

State News Paraphrased.

All the Late News from Every Section of South Carolina.

A 20,000 school building will be erected at Union. Bids have been called for.

The Greenville graded schools will open for the fall session Monday, September 13.

Robert Brown shot and killed Ernest Heyward in Charleston. Both parties are colored.

Collins Judge, colored, was shot and killed at Rock Hill by Cal Barber, who made his escape.

Six prostrations from heat have occurred in Charleston in the last three days. None resulted fatally.

A Charter has been issued to the Manning Mill of Manning. The capital of the concern is \$30,000.

It is reported that the Seaboard Air Line road will build to Charleston if the C. C. & O. does not.

Yancey M. May, who shot and killed C. B. Tidwell at Edgefield, has been released on bond in the sum of \$1,500.

Dr. W. H. Brown, treasurer of the Edisto club at Orangeburg, has been arrested on the charge of stealing.

Two men, who were captured by state constables at Ten Mile Hill, near Charleston.

The school trustees of Aiken county have organized an association for the purpose of bettering the schools in that county.

J. H. Littlejohn, a leading citizen of Jonesville, is dead. He was 78 years old and left an estate worth about \$60,000.

Bernt, Risse, a Norwegian, serving on the United States revenue cutter Yamacraw, was drowned in the Charleston harbor by falling overboard.

The Southern Power company has surveyed a route from Great Falls to Newberry, and the work of erecting the towers for the transmission wires will begin at an early date.

Glen Robinson, the cook on the advertising car of Haug's shows, which was on a siding in the yards of the Southern at Spartanburg, was arrested by Police-man Cudd Friday night on the charge of stealing coal from the Southern. He was convicted and sentenced to pay a fine of \$15 or serve thirty days on the chain gang.

The barns and stables, all combined, corn crib and some other out houses, including five mules, one horse, 8,000 bundles of fodder, farming tools, ploughs and other implements of Mr. B. W. Whitlock, three miles south of Jonesville, were all burned Friday night. The fire was before midnight. The loss falls heavily on Mr. Whitlock, as he is a man in ordinary circumstances and a hard worker.

The C. C. & O. bridge over the Paeolet river near Spartanburg was completed Saturday and track-laying has progressed some distance beyond towards Broad river, where the bridge over that stream will be the link that will connect the track from Eoctic to Spartanburg. By September 8th the construction of Broad river bridge will be begun and within six weeks it will be completed.

S. G. McConnell of Columbia attempted suicide late Saturday afternoon at his home, 701 Lumber street. Mr. McConnell, who is quite an aged man, has been in ill health for a number of years and was despondent. He is said to have been affected by kidney trouble, which depressed him mentally, and he secured a razor and slashed his throat twice. While the cuts were deep they are not necessarily fatal.

The Grendel Mills, of Greenwood, has been given the right to increase its capital stock from \$400,000 to \$500,000.

Roland Steele, a prisoner serving sentence on the chain gang at Rock Hill, was shot by Mart Williams, another convict.

A double funeral was held Monday afternoon in Greenville. Rosetta Maxwell, colored, age, 50 years, and her daughter, aged 17, died Sunday evening at nine o'clock.

The forty-first annual meeting of the York Baptist Association will convene with Flint Hill church, in Fort Mill township, on Tuesday, September 7, and remain in session three days.

On Sunday, shortly after noon O. B. Bryon, about 25 years old, who resides in the Olympia mill village, while swimming in the Congaree river, near the boat line landing, in Columbia, met death by drowning. The body has not been recovered.

J. J. Keller & Co., architects of Rock Hill, were awarded the contract for remodeling the York county jail at Yorkville. New steel cells will be installed and the building put in proper shape to keep the prisoners safe.

Reports from all sections of Union county in the last few days show that there has been a very marked falling off in the prospect for a good cotton crop. This is believed to be largely due to the cool, dry weather during the first of the week, and the hot spell later in the week. The opinion seems general that only about a two-third crop will be gathered.

The following changes have been announced in the postal service in South Carolina: At Ninety-Six, William H. Shehard is appointed a rural mail carrier, with James B. Pratt as substitute; at Charleston, Irvine J. Hart is appointed postmaster, vice J. C. King, resigned, and at Montville, Laurens county, Thomas W. Boyd is appointed postmaster, vice R. C. Watts, resigned. At Messers, Richland county Lizzie E. Davis is appointed postmaster, vice D. B. Cobb, resigned.

