

The Herald and News

IT HAS THEM CURSING.

A CURIOUS CREATURE, HALF MAN, HALF FROG.

It is Alleged to Have Come Out of Colonial Lake and Negroes and Superstitious Persons are Much Disturbed—Expert Opinions, Including Some by Mr. Beeswax.

[News and Courier.]

Negroes and superstitious folk are much concerned over the story that a hideous monster, half man and half frog, appeared on the bank of Colonial Lake a few minutes before 12 o'clock Thursday night and uttered strange and distressing cries. The frog-man, as it has been dubbed, came out of the waters of Colonial Lake and remained on land probably a half hour before plunging again beneath the rippling wavelets. A fairly good view of the repulsive creature was obtained by William Harper, a colored truck driver and J H Thompson, a carpenter who lives on Smith street. There were others who could have enjoyed the pleasure of a close inspection of the frog-man had they not excused themselves and gone away hurriedly when the saurian, or whatever you may choose to call it, crawled out of the lake.

"I was sitting on a bench on the east side of the lake," said Mr. Thompson yesterday to a Reporter for the Courier, "when I heard a mighty splashing in the water and a noise that sounded like this: Oooh! o-o-ugh! o-o-ugh-how w! I wasn't scared exactly, but I began to perspire. I watched the thing a while, although I was prepared at any moment to go somewhere else. Finally, to my great surprise and—er—regret, the monster came ashore and laid down with another long o-o-ugh! It was too horrible looking to describe. The head resembled that of a huge frog, the wide, protruding eyes burning with a lurid light. It had arms and shoulders like a man, but the body tapered down like a serpent's. It was covered with large, greenish scales, and I should say it was at least eight feet long from head to tail. Its mouth was filled with crooked fangs, which it snapped together with a vicious click. I do not like to remain out late at night so I started for home soon after the thing came ashore. I can't imagine what it is, where it came from, or whether it will ever show up again. But I'm entirely satisfied with the little knowledge I have of it. I wish now I'd never seen it. I'm afraid it's going to trespass on my dreams."

"Boss, I can't give you no particulars about dot frog man," said Harper, the colored truck driver, to a Reporter for The News and Courier. "I didn't wait for no particulars. I was des sittin' and coolin' myself at Colonial Lake Thursday night, when I heard a mighty thrashing in de water. What in de debil is dat, sez I to myself. My heart began to confabulate with mo' than its usual swiftness, when suddenly de horriblest lookin' critter I ever seen lngged out of de water and de nex' thing I knew I waz runnin'." Down Broad street I went a clippin', and I didn't have sense enough to stop until I collided wid de old Postoffice building. I thought I wuz both killed and injured, but when I got more calmer I realized that, while I wuz safe, it wuzn't necessary for me to go to Colonial Lake no more. Yas, sar, dat's all I kno' about dat owdacious critter. See dis bruise on my head? I got dat when I tried to run over de old Postoffice building."

Scientists are ever interested in these infrequent visitations to various seaports in divers parts of the world of monsters from the deep that defy classification and offer the widest latitude for speculation and imagination. Naturally, the frog-man of Colonial Lake will come in for a share of local interest of the speculative sort. What is its mission? A Charleston man, whose knowledge is of sufficient scope to enable him to discuss the Colonial Lake mystery from the view point of a scientist, was seen by a Reporter for The News and Courier. After listening to a description of the frog-man he said:

"It is probably a megalosauria." "What is a megalosauria?" asked the reporter, respectfully. "A megalosauria is a sub order of denosaurian reptiles," he replied, "having the brain case unossified in

front and no ossified alisphenoids. It has a short abdomen and an external chin. It also has deciduous scales which indicate that it is akin to the family of sphenacanthid fishes. The megalosauria is almost extinct, although, according to science, it was very common in these waters forty-two million years ago."

Not being wholly convinced that the frog-man was a megalosauria, the reporter sought Mr. Nathan Beeswax and asked for an expression of opinion from him.

"Megalosauria! Bah!" exclaimed Mr. Beeswax, contemptuously. "Listen to me. This frog-man is nothing more nor less than a chyllinidae, which is of the genus basommatophorous gastradods. Now hold that down if you have to choke it, and I'll tell you something about it. It has a bulbiform shell and a moveable lip that continues without interruption from the nose. These are the main characteristics of the chyllinidae and they fit the frog-man exactly. No, it is not dangerous, but I don't think it will be given an ovation in Charleston."

The colored folks were excitedly discussing the frog man yesterday and Colonial Lake, as the place of resort, has ceased to attract them.

NEGRO INSANITY.

This Disease on the Rapid Increase—The Cause is Attributed to Exposure, Liquor and Drugs.

[Charleston Cor. New York Sun]

Physicians in this State are greatly concerned over what they believe to be the alarming increase of insanity among negroes. Years ago this disease was almost unknown to the colored population, but it appears to be spreading. According to estimation made by Dr. Babcock, superintendent of the State Lunatic Asylum, this condition now is worse than ever before.

