

SENSATIONAL MURDER TRIAL.

J. H. GARRISON TELLS WHY HE KILLED LOUIS WILLIAMSON.

Testifies That, Through a Window, He Saw His Daughter's Lover Making Improper Advances Toward Her—Miss Garrison Chief Witness for Prosecution and Her Father for the Defense.

Laurens, Oct. 1.—The case of the State against J. H. Garrison for murder was tried here today, being finished tonight, but at midnight the jury had been unable to reach a verdict and Judge Memminger ordered them locked up for the night.

For the first time Garrison today told why he killed young Louis Williamson on the night of July 31. Heretofore the only statement made by Garrison on his behalf was that the shooting was done on account of Williamson's improper conduct with Garrison's daughter, Miss Mary Garrison, but today on the stand Garrison told the details of that improper conduct, as he construed it to be, and furthermore Miss Garrison related just what was taking place between herself and her lover when her father interrupted. She was telling Williamson not to persist in his attempt to take liberties with her, she said, when she heard the father at the window outside. She then ran out of the room and Williamson jumped up from the sofa to receive his death wound, with no chance to defend himself or to explain his intentions.

The defence did not attempt to establish any other defence than that Garrison was within his legal rights in protecting a female member of his family from assault. It was admitted that the young lady and the young man were engaged, but not admitted that her father knew of their engagement. That the young man was drinking when he arrived at the house that afternoon was set up by the defence as the explanation of improper conduct on the part of one who had been received there before as a gentleman and a possible suitor for the hand of the daughter. To offset this, the prosecution sought to show that Williamson arrived at 3 o'clock, and that he had not taken a drink after arriving, so that if he was drunk at 3 o'clock he had ample time to sober up by 11 o'clock that night. The young lady herself said she did not notice whiskey on his breath, and she was admittedly closer to him than the others; but she said he acted strangely in several ways.

There was a dramatic moment during the young lady's testimony when she tore up the letter that she had written to the mother of young Williamson. Taking it in her hands from Mr. Nelson in order to identify it, she glanced through it silently, and then tore it in half, flinging it at her feet.

The letter was handed to the Judge, who later refused to admit it as evidence, and its contents did not reach the jury at all except by implication. Judge Memminger remarked that he did not blame the young lady for her actions under the circumstances, though he might have ruled her for contempt of Court. The letter was written on August 6, a week after the killing of Williamson, and the young lady expressed to the mother of her sweetheart in affectionate terms her love and sympathy, saying she knew Mrs. Williamson would know why she had not written before, that it was so hard to write. She told of the sufferings of the young man, and what was done for him, and said it would have been easier to stand if he had died in any other way. She said she felt that Mrs. Williamson could sympathize with her in the position in which she was placed.

She wrote that her mother also sent her sympathy. In concluding she asked that Mrs. Williamson write to her as it would be a comfort to hear from her. The conclusion is in terms of affection and sympathy.

The handwriting and composition of the letter were those of an educated woman, and the wording might be construed under the circumstances as clever if not natural. Miss Garrison and her father were the principal witnesses, she for the prosecution and the defendant for himself. Though called by the State Miss Garrison's sympathy was evidently with her father, and she could not refrain from showing it. There were not many witnesses, and the testimony was concluded this afternoon by 4 o'clock.

\*For prompt relief in cases of weak back, headache, inflammation of the bladder, urinary disorders, kidney troubles and rheumatic pains, there is nothing as good as DeWitt's Kidney and Bladder Pills. The effect of these pills is shown in a very little while. In fact, you will feel better the next morning, as they act promptly. They are antiseptic. Be sure you get DeWitt's. We sell and recommend them. Sold by all druggists.

\*Whenever you have a cough or cold, just remember that Foley's Honey and Tar will cure it. Do not risk your health by taking any but the genuine. It is in a yellow package. Albert's Drug Store.

IMPORTANCE OF GOOD ROADS.

The President of the Southern Railway Shows the Advantages of Good Wagon Roads, and Refers to the Interest Shown by His Company in Their Extension.

Southern Railway Company, Office of the President, 1300 Pennsylvania Avenue.

Washington, Sept. 30, 1908.

Mr. Editor: In their replies to my letter of July 31st, 1908, on the subject of diversification of Southern agriculture and industries, some of the editors to whom it was sent asked me to write to them from time to time on matters of interest to the people of our section. This has led me to take the liberty of addressing you on a topic of importance to all our people and especially the farmers of the South.

