

**GOOD ROADS MEETING.**

**ATTENDANCE SMALL BUT THE SPEECHES INTERESTING.**

Mr. D. H. Winslow of Department of Agriculture, Bureau of Roads, and Mr. R. B. Belser, of This City, Deliver Addresses That Were of Practical Value—Mr. Winslow Tells How to Build Roads So That They Will Last and Mr. Belser Suggests The Ways and Means.

From The Daily Item, July 26.

Messrs. C. W. Moorman, of the Columbia Record and Mr. D. H. Winslow, of the Bureau of Roads, U. S. Department of Agriculture who compose the Columbia Record's Good Roads Party, arrived in the city last night about 7 o'clock from Camden in two Brush Runabouts, the reliable little cars in which they are making the tour of the State. They have visited fourteen counties thus far and in each county good roads rallies have been held and much interest has been awakened in the good roads campaign. The party will visit every county in the State and the tour will not be completed until September 1st.

The good roads meeting, which had been advertised for two weeks, was held in the court house at 12 o'clock, but the attendance was not as large as had been hoped for, there being comparatively few representatives from other sections of the county, although it was gratifying to note the presence of several prominent citizens who had come from a distance of ten to twenty miles to attend the meeting and lend their presence and influence to the inauguration of the campaign for better roads in Sumter county.

The meeting was called to order a few minutes after 12 o'clock by County Supervisor P. M. Pitts who presided. He stated that the meeting was held as the result of the campaign for good roads undertaken by the Columbia Record for purpose of arousing interest in the subject in every county in the State. He introduced Mr. C. W. Moorman, who represents the Record and who is in charge of the party.

Mr. Moorman briefly stated the object of the meeting and what is hoped for as the ultimate result of the campaign—the improvement of the roads throughout the State, so that there will be good roads everywhere and travel easy and pleasant. He introduced Mr. Winslow, a practical road builder and engineer who has had eighteen years experience in building roads, a part of that time as a contractor. At present he is in charge of the road work for the Department of Agriculture and is doing good work in his line. On account of his experience as a road engineer and also on account of his intimate knowledge of conditions and needs in South Carolina he had been detailed for this good roads campaign through the influence of Commissioner Watson.

Mr. Winslow in opening his address made the bold statement that good roads are of more importance to the State and the people than prohibition or the tariff and that when the people are come to a full realization of this fact the campaign will be a success. He related incidentally some of the experiences of the party with bad roads, but concluded this part of his talk with a statement that was not flattering to Sumter county, for he said that thus far the longest stretch of real bad road that had been encountered was found in Sumter county yesterday afternoon. Some worse places had been found, but none so extensive.

In South Carolina he said bad roads were the rule not the exception, the ratio being one mile of good road to twenty-four bad, while for the country at large the ratio was one mile of good road to thirteen bad. The county supervisors are doing the best they can under existing conditions, but they are handicapped by lack of money and machinery and no support by public sentiment.

He then discussed the necessity for good roads, their permanence when once established, and the advisability of having a competent road engineer to supervise their construction. He then discussed the sand-clay road and the mistakes that are frequently made in undertaking to build them by haphazard methods without regard to properly mixing the sand and clay so as to obtain the consistency that gives a permanent road service. He told how to ascertain in what proportion the sand and clay should be mixed and how to mix them on the roadway, after it had been graded. From this he branched out into a discussion of the problem of maintenance after the road has been built. This brought him to the split-log drag, of which he had a model on exhibition. He, as all practical road builders, was enthusiastic in his endorsement of this simple device as the best as well as the cheapest implement ever devised for road maintenance.

In the concluding portion of his address he discussed bad roads as a tax upon the country and upon the farmers in particular. He also di-

rected attention to the fact that the post office has adopted the policy of abolishing rural free delivery mail routes wherever the roads are not properly maintained, and this he advanced as another urgent reason for immediate improvement of the roads in this State.

Mr. R. B. Belser, of this city was the last speaker. Mr. Belser is a good roads enthusiast and has given the subject a great deal of careful study, and has visited at his own expense, other counties and States where progress in road building has been made for the purpose of obtaining information at first hands. From the information thus gained, added to a thorough study of local conditions he has developed a plan for road improvement in Sumter county that seems practicable and within reach at a reasonable cost. Mr. Belser's speech was, in substance, as follows:

It is not my purpose to attempt to give you any eloquent discourse on the subject of good roads, nor to paint flowery pictures as resulting from their construction. It is my purpose, however, to lay before you a plan which, if adopted, I think will enable us to build the necessary roads and obtain the benefits resulting therefrom in the near future. Since a child I have heard people talk good roads, but, gentlemen, to get good roads we have got to do more than talk good roads; we have got to build them. To build good roads we have got to provide the money, and this is the phase of the subject which I wish to take up with you today.

