### Thursday, April 28, 1960

# By SPECTATOR .... COMMENTS MEN AND THINGS

Mr. R. Beverly Herbert, Sr., has have at least thirty or forty thouannounced his candidacy for the U. sand dollars in great tractors. You will see, then, all about you S. Senate.

That item is quite an eye-opener,

isn't it? A heavier investment per

Now and then someone dreams of

facturing !!!

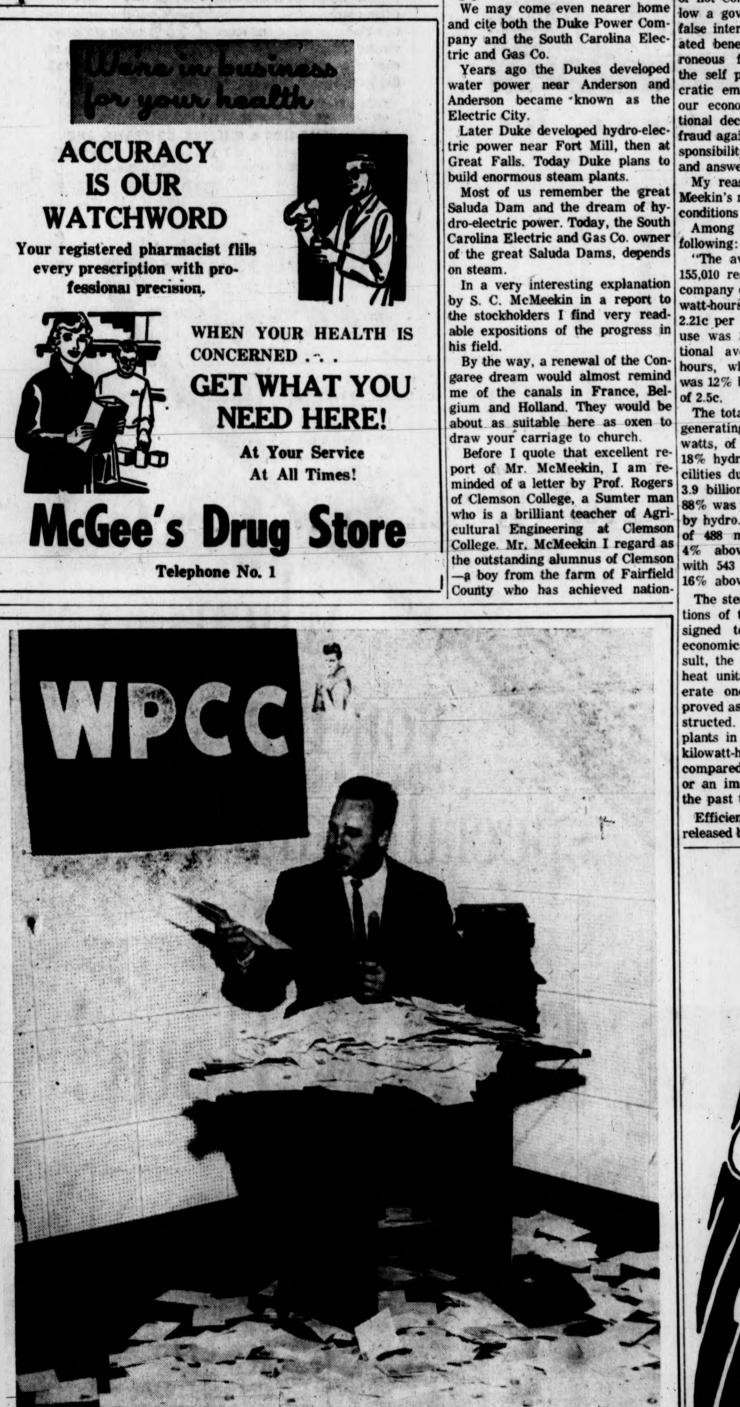
Mr. Herbert is a very extraordinary man; a patriot of the old from The Wall Street Journal: school of Virginia statesmen; emi-"Capital investment per worker is nent lawyer, man of ideals and higher in farming than in manufacideas: student, scholar, man of vis- turing, a Federal study shows. Capiion but no visionary; man of heroic tal investment in manufacturing last courage; always sincere, faithful year averaged \$15,300 per worker, compared with the farm average of and true.

Mr. Herbert is guided by his sense \$20,700. For the highly-mechanized of public concern and obligation. Mr. Herbert never seeks anything average was \$112,000 per worker." carry it.

for himself; but with a complete dedication or himself he always volunteers to serve.