If the farm is to be profitable it must not merely produce abundant crops, but its products must be put where they can be sold. By whatever means of transportation they may ultimately be carried before they reach the final consumer, our farm products move primarily over the country highway, and the condition of the road leading from the farm to the shipping point or to a nearby consuming center, such as a manufacturing town, affects materially the profits of the farmer and the value of his farm. The condition of the road controls the size of the load that can be hauled over it and the speed at which it can be carried. An improvement by which the farmer is enabled to carry, with the same vehicle and the same team, a load seventy-five or one hundred per cent. heavier, will result in a substantial saving in his time and in the wear and tear of his vehicles and teams. The construction of good roads leading from a market town has practically the same effect as bringing the farms nearer to the town. It extends by several miles in every direction the area of territory in which farmers can profitably engage in market gardening and dairying. That this is true has been effectively demonstrated in those localities in the Southern States and in other sections of the country where road improvements have been carried out intelligently and systematically.

The cost to the farmer of hauling his products over poor roads is not always appreciated, for the reason that a farmer pays for having his hauling done. The United States Department of Agriculture has made an investigation of this matter, however, and the results show the cost for cotton, for instance, to be an average rate of twenty-seven cents per ton per mile for an average haul of 11.8 miles. That road improvement would materially reduce its cost is shown by the following striking statement in the Year Book of the Agricultural Department for 1906:

"If it were possible to increase the average weight of a wagonload of cotton in the United States from three bales, as it now is, to four bales, without increasing the cost of hauling the load, the saving on a crop equal to the one picked in 1905 would amount to \$2,000,000; and if the average load of wheat, now 55 bushels, were increased by 20 bushels, the saving effected in hauling a crop like that of 1905 would be more than \$8,000,000."

In addition to what may be termed the commercial aspect of good roads they have a highly important social aspect as well. They bring the farmer into closer touch with the world at large. He and his family are not forced to remain at home for days at a time because the condition of the roads may make traveling unpleasant if not difficult. Good roads insure efficient and prompt rural mail deliveries, placing the newspaper on the table of the farmer early on the day of its publication, enabling him to transact much of his business by mail and to take advantage of early information as to fluctuation in the prices of his farm products. Good roads mean that the farmer and the members of his family can enjoy to a greater degree the society of their neighbors and friends in the town and country. They mean that his children can be more regular in school attendance and can receive to a greater degree the advantages of education. They mean the bringing closer together of the town and country, with advantages on both sides, for as the farmer is benefitted by being brought into closer touch with the town, so all the business interests of the town prosper as the result of the facility with which the farmer and his family can do their shopping. Good roads also benefit the inhabitants of towns and cities by affording facilities for pleasant country drives. They invite the business man to the establishment of country and suburban homes, such as he can enjoy only when he is assured that the condition of the roads will be such as to enable him to reach his place of business promptly in all kinds of weather.

I think it may be truthfully said that there are few matters of such general importance to all the people of any community as the provision of

good roads, and I believe, therefore, that all of us who have the progress and prosperity of the South at heart should do all in our power to aid in the creation of a public opinion favorable to road improvement. The system that should be adopted in any locality is one on which it would not be proper for me to tender advice, even if I were qualified to do so. It is necessarily a matter that can best be determined by the people directly interested and who are acquainted with the peculiar needs and conditions in their neighborhoods. The interest of this company in good roads as a means of aiding in Southern development was evidenced in a very practical way when, a few years ago, in co-operation with the National Good Roads Association and the Department of Agriculture, it sent a special good roads train over the system, carrying road-building machinery and expert road-builders, who built short stretches of object-lesson roads and delivered addresses at central points where good roads conventions were held. The Land and Industrial Department of this company is keeping in close touch with the good roads movement throughout the territory traversed by its lines and will be glad, at all times, to co-operate with the people of any locality by giving information, or in any other practicable and reasonable way.

Yours very truly,  
W. W. Finley,  
President.

MAULDIN CASE CONTINUED.

Supreme Court Will Pass on Druggist's Right to Practice.