Many reasons are assigned, but it is the opinion of leading physicians that the common use of drugs and bad whiskey is in a large measure responsible. Ten years ago the suicide of a negro was such a occurrence that it attracted universal attention. Nowadays such an occurrence is unnoted.

There are probably more insane negroes in the State institution at Columbia than at any other time in its history. They are sent in from all sections of South Carolina, the majority going from towns and cities. In Charleston crazy negroes are picked up almost every day, and while many of them are released after a term in the hospital, a considerable number develop such violent symptoms that it is found necessary to ship them to Columbia. It is seldom that the asylum negroes are cured, and many of them died after violent suffering. The State authorities give the colored people the most humane treatment, yet it does not seem possible wholly to restore their minds.

One of the oldest physicians of Charleston told The Sun correspondent recently that in the days of slavery it was uncommon to find an insane negro. The spread of the disease he attributes to rough living, liquor and drugs. Along the coast the negroes are addicted to the use of opiates, cocaine being the drug which is most commonly used. Among the thousands of vicious negroes who work in the rock fields, opium is a popular drug, and almost any form of "hop" is relished. The left arm of a black prisoner, captured recently, was fearfully lacerated by continued jabs from a hyperdermic syringe.

The bad liquor is sold in the blind tigers. The police here believe that Bill Simmons, a negro who killed his wife and then attempted suicide several days ago, was a victim to cocaine. He had been using the drug steadily for days, and while under its influence he drank a pint of corn whiskey, which made him a maniac for the time being.

Usually, when a crime of this kind is committed the first impulse of the negro is to escape. Simmons did not move. He turned the pistol to his own head and fired and was still trying to put bullets in his body when the weapon was seized by bystanders.

TO GO 100 MILES AN HOUR.

Train Being Built to Revitalize Railway Transportation.

[From the New York Times]

Dynin, Mass., August 22.—Machinery for a train that may reviv-

honorize the railway transportation of the world is being built at the General Electric Works here. It is soon to be tried in Illinois, where the track is almost completed. The engineers estimate that the train will make 90 to 100 miles an hour. If successful, the experiment means eventually a trip from Boston to New York in about two hours. The average time at present is about six. Chicago would be reached from New York in ten hours. The scheme has received the approval of the ablest electricians and railroad men in the country.

The line is about 150 miles long, and is remarkable for solidity and strength. As far as possible grades have been eliminated. Electricity will be the motive power and the third rail system will be used.

A train of three cars has been built for the first trials. The train will be equipped with twelve motors of 120 horse power each. Instead of the high speed increasing the danger, it is claimed that the train will be safer and run less risk of leaving the rails than an ordinary street car.

The theory held by Prof. Thompson and other eminent electricians is that the train is practically electrically welded to the track and cannot leave it while the power is on. The successful operation of this line will probably be followed by the building of similar lines between all the great cities on the continent.

ILLITERACY IN THIS COUNTRY.

More People Who Cannot Read and Write Live in Rural Districts than in the Cities.

The census office has issued a preliminary report on illiteracy among men of voting age in city and country districts in the census year 1900. The report includes under the term "illiterate" those who can neither read nor write and also a small number who can read, but cannot write.

In the United States as a whole, excluding Alaska and Hawaii, the male population at least 21 years of age and living in cities having at least 25,000 inhabitants was 5,885,644, of whom 339,223, or 6 per cent, were reported illiterate. In the rest of the country the number of men of voting age was 15,248,655, of whom 1,949,247, or 13 per cent, were reported as illiterate. These figures indicate that illiteracy among adult males is less than half as prevalent in the large cities as it is in the rest of the United States. The difference, the report says, is due largely to the fact that the urban population of the country is massed in the Northern and Western States and illiteracy is less frequent there than in other parts of the country. The report says:

"As the difference between the large cities and the rest of the country in the Northern States is affected by the presence in the cities of large numbers of illiterate immigrants, so in the Southern States the same difference may be affected by the presence of the negro population.

"Among the native whites the differences between the population of large cities in the North and in the South in the matter of illiteracy are comparatively slight, but in the smaller cities and rural districts of

the South a considerable per cent of the adult population have not acquired the elements of book education."

To Abolish Kissing.

[Spartanburg Journal.]

It is reported that one of the great eastern railroads is to abolish the custom of kissing goodbye at its depots. The musty, fussy officials claim that the time table is deranged, trains are delayed and train service demoralized by the awful practice. Well, what of it? Let it be known once for all that kissing is beyond and above train schedules and such unimportant matters, and that not an order of a railroad company ordinance or an act of congress can have any effect whatever upon it. Nothing short of direct intervention of Providence can or will affect the ancient and honorable custom of kissing one's relatives, friends or sweethearts goodbye at a railroad depot.

GREAT HOLE IN A MOUNTAIN.

Said to be Ten Miles Long, 3,000 Feet Wide and Too Deep to Measure.