We have in Sumter County about 500 miles of public roads. Of this probably 100 miles is naturally good hard road or has been improved by sand-clay surfacing. This will leave approximately 400 miles which will need to be improved to make a complete system of good roads for Sumter County. We have in this county property assessed at \$7,500,000. It may be safely stated that this assessment, taking all the property into consideration, does not exceed 25 per cent of the actual market value of the property; so that the actual property represented by this \$7,500,000 is at least \$30,000,000. Of this total a little over \$16,000,000 is real estate. It will thus be seen that the county has on an average a little over \$30,000 worth of real estate to the mile of public road. It has been conservatively estimated that a system of good roads for the county will add at least 25 per cent, and probably a good deal more, to the real estate value of the county. This would give us a total increase for the county of \$4,000,000, or an increase for each mile of public road built of a little over \$7,500. The average cost per mile for building this system of public roads will of course depend upon the method of road construction adopted.

But two systems of road building for county roads have been generally adopted in our county; macadam and sand clay. Macadam costs from \$2,000 to \$4,000 per mile, according to conditions; sand-clay method costs from \$300 to \$800 per mile, according to grading necessary and availability of proper material. It has been estimated that the cost per mile, under conditions in this county, will be about \$500. The cost of macadam on an average of \$3,000 per mile basis, for 400 miles would be \$1,200,000; the cost of 400 miles of sand-clay road at \$500 per mile would be \$200,000. The cost of macadam is so great and the maintenance expenses so heavy, ranging from \$200 to \$600 per mile a year, that at this distance from the necessary material both for construction and maintenance, its use had best be dismissed as impracticable. The sand-clay road is no longer in the experimental stage, and where properly constructed has proved highly satisfactory. Furthermore, the maintenance expenses is less than that of any other known road material. It has been stated by the Supervisor of Richland County that the average annual maintenance expenses of the sand-clay roads, (not including bridges) of his county is less than \$10 per mile. That the sand-clay roads of that county are in excellent condition, any one who has been over them in buggy or automobile can testify.

Sumter County can get a practically complete sand-clay road system for \$200,000; and I think a COMPLETE system is what we should strive for. Inasmuch as the sand-clay road has already been tested and proved satisfactory, I can see no sufficient reason for doing the work by piece-meal. If the work is to be done on a piece-meal program, what community is willing to be last? If 10 miles a year are to be built, what 10 miles are to be built in the fortieth year; if 20 miles a year, show me the taxpayers who are willing to wait 20 years to get their roads improved, while favored sections have been enjoying their good roads for 20 years. A piece-meal policy will be productive of dissatisfaction among taxpayers, and will make a very difficult situation for the Supervisor and his assistants. Would it not be better to raise a fund of \$200,000 immediately and proceed to build the

roads at the rate of 100 miles a year, beginning with the main thoroughfares from the county seat to the county lines, then the other cross county roads in the order of their importance.

The only practicable way to raise the fund of \$200,000 is to issue county bonds for the amount. To pay the interest on the fund and retire the bonds in 20 years would require only \$15,000. The extra tax levy would hardly realize it had been added. It would amount to only 50c a thousand dollars on the assessed value. Figure out just how many thousand your property is returned at for taxation, multiply this by two and you will have the number of dollars it will cost you a year to ride and haul over good roads. Then figure up the number of days you and your teams spend on the road a year, the value of those teams, and the time, take one-half of this amount (bad roads cause you to take fully twice the time to do a given amount of traveling or hauling) add to this the repair expense for wheels broken in mud holes; mules strained and stove up from straining in bog holes or hill climbs and other damage to teams; the time lost in consequence of mules and wagons out of commission, and you will have something in the neighborhood of one-half what bad roads are costing you a year. If the cost of bad roads is not ten times the cost of good roads, on this basis alone, it will come surprisingly close to it.

Other items that go to add to the cost of bad roads consist of the perishable products, and bulky products, which we do not market but allow to go to waste because the hauling over bad roads is too great; the neglect of the dairy, trucking, fruit growing, and similar profitable departments of farming, and lastly, but by no means least, the desertion of the farms by their owners, leaving them in the hands of an ignorant and destructive tenantry—destructive of buildings and improvements, and more destructive of the fertility and productivity of the soil itself. This last item alone reduces the production of our county by half.