John Whiee, a negro living on C street, in Charleston, while on a visit to his relatives at Seven-Mile Sunday morning, met a friend from whom he had borrowed 30 cents. The "friend" gave him a gentle hint that the time had come for settlement, but John being "broke" was unable to meet the demands so he endeavored to appease his creditor with soft words. This, however did not soothe the irate friend and a wrangle followed, which resulted in a leg full of duck shot for the unhappy debtor. John is now at the Roper Hospital, having the injured member cared for. He is in a serious condition. The name and whereabouts of John's "friend" are unknown.

The progress and growth of Ridgeway is evidenced by the establishment of three new local enterprises within the last fortnight. These are the Fairfield Publishing company, which will publish the Fairfield News and do a general job printing business; F. P. Hinnant, who is a dealer in general merchandise and handled a cotton seed business, and A. T. Jones, civil engineer and contractor. An interesting feature of the latter firm is that Mr. Jones has engaged one of the most dilapidated buildings in town in which to locate his offices and purposes to advertise his business by renovating it with concrete work, thereby showing just what can be done at little expense in improving property by this means.

A Lutheran church will be established in Greenville. The Lutherans are about fifty or seventy-five strong there, and they have determined to build a house of worship. The church building will not cost less than \$10,000, and will probably cost much more than this figure.

A commission had been issued by the secretary of state to the Citizens Bank of Allendale. The capital of the company is \$30,000. The petitioners of the company are W. A. Aull, R. Wol, W. J. Pohns, J. P. Gray, LeRoy Wilson, Jr., and T. Charorez. The company will do a general banking business.

Policeman Burke, of the Columbia police, shot and fatally wounded Julian Knight, a negro hackman, in front of the state capitol, on Main street, Saturday night, after the officer had been cut in the face several times. Several shots were fired. One of the bullets entered the forehead of the negro. The negro had been arrested for fast driving and was resisting arrest violently.

Two women have been sent to the Roper hospital by the Charleston police department, suffering from insanity, believed to have been induced by the use of cocaine. At the police station an officer had to enter the cell of a female, arrested as a disorderly character, and make believe that he was killing the monkeys which the woman thought she was seeing, too much cocaine again being attributed as the cause of the woman's hallucinations.

On Friday night, Charlie Poole, a well known character about Greenville, assaulted his common-law wife, Stella, and left her for dead. He was subsequently caught and jailed by Deputy Sheriff Hunsinger. The woman was immediately attended by Dr. W. L. Mauldin. She had been beaten over the head in a frightful manner with a heavy brass pitcher, the side completely crushed in, the left eye gouged out, necessitating its removal and her condition is serious. She may not recover.

Mrs. J. K. Fant, aged 60 years, widow of the late Rev. J. K. Fant, a Baptist minister of Spartanburg county, committed suicide at her home at Campbell Monday morning by drinking carbolic acid. She died within a few seconds after swallowing the poison. The only motive that can be assigned for enjoining her life is that she had become despondent because of continued ill health. For some time she had been exceedingly melancholy and seemed to be constantly brooding and worrying about the state of her health. Her condition was such that a close watch was kept over her by Miss Bessie Fant, a daughter of the deceased. She leaves three daughters. Her husband died about five years ago.

Mr. Clem F. Gordon, supervisor of York county, was at Chester last week for the purpose of making arrangements with sheriff Colvin to care for York county's jail prisoners while the York jail is being repaired. The arrangements were satisfactorily made, and the squad of prisoners numbering eight or ten will be brought down one day this week. Sheriff Colvin agreed to take care of the number already in prison and such others as may be incarcerated from time to time, provided his accommodations are not over-taxed and he does not find it inconvenient thereby to handle Chester's prisoners. The entire upper floor of the York county jail will be torn away, and converted into a modern prison with steel cells and other devices for keeping prisoners safely and securely inside.

Mr. W. R. Anderson, deputy sheriff of Hamilton county, was brought home from Berry Station, Ga., where he was stricken with paralysis last week. He had been on a business trip and while at Berry he was suddenly stricken speechless. Mr. Anderson is not doing well, and it is feared that it will be some time before he will be restored to health.

The survey of the Florence city streets by Engineer J. M. Johnson, representing Contracting Engineer H. S. Joudon of Savannah, was finished some days ago and Messrs. Johnson and Joudon are busy in finishing up the laying out of the work for the complete system of sewerage which the city will install. As soon as the platting is completed and specifications prepared bids will be advertised for and as soon as the contract work is assigned it will get under way and be pushed to immediate completion.

