

The Bamberg Herald

Thursday, January 11, 1917.

SHORT LOCALS.

Brief Items of Interest Throughout the Town and County.

Mr. F. K. Graham, of Kingstree, has accepted a position with the Enterprise Bank.

Miss Sallie Rentz, of Ehrhardt, has been ill for the past three weeks, her many friends will regret to learn.

Mr. E. B. Price, who for the past year has been farming near Olar, has moved back to his cottage in the city.

Mr. Ben Pearson has accepted a position with Mr. W. G. Hoffman as salesman, in place of Mr. Henry Felder, resigned.

The comrades of Camp Jenkins, No. 527, U. C. V., are requested to meet at the court house on the 19th, inst, at ten o'clock.

Mr. Pierce Watson, who has been with C. R. Brabham's Sons for several months, has accepted a position as salesman for Mr. B. W. Simmons.

Mrs. M. M. Carter, of Augusta, writes: "I am sending you \$1.50 for my subscription to The Bamberg Herald. We cannot do without your paper."

Mr. C. J. Fields and family have moved into Mr. Thomas Black's cottage on Carlisle street, recently vacated by Mr. E. B. Still, who has moved to Blackville.

The Woman's Missionary society, of the Baptist church, will hold its regular meeting next Wednesday afternoon at 3:30. Everyone is cordially invited to attend.

Dr. J. B. Black, senator from Bamberg county, has been assigned to the following committees: Police regulations, commerce and manufactures, medical affairs, mines and mining.

Messrs. A. M. Denbow, vice president of the Peoples Bank, of Bamberg, and Joseph W. Norwood, of the Union National Bank, of Columbia, are interested in the organization of a new bank at Blackville.

The many friends in Bamberg of Rev. L. E. Wiggins were glad of his election as chaplain of the house, to which position he was overwhelmingly elected Tuesday. Rev. Mr. Wiggins is a former pupil of Carlisle school, and is well known here.

In the statement of the election of officers of the Peoples Bank in the last issue of The Herald, it was stated that Mr. A. M. Denbow had been made "active president." This was a typographical error. Mr. Denbow is active vice president.

The Southern train due here at 10:57 a. m. was delayed for about four hours Monday on account of a wreck near Ridgeville, 29 miles from Charleston. Fourteen cars of freight train No. 73 left the track and turned over, delaying all traffic for some time. None of the crew was injured.

Mrs. W. P. Jones and Mrs. J. C. Lewis will entertain the F. M. Bamberg chapter, U. D. C., on January 16th, at 4 o'clock, at the home of Mrs. Jones. The final programme for entertaining the veterans on the 19th will be announced in next week's paper.

New Advertisements.

- E. M. McCown—Lost.
J. T. O'Neal—For Rent.
H. L. Hinnant—For Sale.
Peoples Bank—Just Put 5c.
J. H. Kinard, Agent—Notice.
Cotton Oil Co.—Last Gin Day.
Paris Medicine Co.—Lax-Fos.
Peoples Bank—It is Not Too Late.
Enterprise Bank—A Joint Account.
Mack's Drug Store.—You Need Not.
Standard Oil Co.—The Weather Man.
Mutual Garage—Around Your Neck.
H. M. Graham—Lost, Strayed, or Stolen.
H. G. Hastings Co.—Half Your Living.
Bamberg Banking Co.—Does Money Burn?
Bamberg Banking Co.—Briefly Speaking.
J. B. Brickle—The Bike We Cannot Repair.
Standard Oil Co.—While the Stitches Fly.
Thielen Theatre—A Packed House Saw Billie Burke.
Farmers & Merchants Bank—What Are You Thinking Of?
Cotton Ginnings to Dec. 13.
Bamberg—1916, 21,258; 1915, 15,233.
Barnwell—1916, 41,103; 1915, 34,766.
Colleton—1916, 12,457; 1915, 13,114.
Hampton—1916, 16,386; 1915, 11,901.
Orangeburg—1916, 56,124; 1915, 58,729.

