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LATIMER'S GOOD ROADS PLAN.

Expense of Road Improvement Should be Borne One-half by the Federal Government and One-half by County and State.

Atlanta Constitution.

Senator Latimer, of South Carolina, has at times been criticised for what his critics have considered his advocacy of practical means and measures too liberal to comport with the ideas of Democracy which these critics hold. Because he loses no opportunity to secure appropriations or other benefits for his State some of the men who were candidates against him for the United States Senatorship charged him with being headed toward the Republican camp—the route taken by his Senatorial predecessor, Senator McLean. That these criticisms had no effect upon South Carolina Democrats was evidenced by Senator Latimer's triumphant victory in the Democratic primaries. He now expects to be criticised by some people for the advanced stand he has taken in favor of Federal aid in building a system of good roads throughout the country, but the prospect of criticism has no terrors for him.

Senator Latimer passed through Atlanta on his return from St. Louis, where he was one of the leading speakers at the annual Convention of the National Good Roads Association. He has spent several days here as the guest of his kinsman, George M. Brown. The newspapers of St. Louis, in their accounts of the Good Roads Convention, say that Senator Latimer made one of the distinct hits. In a controversy with Governor Cummings, of Iowa, he is credited with having "cleared up" that doughty political warrior of the West; and from all accounts the reception given the Carolinian was fully as pronounced as that given President Roosevelt.

And all on account of his strong advocacy of a specific plan for promoting the good roads movement—a plan which appealed to his audience as both effective and practical.

Other speakers who had preceded him had pictured the necessity of better roads throughout the agricultural sections of the country, and had painted glowing word pictures of the benefits which would certainly follow such development. There was not a dissenting voice—indeed, there could be none—upon this proposition. But there was nothing new in it. Every delegate to the Convention had long been convinced of the necessity for better roads and of the great benefits they would be to the localities through which they pass and to the country at large. To be told these things over again, even by President Roosevelt, created, therefore, only mild enthusiasm; but when the Senator from South Carolina came out boldly in favor of a plan which seemed both practical and possible the Convention gave him a great ovation.

Briefly stated, the plan advocated is for the Federal Government to bear one-half the expense of road building, the State Legislature one-fourth, and the local county or township to bear the other one-fourth.

"The plan is practicable and I am sure it would bring the best possible results," said Senator Latimer, in discussing it. "After I had outlined my ideas to the St. Louis Convention Governor Cummings undertook to criticize the plan on the ground that it was paternalistic, but in the short time allotted to me for reply I think I shattered his arguments pretty effectively. At least the Convention seemed to think so. It is perhaps natural that the first impression this suggestion makes is that it is paternalistic to a degree that would seem to bar Democratic support, but even a short analysis of it will convince anybody that it is a plan which should receive the support of everybody honestly desirous of helping the people and the country."

"I am not disposed to be a narrow constructionist in politics. I am not one of those who are always seeking reasons for not doing things. We have had men in Congress from the

South who would not demand their fair share of appropriations because they were opposed to the system by which the revenues of the Government were raised, but Latimer is not one of that sort. I do not ask that my State be given its share. I demand it; and so long as I am in public life I shall continue to demand it.

"That, however, is not what I started to say. The good roads movement is neither a matter of a single State nor is it sectional, except in so far that the greater need for road improvement is in the agricultural States of the South and West. I favor the setting apart in the national treasury of a good roads fund, not to be used in indiscriminate road building, but to be used in co-operation with the State and local government on the principle of helping those who help themselves.

"The roads of the country are the great highways of internal commerce. The Federal Government has undertaken the care of the harbors and the navigable rivers, because these are highways of commerce, and has in the past given most liberal aid to the construction of transcontinental railroads. In the same way it can contribute to the perfection of the country roads upon which a very large per cent of the products of the country have in the first instance to be hauled, and there is every reason why this aid should, in my judgment, be extended.

"We have appropriated \$3,000,000 in a lump sum for road building in the Philippine Islands, principally, we are told, in order to give work to the people. If this is done for the Philippines why should it not be done for our own people? However, while that might be legitimate argument, we do not base our advocacy of Federal aid upon any such grounds. We contend that it would be not only wise policy on the part of the government, which is the representative of all the people, to spend a portion of the Government funds to which all the people contribute in aiding the development of the highways upon which is transported such a great per cent of the products of the country, but that this would be good business.