Mr. Joseph A. McCullough, a prominent lawyer of Greenville, has purchased a tract of land of five acres lying just outside the city limits, on the car line to the Country Club. He has donated this lot to the Bruner Home, for the erection of a building with equipment to cost not less than \$8,000 or \$10,000 for the use of the Bruner Home which at present has its headquarters on leased property. The Bruner Home is a charity organization for the care of deserted children who cannot be gotten into other orphanages. It is expected that the new building will be begun as soon as the subscriptions, which will be taken among the town people, shall have amounted to enough to warrant such a move.

NEW TYPE OF ROAD.

Telford Blocks With Liquid Asphalt as a Binder to Be Tried in Jersey.

New Jersey is to experiment with a new type of road, and the experiment will be tried in Essex county, where the county engineer, James Owen, proposes to lay roads in West Orange, Nutley, Belleville, Verona, Short Hills, Millburn, West Caldwell and other places. The state is to pay one-third of the cost of these new roads, each municipality one-tenth of the cost of the roads within its limit, and the county pays the balance. Mount Pleasant avenue, West Orange, is to be the first scene of the new road trial. Telford pavement is to be used under a new formula prepared by Mr. Owen, and he thinks that such a road will stand automobile traffic splendidly, and, while it will not be absolutely dustless, it will be less dusty than any other road of a similar kind.

After the telford blocks are laid instead of using clay as a binder liquid asphalt will be used. This has been successfully tried as a binder in connection with patent road formula, and, while it will add about 15 cents a square yard to the cost, it will be cheaper in the end. The foundation of the road will be constructed in the ordinary way and chinked in the usual manner. Then a coating of stone screenings will be applied and rolled. Next will come a four inch layer of broken stone and another thorough rolling. On top of this will be put a thin layer of screenings to fill the interstices; then the liquid asphalt will be put on hot in the proportion of one and one-third gallons to each square yard of surface. It will then be given from five to ten hours to penetrate and then another coating of screenings and the road rolled again, and then it will be ready for use.

Many will not agree with Mr. Owen that telford block is good for automobile, as it is well known it is very hard on tires, but it makes a very solid, even road, and until the horse drawn vehicles make it bad it is all right.

What county engineers and other road builders should try to do is to build a road that will stand the horses and the iron shod wagons, and after doing that they will have solved the good roads problem.



LAYING A TELFORD FOUNDATION.

A FATAL FRIENDSHIP.

Devotion of Princesse Lamballe to Marie Antoinette.

SLAIN BY A PARISIAN MOB.

The Assassination of the Princess, Who Escaped and Returned to Comfort Her Friend, Was One of the Worst Acts of the Reign of Terror.

It was in the historic Carignac palace at Turin that the Princess Lamballe was born. Her father was Louis Victor of Carignan, of the royal house of Savoy.

Her childhood was spent in Turin during the period that followed the defeat of the French through the brilliant military tactics of Prince Eugene of Vienna. At eighteen she was married to Stanislaus, son of the Duke of Penthièvre of France.

The chief place of this duty was the town of Lamballe, about fifty miles from Rennes. The Princess Lamballe died in one year, and as soon as etiquette allowed a marriage with Louis XV. was contemplated. This did not go into effect, however, and the princess withdrew from the court.

She met Marie Antoinette when that princess first came to Paris, and they were mutually attracted and became friends. The Princess de Lamballe saw the dangers to which this young foreigner was exposed, and when Marie Antoinette became queen of France in 1774 and appointed the princess superintendent of the royal household she entered upon her duties with the sympathetic understanding of a loyal friend. The closest ties of affectionate regard drew these two young royal personages together. Through the careless gaiety of court life the Princess de Lamballe was the judicious friend. When illness came to the queen she was faithful and devoted.

When the storm of adversity broke over the royal family and it was arranged that an escape should be effected Mme. de Lamballe got safely to England, going across from Dieppe, but the royal family were arrested at Varennes and declared traitors to France.

Mme. de Lamballe's devotion was so true she at once hastened back to Paris to be with the queen. Her friends urged and implored her to think of the danger to herself and pointed out that she could be of no real service at such a critical time. But she knew better than they did what a comfort her presence would be, and her heart was entirely occupied with the sorrows of her sovereign. She was allowed to become a prisoner with the royal family in the temple, and for one week she was a cheerful and helpful companion, full of affectionate arts to make the hours less bitter and giving to Marie Antoinette the loving, devoted care that only a friend so loyal could give.

When those about the prison saw what an influence of joy Mme. de Lamballe brought to the royal prisoners an order was issued for her removal to the prison of La Force. From here she was taken for a mock trial and offered her life if she would take oath against the monarchy. With scorn she refused to do this.

Then came one of the most terrible acts of the period of the reign of terror. She was delivered to the people, wild with the desire for blood, and was killed in the courtyard of La Force prison. They stabbed her with sabers, cut off her head, tore her heart from her body while it was yet palpitating and then dragged her body through the streets to the temple.

