

Humorous Department.

He Went Too Far.

Who shall fathom the heart of a woman? If he had not been so young, he would not have tried to.

"Doesn't it?" Isn't it wonderful how much feeling, how much love, can be compressed into such a short time? I like to dwell upon it."

"Yes," he went on. "The first evening we met as I looked into your eyes I felt that I loved you, and yet I did not dare that night to do anything more than press your hand as we parted."

"But afterward you were?" "Yes; the next evening, with that sort of confidence that came to me I know not why, I went further. I held your hand in mine, I drew closer, and then I suddenly left you, not daring to frighten you with the sudden intensity of my love."

"And then the next night?" "Ah, then it was that my arm unconsciously and as it were inevitably stole around your waist, and, inspired by your sweet acquiescence, I kissed you. Since then I have loved you more and more until now I feel I must show you some real substantial token of my love."

He drew from his pocket a small package. He handed it to her triumphantly. She opened it rapidly. It was a diamond pin.

There was a silence. Then she handed it back to him slowly, reluctantly. "What?" he cried. "Are you not going to accept it?"

"I cannot," she replied. "Don't you know that it wouldn't be proper for me to accept anything more than flowers or candy from a man I have known only a week?"—Tom Mason in Brander Magazine.

The Doctor's Narrow Escape. "I have always insisted," she said after a long, sweet silence, "that I would never marry a doctor or a preacher."

He turned pale and a look of despair crept into his eyes. "Arthur," she exclaimed, "what is the matter?"

With a heaving sigh, he answered: "Can't I induce you to overcome your prejudice? Ah, tell me, tell me, that your decision against doctors and preachers is not irrevocable."

Six weeks before she had written a message on an egg and sent it out into the world. The trail messenger had fallen into Arthur Higgleston's hands and there they were sitting on the baggage truck at the railway station, waiting for the hack, which they had missed, to return from town and convey them to the hotel, where they had planned to be married.

She looked up into his eyes with a wild yearning and cried: "Are you a preacher?" "No," he groaned, "not that—not that."

"Oh, tell me, tell me," she wailed, "that you are not a doctor!" He hung his head. There was a guilty look in his eyes and she knew that the worst had come.

At last, pulling himself together with a mighty effort, he turned to her and said: "Yes, Emeline. You have guessed the truth. I am a doctor. But why should that matter? Why do you discriminate against preachers and doctors?"

"Because they have to be among women so much," she sadly replied. "I should want my husband all to myself."

"Love," he cried, "then we may still be happy. I am a horse doctor,"—Chicago Record-Herald.

Miscellaneous Reading.

FROM CONTEMPORARIES.

News and Comment That is of More or Less Local Interest.

YORK.

Rock Hill Herald, January 3: At a meeting of Bethel presbytery, held in the Presbyterian church of this place, on December 30th, Rev. S. C. Caldwell, of Heath Springs, was dismissed to Charleston presbytery, and Rev. J. P. Marion to the presbytery of Louisiana.

CHESTER. Lantern, January 2: The time ago, was purchased some engine, has arrived at the Springstein mill, and is being put up. The railroad track is being removed. It ran through the dye room, but was left standing as it ran by the boiler room, thus enabling the train hands to deliver the engine near the place where it would be set up.

To Settle the South. A movement is under way in London among the charity organizations in connection with the international bureau of charities, Salvation Army, Associated Charities, Volunteers of America and others in America, to call an international conference in Washington, D. C., looking to a practical solution of the present and future conditions and welfare of large cities unemployed, many of whom, with their families, are objects of charity against their inclinations and because of industrial conditions beyond their control.

Stewart Appleton, the scientist, litterateur and financier, who has been for years actively promoting industrial developments, colonization and investments in various sections of America, and to whose efforts, through his polyglot publication propaganda in European cities, is chiefly due the great influx of high class Europeans into America the past year, was seen at the Carlton hotel. He will leave for America the coming week and proceed through the south and west, accompanied by several representative New England gentlemen—L. D. Martin, G. S. Pratt, S. T. Hughes and others—to locate sites for communities of northern families who wish to renounce the rigors of winter and also high-class European colonists, principally English, Scotch and Belgian artisans, whom he has interested, on account of depressed industrial conditions here, to seek prosperity in America.

Mr. Appleton has long publicly advocated in Europe and America the solution of congested urban conditions by the more enterprising citizens migrating to the independence and allurements of country life. Hard times in Europe and the coal famine in America greatly facilitate this movement. The party will visit selected points as far south as Tampa, Fla., and go thence by way of Birmingham, Ala., and Memphis, Tenn., through Arkansas and Texas, visiting Baltimore, Md., Richmond and Norfolk, Va., Wilmington, N. C., Charleston, S. C., and Atlanta, Ga., and returning east from St. Louis, where they will inspect the progress of the Louisiana Purchase exposition; go thence to Kansas City, Mo., Omaha, Neb., Chicago, Milwaukee, Wis., and St. Paul, Minn., and thence through Michigan to investigate the mining, agricultural and lumber resources of that state.—Baltimore Sun.

