

## ALLEGED ERRORS IN COUNTY SURVEY.

### Mr. Wiswall, Non-Official Surveyor, Holds Up New County Election on Alleged Errors in Survey. Gov. Ansel will have Lines Re-Surveyed.

The following is taken from the Marion Star:

Two additional lines have been surveyed across the county by Mr. Howard Wiswall, Jr., of Charleston, with the result that it is found that at each point Messrs. Hamby and Beatty were in error in making their map. The error in each instance placed Little Pee Dee and Great Pee Dee rivers farther apart on their map than they really are, which has the effect of showing a greater number of square miles than there really is. It will be remembered that when the other errors were discovered, about two weeks ago, Governor Ansel was notified, Commissioner Mace taking Mr. Wiswall, who discovered the errors, before the governor and the errors were pointed out to him. These errors as was explained to the governor at the time were found in the length of straight lines across the county, as follows: The first line from the A. C. L. crossing on the Great Pee Dee River directly through the town of Marion to Sandy Bluff on Little Pee Dee river, the second line beginning at the same point on the Great Pee Dee river and running to Gallivants Ferry, a point considerably lower on Little Pee Dee; the third line beginning at Dewitts Bluff, north of the mouth of Catfish, on Great Pee Dee river running directly east to where it strikes Little Pee Dee river. In each instance the error found showed that the surveyors had mapped the county about a half a mile too broad. In addition to these errors it was pointed out to the governor that the map made by Surveyors Hamby and Beatty showed the county to be more than half a mile broader between Great Pee Dee river, at the mouth of Mill Creek, and Lumber river at the mouth of Ashpole, than was shown by a survey made by J. W. Brunson of Florence. Copies of these maps have been turned over to the governor with the request that he select a surveyor to test these measurements across the county, and the governor has said that he will select a competent and unbiased surveyor, and one who has not been connected with either side of the controversy, have him examine the maps and after this is done either have him test these lines as requested, or have the whole county re-surveyed.

Meanwhile, Commissioner Mace wishing to test Messrs. Hamby and Beatty's survey still further, had Mr. Wiswall survey two additional lines across the county at lower points. The first one begins at Allison's Ferry on Great Pee Dee river, southeast to a point on Little Pee Dee river. Very little error was found in the line from Allison's Ferry to Richardson's Ferry it being only 550 ft. but below that from Smith's Mills across the country it was found that it had increased to 1,700 ft. nearly a third of a mile. This leaves no doubt whatever about the matter. There is an error of at least from 15 to 25 square miles in Messrs. Hamby and Beatty's calculation as to the territory left in the old county, and as they claimed only 510 square miles in the old county, the constitutional requirement of 500 square miles cannot be complied with.

## MARION CONSTABLE ESCAPED.

Officer at Mallory tried to Escape Ar. Bingham, July 21.—Special: Wm. D. Smith of Mallory, became unmanageable and was fined for raising a ruck. He was asked to resign his position as policeman. On his refusal to do so a meeting of the council in the office of Intendant Bruce declared his office vacant of removal, and ordered Mr. Smith's arrest, but he had left the town, and has not been apprehended.

## Free State News.

(Omitted last week by error.)

Little Miss Gertrude Rogers has returned home from Cedar Springs, where she has been in school for the past nine months.

Mrs. M. A. Ellen spent Sunday in Latta with relatives.

Miss Mary Swann, of Bennettsville, visited Miss Ruth Hays last week.

Mrs. H. W. Parham spent a few days last week with her son, W. W. Parham, of Bingham.

Miss Ida Rowland is visiting relatives in Bennettsville.

Mrs. J. B. Steele, of Kingstree, is expected Thursday to spend some time with Mrs. Oscar Fenegan.

Mr. Arthur Rogers of Bishopville, is visiting his parents, Mr. and Mrs. D. S. Rogers. Cor.

Mrs. Belle Blake of Dunn, N. C. spent last week with her sister, Mrs. H. W. Parham.

Miss Mary Swerve of Bennettsville, visited Miss Ruth Hayes last week.

Misses Alice and Alma Poe of Darlington are expected soon to spend some time with their schoolmate, Miss Florence Allen.

Mr. Arthur Rogers of Bishopville spent last week with his parents here.

Mr. Ed Fenegan is in Lake City on business today.

Mrs. J. B. Steele of Kingstree spent a few days last week with relatives in this section.

Mrs. Della Newton of Clio was a visitor down here Friday and Saturday.

