

THE DEADLY SALUDA MOUNTAIN GRADE.

Work of Putting in the Protection Switches Begun.

Special to The State.

Saluda, N. C., Aug. 27.—Work has been begun on the "safety switches," the plan devised by the engineers of the Southern railway, in order to render the grade on Saluda mountain less hazardous. The grade, well known to patrons of the numerous summer resorts along the line from Asheville to Spartanburg, is one of the finest pieces of construction on the Southern's system. Nevertheless, it is very dangerous, as has been proved by the many casualties occurred upon it. The wrecks of the present summer and the recent catastrophe in which Engineer Averill and Fireman Hair lost their lives, have convinced the heads of the system that something must be done to lessen the danger to the human freight that is daily carried over the line.

The plan that has been devised was fully described in The State some days ago. Running off from the main line, between Melrose and Saluda, will be placed two spur tracks running up inclines so steep that the impetus of a runaway train will be gradually checked. Watchmen will be stationed at these switches night and day and the switch will be cut in on the main line at all times.

The engineer of every train going down the mountain must give the watchman a signal that his train is under full control. Otherwise the switchman will not let the train continue on its course but it will be sent on the sidetrack.

Two spur tracks will be put in, for the reason that a train after passing the first may gain sufficient headway to be practically a runaway and will then be sent in on the second spur.

The first spur will be located about a mile and a half from Saluda, not a quarter of a mile from Big Out, whose walls tower 100 feet above the track. The switch will be placed at the end of a section of the track which runs for a few hundred feet practically in a straight line, thus allowing the train if necessary to leave it on an easy angle. From the switch the spur will extend 1,000 feet into a cut dug through a high sand hill with little rock in it. Starting at a percentage of 2 feet in 100, the grade will gradually become steeper until at its further end the percentage will be 12 feet in 100.

"If the grade were any steeper the pilot of the engine would dig into the ties," said a young construction engineer this afternoon.

The work of grading is being done by H. L. Coe, a contractor of Asheville and late the roadmaster of this division. Mr. W. H. Coe is in charge of the work and has a gang of 25 men busy at the first spur cutting into the mountain. At one place this cut will be 30 feet deep. The end will be perhaps 300 feet from the main line, although entirely hidden, a huge wall of earth separating the two.

The second spur will be located just beyond Melrose and will also be about 1,000 feet in length. Work will begin on this in a few days.

The new plan is the most radical remedy that the engineers could suggest. The alternative is abandoning the Saluda grade

altogether. This would be an enormous expense and according to roughly constructed theories would mean a track from Green river bridge—four miles above Saluda—to Melrose, running behind the ridge upon which so many of the homes in this resort are situated. The station here would have to be abandoned and Saluda would be several miles from the road.

The Southern seems determined to put this division in as good order as possible, an appropriation of \$35,000 having been laid aside for it at the first of the year, so it is said. Heavier rail has been laid and rock ballast is being put in. A force is constantly at work repairing the roadbed on the grade.

In view of the recent accidents three air brake experts are stationed here and make careful inspections of all trains before allowing them to proceed down the mountain.

In spite of the dangers of the grade the flock of tourists ever increases and the trains crowded.

It is a novel experience to many travelers to see the great mogul No. 255, "the helper" she is called, move up behind the train as she stops at Melrose to take on coal and water before beginning the climb of 750 feet in the three miles to Saluda. A blast of the whistle, and pulled in front, pushed behind, the train begins its slow steady climb hugging the mountain side, the sharp curve of the roadbed following the bends of the great stone hills. On one side is the wall of rock and on the other the cavernous gorges. Beyond the deep ravines rises the opposite mountain ridge, the rough sides covered by a thick mantle of living green.

Mr. D. P. Daughtery, well known throughout Mercer and Sumner counties, W. Va., most likely owes his life to the kindness of a neighbor. He was almost hopelessly afflicted with diarrhoea; was attended by two physicians who gave him little, if any, relief, when a neighbor learning of his serious condition, brought him a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which cured him in less than twenty-four hours. For sale by J. F. Mackey & Co., druggists.

MAYBE HE KNOWS WHO'S GUILTY.

Indianapolis, Ind., Aug. 28.—When W. S. Taylor was asked tonight for a statement in regard to the conviction of Caleb Powers at Georgetown, he said there was but one word to emphasize his feelings in the matter. "I am horrified!" he said, "simply horrified! It is a monstrous crime; but it was no more than was to have been expected. His conviction is the most diabolical political crime of the age. The verdict does not in fact, nor in the minds of just men anywhere, make him any more guilty than did the conviction and execution of Robert Emmet make him guilty. Caleb Powers is an innocent man."

A Purgative Pleasure.