"Statistics show that it costs three hundred millions of dollars more to transport the farm products of the country over the dirt roads than it does over the railroads. The average cost per ton for the transportation of products over dirt roads is 25 cents per mile, while the cost over properly macadamized roads is from 5 to 8 cents per mile. An adequate system of good roads would save large sums to the producers, would mean greater productions and greater profits, greatly increase the value of farm lands and in consequence would, through this increase in tax valuations, soon reimburse the States and counties for their outlay, and at the same time by increasing the earning capacity of the agricultural producing classes would greatly increase their power of consumption and in this way would increase the importations so that the Federal Government would, in turn, be repaid for its outlay. As a simple business proposition it is a good one.

"But beyond this: The Government has rightly undertaken to carry the mails to the homes of the people in the rural sections as well as to the homes of those living in cities and towns. Now the Government announces that it will not establish rural routes except where the roads are good. The Government is directly interested, therefore, in having a proper and adequate system of well constructed roads in all parts of the country. It is the Government's duty to further this work in every way possible.

"When Governor Cummings argued that this plan is paternalistic I contended it was certainly no more paternalistic than is appropriating for the maintenance and improvement of the water highways of commerce, and certainly not nearly so paternalistic as outright appropriations for road building in the Philippines

solely for the purpose of giving the Filipinos work. And when he spoke of the possibility of friction between the Federal and State governments I asked to be cited to a single instance of clash between the Federal and State governments, or officials, over the control of the rivers of the country.

"These objections are not, in my opinion, worthy of serious consideration. The argument is all on the side of Federal and State co-operation. It may require some time to bring the people around to the support of this plan. But I believe they will come to it. There is no other way in which the whole people—and the country—would be as greatly benefitted as by a system of good roads, and I believe the plan I advocate is the most practical way to secure that desired end."

BANK FAILURE IN GREENWOOD.

The City Bank Suspends Payment, to the Great Surprise of the Directors and the Public.

Greenwood, May 20.—The City Bank, of this place, suspended today. The news was as astounding as it was unexpected. The first intimation of the suspension was the posting of the following notice on the front door:

"Combination of circumstances, coupled with unusually heavy demands on us, absolutely forces the City Bank to suspend Creditors and depositors will be paid in full, but it will take time.

(Signed:) "J. F. Davis, President." The directors held a meeting at 2 o'clock this afternoon and called a meeting of the stockholders, to be held on Monday morning at 10 o'clock. They also stated that the depositors and creditors would be paid in full.

The following directors issued the call: W. H. Bailey, J. S. Klugh, of Coronean; E. S. Tinsley, Hodges; J. S. Morse and J. F. Davis.

The bank's attorney, F. Baron Grier, also stated that creditors and depositors would positively be paid in full. The City Bank was the second bank in age in the county. Its first president was the late D. A. P. Jordan. The incumbent president, J. F. Davis, was cashier at its organization. The other officers are: Thomas H. Watson, cashier; Allie Williams, bookkeeper, and Athens Watson, assistant bookkeeper.

The only reason given for the suspension is that the bank had sustained losses recently and the president was not willing to obligate the bank further. The suspension was a surprise to the directors as well as to the general public.

GREAT FLOOD IN OKLAHOMA.

Oklahoma City and Vicinity Deluged With Rain. Terrible Thunder and Lightning.

Dallas, Texas, May 24.—A special to the News from Oklahoma City, O. T., says:

Oklahoma City and vicinity were visited on Saturday night and Sunday morning by the heaviest rainfall and most severe electrical storm known in the history of the city. Many persons thought that the city would experience a tornado, and they spent the night in the caves. All to day and to-night more than half the city has been under water, and in some instances water is three feet deep in houses. It requires boats to transport the women and children through the streets to higher and dryer land. The basements under many of the big wholesale houses are flooded, the water in some cases being ten feet deep.

It is estimated that the total loss from the flood will reach \$100,000. Traffic on the electric railway is suspended on account of the power house being under water. All trains into this city, except the Santa Fe, are water bound, and many washouts are reported west on the Choctaw. The Canadian River at this point is over a quarter of a mile wide, with a four foot rise in sight. It is reported that several people in the bottoms could not escape the flood and were drowned. This report, however, cannot be verified.