Miss Belle Moore spent part of last week with the family of Mr. Jim Moore of Latta. Cor.

## SECOND CROP IRISH POTATOES.

After digging the first crop, the potatoes intended for seed for the second should be stored in a dry cool place. They may be spread out on the barn floor and covered with straw, hay or dry sand. The second crop of Irish potatoes is usually planted during the latter part of July or first half of August. For two or three weeks before planting the seed potatoes are sometimes exposed to heat and moisture which hastens sprouting and may aid in securing a better stand.

If the potatoes are sprouting at planting time it may be well to cut them, otherwise probably it is best not to cut them.

As the weather is usually hot and sometimes dry at the season the second crop is planted, they should be planted rather deeply in a well prepared, rich soil. Rolling after planting is advised to compact the soil which has been loosened by thorough preparation. — Raleigh (N. C.) Progressive Farmer.

In the article appearing in last week's issue of the Herald headed "A New Creation" the writer disclaims any intention of reflecting on the good name of the individual named or on the ancient race with whom the oracles of the living God were entrusted. His profound respect for them no one can question.

## FLIES STOPPED A TRAIN.

Peculiar Cause that Brought an Engine in Canada to a Standstill.

A few days ago the Grand Trunk flyer going East was in hard luck, says the Baltimore American. At Napanee the steam box on the big engine got overworked, or something, and refused to continue the journey. The timely arrival of a freight train helped. The cars were shunted to a siding and the freight engine brought into commission on the express, taking it as far as Brockville, when another large engine was secured.

Now comes the peculiar part of the troubles of that train. When about 20 miles out of Cornwall it ran into a sea of peculiar flies. There were millions of them—perhaps billions, but the train was going so fast it was impossible to count them. The cars became quite dark as the train plowed through the mass of insects, and then the train came to another sudden stop. The engine was full of flies. The little things were ground into a mass in the driving rod. They were in everything on the engine.

The train had been plowing through the flies at a mile a minute for several miles. The track was covered with crushed insects and the engine wheels balked at going round on it. After a little persuasion and a lot of cleaning up, the train went upon its way again.

On arrival at Montreal the engine presented a truly curious spectacle. The bars of the cow-catcher were filled right up with flies. On the front of the engine they were several inches thick.

## ROY WILKES PROTESTED AT LATTA RACES.

A formal protest was entered against Roy Wilkes, the famous little trotter owned by Mr. Howard Cannon of Florence, at the Latta races last Wednesday. It is alleged that Roy is what is known in race track parlance as a "ringer," his name having been changed to cover an official record of 2.13 which it is said was entered against him in Atlanta. Roy has been a great favorite in the Circuit where he has won quite a number of races and if he is barred from further participation in the meets or is taken out of the 2.20 class it will be a great disappointment to his many admirers. In justice to Mr. Cannon, however, it may be stated that he knew nothing of Roy's record and has a written guarantee from his former owner, a wealthy race horse dealer, that Roy's record is not below the 2.20 class. Mr. Cannon says when he first bought Roy that he could not go a mile in 30 and that he was sold to him under the name of Roy Wilkes. If it is shown that Roy is a "ringer" no moral responsibility attaches to Mr. Cannon who is held in high regard all over the Circuit. President Gibson of the Pee Dee Circuit, is of the opinion that there is no foundation for the charges.

## Cursory

"Eddie," said the teacher, "can you give a definition of cursory?" The word is generally used in connection with public speaking. For example, we often read that somebody made a few cursory remarks. Please write a sentence containing the word cursory."

After a brief struggle Eddie evolved this: "Yesterday my pa helped my ma to hang pictures, and when the ladder fell after pa had climbed to the top of it he bumped his head against the corner of the dining room table and then made a few cursory remarks."

## NEW ADVERTISEMENTS.

Morris Fass—Cut Price Sale. Cheraw Board of Trade—Celebration day August 17th. Dillon Hardware Co.—Hardware and Monkey Wrenches. Evans Pharmacy—Soda or Cream. Underwood Typewriter Co.—Correcting Mistakes.

## HOW IT FEELS TO FLY.

You Seem to Float, Yet the Wind Roars in Your Ears.

All who have had the good fortune to ride the aeroplane unite in their description of that first sensation. There is no jerk in starting, though the machine leaps forward with a powerful swoop. Then comes—with some—a brief sense of nausea, a feeling as if the blurred ground were dropping away from beneath.