If you ever took DeWitt's Little Early Risers for biliousness or constipation you know what a purgative pleasure is. These famous little pills cleanse the liver and rid the system of all bile without producing unpleasant effects. They do not gripe, sicken or weaken, but give tone and strength to the tissues and organs involved. W. H. Howells of Houston, Tex., says "No better pill can be used than Little Early Risers for constipation, sick headache, etc." Sold by Crawford Bros.

CALEB POWERS TO HANG.

At Last Justice Rises in Its Majesty in Kentucky.

Georgetown, Ky., Aug. 29.—The third trial of ex-Secretary of State Caleb Powers for complicity in the murder of Gov. Wm. Goebel, in January, 1900, closed shortly before noon today with a verdict, imposing the extreme penalty of hanging for the distinguished prisoner who had been in the penitentiary for three years on life sentence. The verdict of the jury, "Guilty and the punishment of death," was reported into the court at 11.20 today. Several hundred people crowded the court room when the verdict was read, and the most intense silence prevailed. The jury was polled and each man declared the verdict of guilty to be his finding. Powers sat unmoved while his attorneys asked for time to make a motion for a new trial.

Arthur Goebel, the brother of the victim and a prominent merchant at Cincinnati, who has spent his time and fortune for over three years in the prosecution of those accused of being in a conspiracy to kill his brother, broke down from the strain upon hearing the verdict.

Powers has been convicted twice before, this being the third trial in which the jury brought in a verdict of guilty against him. On his previous trials he escaped with a life sentence, as the evidence was not sufficiently strong against him to lead the jury to inflicting the extreme penalty. All three of the trials were held at Georgetown and in each of them he had the assistance of the most able lawyers who could be procured.

The last trial was distinguished by the fact that Powers addressed the jury in his own behalf and in a long review of the case showed himself to be a competent attorney, while his eloquence in pleading for his life astonished those who had watched him carefully in the trials of the case.

Special Judge Robbins this afternoon formally overruled a motion for the granting of a new trial to Powers. He then passed the sentence of death upon him. After a declaration of the prisoner, "I am not guilty, judge," the court fixed November 25th next as the day for the execution. The attorneys for the defendant secured the granting of an appeal for the case to the Kentucky court of appeals.

Powers was immediately sent to the Scott county jail to be held there pending the appeal of his case.

For a bilious attack take Chamberlain's Stomach and Liver Tablets and a quick cure is certain. For sale by J. F. Mackey & Co., druggists.

A THOUSAND SOLDIERS KILLED.

Paris, Aug. 29.—A dispatch received by the foreign office from Morocco says that a large imperial force which was going to the relief of the troops commanded by the sultan has been surprised and almost annihilated by insurgents.

The Temps publishes details of the engagement in Morocco, showing that the imperial troop numbered 3,000 men. They were ambushed with the result that over one thousand of them, including seven native governors, were killed or wounded.

Kodol Dyspepsia Cure
Digests what you eat.

HISTORIC HAMBURG TO BE REJUVENATED.

People of Aiken Deeply Interested in the Undertaking.

Special to The State.

Aiken, Aug. 29.—From the reports in the papers regarding the Hamburg charter, there seems to be considerable uncertainty as to the facts in the case. Your correspondent has looked into the Aiken end of the matter and so far as known here, the charter of the town of Hamburg was not repealed in 1892.

The town was originally chartered in 1829 and the land on which the busy town was subsequently built belonged to the State. It was given over to a German named Schultz to found a town, but certain conditions were attached in order that a charter might be obtained. But if the charter was repealed, certain lands were to revert to the State, and these lands included most of the town. Hamburg at that time was in Edgefield county and the true facts concerning the State's claim can be obtained only by searching the records at Edgefield. Some titles to land in Hamburg, of course, are clear, charter or no charter.

It is true the charter was repealed some time in the '70s, but it is also true that the town was rechartered in 1880 and in 1885 that charter was amended, giving the town the right to elect an intendant and other corporation officials. It is possible that a bill was introduced in the legislature in 1892 to repeal the charter of the town of Hamburg but on record can be found to show that the bill was passed. Mr. J. M. Palatty of Warrenton was in Columbia on last Monday and Tuesday and with Secretary Gantt searched the records on file in the office of the secretary of state for several years prior to and following 1892 and no law affecting the case was found. Nor does the statutes of South Carolina covering that period contain the law repealing the charter of Hamburg.

There is no record on the county clerk's books in Aiken to show whether the charter was repealed or not.

In the meantime there is a movement on foot to resurrect the old town and build it up to its former position of importance and this movement is one of interest to every citizen of Aiken county. Hamburg at one time was the commercial centre of this section but for some reason Augusta, Ga., outgrew it and finally overshadowed it until now nothing is left of it but the doubt as to whether the former emporium is a chartered town or a patch of government land.