ENGINEER KILLED IN WRECK.

"Flamingo Flyer" in Smash-up. Several Others Injured.

Special to The Herald.

Schofield, Jan. 9.—Seaboard passenger train known as the "Flamingo Flyer," going South between New York and Jacksonville, was derailed here Sunday morning at 7:46 o'clock, while running at the rate of fifty miles per hour. Engineer Henry Pettit, of Savannah, and his fireman, James Campbell, also of Savannah, were fatally injured. They were taken to a Columbia hospital, accompanied by Drs. L. A. Hartzog and Cecil Ray, where Mr. Pettit died in the afternoon and the fireman is not expected to live. Baggage Master J. E. Anderson, of Jacksonville, and the negro porter were painfully injured but not expected to die. None of the passengers were injured, with the exception of one lady, who received a slight flesh wound.

The train consisted of seven cars, one baggage, one express, one accommodation, diner and three pullmans. The accident is said to have been due to a concealed defect in the throwing rod connecting the switch stand, which was broken loose by the jar of the engine passing over the switch point, causing the rear truck of the express car and balance of the train to take the side track. The engine was completely overturned and the baggage and express cars were thrown directly across the track. The Pullman cars and diner were not derailed.

Two wrecking crews were ordered here at once and the track was cleared for traffic at six o'clock in the afternoon.

Railroad officials placed the damage at \$75,000. The train was in charge of conductor E. H. Rhodes, of Jacksonville, who was slightly injured about the face by flying glass. The accident drew quite a crowd of spectators, there being approximately 4,000 people here during the day from this and adjoining counties.

Another Account.

Seaboard Air Line passenger train No. 7, going South; known as the "Flamingo Flyer," between New York and Jacksonville, was wrecked at Schofield at 7:35 o'clock Sunday morning when Engineer Henry Pettit was fatally injured and the negro fireman, James Campbell, was seriously hurt. J. E. Anderson, baggage master, and E. H. Rhodes, conductor, were slightly bruised about the face. The injured engineer and fireman were taken to Columbia early Sunday afternoon to a hospital, accompanied by Dr. L. A. Hartzog, of Olar, who in response to a telephone call went to the scene of the wreck soon after it occurred.

The cause of the wreck has not been established. The train split at the switch gate, the engine and express car keeping the main line, while the combination car and the cars following took the side track, which resulted in the express car being jerked across the main line, the engine turning over on the siding. The combination car quit the siding and plunged into a field, plowing into the ground so deep that the front end of the car was buried. The trucks under the passenger car following the combination car and those under the dining car were crushed, but the three Pullman cars remained on the track. Two wrecking trains, one from each end of the line, were soon at the scene and began clearing the track, passage at that point being reestablished about 8 o'clock Sunday night.

Henry Pettit, engineer on the Seaboard Air Line train No. 7, going South, which was wrecked at Schofield shortly after 7 o'clock Sunday morning, was carried to Columbia Sunday afternoon to a hospital where he died about 5:30 o'clock in the afternoon, after an operation which had been performed in a last effort to save his life. The negro fireman, James Campbell, who was also injured and who was carried to Columbia on the same train, is not thought to have been fatally injured.

The deceased engineer was about 52 years of age and resided in Savannah. He is survived by three sons and two daughters, J. W. Pettit, E. T. Pettit, H. A. Pettit and Misses Terrace and Elizabeth Pettit, all of Savannah. The body was sent to Savannah at midnight Sunday night, accompanied by the five children, who arrived in Columbia Sunday afternoon. From Savannah the body was taken to Augusta for interment.

Henry Pettit is said to have been the oldest engineer on this division of the Seaboard Air Line, having been employed by the road in that capacity for about 25 years. An official of that railway said that Mr. Pettit was one of the best liked and most trustworthy engineers on this division, being distinguished by his sunny disposition and strict attention to his duty. He was a member of the Brotherhood of Locomotive Engineers, enrolled in Savannah lodge, No. 803.