A slight thrust of the left hand lever lifts the flyer's head, the ground drops away still faster, and then as the machine climbs into the air one's eyes adjust themselves to the proper focus and the surface of the earth below seems to be ripping past at railroad speed.

By this time, says a writer in *Outing*, you have forgotten the clack of the noisy motor, the flap and whir of the propellers, the grinding of the chain and sprocket gear that drives them. All vibration has practically ceased and you float along with a sense of springy ease and buoyancy such as you can gain from no other means of locomotion. That you are flying fast you know only from the roar of the wind in your ears and the slight difficulty you have in filling your lungs with air, the same sensation one gets in racing against the wind in an auto.

Then comes the first turn. The machine rises to it, taking its own angle sideways, just as a motor car leans on the banked curve of a racing track. You have no sense of leaning sideways, though—no feeling that you must tilt yourself as you do when the auto turns a corner, for you sit upright, the aerodrome slanting of its own volition to the necessary angle, and slanting you with it. A glass of water set on the floor of the flyer could be carried around curve after curve and still not lose a drop.

## THE NEW RAILROAD.

The grading on the new rail has been completed to Dillon and the grading force will be doubled back to Clio and put to work laying rail. The road comes into Dillon at the rear of the High School building and follows Seventh avenue down to the Dillon Mill where it crosses the Coast Line. The depot will be located at the intersection of Seventh avenue and Main street where Messrs. J. W. Dillon & Son have given a site 1000 feet long and 150 feet wide. Right of way has been given down Seventh avenue and a right of way has been given also down the alley from Seventh avenue up to Railroad avenue to a point in the rear of the Dillon Hardware Co's. store. The railroad people want a siding along this alley to deliver goods in car load lots to the hardware stores. A right of way has been given down Second avenue to Main street. The property on the lot opposite E. T. Elliott's stables will be taken over and a siding will be built for the delivery of goods in car load lots here also. There are about 60 laborers in the grading force and they have been making good progress. The road from Dillon to Little Rock is as straight as an arrow, the first curve being just beyond Schaffer's store at Little Rock. The new railroad expects to be hauling cotton by Sept. 15th.

## HOW'S THIS FOR MUD?

Of all the yarns that ever came down the line regarding deep mud, the following should be entitled to the blue ribbon. It happened in the place where mud originated.

A man was walking along the roadside one summer day and noticed a fairly good looking hat out in the road. Reaching out with his cane, he gave it a cut and was startled to hear a voice exclaim: "Here, what the deuce are you doing?"

Then he made the astonishing discovery that the owner of the headpiece was under the hat, up to his ears in mud.

"Great heavens!" exclaimed the man who had hit the hat. "Is that mud as deep as that?" "Deep?" cried the victim. "Why man alive, I'm standing on a load of hay!"

The Dillon Herald \$1.50 a year.

## Colored Church Workers Assemble in Dillon.

Reported for The Herald by Rev. C. C. Scott.

The South Carolina Conference of the Methodist Episcopal church though composed entirely of colored ministers with a single exception, is not a colored church organization. When the southern white members withdrew from the mother church in 1844 they took with them all the southern colored members. After the war was over some of the colored Methodists organized themselves into several independent organizations consisting of colored persons entirely, while a goodly number went back to the mother church. Today the colored membership of the church numbers more than 250,000, and the South Carolina conference contains a membership of about 50,000. By act of the last general conference the term "presiding" elder was changed to district "superintendent" though the duties remain the same, hence "the presiding" elder is now "the district superintendent".

There are eight districts in the South Carolina conference and most of them hold district conferences, but the district has thus far preferred district preachers meeting.

This body of colored Methodists convened at the St. Stephen Methodist Episcopal Church, Rev. J. McLeod pastor, at eleven o'clock Wednesday morning, July 21, 1909.

The first two days, Wednesday and Thursday were devoted to the business of the Preachers Meeting, Friday to the work of the Sunday School Institute and Saturday to that of the Epworth League convention.

On Wednesday night the meeting was of unusual interest because of the presence of his honor, Mayor N. B. Hargrove, who on behalf of the citizens of Dillon, delivered a very helpful address of welcome, which was responded to by the Rev. C. C. Scott, Rev. I. L. Thomas, Field agent of the Board of Home Missions and Church Extension, Rev. C. C. Jacobs, Field Worker for the Board of Sunday Schools, Rev. E. B. Burroughs, representing the South Western Christian Advocate, and the Rev. J. E. Wilson, Financial agent for Claffin University were introduced, during the session and made splendid addresses in behalf of the causes they represented. Dr. Wright, the physician of Dillon, delivered an instructive address on Tuberculosis, or the white plague.

