

More Railroad Talk.

Albert D. Oliphant of The State contributes to The Manufacturers Record of Baltimore the following article on the coal terminal building at Charleston for the Carolina, Clinchfield & Ohio railroad:

"After a period of conservative and steady business expansion covering the last few years, Charleston's industrial growth will be accelerated by the coming of a new railroad and the building of huge coal terminals on the water front. Last Saturday a contract was signed by officers of the Holston corporation and by Mayor John P. Grace for the city of Charleston under which the corporation agreed to begin the construction of coal terminals on its Town creek site within 60 days from July 1 in consideration of the transfer of a 60-foot right of way for a railroad to the Norlina Construction company by the city. The Holston corporation, of which Mark W. Potter of New York is president, is a subsidiary of the Carolina, Clinchfield & Ohio railroad, extending from Spartanburg, S. C., to the rich Clinchfield coal beds in southwestern Virginia. The signing of the agreement for the construction of the terminals by the Holston corporation makes it absolutely certain that Charleston will be the port of these extensive coal fields.

"The Clinchfield coal, it is believed, will be brought to Bostic, N. C., on the Carolina, Clinchfield & Ohio, taken through Charlotte, N. C., to McBee, S. C., on the Seaboard Air Line, transferred to the Carolina, Clinchfield & Ohio, and carried to Charleston through Hartsville, Darlington, Florence and Poston. The link in the Carolina, Atlantic & Western which is to connect Charleston and Poston is now under construction. W. R. Bonsal of Hamlet, president of the road, expects the line into Charleston to be completed in time to move the next cotton crop, although this is, of course problematic. About 1,000 laborers are at work on the Carolina, Atlantic & Western between Andrews, S. C., and Charleston. The line from Florence to Poston was completed a few weeks ago, and is now in operation. The Carolina, Atlantic & Western railroad was recently formed by the amalgamation of the North & South Carolina, the South Carolina Western and the Charleston Northern railroads, all of which were under the direction of Mr. Bonsal, who is one of the big railroad men of the South. His enterprise is doing much to develop Charleston and the Pee Dee section of the State. C. C. Graves is traffic manager of the Carolina, Atlantic & Western, and J. E. Hancock is general manager, both of them veteran railroad men.

"President Potter is credited with stating that contracts amounting to about \$1,100,000 are required in connection with the purchase of properties and the construction of these coal terminals. Preliminary work was begun on June 29 by the Atlantic, Gulf & Pacific Dredging company of New York to construct large dykes around about 70 acres of the terminal site. It is understood that the construction involved will include dock 850 feet long, with deck of concrete cap on concrete piles; fill retained by concrete sheet piles; dock anchored to base of concrete tunnel, supported on wooden piles. Mr. Crosby

has considered bids on 600,000 square yards of dredging required; storage bins to have capacity of 650,000 tons coal; capacity for loading vessels to be 1,000 tons hourly; plans and specifications by J. W. Frazier company, Cleveland, Ohio; engineer has considered bids on dock."

Two Firemen Lose Lives By Dynamite

Charlotte, N. C., July 1.—Fireman W. B. Glenn was instantly killed and J. H. Wallace, chief of the Charlotte fire department, was fatally injured by an explosion of dynamite while fighting a fire on Cedar street this morning at 9 o'clock. Responding to an alarm the firemen found a barn burning briskly. It was while they were fighting the flames that dynamite stored in a house nearby exploded.

Chief Wallace died at 12:20 o'clock in a local hospital, where he was rushed just after the accident.

Three other members of the department, Randolph Erwin, Clyde Todd and Robert Barnes, were also more or less painfully hurt. The dynamite was being used by a contractor who was doing some street grading for the city. The origin of the fire is unknown, but there is a strong suspicion that it was of incendiary origin.

Claud Blackwell Pardoned.

Claud C. Blackwell, who was convicted in the Mecklenburg county court of manslaughter and sentenced to two years was last week pardoned by Governor Lock Craig and returned to Kershaw Saturday morning. The charge for which he was convicted was the killing of Dr. Fred Meisenheimer at Charlotte two years ago, during the 20th of May celebration. He had served just about half of the sentence given him by the court.—Kershaw Era.

The Chinese For "Honk, Honk."

"If you can't talk, make signs," is an admonition often given to those who do not seem able to make themselves understood. The Western Christian Advocate tells of a woman who had a somewhat similar expedient when she was in trouble and failed to find the necessary word.

A large German woman held up a long line of people at the money-order window in the Boston postoffice the other day, and all because her memory went back on her. She wanted to send some money to her son, a sailor on a merchant steamer then in foreign waters, but when she presented the application at the window the clerk noticed the address was lacking.

"Well where do you want to send it?" he asked. "We can't give you the money-order unless you know the name of the place.

"Yah, dot's de trouble," she replied. "I didn't bring his letter, und I can't remember der name of der town, but it's some place out by China dot sounds like der noise an automobile makes."

The two clerks looked at each other dubiously.

"What kind of a noise does an automobile make?" asked one.

"Honk, honk," suggested the other.