KID SLOAN.

A Noted Tramp and Victim of Drugs, Partially Cured, Dying in Charlotte—Dr. Stagg's Good Offices.

Charlotte Observer, May 10.

Kid Sloan is dying in St. Peter's Hospital. To a few people this statement will import nothing, but a majority of the residents know Kid, by sight at least. Tiny, stoop-shouldered, emaciated, he was the quaintest figure in the place and the most original. He looked like no other man, thought like no other man, and he gazed out upon the world as a droll spectator and drew conclusions that would have made a very human and interesting book.

Kid played only a small, unimportant part in life, and yet, despite his lack of force, he strongly impressed his individuality upon every man he met. With his intuitive knowledge of human nature, his shrewd perception of the characters and motives of men and his terse aphorisms which were meaty with intelligence and philosophy, Kid Sloan might have been a man of prominence or renown, if he had been cradled to a bigger social sphere.

But he is dying close to the soil without being particularly dirty. He is passing as a worn out printer of the old school—a nervous atom that fed nerves overmuch. His life stands for a flagrant misuse of opportunities, and yet it was a whimsical and brilliant piece of mirth that will live forever in kindly memory.

David Wilson Sloan was born in Stanley county about 38 years ago. At the age of 9 years he was placed in the Oxford orphan asylum. He chafed under the rules and regulations of the institution, and ran away, walking to the home of his aunt, at Concord, a distance of about 200 miles. The diminutive little fellow was then known as Pat Maguire. A few days after his return home he dropped into the office of the Concord Sun, then being run by Mr. Wade H. Harris. Pat or "Kid," as he was afterward known, wanted "something to do." Mr. Harris "learned him the boxes" and he quickly developed into a swift compositor. Later on he got above working for \$2 a week and part of that in store orders, and cut out for Washington, where he got a job in the government printing office. He made from \$30 to \$40 a week, but here he became tangled with wine, women and opium, and then began his wanderings over the face of the earth.

Work at his trade was to be had any and everywhere for the asking. Sometimes he could name his own price for his services. The abundance of money at times led Kid into excesses and, according to his own statement, he tasted of all the sweets the world afforded. He drank whiskey and everything else that he came across. Curiosity led him to indulge in almost every stimulant known, including opium smoking, the use of cocaine and kindred drugs. He travelled thousands of miles on freight trains, carrying with him a hypodermic needle and a bottle of cocaine, which he used incessantly. Finally it became a problem with him to find a sound place upon which to use his needle. During all this time, however, he never quit working altogether. He would do a few hours of labor at each town which he visited and buy more cocaine. When he ran out of the drug and could get no money to buy more he resorted to ingenious schemes. He would go to a grocer, for instance and ask for one potato, securing which he would visit every store in town with the same request, and finally sell his accumulated stock for money with which to buy the much-needed cocaine.

It was while in perhaps as deplorable a physical condition as is generally described as being Lazarus's lot that Sloan was taken to a hospital by a physician who desired to test the merits of a "cure." The result was that in time a man whose acquaintances had never expected to see live another year was freed from his cocaine habit and made to all appearances sound and well. It was really a

medical triumph of the highest degree that a man so afflicted should be cured. But he was cured, and for eight or ten years since Sloan was comparatively healthy, and during this period a moderate amount of whiskey was his only stimulant.

Sloan was one of the most original characters imaginable. He coined phrases of his own, and even in his worst condition he would attract attention by his conversation.

Among the experiences he now and then related to his friends was one about an attempt to commit suicide. Becoming despondent in Chicago, when his cocaine habit was at its worst, he resolved to drown himself. He jumped into the lake soon after dark, but being an excellent swimmer he found that he could not stay down. He dived to the bottom many times, but would always come to the surface before the breath left him. Finally he resolved to swim out so far that he could not get back. After being in the water for some time he began to cool off and when a good way from shore and his strength began to leave him Sloan changed his mind. He was feeling better than he had felt for some time and he did not want to die. He turned and started for the shore. "I made it," said he, "but there was so little margin that there was no fun in it."