The principal advantages of a bond issue for raising the necessary funds may be briefly summarized as follows:

We will thus secure good roads all over the county in the shortest possible time; we will be able to employ a competent civil engineer for the period of construction; we will be able to construct 400 miles of road at a lower cost per mile, if done rapidly under a continuous organization, than in smaller quantities over a longer period and under successively changed Supervisors and Commissioners; the regular county road force will be relieved of construction work and will be enabled to give its entire time to maintenance of roads, thus removing the chief trouble under the present system; the quick construction of the road system will advertise the county as a particularly progressive community and draw into our borders hundreds of farmers from the high priced lands of Marlboro, Marion, Darlington and Lee counties and from all sections of the State, adding another valuable factor to the wealth of our county, and tending further to increase real estate values.

The effect of a general good road system for the county on life in our country communities can hardly be overestimated. Country life will be robbed of that feeling of isolation which has been so largely responsible for the desertion of farms by their owners. The city dwelling farmers will return to the country; the farms will be restored to their former fertility, our county once more become a community of attractive and hospitable farm homes. The production of the country will be doubled and the city, being the market for the community, will find its business increasing in proportion to the increased production. Country schools will no longer lack support, the resident land owners will see that they are properly maintained and equipped; each school will have its school wagon or other conveyance, making the rounds and gathering the children in; this is being done in Richland county at present.

The effects on the city will be scarcely less beneficial than on the country. An attractive system of drives always adds much to the desirability of a city as a place of residence. The increased receipts of "country produce" resulting from good roads, is another important drawing card. Most important of all, however, is the increased business that will result from the increased production of the county, and the increased purchasing power of the community.

That all these factors will combine to increase land values goes without saying. It is merely a question of how much. It was recently my privilege to see and investigate under particular circumstances, the magnificent system of roads and boulevards surrounding the three great cities of Minneapolis, St. Paul, and Duluth. These roadways have all been graded, and with one or two exceptions, macadamized. Some were kept oiled, but most of them seemed

to have been sprinkled, for the occasion, probably. The main boulevards, however, were all kept either oiled or sprinkled with water all the time. The local real estate men told me that the property along these boulevards had increased 300 per cent upon their construction, and in some cases 500 per cent. In Mecklenburg county, N. C., where they have constructed an excellent system of macadamized roads and clay roads, part of the roads being macadamized and the remainder merely graded and shaped up out of the native soil, I understand land values have more than doubled wherever these roads have been built. Similar conditions have resulted in Richland county along roads that have been graded and surfaced with the sand-clay mixture. Have we not every reason to expect a like increase upon the construction of our good roads in this county? The 25 per cent. increase, mentioned earlier in the discussion, was merely for conservative argument, and, if the value of precedent counts for anything, we can reasonably count on an increase of several times that amount. We can safely say that our \$200,000 investment in good roads will return to us in benefits, increased products, and values more than twenty-fold.

**NEGROES AND WHITES CLASH.**

Six Men Injured, Two Perhaps Fatally, in Race Riot at Coal Mining Village.

Bluefield, W. Va., July 25.—A race riot occurred late this afternoon at Ashland, W. Va., on the Norfolk & Western railroad, in which six were injured, two perhaps fatally, with knives and rocks, according to a report received here today. The situation was extremely serious for a time. Negroes, it is said, invaded quarters of white men at a coal operation and trouble on account of whiskey drinking, due to the recent pay day distribution of money, precipitated an encounter. The fight soon became general and 25 men took part in the riot. Two white men were stabbed and two negroes received injuries that are likely to prove fatal. The names of the victims are not given.

**EARTH QUAKES IN WEST.**

Series of Severe Shocks Felt at Rock Springs, Wyo.—Stop Work in Coal Mine.

Cheyenne, Wyo., July 25.—Word has been received here of a series of severe earthquake shocks at Rock Springs, Wyo., beginning last night and continuing today. They were so severe that houses were rocked and the walls of a coal mine moved so badly that work at the mine has been abandoned. The first shock was felt at 6:30 p. m. yesterday and the last at noon today.

**COLUMBIANS DIDN'T LIKE IT.**

Indignation Expressed Over Reported Utterances of Dr. Daniel.