"Yah, dot's it!" exclaimed the woman. "Honk, honk, dot's de place."

"Fill in Hongkong," said the clerk, and she paid over her money with a smile of relief.—Exchange.

Tame Meeting At Chesterfield

The state candidate for Chesterfield last Thursday fore an audience of several hundred people assembled in the court room. County man M. J. Hough presided and Rev. J. L. Tyler offered the invocation.

The meeting was characterized by any particular e-ting features. It was declared that nearly every farmer, is a self-made man and is now dearly in love with the pee-pul. If the character and caliber of the candidates could be judged by the account each man gave of himself an unwise selection would be impossible, for judging by these accounts, a more honorable, conscientious and worthy set of men never offered their services to a poor, down-trodden people. Then, on the other hand, if the accounts as given by each other are true, a more unworthy set would be hard to start.

Candidates for lieutenant governor were led by Andrew J. Bethea, who was followed by W. M. Hamer, A. J. Hunter and B. F. Kelly.

The five candidates for railroad commissioner made their usual speeches. They were J. H. Wharton, C. D. Ford, Frank W. Shealy, W. I. Witspoon and George W. Fairley.

Candidates for adjutant general, W. M. Moore seeking reelection, and M. C. Willis, spouse next, followed by Attorney General Thomas H. Peebles and his opponent, A. G. Brice.

The 11 candidates for governor followed. Richard P. Clarkscales, Manning and the two Smith's were the most popular.

"Mr. Clinkscales' plan of State-wide compulsory education is an impracticable theory incapable of being put into execution," said Richard I. Manning, who was warmly greeted by the audience.

"I asked Mr. Clinkscales to answer in his speech today where the money is coming from to run the schools and pay the teachers if State-wide compulsory education is put into effect."

In Chesterfield county, Mr. Manning said that a third of the boys were not in the schools and quoted the county superintendent of education as the authority for the statement that it would take a levy of 15 mills to pay the salaries of the teachers and the running expenses of the schools, exclusive of erecting new buildings, should all the children be forced into the schools now.

"If you adopt Mr. Clinkscales' plan you will give a setback to education because you will not have the money to make State-wide compulsory effective," urged Mr. Manning after he presented his plan for local option school attendance.

"I glory in the spunk the governor showed when he ordered raided the Columbia club—the Metropolitan club and other rich men's clubs," declared Mr. Simms.

The speaker said that Mr. Browning and he were the only human beings in the race for governor.

"All the other candidates are sanctified and ought to be in heaven," he insisted amid laughter.

Charles A. Smith recalled his race for lieutenant governor against E. Walker Duvall of Cheraw, paying his opponent a high tribute. He then developed his arguments in favor of submitting the question of State-

wide prohibition to the people.

"One of the candidates has shied badly on this question," said Lieut. Gov. Smith, referring to Mr. Clinkscales.

"Does Mr. Clinkscales stand for compulsory education among the negroes?" asked Lieut. Gov. Smith further on in his speech.

"It is an insult to the poor man to put in a class by himself and to infer that he is not as good as anybody else," declared Mendal L. Smith in the course of a speech in which he advocated optional compulsory education. His condemnation of indiscriminate pardons aroused the audience to applause.

"I asked Mr. Clinkscales, Mr. Manning and Mr. Smith where they were going to get the money to run the schools if any one of the systems of compulsion they advocate are put into effect and they have not answered yet," said Lowndes J. Browning. He held that the constitutional State tax of 3 mills for school purposes should be abolished in order to effect other tax reforms.

"If you are going to leave the 3 mill tax in the constitution, then make it a State tax and divide it among the counties equally," urged Mr. Browning. He said that the same principle should be applied to the education of children that now applied to the pensioning of veterans.

"There are 39,799 white children out of school while the schools are running," asserted John G. Clinkscales.

"South Carolina gives Clemson \$300,000 a year to educate a large number of boys, thousands of dollars to Winthrop and this year \$30,000 to eradicate the cattle tick, placing the tick above the children," said Mr. Clinkscales in taking up his opponents' query about how compulsory school attendance was to be financed. "Is this fair to the thousands of children who are out of school?"

"I counted further that many thousands of children out of school can be put into them row without increasing the tax levy one cent," insisted Mr. Clinkscales.

"You don't have to force the negroes into the schools," declared Mr. Clinkscales after he ridiculed Mr. Richards' declaration that he would never agree to spending an additional dollar for negro education until all white children were given equal educational advantages.

Robert A. Cooper, the last candidate for governor to speak, contented himself with announcing his candidacy and briefly outlining his platform. The audience applauded him with vigor.

A Hot One

(Salt Lake City Times.)

After God had finished the rattlesnake, the toad and the vampire, He had some awful "substance" left with which he made a "knocker." A knocker is a two-legged animal with a corkscrew soul, a water-sogged brain, and a combination backbone made of jelly and glue. Where other people have their hearts, he carries a tumor of rotten principles. When the knocker comes down the street honest men turn their backs, the angels weep tears in heaven, and the devil shuts the gates of hell to keep him out. No man has the right to knock as long as there is a pool of water deep enough to drown his body in, or a rope to hang his carcass with. Judas Iscariot was a gentleman compared to a knocker, for after betraying his Master he had enough character to hang himself, and a knocker has not.