Austin, Tex., Aug. 26.—Henry Trovov, formerly of Austin, but now living at San Nicholas, Mexico, gives an account of a remarkable occurrence a few days ago near that place in a letter received here today. He says that a crevasse, about ten miles long and more than 300 feet wide, suddenly appeared in the side of a mountain near San Nicholas, causing the greatest alarm among the people of that section. One person fell into the crevasse and was killed, and a number of others received serious injuries. The opening is of unfathomable depth. The government has appointed a commission of scientists to investigate the matter.

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Columbia, Newberry & Laurens R.R. Co.

(Eastern Standard) Southbound. rthbound

Schedule in Effect August 26th 1902

STATIONS. 8:40 am Lv Atlanta (S.A.L.) Ar 8:50 pm 10:50 am Athens 8:19 pm 11:55 am Elberton 8:30 pm 12:38 pm Abbeville 4:05 pm 1:22 pm Greenwood 3:45 pm 2:18 pm Ar Clinton (Dir'n) Lv 2:45 pm

(C.&W.C.) 10:00 am Lv Glenn Springs Ar 4:00 pm 12:15 pm Spartanburg 8:30 pm 12:22 pm Greenville 3:25 pm (Harris Springs) 1:12 pm Waterloo 2:35 pm 1:42 pm Ar Laurens (Dir'n) Lv 2:17 pm

Daily Frt. Ex. Sun. 22 53 52 85

Table with columns for time, station, and arrival/departure times for various routes.

Trains 53 and 52 arrive and depart from new union depot. Trains 22 and 55 from A. C. L. freight depot, West Gervais street.

For Rates, Time Tables, or further information call on any Agent, or write to W. G. CHILDS, Traffic Manager, J. F. LIVINGSTON, H. M. EMERSON, Sor. Agt. Gen'l Frt. & Pass Agt. Columbia, S. C. Wilmington, N. C.

ATLANTIC COAST LINE!

CONDENSED SCHEDULE. WILMINGTON, N. C., July 21st, 1902

Through Trains Charleston to Greenville. No. 9. 7:00 am Lv Charleston, S. C. Ar 9:30 pm 8:35 am Lv Greenville Ar 6:30 pm 9:50 am Lv Greenville Ar 7:12 pm 11:40 am Lv Charleston Ar 7:30 pm 11:40 am Lv Charleston Ar 7:30 pm 12:29 pm Ar Greenville Ar 12:45 pm 12:42 pm Ar Greenville Ar 12:45 pm 1:25 pm Ar Greenville Ar 12:10 pm 3:25 pm Ar Greenville Ar 12:25 pm 3:30 pm Ar Spartanburg Ar 12:15 pm

FROM COLUMBIA, S. C.

No. 54. Arrive Sumter 6:15 p.m.; Georgetown Daily 9:15 p.m.; Florence 7:30 p.m.; Derlington 4:55 p.m.; Hartsville 9:30 p.m.; Bennettsville 8:57 p.m.; Sumter 8:30 p.m.; Fayetteville 8:45 p.m.; Wilmington 11:25 p.m.; Rocky Mount 12:45 a.m.; Weidort 1:50 a.m.; Petersburg 2:4 a.m.; Richmond 4:15 a.m.; W.ilmington 7:15 a.m.; New York 7:15 a.m.

No. 55. Arrive Sumter 8:20 a.m.; Florence 9:35 a.m.; Derlington 10:30 a.m.; Hartsville 11:45 a.m.; Wilmington 1:40 p.m.; Fayetteville 12:35 p.m.; Rocky Mount 1:50 p.m.; Weidort 2:55 p.m.; Petersburg 3:50 p.m.; Richmond 4:45 p.m.; Washington 7:40 p.m.; New York 7:15 a.m.

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Charleston and Western Carolina R.R. Co.

Augusta and Asheville Short Line

Schedule in Effect July 6, 1902.

Leave Augusta... 10:10 a.m. 2:55 p.m. Arrive Greenwood... 12:44 p.m. 7:10 p.m. Laurens... 1:45 p.m. 10:30 a.m. Waterloo (H. S.)... 1:15 p.m. Greenville... 12:15 p.m. 1:45 p.m. Laurens... 1:25 p.m. 1:55 p.m. Arrive Waterloo (H. S.)... 2:33 p.m. Greenwood... 2:21 p.m. 7:45 p.m. Leave Anderson... 2:20 p.m. 11:35 a.m.

Leave Greenville... 11:30 a.m. Newberry... 12:42 p.m. Clinton... 1:25 p.m. Arrive Greenville... 3:35 p.m. Spartanburg... 3:30 p.m. Glenn Springs... 4:05 p.m. Leave Glenn Springs... 10:00 a.m. 12:01 p.m. Greenville... 12:15 p.m. 2:23 p.m. Arrive Newberry... 3:06 p.m. Columbia... 4:30 p.m.

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In Effect June 8 1902.

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