On the way there they stopped at a hairdresser's and made him rouge the beautiful face and friz and powder the hair. This man nearly died with fear while at this awful work. When it was done and the head set on a pike, the long, fair curls of her pretty hair fell about the neck. Those of the mob who suggested this hideous work upon the head said, "Antoinette will now recognize her friend."

The heart was also put on the end of a pike and the route to the temple resumed. The royal family were together, and Louis was reading to them, when they heard the sound of the mob and loud, high voices. Suddenly the door was opened violently, and as they all started to their feet some men pushed themselves past the guard and shouted to the king: "The people have something to show you. If you don't wish them to bring it up here you had better go to the window."

With the deadly fear in their hearts they did as directed and looked into the dead and painted face of their devoted friend and also saw her tender heart and her poor body, hacked by the sabiers of these wretches.

With a cry of horror and despair Marie Antoinette fell into a state of stupor. Mme. Elizabeth forced her into a chair, and her children clung to her and cried with fear. Louis tried to control his voice as he said with pathetic dignity, "You might have spared the queen the knowledge of this frightful calamity."—Boston Globe.

To Make a Hit. "You send me violets every morn," said the beautiful girl. "I do," responded the ardent lover. "no matter what the cost." "Quite so. Now, why not send up a bunch of asparagus tomorrow instead. It would be just as expensive and would make a big hit with pa."—Pittsburg Post.

In adversity it is easy to despise life. The true, brave man is he who can endure to be miserable.—Martial.

WOES OF THE PURSER

He Has Troubles of His Own on the Trip Across the Atlantic.

MUST HAVE A GOOD TEMPER.

His Time Wasted by Foolish Questions and Trivial Appeals, Mainly by Women Passengers, Yet He Has to Be Always Polite and Agreeable.

"Yes," said the purser on one of the big liners recently to the writer, who happened to be taking a trip from Liverpool to New York, "we have our own troubles. I can assure you, and I sometimes envy the captain his solitary enjoyment of the bridge, even during a sixty mile gale. Passengers seem to think that the purser is put on a ship simply to answer foolish questions.

"Of course there is a good deal which we have to put up with as being part of our legitimate duties, though when a passenger brings us a hundred dollar yellow back and asks to have it changed into English, French, German and Spanish money and stipulates that there must be twice as much French as German and half the remainder in English silver coins, presumably for tips, is it any wonder that we occasionally lose our tempers?"

"And then, again, the purser is always appealed to for the most trivial things. A woman passenger comes to the window, and if it is closed she will bang on it till it is opened, no matter if the sign is there as large as life that the office hours are from 11 to 2 and 4 to 6 o'clock and she is honoring me with a call at 3 p. m. Then, when the window is raised for fear she will smash it to smithereens, she says, with a sweet smile: 'Oh, Mr. Purser, I am so sorry to disturb you. I know it is not your hour of business, but could you tell me if we will really land next Thursday, as I told my brother we would, and I know he will be waiting for me on the dock.'"

"Of course I am polite, but I have some difficulty in persuading her that I am not running the ship, and neither can I control the elements. She goes away with an expression that clearly shows she thinks I am keeping something back and it will be my fault if we do not arrive at the time appointed."

"I remember on one trip when the weather was particularly stormy a woman passenger knocked at my door—after office hours, of course—and begged that she might speak to me for a few minutes. I politely asked her to enter, and then, her eyes starting out of her head with the excitement of suppressed emotion, she implored me to draw up her will. I protested that I was not a lawyer, but do you think she would be satisfied with that excuse? Not much! There and then I had to draw up a document in the best legal phraseology I could muster."

"When it was finished and I and my assistant had signed it she gave the young fellow a sovereign for his trouble, and as for me—well, she took off a very handsome ring and insisted on my accepting it. I have that ring yet, but what became of the donor I never knew, for when the storm abated and we were safe in port she never so much as bade me goodby, though I had repeatedly asked her to take back her ring. She was a very rich woman evidently, and the 'bequests' in that will I drew up made my eyes bulge."

"Most passengers when we have been a day or so out bring the purser a receipt. Some nervous women seem to think that a 'strong room' at sea is not a very secure place for their jewels, and they insist on seeing their treasures at least every day. One woman passenger made my life a burden during a recent voyage by taking her valuables out and putting them in again three times a day until I told her that the next time she called for them I would not take them back again, whereas she told me, with a sour look, that I was impertinent and she would inform the captain. I believe she did so, but the captain gave her a word or two of advice regarding the implicit trust which should be placed in a purser, and this quieted her. In fact, she afterward came to me and apologized for her seeming rudeness."