THE CATAWBA IN HARNESS. (Continued from First Page.) mainly Negroes, live in a camp which has been built for them just south of the company quarters. The camp is laid off like a small town with one main street. The houses, being of temporary use, are rough, but comfortably fitted up and the laboring colony has the advantages of water works and well-appointed hygienic arrangements.

A Great Traffic in Cement. The road from Rock Hill to the plant is a winding concern, nine miles in length, while the company's wire to that town will be only seven and one half miles. It is probably an elaboration of the original Indian pathway from Indian Hook shoals to the town, winding around the hills in the easiest way. Three miles out from the town, a Mecklenburg man would naturally begin to comment. He would catch a grip anywhere he could on the jostling vehicle and between jolts would try to say something in favor of the Mecklenburg good roads and in utter condemnation of the bad roads of York county, S. C., and the surroundings.

The Approach to the Plant. Winding around, up and down these hills, the visitor to the plant who takes note of the topography of the country, gauges his nearness to the plant by a mountainous range up in front of him. The Catawba flows east of that range and it appears distant, but at a turn in the road there is an abrupt change in the scenery. On either side are two country stores, built of rough lumber; just beyond them is the camp and, topping all is the headquarters of the company, with a big two-story house and the offices of the engineer, treasurer, commissary and superintendent

of the present and future conditions and welfare of large cities unemployed, many of whom, with their families, are objects of charity against their inclinations and because of industrial conditions beyond their control. A Stewart Appleton, the scientist, litterateur and financier, who has been for years actively promoting industrial developments, colonization and investments in various sections of America, and to whose efforts, through his polyglot publication propaganda in European cities, is chiefly due the great influx of high class Europeans into America the past year, was seen at the Carlton hotel. He will leave for America the coming week and proceed through the south and west, accompanied by several representative New England gentlemen—L. D. Martin, G. S. Pratt, S. T. Hughes and others—to locate sites for communities of northern families who wish to renounce the rigors of winter and also high-class European colonists, principally English, Scotch and Belgian artisans, whom he has interested, on account of depressed industrial conditions here, to seek prosperity in America. Mr. Appleton has long publicly advocated in Europe and America the solution of congested urban conditions by the more enterprising citizens migrating to the independence and allurements of country life. Hard times in Europe and the coal famine in America greatly facilitate this movement. The party will visit selected points as far south as Tampa, Fla., and go thence by way of Birmingham, Ala., and Memphis, Tenn., through Arkansas and Texas, visiting Baltimore, Md., Richmond and Norfolk, Va., Wilmington, N. C., Charleston, S. C., and Atlanta, Ga., and returning east from St. Louis, where they will inspect the progress of the Louisiana Purchase exposition; go thence to Kansas City, Mo., Omaha, Neb., Chicago, Milwaukee, Wis., and St. Paul, Minn., and thence through Michigan to investigate the mining, agricultural and lumber resources of that state.—Baltimore Sun.

THE RAILROAD TO THE ROCK QUARRY ON THE WEST SIDE set about the grounds. One would know that he had arrived at the power plant by the great aggregation of turbines, section of driving wheels, wire rope, shafting, pulleys and other machinery of the kind that is stacked about and ready to be put in place on the completion of the dam. The camp and company quarters are cut off by a high fence. At the gateway is a sign announcing that horses must be hitched up outside. At different places about the grounds printed cards are posted giving the whistle code. The hands in the settlement get up by the whistle, breakfast by it, go to work and knock off by it, and march up to the cashier's window once a week by it to get their pay.

Shutting Off the Water. The complete shutting off of the water at the dam next June is anticipated with great interest by all connected with Dr. Wylie's project. The Observer reporter found Mr. Hazard hospitable to questions of all kinds and was not backward in asking them. Looking up the great valley that is to be conformed into a lake, he asked the engineer how long it would take the dam to "fill up," after the flow of water was cut off. Mr. Hazard confessed that he was not able to answer the question—it would take a lot of figuring to come any way near the neighborhood of it. The water, he said, would be shut off gradually. As to the method of finally joining the dam, the explanation is easy. The coffer-dam, on the west side, shown in one of the views, will be moved to the east side. Then all the water of the river will run to the west side and escape through the outlets at the base of the power house. This will leave the east side clear of water. Under the protection of the coffer-dam, the connection of the masonry dam will be made. Then the coffer-dam will be removed, the openings closed one by one and the water will gradually rise and pour over the dam.

The Market For the Power. The 8,000 horse-power of the plant will be distributed according to contracts as they are made. The cotton

of Rock Hill will doubtless be served first and Fort Mill will also come in for a share of the power. These two towns may take probably one-half of the power of the plant, or 4,000 horse-power. This is stated as a probability, and is merely speculative. The cotton mills and oil mills of Charlotte could take 5,000 horse-power, so it is seen that the power plant would have more than it could do to supply these three towns alone, were the three to make anything like full demands upon it. Notes. "The Negroes employed at the power plant are the happiest people alive," said a boss foreman to the reporter. "They don't work a bit harder than they are obliged to, they have good homes, are well clothed and fed, and their only care seems to be to see how quickly they can spend their money after it is handed them out of the window."