None of the many experiences which Sloan went through seemed to do him more good in the telling than one which he said occurred in a Texas town. He had been working in a neighboring city for some time and was in pretty good circumstances when he arrived at the place in question. There he found a small show—a woman and 350 snakes of assorted sizes. The outfit was in trouble because the Texas sheriff was demanding \$25 tax from the Texas Snake Queen upon the pain of closing up her performance. Being of a sympathetic disposition, Kid, learning the facts in the case, arranged for the authorities to attach the 350 snakes and allow the Queen to give her performance until she raised money enough to pay the tax. Sloan left town in a short time, with the Snake Queen doing only a moderate business. "I never saw her again until about a year later, down here at Raleigh," said he. "I went into a snake show there and she recognized me. I walked up to the stand where she was handling a big python and spoke to her. She was glad to see me and after recalling our meeting in the Texas town, she laughed and said: 'What do you suppose that Texas sheriff did with my 350 snakes? I left the whole outfit on his hands, I have often wondered myself what a county would do with a varied assortment of 350 snakes left on its hands under mortgage.'

"One of the closest calls I ever had in my life," said Sloan, "was with a circus. I went to sleep beside the tiger's cage. He waked up before I did, and if his toe nails had been a half inch longer I would have needed a wooden overcoat instead of a new suit of clothes."

Sloan was known in printing circles in every state in the union and was generally well thought of. In recent years he had lived in Charlotte, where he worked steadily. In fact, it was only when out of a job that he could be seen on the streets, and then he appeared like a fish out of water. Like his cocaine habits, he quit the road "for keeps" and was apparently well satisfied when at work.

For four or five years "Kid" and the Rev. Dr. John W. Stagg were strong friends, and it was through the influence of Dr. Stagg that Sloan obtained and retained regular employment on the Presbyterian Standard. The reeking Bohemianism of "Kid" touched a tender spot in Dr. Stagg, whose life has not always been a bed of roses and who never found time so pressing that he could not devote hours to the counsel and aid of his fast friend. Dr. Stagg kept a pretty firm hand on "Kid" and all ways made an heroic effort to intervene when the printer's excesses threatened to cost him his life: "I wish I could have been with him before his last spree got so bad," said Dr. Stagg last night. "But it is too late now. He was the strangest and most interesting man I ever met."

A DEADLY SPORT.

Fatal Accidents in First Stage of the Great Automobile Race From Paris to Madrid.

Paris, May 24.—The first stage in the Paris-Madrid automobile race, from Versailles to Bordeaux, 343 miles, was finished at noon to day, when Louis Renault dashed at a furious pace into Bordeaux, having made a record run of 8 hours, 27 minutes. An hour later M. Gabriel arrived, with a still better record of 8 hours, 7 minutes. It is estimated from the times made that these automobiles covered sixty-two miles an hour on the road outside the cities. These victories, however, were clouded by a series of accidents, having in one case at least, a fatal result. At least two cars were wrecked, and Marcel Renault, the winner of the Paris-Vienna race last year; Lorraine Barrows, a very well known automobile enthusiast, and Renault's chauffeur, were seriously, it is believed, fatally injured, while Barrows's chauffeur was killed. Moreover, an unconfirmed report says a serious accident occurred near Angouleme, in which the two occupants of an automobile, the owner of which is not yet known, were seriously injured and two spectators were killed. This number of accidents has not caused any great surprise in view of the number of contestants in the race, and the great speed and power of their machines.

During the afternoon word of accidents began to arrive and cast a cloud over the event. A dispatch from Bordeaux announced that Lorraine Barrows had met a shocking accident near Libourne, seventeen miles from Bordeaux, at quarter to 2 this afternoon.

LIFE LOST TO SAVE A DOG.

It appears that Mr. Barrows had tried to avoid a dog which was crossing the track, and his monster car, No. 5 in the race, struck a tree with terrific force. His chauffeur was killed outright. Barrows himself was picked up unconscious, but still breathing, and was taken to a hospital, where his condition was declared to be critical. His car was dashed to pieces. Shortly afterward news came that Marcel Renault had been overturned in a deep ditch besides the road near Couche, 21 miles from Poitiers, and that he was dangerously injured.

The Automobile Club of Bordeaux received a dispatch at 4 o'clock saying Renault was unconscious and, it was feared, dying. Many lesser breakdowns and casualties are reported.

OTHER FATAL ACCIDENTS.