Were Failures Unless They Could "Lick" Pupils

"When I was a boy," said the old timer, "it was considered necessary that a boy get a licking at least once a month when he was at home and not less than once a week when he was at school," says the Topeka Capital.

"Teachers were hired more on account of the beef and muscle they carried round than on account of what they knew. The teacher who built up a reputation for being able to lick any boy up to the age of 21 had a cinch on getting a job teaching in the winter.

"There were several young fellows who attended school every winter until they were 21, and it was the common thing to give the teacher a whirl just to see if he was man enough for the job. If he came out second best he had to give up the school, but if he cleaned out the bunch that generally settled it, and he had no more trouble after that.

"Some of the young men were as big as the average sized teacher and sometimes bigger. Then they were used to out door work and were stout as young bulls. The teacher was up against a hard proposition but he had one thing in his favor. If the big boys double teamed on him, that is, came on more than one at a time, he had the right under the code that governed such cases to use a club.

"One winter I went to a sort of graded school. There were three teachers, including the superintendent. He didn't have to do much teaching. His principal business was to do the licking, and I never saw a man who seemed to me to like his job better than he did his. He had the finest assortment of seasoned quads I ever saw and for especially aggravated cases he had a rawhide whip that was a holy terror. He stood about six feet two and weighed about 220 pounds and he wasn't fat at that. I think he could lift about half a ton and when he made the boy strip off his 'wammus' and swung that whip he could make the stoutest heart howl. The other teachers were rather good hearted and didn't care to see the scholars beat up, but if they didn't send so many up for licking each week he complained that they were loafing on their jobs and didn't amount to anything as instructors.

"Nearly every boy in the school made a solemn vow that when he grew up he would lick that principal within an inch of his life, but I never heard of one of them doing it. I heard of one boy who did keep his pledge far enough to undertake it, but he regretted it afterward.

"He was about 16 when he got the licking that burned into his soul, also into his hide. The principal had an extra grouch on that day and the first gratifying thing that happened to him was the sending of Bob Williams up for punishment. He made Bob take off his 'wammus'—all the boys wore 'wammuses'—and then he took down the rawhide. The marks of that licking lasted on Bob's back for two weeks. Right then and there Bob registered his vow to lick that teacher. He waited five years till he was 21, and then took some boxing lessons from a man who claimed to have been a prize fighter. Then he hunted up his teacher who was not teaching that year. He was running a farm. Bob sort of figured to begin with that maybe the principal was growing old and stiff in the joints, anyway he hadn't

trained in boxing. Bob discovered he had made a miscalculation about his former instructor being muscle bound.

"When the fight was over Bob was worse used up than he was that day five years before. But he wasn't altogether discouraged. He decided to wait five years more and then try it again. He waited the five years and hunted up the school teacher again, but there wasn't any evidence of declining strength by that time, but the way he blacked both of Bob's eyes, mashed his nose and battered him up was very discouraging to Bob.

Bob never tried it again. Twentyfive years after that I saw the old teacher. He was 70 years old and well preserved, but he had changed his ideas about school discipline. He married a schoolma'm when he was about 50. They raised a family and he told me that if any teacher would beat one of his boys the way he used to beat up the boys when he was a teacher, he would have the teacher prosecuted for assault and battery, and if that didn't work he would go after him with a shotgun.—Exchange.

Good Roads Maxims.

(Atlanta Journal)

The United States Good Roads association has issued a set of maxims in which the people of Georgia and of the South should be especially interested. Among them are these bits of homely wisdom:

If the roads around a town are bad it might as well be on an island.

You can't have any kind of a road you are willing to pay for the poorer they are, the more you pay.

Good roads means that you can come to town with twice the load in half the time you used to.

Good roads are easy on you, easy on your horses, easy on the wagon, easy on the harness.

A farm ten miles from town on a hard road is nearer than a farm five miles from town on a soft road.

Good roads will increase health, morality, happiness, education, prosperity, civilization and prosperity.

Good roads will decrease ignorance, poverty, discouragement, back taxes, sheriff's sales and grouches.

All talk and no work will not make good roads.

Go to road improvement with the full realization that it is for your own personal benefit and profit, not merely a public duty.

"Mother," said a little boy, returning from Sunday school, "I can't understand the text we had to study this morning: 'It is more blessed to give than to receive.' What does it mean?"

"Mother would rather you thought the matter out for yourself dear. Think about it awhile; then if you can't understand, come to me."

Half an hour later mother inquired:

"Do you understand what 'It is more blessed to give than to receive' means now, dear?"

"Yes, mother, I think so. The Bible must be speaking of castor oil."—Exchange.

She—Johnnie needs a new pair of shoes.

He—Why, saints alive! I brought home a pair for him last night!

She—Yes, you did. But as it took you fully six weeks to remember to get them, it might be well to start in now on the next pair.—Ex.