The wreck Sunday was the third

EMBEZZLEMENT CHARGED.

Postmaster of Midway Held in the Charleston Jail.

On a charge of embezzlement in the office of postmaster at Midway, Ernest W. Duensing was brought to Charleston yesterday morning, and committed to the county jail in default of \$1,000 bond.

The amount alleged to have been missing was \$1,170.78, which was found to be short in the cash in the annual inspection of postoffice inspectors. Duensing practically confessed to having drawn this amount from government funds, when given a hearing yesterday morning before United States Commissioner A. M. Huger. It seems probable that a plea of guilty will be entered when the case comes to trial in United States district court in Columbia, January 16.

The arrest was made Tuesday by United States Marshal Sims, who acted on information from postoffice inspectors. Duensing, according to testimony in the preliminary hearing yesterday made no attempt to excuse the shortage by any explanation, nor to enter any plea in his own defense. Although he was not required to make a statement in his own defense, he admitted all the evidence against him, which was shown by his accounts and by the testimony of the government agents.

Duensing has held his office for almost four years, having been appointed at the beginning of President Wilson's first term. There was every probability that he would succeed himself in office, because of apparent trustworthiness and residence of many years in his section. The penalty for this class of embezzlement is imprisonment.—News and Courier.

Death of Mrs. E. H. Dowling.

Mrs. Laura C. Dowling, relict of the late Dr. E. H. Dowling, died at her home in this city last Thursday afternoon at three o'clock. Mrs. Dowling had been ill for about two weeks. The remains were interred at Restland cemetery at three o'clock Friday afternoon. The funeral was held from Mrs. Dowling's late residence on Carlisle street, Rev. Jonas Barclay, of Blackville, assisted by Revs. W. R. McMillan and E. O. Watson, conducting the last rites.

Mrs. Dowling was a Miss Cannon, before her marriage to Dr. Dowling. She was born in Colleton county on October 15th, 1844, being 72 years of age at the time of her death. She taught school until her marriage.

Mrs. Dowling was a member of the Presbyterian church, and was a woman of strong character, and many strikingly admirable and lovable traits. She is survived by no near relatives. Her two brothers and one sister died many years ago. She is survived by three step-children, Messrs. Decania Dowling, of Bamberg, and H. S. Dowling, of Anderson, and Mrs. A. R. Neal, of Roanoke, Va. Dr. Dowling, her husband, died in 1906.

Dining Silver for Carlisle.

When the Carlisle students and teachers went into the dining room last Sunday morning, they found the tables all made attractive by a set of beautiful new silver—the gift of some Bamberg friends. The friends of Carlisle are frequently doing nice things, but they have done few things more appreciated than this.

The big box that went up to the campus on Saturday contained six hundred and twenty-four pieces—knives, forks, tea spoons, table spoons, butter knives and sugar shells—each piece marked in script "Carlisle." The design is the very attractive "Exeter" pattern of the "Community" silver.

All this adds much in making Carlisle more attractive and home-like and is highly appreciated by the school authorities.

What is finer than to have thoughtful and generous friends?

When an engine driven by Engineer Pettit had turned over. Some years ago a serious wreck occurred when train No. 35, going South, driven by Mr. Pettit, collided with train No. 39, going North, driven by Fred Bell. The engineers were brothers-in-law.

Frank W. Shealy, member, and J. P. Darby, secretary of the railroad commission, left late Sunday afternoon for Schofield to investigate the wreck.

Report on S. A. L. Wreck.

Columbia, Jan. 8.—Railroad Commissioner Frank W. Shealy filed an official report of his investigation of the Seaboard Air Line wreck at Schofield yesterday, in which he said the wreck, in his opinion, was due to a defective switch, which caused the locomotive of the train to split the switch as it was going over. He says that the wreck was a pure accident and that the Seaboard road was not at fault.

