

**BANK SAFE AT COPE BLOWN.**

Explosion, However, Fails to Open Vault.—Nothing Lost.

Access to the safe of the Bank of Cope, which burglars attempted with three explosions about 3:30 o'clock Sunday morning by the use of nitroglycerine or other strong explosives, was gained about 2:30 this afternoon after mechanics and citizens from the town and Orangeburg worked on the battered combination of the outside doors for a number of hours, and the contents were found intact.

The attempted robbery, which to all appearances was the work of amateurs with some of the tools used by professionals, was absolutely unsuccessful. It was supposed that possibly the outside doors were blown open and, upon discovery that the valuables were further protected by a screw door on the inside, the doors were closed and other explosions effected with the hope of opening the screw door. Such procedure and even the tackling of a screw door safe at all is considered amateurish, as professional burglars seldom attempt to get into a screw door safe as their method of construction renders such a thing next to impossible.

Approximately \$1,000 in cash was in the interior compartment under protection of the screw door. This represented all the valuable contained therein as other valuable papers were mostly in the hands of corresponding banks.

Three explosions are reported to have been heard about 3:30 o'clock Sunday morning. The burglars are supposed to have used an automobile in their movements as several citizens heard a car arrive in the town from the north, it is reported, shortly before the explosions, and depart soon thereafter. It is supposed that two or more were in the party.

Everything in the bank was found to be in perfect condition except that soap was scattered over the floor and fixtures and half a bar of Octagon soap was found on the floor in front of the safe. Cashier Carl Gibson's large army revolver was found in its usual place under a desk. No drawers were open and there was no appearance of an attempt to bother anything but the safe. With a new lock and combination for the outer door, it is stated that the safe will be in as good condition as formerly.

Entrance to the building was effected through the front door which was pried open with a crow bar. No clue as to the identity of the burglars has yet been discovered. Officers in various cities and towns in this section and throughout the state have been notified of the affair with instructions to watch for the guilty parties.

The bank opened as usual Monday morning and business proceeded normally except with slight inconvenience as the result of the books being in the upper compartment of the safe which was not opened until after bank hours. The institution carries burglary insurance. F. A. Adden, of Orangeburg, is president of the bank.

The affair caused quite a sensation in this community; however, the officers of the institution, the depositors and the public generally express gratification that the attempted robbery proved unsuccessful, and that the damage was very slight. This is the first occurrence of the kind to happen in Cope.

**STRANGE GHOST SHIP.**

Historic Illusion Recalled by Fisherman's Death.

Gloucester, Mass., Dec. 1.—The burial today of John Winters recalled to old-time fishermen a tradition of a modern "Flying Dutchman" and its ghostly crew that were believed to roam the seas in pursuit of a ship that had sent them to the bottom.

Winters was the last survivor of the crew of the Gloucester schooner, Charles Haskell, which, in a storm in March, 1869, ran down and sank a Salem schooner and its entire crew off the Georges Fishing Banks. He died at the Fishermen's Snug Harbor in his 82nd year, repeating almost to the letter the tale of the ghost ship of the fishing banks, which was supposed to have pursued the Haskell throughout its career as a fisherman.

Once off the Eastern Point, at the entrance of Gloucester harbor, Winters said, a schooner ran down the wind, hove alongside the Haskell, and her phantom crew climbed the rigging, declaring themselves the ghosts of the Salem fishermen.

Winters and others of the Haskell crew refused to ship in the ship again and a new crew was taken on. These returned with a similar story of ghostly visitation at sea, took their dunnage bags and quit.

Another and still a fourth crew were shipped, but each came to port with a renewal of the story of a ship shrouded in white and a spectral crew and the Haskell was hauled up, unable to get men. She finished her seagoing as a sand freighter and the Salem ship was not heard of again.