It is said by some that the charter was repealed in 1892 but the repealing act has been lost. If this is so, then what? The former streets and lots are now occupied by squatters, who are said to be in possession of the lands that the state claims. If the state can prove its claim to the lands then these can be sold and bought up and the town of Hamburg can be rebuilt and possibly the traditions of the past may be vitalized into the realities of the future. Hamburg has the same advantages of water route that Augusta has and her trade would be supplied by the same sources that supply her sister across the Savannah. And the advantages offered to Aiken county are obvious; her taxable valuation would be increased and new industries opened up to her citizens. The question is one for the lawyers to settle and it is hoped that something will terminate that will benefit Aiken county and therefore her citizens.

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Potash
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Our books are complete treatises on fertilizers, written by men who know. Write for them.
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SOUTHERN RY

Schedule in effect Jan. 13, 1903.

Read Down No. 33, Daily	Read Up No. 34, Daily
1:00pm Lv Charleston Ar	3:50pm
2:25pm Ar Summerville Ar	3:11pm
4:30pm Ar Kingsville Ar	12:50pm
These trains, Nos. 33 and 34, will stop only at Summerville, Branchville, Orangeburg and St. Matthews.	
Read Down No. 33, Daily	Read Up No. 34, Daily
5:00pm Lv Kingsville Ar	12:50pm
6:15pm Ar Camden Ar	11:30am
8:00pm Ar Catawba Jet Ar	9:40am
8:25pm Ar Rock Hill Ar	9:15am
8:50pm Ar Tazewell Ar	8:54am
9:00pm Ar Yorkville Ar	8:42am
9:15pm Ar Sharon Ar	8:27am
9:35pm Ar Hickory Grove Ar	8:15am
9:50pm Ar Stryrna Ar	8:05am
10:15pm Ar Blacksburg Lv	7:40am
Trains Nos. 33 and 34 stop at all important stations between Kingsville and Blacksburg.	
Read Down No. 35, Daily	Read Up No. 36, Daily
6:00am Lv Rock Hill Ar	10:30pm
6:15am Ar Tazewell Ar	10:11pm
6:31am Ar Yorkville Ar	10:01pm
6:45am Ar Sharon Ar	9:46pm
7:00am Ar Hickory Grove Ar	9:31pm
7:15am Ar Stryrna Ar	9:20pm
7:30am Ar Blacksburg Lv	8:40pm
10:45am Ar Marion Lv	8:00pm
Nos. 35 and 36 stop at principal stations between Rock Hill and Marion.	
Read Down No. 66, Daily ex Sun	Read Up No. 67, Daily ex Sun
9:00am Lv Marion Ar	8:50pm
2:00pm Ar Blacksburg Lv	2:50pm
Train No. 33 will connect at Rock Hill with Savannah division No. 34 for Charlotte, Washington and New York.	
Train No. 34 will make connection at Rock Hill with Savannah division No. 33 from Charlotte, Washington and New York.	
Nos. 33 and 34 handle through Pullman Drawing Room sleeping cars between New York and Charleston, via Camden and Rock Hill, and Dining Car between Rock Hill and Washington. For further information address:	
R. W. HUNT, D. P. A., Charleston, S. C.	
W. H. TAYLOR, A. G. P. A., Atlanta, Ga.	
S. H. HARDWICK, G. P. A., Washington, D. C.	

LANCASTER & CHESTER RAILWAY COMPANY.

SCHEDULE IN EFFECT JULY 26, 1903

WESTBOUND	
Lv Lancaster	7:15 a.m. 4:45 p.m.
Lv Port Lawn	7:34 a.m. 5:10 p.m.
Lv Hinesville	7:44 a.m. 5:25 p.m.
Lv Charleston	7:59 a.m. 5:35 p.m.
Ar Chester	8:15 a.m. 6:15 p.m.
Ar Charlotte—Sav. Ry.	9:55 a.m. 8:00 p.m.
Ar Columbia—Sav. Ry.	1:35 p.m. 1:15 a.m.
Ar Atlanta—S. A. L. Ry.	4:59 p.m.
Ar Lenoir—C. & N. W. Ry.	2:05 p.m. 6:00 a.m.
EASTBOUND	
Lv. Lenoir—C. & N. W. Ry.	8:00 p.m. 2:30 p.m.
Lv Atlanta—S. A. L. Ry.	1:00 p.m. 1:00 p.m.
Lv Columbia—Sav. Ry.	6:10 a.m. 6:25 p.m.
Lv Charleston—Sav. Ry.	7:15 a.m. 6:35 p.m.
Lv Chester	8:15 a.m. 8:15 p.m.
Lv Richburg	9:52 a.m. 8:39 p.m.
Lv Beaufort	10:25 a.m. 8:45 p.m.
Lv Port Lawn	10:18 a.m. 8:50 p.m.
Lv Hinesville	10:18 a.m. 8:50 p.m.
Lv Charleston—Sav. Ry.	2:00 p.m. 9:15 p.m.
Ar Charleston—Sav. Ry.	7:15 p.m.

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