Newberry, Oct. 1.—Chief Justice Pope heard today the return to the rule to show cause, issued by him against the State board of pharmaceutical examiners, in the case of Dr. J. W. Mauldin, of Greenville. The board refused to permit Dr. Mauldin to stand the examination to practice pharmacy because he had not taken a four years' course or had practical experience in a drug store. Dr. Mauldin graduated at the Maryland College of Pharmacy, in Baltimore. His effort is to force the board to let him stand the examination. Dr. O. A. Matthews, chairman of the board, was present, and the board was represented by W. M. Dunlap, of Rock Hill, and Nelson & Nelson, of Columbia, and Dr. Mauldin by W. C. Benet & O. K. Mauldin, of Greenville. Judge Pope decided to continue the case, to be heard by the fall term, which will convene in extra session this month. If he had decided it an appeal would have been taken.

Many a divorce suit has started with the bread that mother used to make.

Woman Interrupts Political Speaker.

A well dressed woman interrupted a political speaker recently by continually coughing. If she had taken Foley's Honey and Tar it would have cured her cough quickly and expelled the cold from her system. The genuine Foley's Honey and Tar contains no opiates and is in a yellow package. Refuse substitutes. W. W. Sibert.

The old postoffice in Aiken, one of the landmarks of the town, has been torn down. The building was more than 100 years old.

\*No one is immune from kidney trouble, so just remember that Foley's Kidney Remedy will stop the irregularities and cure any case of kidney and bladder trouble that is not beyond the reach of medicine. Sibert's Drug Store.

Lots of us don't cast our bread on the water until it is too stale to do anything else with.

\*Don't be deceived by imitations of DeWitt's Carbolized Witch Hazel Salve. When you ask for DeWitt's be sure to get it. The name is stamped on every box. There is just one original. It is especially good for piles. We sell and recommend them. Sold by all druggists.

The County Fair Association of Greenville will devote one day to a poultry exhibit.

Saved His Boy's Life.

"My three year old boy was badly constipated, had a high fever and was in an awful condition. I gave him two doses of Foley's Orino Laxative and the next morning the fever was gone and he was entirely well. Foley's Orino Laxative saved his life." A. Wolkush, Casimer, Wis. W. W. Sibert.

A third primary will be held in Lexington county for the purpose of electing a county superintendent of education.

For Chapped Skin.

\*Chapped skin, whether on the hands or face, may be cured in one night by applying Chamberlain's Salve. It is also unequalled for sore nipples, burn and scalds. For sale by all druggists.

Honesty is the best policy; but honest people don't play policy.

Commissioner Watson is sending out letters to those who entered the corn-raising contest to send a record of their crop to his office in Columbia.

The Panic Measured in Railway Traffic.

It is now possible to gauge with some accuracy the effect on the railroad industry of last year's panic and its consequent depression. The reports for the first six months of 1908 of a very large majority of the roads are before us, leaving only about one sixth of the mileage to be estimated. We find that after ten years of almost uninterrupted increase in gross earnings, increases as enormous as they were regular, the railroads of the country earned nearly a quarter of a billion dollars less in the first half of 1908 than in the corresponding half of 1907. What this means is best shown by comparison with the figures of 1904, a year of sharp trade depression. In the first half of that year the decrease from the earnings of the corresponding months of 1902 was less than \$20,000,000. So that the year 1908, to July 1, finds the railroads reporting decreases twelve times as large as the falling off in the only other period in the last decade that did not show increases. This formidable evidence of the depression we have passed through is qualified, in the opinion of some authorities, by the very fact of the great strides taken in earnings by the railroads in recent years. They point out that we do not have to go so far back,—indeed, only to 1905,—to find gross earnings even less than the decreased figures of 1908. But it must be remembered that the cost of wages and material has increased enormously since 1905, and that there have been huge new capital issues to provide facilities for an expected further advance in traffic. These factors render a comparison of gross earnings in 1908 with gross earnings in 1905 very cheerless. The widespread character of the falling off was as impressive as the large amounts involved. Not a single railroad of any size showed an increase in 1908 in gross earnings, and only two showed increase in net. The falling off in net earnings was even larger than the decrease in growth, coming apparently to more than 21 per cent. When it is considered that these net earnings must cover interest on a larger volume of bonds than existed in 1907, the extent of the hurt to stockholders can be understood.