"As a rule, I conduct church service on board, as the captain does not enjoy the work, but prefers to remain on the bridge. Many a funeral service also has fallen to my lot, and I have even officiated at a christening. I am usually the one to whom a passenger flies when he is dissatisfied with his cabin, though the duty of changing a stateroom really rests with the head steward. Then, again, it is the purser who is appealed to when the passengers elect to hold a concert, and the young folks usually rush to him also when they want to have a dance on deck. A purser can be very popular or the reverse, and unless you have an excellent temper you stand a good chance of being the reverse."

"The funniest experience I had was on a recent trip, when there was on board a little girl about twelve years old. She struck up a warm friendship with me and would only accompany her. She fell very ill during a storm and refused to be comforted. Her mother asked her if there was anything she could do which would ease her suffering, and the young imp said there was, if she would only 'skidoo' and let the purser read a book to her she would feel better. And the indulgent mother came to me, stated the case, and—well, I complied with her request and read to the child for a little while each day until she was well enough to come on deck again."—London Tit-Bits.

GRAVEL MADE ROADS

Highway Engineer Shows Why They Are Easily Built.

ROADBED MUST BE KEPT DRY.

Surface Should Be So Shaped That Water Will Run Off and Not Penetrate—Value of Underdrains, Side Ditches and Rolling.

At a meeting of the Missouri Highway Engineers' association, held at Jefferson City, F. P. Spalding of Columbia, Mo., read a paper on gravel roads and said in part:

Gravel or broken stone when used for a road is intended to form a hard surface, which will resist the wear of the traffic and which will shed the water without softening in rainy weather or when snow is melting. The gravel, or macadam, is not in itself a rigid structure, but depends upon the firmness of the earth below to carry the loads which come upon it. The object of the gravel is to make the surface harder and more resistant to wear and the action of water than the earth surface that it replaces, and it can only be effective when the road below it is properly shaped and drained and when the surface has such form as to cause the water which falls upon it to quickly run off without penetrating the road.

Filling mudholes with gravel is not making a gravel road. This is only wasting good material. I can recall a mudhole into which gravel was regularly dumped every spring for years, and each time when the ground thawed out in the following spring the mud was again on top and ready to swallow another dose of gravel. Probably there is enough gravel in that hole, 200 or 300 feet long, to make a mile of good gravel road. Finally a road



BAD ROAD THAT GRAVEL WOULD IMPROVE. supervisor came along, who put in a few hundred feet of tile and crowned the road surface, and there has been no mudhole there since.

The form which should be given to an earth roadbed and the methods of drainage to be used depend in each instance upon the local conditions surrounding the road. The ability of earth to sustain a load depends in large measure upon the amount of water contained by it. Most earth is kept dry, but when wet it loses its sustaining power, becoming wet and incoherent. When softened by water soil is easily displaced by the settling of the road or forced upward into any space that may exist in it. In order, therefore, that the loads may be uniformly sustained and the surface of the road kept firm and even it is of first importance that the roadbed be kept dry. The improvement and maintenance of a road are therefore largely questions of drainage, the objects being to prevent water from reaching the road and to provide means for immediately removing such as does reach it before the soil becomes saturated and softened.

Surface drainage is always necessary if the body of the road is to be kept in a dry condition and is accomplished by having the surface of such form that water falling upon it will quickly run into the gutters. Underdrains will not drain water from the surface of a road, and unless the crown is at all times maintained and the surface kept smooth water is likely to stand upon the surface and penetrate into the road. And this is just as true of a gravel or stone road as of the earth surface. At the side of the road longitudinal ditches must be provided for the purpose of carrying the water drained from the surface of the road to some point where it may be turned into a natural drainage channel. In many instances these side ditches also carry drainage from land adjacent to the road. The size and form of the gutters will naturally depend upon the quantity of water to be carried and the slope of the gutters. Where the quantity of water to be carried is small the extension of the slope of the road surface may be sufficient without any special gutter being provided.

In forming a roadbed upon which to place a gravel or macadam surface the earth roadbed should be made as firm and smooth as possible before the placing of the surfacing material. Wherever possible the earth after being brought to grade and given the proper form for receiving the surface should be rolled with a heavy roller until it is firmly packed and able to yield efficient support to the surface. In any case the surface should not be placed until the roadbed is thoroughly settled and packed in place.

Highway Maintaining Scheme. Many German highways are lined with cherry trees. When the fruit is ripe it is gathered and sold, and the proceeds go to the fund for maintaining the highways.