—Mr. and Mrs. John H. Cope are spending some time in Florida.

GOOD ROADS ORGANIZATION.

Interesting Meeting Held at Court House Monday Morning.

The Bamberg County Good Roads association was organized Monday morning at the court house, with a goodly number of initial members. Much interest was evinced in the meeting, and it is believed that considerable may be accomplished as a result of the meeting. There were about 100 citizens of the county present during the meeting, representing every section of Bamberg county. A number of recommendations were made, all looking to the securing of good roads for the county and their maintenance after being built.

The meeting was called as a result of the meeting together some time ago of a number of parties interested in the matter of good roads. Rev. W. S. Stokes, of Denmark, was made chairman of the meeting, and Mr. G. M. Moye Dickinson was made secretary. Mr. C. W. Rentz, stated briefly, the objects for which the meeting was called.

Mr. W. L. Riley read the report of the committee on organization appointed at the previous meeting. The report suggested a mode of procedure as follows: (a) Resolved, that we shall have good roads. (b) How to secure them and what means shall be taken to secure them. (c) What width the principal roads shall be. (d) How to regulate vehicles, especially timber carts, on public highways. (e) How to raise funds to maintain the work—shall a special tax be laid on automobiles, and if so, what? (f) Is it advisable to change our system of county government, especially insofar as the regulating and improvement of public roads? The report especially recommended that a legislative committee be appointed to prepare and submit to the delegation such legislation as may be desired to carry out the recommendations of the meeting.

A general discussion of the report followed its reading. Some of those present favored abolishing the present system of county government, and going back to the old system of having three commissioners, and employing an engineer to take the place of the supervisor, while others opposed any change at all. It was pointed out that under the old system no progress was made at all, and it was generally agreed, after discussion, that any change in this matter would be inadvisable. Motions looking to a proposed change were withdrawn.

As to the width of roads, it was the consensus of opinion of those discussing this phase of the matter that the present law covers this matter, that is providing that roads shall be from 24 to 30 feet in width.

Capt. J. B. Guess wanted a law passed prohibiting log carts with drag in front from traveling on public roads. Others wanted a special tax on four-wheel log carts.

As to whether or not a tax should be imposed on automobiles provoked a long discussion, finally resulting in a motion passing recommending that a special tax be laid on automobiles of 25c per horsepower. It was decided not to recommend any tax on other vehicles. It was pointed out that automobiles will reap greater reward from good roads than other vehicles, as rough roads served to break the machines, and the saving in good roads to automobile owners would be great in reducing repair bills, and again the machine owners do not object to a special tax, in fact the majority of them have frequently urged a special tax.

Upon the adoption of the report of the organization committee, Mr. W. L. Riley read a proposed constitution for a permanent organization. The report was adopted, and the meeting then was permanently organized into a good roads association. The following officers were elected: President, W. S. Stokes; vice presidents, W. D. Rhoad and Dr. L. A. Hartzog; secretary and treasurer, G. Moye Dickinson. Messrs. S. G. Mayfield and G. M. Dickinson were appointed a committee to draft by-laws. An executive committee will be appointed later.

Representative Carter stated that he had drafted a bill that he proposed to offer and work for in the general assembly, looking to the securing of South Carolina's portion of the twenty-five million dollars appropriated by the federal government for good roads. It was stated that the county has on hand at present approximately \$44,500; is clear of debt; that \$13,500 was appropriated last year for roads, and that the commutation road tax was added to this, making a total for roads last year of about \$17,500.

Mr. B. W. Miley offered a motion that a special levy for good roads be recommended. Representative Crum opposed this motion, stating that we should first endeavor to get the government money. A motion to table Mr. Miley's motion was adopted.

Among those entering into the dis-

CALLED TO CHESTER.