The reports of the pastors were generally good. A few noteworthy features were, the pertinence and pithiness of many of the papers, the addresses delivered during the session; the marked excellence of many of the papers; and the excellence of some of the sermons, noticeably that of the district superintendent, the one preached by Rev. J. McEaddy, and that preached by Rev. S. Green. The unanimous verdict was that this was one of the best meetings in the history of the district.

Appropriate and eulogistic resolutions of thanks were unanimously adopted, those in reference to Mayor Hargrove, pastor McLeod and the congregation and the people of Dillon. The resolutions in reference to District Superintendent J. S. Thomas who is winding up his term of six years on the district, bore expression of tender affection and great appreciation for his faithful and consecrated service. Cheraw was unanimously chosen as the next place of meeting.

Nothing adds as much to the appearance of well dressed men as properly laundered collars and shirts. Only the sanitary steam laundry of Charlott, N. C., can fill the bill. Brooks Alford, Agt., Dillon Cash Store.

## GOOD FARMING.

### Four Crops a Year on the Same Land—How it is Done.

Four crops a year, aggregating \$150 an acre or more from the same land that sold twelve years ago for \$3.50 an acre! Who will say that is not progressive farming? Where? Right here in North Carolina. To be more exact, right here in Cumberland county. Who? Mr. D. K. Taylor, Fayetteville, R. F. D., is doing that kind of farming out on the Center "plank road" in Seventy-First township, a few miles west of this city.

Mr. Taylor has 10 acres of land on which he raised four crops last year successfully, and on which he is doing the same thing this year. Here is the way he does it:

After "breaking" the land deep with a two-horse plow, he planted the 10 acres in Ameer and Alaska peas, early table varieties for the northern markets. Last year he planted only the Alaska, but this year he planted part of his land in the Ameer. About March 25th he planted "roasting" corn midway between the pea rows, which were about 5 1/2 feet apart. After the peas came off he planted field corn half-way between the early corn rows; that is, in the rows first planted in peas. Now when the early corn is gone he will sow field peas "broadcast" between the field corn rows. Now, as to the value of the crops:

Mr. Taylor shipped from the 10 acres 517 crates of early peas, which brought about an average of 80 cents a crate clear of the freight and commission house charges, or a total of \$413.60 for the first of the four crops grown on the land this year. From this must be deducted 12 1/2 cents a crate for cost of picking and of course the cost of the crates.

He was not through with shipping early corn last week when he gave us these figures, but he had shipped 493 crates. It is conservative to say that he will have shipped 500 crates from the crop. For this he gets an average of 90 cents a crate, or a total of \$450 for his early corn crop.

Of course the field corn is not yet matured, but on the same land and under the same conditions last year he got 375 bushels of corn. At \$1 a bushel this would be \$375.

The field peas he will have picked and saved for sale or planting or for stock feed, while the vines he will "plow under" to fertilize the land, and there is no better fertilizer. Last year was a bad year for field peas, and Mr. Taylor would not even make an estimate of the value of this crop this year. To be sure it is safe to say that if it be an average year for peas, the vines and leguminous roots and the peas picked will be worth \$225.00.

The value of the four crops in round figures will be about as follows, under normal conditions:

Early peas	\$ 414.00
Early corn	450.00
Field corn	375.00
Blade fodder	36.00
Field peas	225.00
	\$1500.00

Now this does not include the vines of the early peas, which Mr. Taylor says is an exceedingly fine horse and cattle feed.

As to the expense, Mr. Taylor says it requires a less labor cost to grow and market these four crops on 10 acres than to grow and market 20 bales of cotton on 20 acres—a bale to the acre on twice the amount of land. He uses about 1750 pounds of fertilizer to the acre at a cost of \$25 a ton, or about \$22 an acre. It costs about \$7 to cut and shock the early corn forage.

The land on which this farming is done was 12 years ago a wornout "old field" that had been abandoned about the time of the Civil war, having been considered poor land. It is light land with a clay subsoil.

## NOTICE.

I am offering at private sale at my residence, 1 Horse, 1 Buggy & Harness, 2 Feed Cutters, 1 Organ, 1 New Home Sewing Machine and Attachments, 1 Small Refrigerator, 1 Ice Cream Freezer, House Furniture &c. Will continue the laundry agency for the Spartanburg Steam Laundry from my residence. Thanks for past favors, and kindly solicit a continuation of same. A. K. Parham.