But now half way on, in the latter six months of 1908, things are looking better. Several months ago, in May and June, the railroads showed some indications of success in handling the problem of reducing expenses to correspond with the smaller volume of traffic. In the face of continuing high prices for steel and other material, and of the impossibility of reducing wages, this was no easy task. But at the height of the falling off in traffic, which came in May, net earnings began to look a little better proportionally, and this work of decreasing expenses has gone on progressively until we find the Union Pacific in July reporting an actual increase in net in the face of the falling off of nearly \$500,000 in gross, and the Southern Pacific reporting practically the same net earnings as in the corresponding month of last year. Of course, such results can only be obtained on roads that have been kept in the best physical condition, and not on all of these. Mr. Harriman said, on his return to the East in mid-September, that he had spent \$180,000,000 in improving the Southern and Union Pacific between 1900 and 1905, and it is well known that correspondingly large sums have gone into these properties since 1905. But in spite of the fine showing relatively in net earnings of the most fortunate roads, and the better showing of others, it is evidently true that the drastic economies in force must be at some expense to the physical condition of our great transportation lines and a scrutiny of the sums currently expended on maintenance of way and equipment, as reported to the Interstate Commerce Commission, shows specifically that the properties are not being "kept up" as they were before gross earnings fell off. So that it is a much more substantial cause of congratulation that gross earnings themselves are now slowly rising. The decrease for July on the large body of roads reporting was 16.57 per cent., as against an average of nearly 20 per cent. for the first six months of the year; for August the decrease was only 13.57 per cent., and for the first week of September twenty-five roads, which should come near showing the average of the whole, made a falling off of nearly 10.42 per cent.—American Review of Reviews.

Useful Place.

Freddie—Say, wouldn't you like to have three eyes?  
George—Yes.

Freddie—Where'd you have the other eye?  
George—I'd have it in the back of my head.

Freddie—You would? I wouldn't.  
George—Where would you have your other eye?

Freddie—Why I'd have it in the end of my thumb, so I could poke it through a knot-hole in the fence and see the bull going for my him."

Kodol Stops Indigestion

Sour Stomach, Heartburn, Belching, Gas on Stomach.

Go to your druggist, get a dollar bottle of Kodol. Furthermore, we know that after you have used Kodol your faith in the preparation will be equal to ours. This proposition we make is not altogether unselfish, but is actuated by the knowledge, that the use of Kodol by you will benefit you as well as ourselves. How could we afford to make such an offer to the public. And how could we afford to spend thousands of dollars to tell you about it unless we positively knew and were sure of the merits of Kodol. We couldn't—it would bankrupt us. Please try it today at our risk. Kodol digests all the food you eat. Eat what you want and let Kodol digest it. Kodol is made at the laboratories of E. C. De Witt & Co., Chicago. The \$1.00 bottle contains 2 1/2 times as much as the 50c bottle. That is why. FOR SALE BY ALL DRUGGISTS.

THREE FINE PRIZES. THE Carolina Furniture Co. has one of the best selected stocks of Furniture ever seen in Sumter, and is making prices that cannot be duplicated here. In addition to the close prices, THREE PRIZES are given to customers. Every Saturday Night. Viz: 1st.—\$5 Picture; 2nd.—\$3.50 Lamp; 3rd.—\$1.50 Lady's Brooch. Every customer has a chance. Call and learn particulars if you are in the market for Furniture and House Furnishings. Carolina Furniture Co. 114-116 S. Main St.

For Sale. Tract of 568 acres, 200 acres cleared, in Spring Hill Sect. of Lee County, on public road and R. F. D., two miles from Smithville, and school and church, 3/4 miles from Repton station on N. W. R. R.; 50 acres in fine long leaf pine timber, 300 acres in scattering pine and branch timber, well drained, in good healthy neighborhood, rents for 16 bales cotton; has good 6-room dwelling, ceiled and plastered, large 2-story barn, commissary, smoke house and other outbuildings; 4 tenant houses. This place ought to prove a bargain at the price. \$7,000. City and Country. Property Handled. Real Estate Loans. R. B. BELSER, Real Estate Broker. SUMTER, S. C.

Ask The Farmers of Sumter and adjoining counties what we have done for them in the nineteen years of our existence. As agriculture is the mainstay of business in this part of the country, we have always endeavored to assist the farmer in every legitimate way and will continue to pursue this policy. When you sell your cotton make this bank your depository and get in line for any assistance you may need another year. The Bank of Sumter.

The Volume of Business Developed by The Farmers Bank and Trust Co. During the past three years speaks well for that Institution. Its large capital, steadily increasing surplus and absolutely conservative management is a guarantee to its patrons. It is now prepared to assist its farmer friends in handling their cotton crop, and has ample means to take care of desirable business at all times. Give them your account, either Savings or General, and you will be pleased with the result.