Baptist Churches Want Rev. W. R. McMillan for Pastor.

Chester, Jan. 5.—The Harmony Baptist church along with the Lowryville and Liberty Baptist churches have extended a unanimous call to the Rev. W. R. McMillan, pastor of the Baptist church at Bamberg, to become their pastor. This is a strong group of churches, paying a salary of \$1,800 with a parsonage free of any rent. The Harmony church enjoys the distinction of being one of the foremost rural Baptist churches in the State. It has a large membership and a handsome building. If Mr. McMillan comes in all likelihood he will make his residence in Chester. He is an eloquent and popular Baptist minister.—The State.

Petit Jury, January Term.

The following are the jurors for the January term of the criminal court, which convenes next Monday:

- J. T. England
H. C. Kirkland
A. F. Freeman
T. J. Rentz
G. W. Rentz
C. S. Folk, Jr.
R. A. Delk
L. A. Griffith
J. B. Zorn
C. R. Goza
W. E. Spann
G. J. Herndon
B. P. Hartzog
J. B. Rentz
D. W. Phillips
J. M. Carter
D. N. Rhoad
C. W. Rentz, Jr.
Charlie M. Carter
C. W. Fogle
S. W. Sandifer
W. S. Brabham
J. M. Grimes
J. A. Steedly
W. S. Cooper
J. W. Goodson
J. W. Hill
Arthur E. Brabham
L. O. Mitchell
H. W. Beard
G. B. Kinard
W. E. Hightower
W. W. Sandifer
T. U. Cox
J. C. Hightower
Bart Price

Observed Week of Prayer.

The Woman's Missionary society of the Baptist church observed the past week as the week of prayer.

Despite the inclement weather the average attendance was about twenty. Several afternoons the attendance was much larger.

We appreciate very much the interest taken by some of our friends from the Methodist church. We are always glad to have visitors and give them a cordial invitation to meet with us at any time.

On Wednesday the envelopes, distributed some time ago, were brought in, and the special offering for China amounted to \$27.35.

The Y. W. A.'s and G. A.'s had charge of the meeting Thursday. We are proud of these young workers and feel that they are going to accomplish much for their Master in the coming months. Mrs. Cooner and Mrs. Hitt are the leaders of these bands and they are very enthusiastic over their work.

Friday and Saturday the meetings were conducted by special leaders appointed by the president, Miss Annie Hartzog.

As a whole the meetings were good, and we are sorry that even more did not meet with us. As the new year is upon us, let us take on new life and strive to make the year 1917 the best in the history of our society.—Contributed.

The following was the constitution adopted: This association shall be known as the Bamberg County Good Roads association. Any male white person above the age of 18 shall be eligible to membership therein. The objects and purposes of this association are to foster, develop, encourage, build, and maintain better roads in the county of Bamberg and thereby improve the road system. That the officers of this association shall consist of a president, two vice presidents, and a secretary and treasurer, all to be elected at any regular meeting, and to hold office for the term of one year. It shall be the duty of the president to preside over the meetings of this body, and to call such special meetings and appoint such committees as may be necessary to carry out the purposes of the association, and by influence and work to aid in the promotion and the welfare of the association and the development of better roads.

The vice president in the absence of the president shall assume the duty of the president and cooperate in every way possible in aiding and encouraging the object of the association. Secretary and treasurer—It shall be the duty of the secretary and treasurer, which office may be held by one and the same person, to keep a record of all persons who may join the association and the minutes of the meetings, together with any funds that may be paid into the association. For the purpose of aiding the road and furnishing funds, a membership fee of 50c shall be charged to each person—to be disbursed according to the direction of the association, in the maintenance of its work. That this association shall meet every quarter, on the first Monday in January, and the first Monday of each third month thereafter, at the court house, Bamberg, S. C.

TRIP TO FLORIDA AND CUBA.