Dispatches arriving from points along the course add to the list of fatalities and accidents. The most terrible occurred near Bonneval, 19 miles from Chartres, where Machine No. 243, driven by M. Porter, was overturned at a railroad crossing and took fire. The chauffeur was caught underneath the automobile and burned to death, while two soldiers and a child were killed.

A chauffeur was badly injured by an accident to his motor car near Angouleme. A woman crossing the road in the neighborhood of Abis was run over by one of the competing cars and killed.

Mr. Stend and his chauffeur, who were first reported to have been killed, are still alive. Their automobile collided with another car, with which Mr. Stend had been racing for several kilometers, wheel to wheel, and was completely overturned in a ditch near Montguyon. Mr. Stend was caught under the machine, while his chauffeur was hurled to a distance of 30 feet, and had his head and body badly cut. Mr. Stend was conscious when he was picked up, but complained of suffering great pain. He was conveyed to the nearest farm. It is stated that Louis Renault's auto attained at Bourdier a maximum speed of 88 1/2 miles per hour.

It is reported that the Spanish Government has also forbidden the continuance of the race on Spanish territory. Illuminations, which were fixed for tonight in honor of the automobile race, have been countermanded, as a sign of mourning for the persons killed during the contest.

THE ELKS' NATIONAL HOME.

It Was Dedicated at Bedford City, Va., Last Week.

Roanoke, Va., May 21.—The Elks' National Home at Bedford City, Va., was dedicated today in the presence of fully 5,000 people, who came from all sections of the country. The speakers of the occasion included some of the most distinguished men in the order, among them being Gov. Andrew Jackson Montague of Virginia, United States Senator John W. Daniel of Virginia, Frederick Wards, the tragedian; George P. Cronk, grand exalted ruler, Omaha, and Jos. F. Fanning, Indianapolis. The oration of the day was by Meade D. Dotyler of Harrisburg, Pa. After the dedication exercises 3,500 people were fed in a grove at an old Virginia barbecue.

The home, which is now open for the aged and indigent Elks of the United States, will accommodate 250 guests. The building, which was originally summer hotel, is of Nelson county granite and was erected at a cost of \$90,000. The Elks have spent about \$40,000 in renovating and furnishing the home.

SERIOUS FOR THE SOUTHERN.

A Suit Brought to Annul the Lease of the Old S. C. R. R.

Charleston, May 22.—A suit has been brought into the State court which practically looks to the annulling of the lease of the South Carolina and Georgia railroad by the Southern. The suit is brought for John Cart of Orangeburg, by J. H. Bryan and Miller & Whaley of Charleston. The complaint alleges that the lease by the Southern of the line from Columbia to Hamburg, part of the old South Carolina and Georgia, violates the clause in the State constitution prohibiting the leasing of a road by a competitor. Mr. Cart asks to recover \$100 per day from the date of the Southern's lease, a sum amounting to nearly \$150,000. If received the money would be divided between Mr. Cart and the State of South Carolina. The suit is one of the greatest possible consequences to the people of Charleston and of those residing in the section through which the South Carolina and Georgia road runs.

MADE \$70,000 PROFIT.

Graniteville Mill Realizes Big Money by Closing Down.

Augusta, Ga., May 22.—A rather unique situation has developed in the Graniteville Manufacturing Company. This large cotton mill is located 13 miles from Augusta in Carolina, but has its executive office here.

President T. I. Hickman closed a deal for the sale of his stock of cotton amounting to 3,500 bales, and figures out a profit of \$70,000 by selling his raw material and closing down his mill for the summer, as compared with operating the mill and converting the cotton into cloth at present prices.

While the mill is closed the operatives will continue on the pay roll at half pay. President Hickman will also utilize the closing down of the mill to make some important improvements and additions to machinery.

JUMPED OFF BROOKLYN BRIDGE.

Deliberate Suicide of an Unknown Man Sunday.

New York, May 24.—An unknown man, sitting in an open car crossing Brooklyn bridge today, suddenly alighted when the car was in the middle of the centre span and, running to the side of the bridge, jumped into the river. He threw his hat in the face of a Oremann who tried to seize him as he stood poised on the edge of the trestle work and then dived head first, holding a lighted cigar between his teeth. His body rose to the surface immediately after the plunge and was carried away by the current.