasion to be of service to this particular citizen in question; perhaps through the exercise of executive clemency, as in case of a governor, which has been extended to some member of this citizen's family whether closely or distantly related, the merits of which case need not be discussed because the principle involved is not affected thereby, and let us assume that it is merely hinted that the granter of this "favor" will expect in return for that which is not salable under the law this citizen's suffrage and influence. Does our much honored citizen refuse this offer of a bribe? History says he does not. The demagogue has found his vulnerable point and pays his price. Our honored citizen becomes a bribe-taker and sells his political birthright for a mess of pottage. And what a price he pays! He gives in return for that to which he is entitled, if his cause is a just one, something which is not even his own but which is given him as a sacred trust, he sacrifices his own self respect by forcing down his own throat that which is abhorrent to him personally in order to feel that he has discharged an illegal obligation which he has taken upon himself. Would that these men were as zealous in discharging obligations of patriotism. What are we coming to, or at what have we arrived?

WILLIAM C. PATRICK.

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4,185 REGISTERED VOTES.

Abbeville Voters Preparing for Possible Independent Ticket.

Abbeville, Sept. 20.—The registration books of Abbeville county now contain the names of 4,185 voters, and there is still one more day for the books to be opened. So far 834 names have been added to the lists of registered voters this year. Of the 4,185 names listed as registered voters there are doubtless a great many duplicates, but allowing for this, the fact still remains that the voters of this county have been preparing for participation in the general election should there be more than one ticket.

Of the 834 certificates issued this year every one has been issued to white men. So far not a single negro has applied for registration.

Local Railroad History.

Along about 1832 when the theory that passengers and freight could be transported long distances and at a rapid rate of speed, say ten miles an hour, and so startling a proposition was then regarded as visionary and utopian, about like aerial navigation is considered now by many, some enterprising capitalists of Charleston formed a company for construction of a railroad to be operated between Charleston and Augusta and employed competent civil engineers to make a survey to determine the best route for laying the track. It was found that the best and most economical route followed closely the old stage road known then, as by many now, as "the State Road," which ran through Barnwell and crossed Turkey Creek at "the old Ford," where the gray haired men of Barnwell, as boys, used to have a swimming hole like one now in use near the bridge.

When the survey was completed and the rights of way were solicited the too conservative land owners in and around Barnwell (there were then as now some of that class) refused peremptorily to part with the right of way at any price and the survey had to be changed to run through the lands of the late Alexander Black, nine miles north of Barnwell, and the good town of Blackville was initiated, as likewise Williston and Elko (nee Ninety-Six) to the West and Graham's Turn Out, now East Denmark or Sato, and Lowry's Turn Out, now flourishing and lively Bamberg, on the East side of Blackville.

In the course of time it was seen and felt that a grievous error had been made in rejecting the steam railway and to repair the blunder or in a measure mitigate its evil results, enterprising citizens of Barnwell determined to build a branch road to Blackville and the grading of it was begun just prior to the War between the States and completed during the first year of that war. At the end of the war Barnwell found herself like the rest of "the prostrate State," ruined and almost wiped off the map, and the Barnwell Railroad, or rather its roadbed, remained there a constant reminder to the wayfarer between the thriving town on the railroad and the dead inland village of the folly of our forefathers in having rejected the good gift that fortune sent us in 1832. But along in the eighties our hustling fellow townsman, J. Whilden Woodward, got possession of the old roadbed and laid a tramway on it and operated a perilous and uncertain schedule for several years between Barnwell and Blackville. Later by the finesse and able management of another citizen of Barnwell the Old South Carolina Railway Company was induced to purchase the tramway from Whilden Woodward and iron the road. It then became "the Barnwell Railroad." Later, the S. C. Railway sold this branch to the late Col. Mike Brown, who owned and operated it for several years. The same citizen who caused the S. C. Railway to purchase the tramway from Woodward, together with Capt. D. H. Sally, of Orangeburg county, projected the Blackville, Alston and Newberry R. R., which with the aid of Charleston capitalists was built to Seivern in Aiken county and combined with the Barnwell Railroad became "the Carolina Midland" until absorbed by the Southern Railway.

But before the acquirement of the Carolina Midland by the Southern the same citizen above referred to as having negotiated the sale of the Barnwell Railroad to the S. C. Ry., and the formation of a syndicate to build the Blackville, Alston and Newberry R. R., projected and got a charter to build "the Southbound Railroad" from Savannah to Columbia to pass through Barnwell, the object being to induce one of the big railroad systems of the South to complete the work and take in the Carolina Midland R. R., considerable stock in which he owned. This enterprise succeeded also, as did the two above named. How it was accomplished, as well as what bearing these reminiscences have upon the present, will be told in another article.—"A" in the Barnwell People.

TWO KILLED IN WRECK.

Work Trains Collide Near Savannah With Fatal Results.

Savannah, Sept. 21.—Two people were killed and several injured, one perhaps fatally, in a collision between a freight train and a special work train at Stuarts Mill trestle, seven miles from Americus, on the Seaboard Ail Line, at 7.40 o'clock to-night. The dead are Engineer R. J. Finch, whose home is in Richland, and John Colbert, a negro brakeman of Americus. Fireman Thomas Stanley White, was fatally injured; Will Stanley, white brakeman, and Henry Riley, a negro brakeman, seriously hurt, but may recover. Several laborers who were on the work train were hurt, but none seriously so far as has been learned.

A relief train with wrecking outfit and doctors, was rushed to the scene. The dead and injured were carried to Americus.

Fought Over Matting Bargain.

Atlanta, Sept. 18.—Two Atlanta women bargain hunters fought each other like a couple of tigers in a Mitchell street store yesterday afternoon, over a piece of matting which each wanted and each declared she had picked up first. The matting was greatly reduced. In fact, it was reduced to shreds when the woman got through pulling at it and at each other.

The manager of the store was at a loss whether to call the police or the fire department, but finally the women became exhausted and gave up the struggle.

BRONCHITIS

To Whom It May Concern

Bluevale, Ont., May 4, 1910—"I was sick for two years with chronic bronchitis and a consequent run-down condition. I received no benefit from doctors or from a trip which I took for my health, and I had to give up work. Vinol was recommended, and from the second bottle I commenced to improve. I gained in weight and strength, my bronchial trouble disappeared, and I am at work again.

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