Recent Visitor Describes Charming Visit to Land of Flowers.

I cannot imagine a land possessing a greater degree of magnetism than the Florida east coast. Climate is its chief attribute and smiles at you through the golden sunshine. This, with the fragrance of tropical bloom, is the charm which annually beckons the thousands of visitors back to bask in its all-engrossing friendliness.

In the beginning, I will admit that I am a convert and speak with some degree of familiarity, this being my second visit to Cuba and the east coast. Our party this time numbered 40, under the competent guidance of Mr. and Mrs. C. H. Gattis, of Raleigh, N. C. A more congenial and agreeable party would be hard to find. The little party from Bamberg consisted of Mrs. W. E. Spann, Mrs. H. F. Spann and little daughter, Miss Pearle Counts, and the writer.

The fame of Florida's wonderful east coast resorts and hotels with their unrivaled service and equipment, the diversity and unlimited facilities provided for the enjoyment of outdoor life and sports, makes this one of the most sought for and the favorite winter playground in the world. The east coast, beginning at Jacksonville, and extending through St. Augustine and including the Florida east coast railway's famous "extension" that carries a full sized railroad 155 miles over the sea.

Our first stop was at the metropolis city of the southeast, Jacksonville, where we lunched at the "New Mason Hotel," one of the city's best hostleries. Then for a tour of the city, including the ostrich and alligator farms. Riverside is a beautiful suburban section of elegant residences, surrounded by beautiful lawns, tropical flowers and foliage.

St. Augustine is quaint in its picturesque beauty, which is mingled with its modern gorgeousness in an enchanting manner. Its great tourist hotels, the Ponce De Leon and the Alcazar, are famed among the noted resort hotels of the world in architecture and magnificence. In the richness of their decoration and coloring they are palatial. In service and appointments, they represent everything for which the Florida East Coast Hotel Co. is noted.

The surrounding grounds are beautiful with flowers, tropical trees and plants. Palm Beach is said by globe trotters to be one of the most beautiful seaside resorts in the world. The island on which the great hotels stand is separated from the mainland by Lake Worth. On the other side is the ocean.

The Breakers, at which we were entertained, is a large, perfectly appointed hotel, and its position, with reference to the sea, attracts many patrons. The climate is such that one is always ready for active out-of-door sports, and boating, fishing, golf and tennis are freely indulged in.

Miami, attractively situated on Biscayne Bay, is not only beautiful and picturesque, but its remarkable growth has caused it to be called the "Magic City." I was told from early in the fall until late in the spring, the city is overflowing with people from all sections of the country. The natural wealth of subtropical flora, combined with the magnificent waterfront, makes this an ideal selection for the accommodation, pleasure, and happiness of the pleasure seeker.

Key West is the terminus of the wonderful over-sea extension of the Florida East Coast railway, where steamers connect for Havana. The nine hours boat trip and the entrance to Havana harbor was especially interesting. Havana is a most charming city, enchantingly tropical, is unique and incomparable as a winter resort. It is difficult to describe Havana, since, from the first glimpse of the city to the later close contemplation, one feels an indefinable something that baffles description. In short, there is that about Havana that lingers in one's thoughts, like a vision, almost a mystical fascination.

If you want to have the best time, see much that is interesting and worth while remembering, I would advise a visit to Cuba. In conclusion, I would suggest to those who contemplate taking the trip (having made it at both seasons) that no time is better than the holiday season. Then you get the undivided attention. Later, as the tourist travel increases, it is much divided.

MISS ROBERTA JOHNSON.

Notice to Farmers.

All persons interested in the Bamberg Farm Loan Association are requested to meet at the court house next Saturday at 11 o'clock.

J. J. O'NEAL, Secretary-Treasurer.

Baptist Church Services.

Every member of the Baptist church is earnestly requested to be present Sunday morning, as a matter of vital importance to the church's interests and work will be brought before the body.

W. R. McMILLAN.