# Fordson

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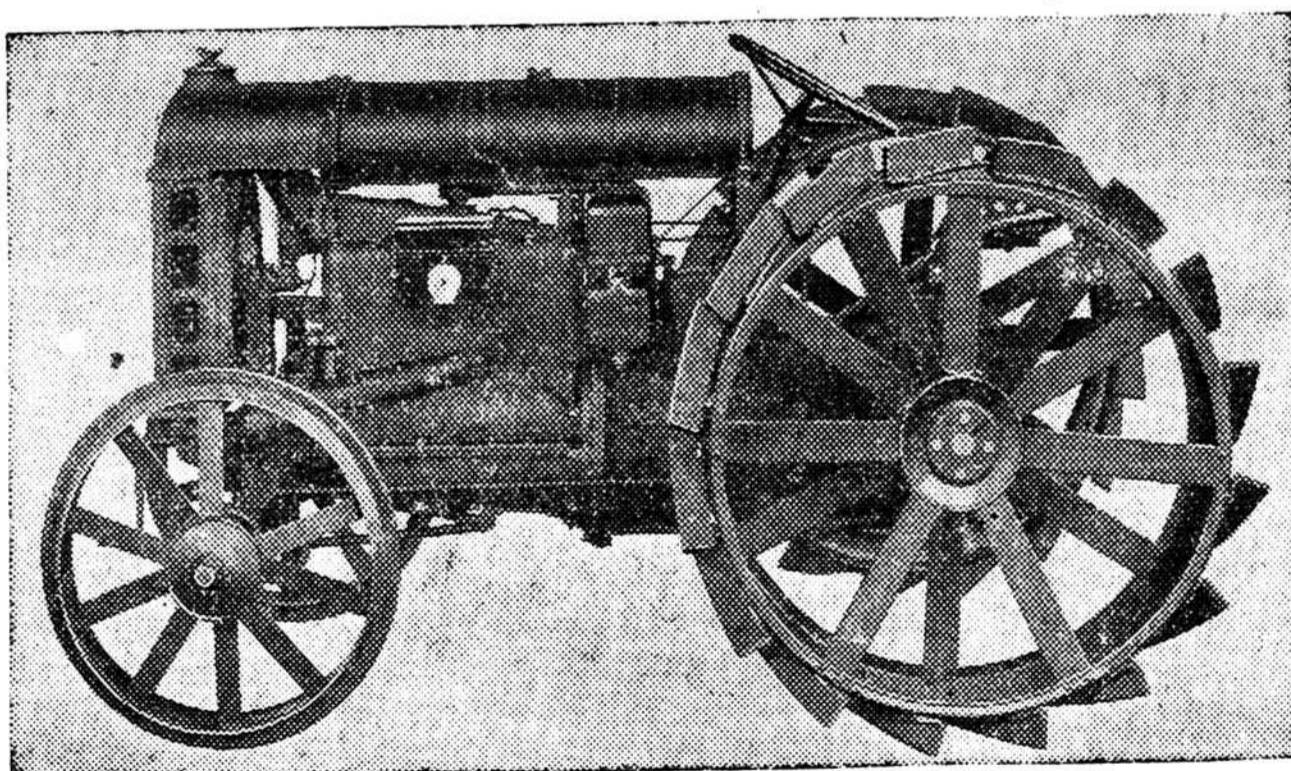
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In the claims we make for the Fordson Tractor as being superior farm tractor, there is nothing of boasting. Our claims are based upon demonstrated facts. In every sensible test that has been made (and we don't believe in any jockeying or technical tests) but in the real common sense work on the farm—the work the tractor was intended to accomplish—we say, in all such tests the Fordson has stood head and shoulders above all competing tractors. And this is best in the fact that while there are about three hundred thousand farm tractors in use in the United States today, and while tractors have been sold to farmers for twenty years, and while the Fordson tractor has only been on the market two years, more than one-third of all the tractors in use in the United States are Fordson tractors.

Now you can't upset a fact. You can't back away from an established truth, and there it is—out of three hundred thousand tractors, one hundred thousand are Fordsons, and there are probably some fifty different makes of tractors on the market. Just let your common sense consider these facts. "Figs are not plucked from thistle bushes, nor plums from thorn trees."

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ITORS.

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