Columbia, July 25.—Considerable indignation was expressed here today by some of Columbia's most prominent citizens, because of the remarks reported to have been made in Lexington yesterday by the Rev. J. Walter Daniel, presiding elder of the Columbia district of the Methodist church. Dr. Daniel was quoted as saying that Columbia is the wickedest city south of Philadelphia, and that more debauched young men and young women live in Columbia than in any section of South Carolina. "Columbia is no worse than any other city her size," is the general comment made today on Dr. Daniel's statement. In fact, Columbia is not generally reputed to be as bad as some cities her size. One of the leading bankers of this city said this afternoon that he challenged the broad statement of Dr. Daniel, and would like to hear him "specify."

**Coming to Sumter.**

Petersburg, Va., July 22.—The Rev. David Klein, D. D., for three years past the pastor of Union Street Temple, in this city, has tendered his resignation as such, to take effect September 1. Dr. Klein resigns here to accept pastoral charge of a large Hebrew congregation in Sumter, S. C. Dr. Klein is a man of scholarly attainments, and a fine pulpit orator. His departure from Petersburg is a matter of sincere regret.—Richmond Times-Dispatch.

The ancient city of Tarsus, of Asia Minor, has recently been lighted by electricity, the power being obtained from the Cydnus river over a transmission line 15 miles in length. The hydro-electric equipment is designed for 1,000 16-candle-power lamps; 450 now being used to light the streets of the city and the remainder being furnished to private consumers. It is proposed to extend the electric-lighting system to Adana and Mersine, the energy to be furnished by the Cydnus river and transmitted to these places.

**BOLL WEEVIL NOT IN ALABAMA.**

State Commissioner of Agriculture Says Stories of Invasions Are Untrue—May Yet Appear.

Montgomery, Ala., July 25.—Careful investigation of all reports of boll weevil in Alabama have proved that the stories are untrue in every instance, says Commissioner of Agriculture J. A. Wilkinson. Last year the weevil was about six miles from the Mobile county line in lower Mississippi and Commissioner Wilkinson says it may appear in Alabama during the latter part of this year or the first of next.

According to Commissioner Wilkinson, Alabama can make 75 per cent. of a normal cotton crop provided weather conditions are favorable from now until frost. His estimates are based on personal observations and reports from farmers to the department.

**END OF STRIKE NOT IN SIGHT.**

With Hope of Arbitration Lost to Sight Both Sides Claim to be Jubilant.

Montreal, July 25.—With the hope of a settlement by arbitration lost to sight today for the first time since the strike started, both sides claim the day's developments mean ultimate victory. The Grand Trunk Railway officials were jubilant tonight. They declare that more freight trains were moved today than announced.

"All we want is protection for the men willing to work and we will do the rest," declares an official statement. Mr. Murdoch, vice president of the trainmen, said that statements of the company regarding the operation of freight trains were exaggerated and that only about a quarter of the usual business is being handled. No disturbance of any moment was reported today.

**WITH LAST BREATH BLESSES HIS FLOCK.**

Rev. James Carson Yongue's Benediction on Sunday Was the Last Words He Ever Spoke.

Pickens, 25.—Rev. James Carson Yongue, pastor of the Pickens M. E. church, who three months ago was stricken with paralysis but had sufficiently recovered, to be able by a great effort, to hold services in his church Sunday morning and had preached for 15 minutes when he received a second stroke, and even then possibly realizing that he had received the last call, refused to be seated until he had, supported by one of the stewards, pronounced the benediction over his congregation. These were the last words he ever spoke, only lingering in an unconscious state until 4 o'clock when this devout and faithful spirit even until the last passed into the great beyond.

Rev. Mr. Yongue was born in Charleston in 1846 and educated at Porter Military Academy. He is survived by his wife, who was Miss Caroline Julia Stroman, of Orangeburg, and the following children: Robert M. Yongue, of Bowman, Chas. S., and Sam M. Yongue, of Oklahoma City, Okla., Misses Selma M., and Carrie M. Yongue, of Pickens.

The funeral services will be announced later.

**REWARD OFFERED FOR ASSASSIN.**

Fifteen Hundred Dollars Offered For Mayor Bousman's Slayer.

Ridgeway, Va., July 26.—Rewards aggregating \$1,500 have been offered for the capture of the assassin of Mayor A. H. Bousman, of this place. Mayor Bousman was killed Sunday night by a stick of dynamite thrown from the street while he lay on the lawn surrounding his home.

The rewards have been the means of attracting a number of detectives to the scene and a large number of them are working on the case, but so far as is known here no clue has been found to the identity of the slayer, but it is generally believed a negro, in a plot with others of his race, threw the missile. Several detectives left here today for Roanoke, where it is said they are hunting the criminal.