Curious Chinese Craft Which Has Last Been Abolished. The abolition of the "likin" in China, which was announced in a recent decree from Peking, removed one more of the picturesque institutions of the Celestial empire. The "likin" was typically Chinese, and the manner in which it was levied and collected could have afforded interesting material for comic operas. Indeed, the comedy writers missed an opportunity when they did not make

use of it while it lasted. And now, alas! it is gone. The "likin" was a great thing for the mandarins. To begin with, it was a sort of internal tax levied to make up for the cost of the Tai-Ping rebellion. It was supposed to end when the rebel barriers along the roads through his section of the kingdom. The barriers were just as thick as the mandarins dared to set them—and the Chinese mandarins is a daring individual when it comes to collecting money for his personal exchequer. On the waterway between Shanghai and Soochow—to take a single example—there are ten barriers in a distance of eighty miles—a "likin" for every eight miles. There was no fixed rate as to the amount to be collected from the passing merchant, and the transaction accordingly resolved itself into a diplomatic negotiation between pig-tailed collector and the equally appendaged tradesman.

In any event, there was always a good many tails of money and many hours of time. However, time is cheap in China, and could be left out of the calculation. Whenever a new trade route was opened up it was at once pounced upon by the enterprising mandarin and a "likin" established. Sometimes the merchants who had previously been going that way would thereupon hire coolies to carry their packs of goods by circuitous back-country routes to their destination. This was all right for a time, but the "likin" barrier soon found them out in their new path. Occasionally the people have rebelled at the likin and risen up and leveled the barriers. It takes a good deal to arouse a Chinaman, but when he does arouse he is like most mobs and just goes ahead and wrecks things generally.

The mandarin of Swatow was one to suffer from an uprising of this kind. The mandarin had been living rather high and found that he needed more money. Nothing seemed more simple than to increase the likin, which he did. The people under him, however, while not denying the logic of the action, decided that they needed the money. As two parties cannot have the same thing at the same time, even in China, they rose up, destroyed the likin house, and having read New York history they advanced the mandarin when he was going to do about it. The mandarin did nothing, but curtailed his living expenses.—New York Times.

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SOUTHERN RAILWAY. Effective December 14th, 1902.

Between Columbia and Charleston. Read down. No. 35—Daily. No. 34—Daily. 2.25p.m. Ar. Charleston Ar. 3.50p.m. 4.50p.m. Ar. Kingville Ar. 3.11p.m. 5.45p.m. Ar. Columbia Lv. 12.01m.

Between Kingville and Blacksburg. Read down. No. 35—Daily. No. 34—Daily. 5.00p.m. Lv. Kingville Ar. 12.50p.m. 6.15p.m. Ar. Camden Ar. 11.30a.m. 8.00p.m. Ar. Catawba Jt. Ar. 9.00a.m. 8.20p.m. Ar. Rock Hill Ar. 9.15a.m. 8.50p.m. Ar. Tirkah Ar. 8.54a.m. 9.05p.m. Ar. Yorkville Ar. 8.42a.m. 9.25p.m. Ar. Sharon Ar. 8.27a.m. 9.35p.m. Ar. Hickory Ar. 8.15a.m. 9.50p.m. Ar. Smyrna Ar. 8.05a.m. 10.15p.m. Ar. Stryrna Ar. 7.45a.m. Trains Nos. 33 and 34 stop at all important stations between Kingville and Blacksburg.

Between Rock Hill and Marion. Read down. No. 35—Daily. No. 34—Daily. 6.00a.m. Lv. Rock Hill Ar. 10.30p.m. 6.19a.m. Ar. Tirkah Ar. 10.11p.m. 6.31a.m. Ar. Yorkville Ar. 10.01p.m. 6.46a.m. Ar. Sharon Ar. 9.46p.m. 7a.m. Ar. Hickory Ar. 9.35p.m. 7.10a.m. Ar. Stryrna Ar. 8.25p.m. 7.30a.m. Ar. Blacksburg Ar. 8.40p.m. 10.45a.m. Ar. Marion Lv. 5.50p.m. No. 35 and 36 stop at principal stations between Rock Hill and Marion.

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.

Through Pullman sleeping car service on trains 33 and 34 between New York and Charleston via Charlotte, Rock Hill, Camden and Kingville. The first car northbound leaving New York on No. 33, December 13th, arriving in Charleston on No. 34, Dec. 17th. First car northbound leaves Charleston on No. 33, December 15th, arriving in New York, train No. 34, December 16th. For further information address S. H. HARDWICK, Gen. Passenger Agt., Washington, D. C.; W. H. TAYLOR, Asst. Gen. Pass Agt., Atlanta, Ga.; R. W. HUNT, Div. Pass. Agt., Charleston, S. C.

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