Mayor Bousman's funeral was held this afternoon and was largely attended, people having gathered from all over this section, trains from the North and South bringing in large crowds. Business was suspended in the town during the afternoon and the citizens gathered en masse to pay their respects to the dead mayor, who had done more to build up the place than any other man. Governor Mann today offered \$250 reward for the murderer, making the total amount \$1,000 offered by town, county and State. Individuals added another \$500. The town is quiet and the law will be allowed to take its course, in the event of the capture of the assassin.

W. B. Flowers, the car inspector whose leg was cut off by a freight train at Florence, is dead.

**HEAT CAUSES TRAGEDY.**

Cincinnati Dentist, Crazed by Heat, Inflicts Probably Fatal Wounds With Razor.

Cincinnati, July 25.—Dr. William Burnley, a dentist who recently moved here from Richmond, Va., cut his wife's throat tonight and then slashed his own throat, inflicting injuries that will probably prove fatal in both cases.

Burnley's tragic act is attributed to craze from the extreme heat. Mrs. Burnley was barely able to stagger to the door of their flat and call for help before collapsing from loss of blood. In the meantime Burnley used the same weapon, a razor on himself and was found bleeding to death in the bath room from gashes in the throat.

The Burnleys came to this city about three months ago from Richmond, Va. It is said that both are well connected in the Virginia capital. They have two children, both girls, who are at a boarding school somewhere in the East.

**CASHIER MISSING.**

Whereabouts of Robert Dougherty Since July 19 Unknown.

Rome, Ga., July 25.—Robt. Dougherty, a prominent young clubman and social leader here, has been missing since July 19. He told his wife that he was going to Atlanta on business, and the last she heard from him was a telegram, dated Atlanta, saying that important business detained him.

Dougherty was cashier of the Rome Mill, of the Georgia Cotton Oil Company. H. E. Wells, of Columbia, S. C., president of this company, is here, and said today that auditors are going over Dougherty's books and have not finished their examination.

Mrs. Dougherty, overcome by the shock of her husband's disappearance has been taken to her mother in South Carolina.

**PYTHIAN CONVENTION ENDS.**

Supper Tendered Delegates—Interesting Exercises Monday Night.

From The Daily Item, July 26. With the meeting last night, the Fifth District Knights of Pythias' convention was brought to a close, most of the out-of-town delegates leaving today on the morning trains, for their respective homes.

At 4 o'clock yesterday afternoon an interesting lecture was delivered by Grand Chancellor Commander, J. Walter Doar, before a large and attentive gathering of Knights.

From 7:30 to 8:30 yesterday evening a supper was tendered the visiting delegates by the local lodge at the Dixie Cafe, and at 9 o'clock, the regular meeting was dispensed with, and the visiting Knights were given the privilege of seeing the Rank of Knight conferred upon Esquire Hatchell, in long form, by Game Cock Lodge, No. 17.

Many members of the old Senate were present and their faces were welcomed by their brother Knights, the above mentioned Senate being at one time, the prize Senate of this State.

Before the meeting, interesting talks were made by Messrs. Winslow and Moorman, of the Record's good roads' party, and were greatly enjoyed by every one present.

**STOLE SIX HUNDRED THOUSAND.**

Facts in Russo-Chinese Bank Shortage Coming Out.

New York, July 26.—Erwin Wider, the young cashier of the New York branch of the Russo-Chinese bank, is still missing, but details of the \$600,000 bond and stock theft, with which he stands charged, are coming to the surface, together with glimpses of his operations in the stock market.

Two prominent stock exchange firms admitted today having had him as a customer, and it became known that only a few weeks ago his standing as a speculator was placed before the officers of the New York stock exchange, scrutinized and found acceptable. The attention of the exchange had been called to his speculations by a firm which carried one of his accounts, but as cashier of his bank he was rated as an official, and the exchange authorities decided that he could not be barred under the rules which prohibit clerks and minor employes from speculating.

Ungrounded wireless experiments with a Wright aeroplane are being conducted at Fort Sam, Houston Texas, on behalf of the Government by Lieut. Ben D. Foulors. The aeroplane has been equipped with a wireless telegraph outfit and will carry on its long-distance trips an operator who will keep the local station advised of the progress of the trip.

Rev. Albert Gullede, of Anderson, has resigned as pastor of the Christian church to engage in evangelistic work.

In reverence is the chief joy and power of life.—Ruskin.