Do you think of the farmer as a poor man operating on about fifty acres with two mules, one of which navigating the Congaree River. The he uses to come to town on Satur- dream is to haul heavy freight from days and the other for his Sunday Charleston to Columbia, by way of drive to the Community Church? the Cooper River, the Santee Canal, in a few hours. Well, wake up; the farmer of today the Santee River and over the Conis a businessman who uses a lot of garee River. That is a natural river freight from Charleston to machinery and drives about in an dream; many of us have had it. Columbia is as out-of-date as the attractive car. He may have an old Years ago I organized a company hydro-electric plant. As proof of that car for visits to the outlying parts and we even bought a boat in Char- our Santee-Cooper today has a great of his plantation but he and the fam- leston and started on our way. We steam plant, although Santee-Cooper ily have an up-to-date car that goes abandoned the project and returned was intended to use the water power to all the neighboring towns as well to every stockholder the full amount resulting from the natural fall of of his investment. Mr. W. D. Mc- forty-two feet from the Santee and as to church.

The farmer of today is a man with Clary, a prominent citizen and busi- Cooper Rivers. The vast TVA, anquite an investment. I know several nessman of Summerton, was the other great hydro-electric project, brothers in Clarendon County who treasurer. operate as a partnership and they On the boat with me in the ven-



### THE CLINTON CHRONICLE

ture were two well known citizens, wide recognition as a utility man- mission show the McMeekin steam-FINAL SETTLEMENT Dr. Edward W. Barron (late of Co- ager. Take notice that on the 16th day electric generating station of the lumbia) and Mr. Joseph Nimmer of Let me use that letter from Prof. company to rank number one in of May, 1960. I will render a final

Rogers, the Sumter County boy who America for 1958, with a heat rate account of my acts and doings as-Manning. of 9093 per net kilowatt-hour. Our project grew out of numerous has achieved distinction: Guardian of the estate of Emily "On March 31 there appeared in Taxes charged to operations con- Frances Bailey in the office of the urveys and explorations. South Carolina and Georgia papers stituted the largest single operating Judge of Probate of Laurens Coun-Some years later Mr. T. C. Wilnews of action taken by the Board expense item for 1959, taking 23c ty, at 10 o'clock a. m. and on the iams, our foremost explorer of the of Engineers for Rivers and Har- out of each dollar received in reve- same day will apply for a final rivers, made several trips from bors in approving proposed plans nues. As a comparison, taxes of the discharge from my trust as Guar-Charleston with a boat. But Mr. Wilfor faclities on the Savannah River. REA cooperatives operating in dian. liams abandoned his plan, just as All of the press releases seem to South Carolina amounted to only

we abandoned our plan. I have no doubt that boats may some day find it feasible to operate the truth of the item which I quote

today is the greatest steam generat-

ing plant in the world, as I recall.

from Charleston to Columbia, but Co and the U. S. Army Egineers. per revnue dollar in 1958. that will be only after the spending Nothing could be further from the Federal, state and local governof hundreds of millions of dollars. truth. Most of us who have opposed ments, without any investment, re-Now is the game worth the can- this waste of tax money have done ceived over 21/4 times as much out dle? If hundreds of millions of dolso for reasons which have nothing of the business as the common lars were spent and a clear channel to do with Duke Power Co. or any stockholders. The government remade available who would use it? proposal made by Duke. "If Duke is to be made a principal ating payroll of the company and If the railroads can't carry all the grain farms of the Corn Belt, the freight the trucks stand ready to in this controversy, why not other 11/4 times the cost of all fuel used companies which have indicated an in the generation of electric ener-

interest in developments along the gy. I have no figures as to the volume of freight carried by trucks, but I river? The Mead Corporation, in The tax bill of your company person on the farm than in manu- am tremendously impressed by such testimony filed with the board, stat- continues to rise, amounting to \$12,-

a fact as the operation of trucks to ed that their plans to build a plant 598,590 in 1959, an increase of \$723. haul the output of some cotton mills would be terminated if the proposed 066 over 1958. Federal taxes amount-Carters Island-Goat Island projects ed to \$7,811,244, or 26% of the total, to New York and New England. are built. An official of the Sea- and state and local taxes were \$4.-We live in an age of speed; no-

board Railroad has stated that he 787,346." body wants to wait two weeks for Those patriotic, public - spirited knows of several other companies freight he can haul from Charleston with similar plans and atttiudes, and excellent citizens who urge the Charles E. Daniel, the greatest development of river freight haulage We live in a new day; the slow builder the South has ever known; are either a hundred and fifty years stated his views clearly in the fol- late or a hundred years ahead of lowing statement before the board: time. That isn't being facetious. A I think the future of our power hundred and twenty-five years agoplants and our river developments more or less, the Santee Canal was are left to private enterprise rather cut so that freight was hauled from

Charleston to Wright's Bluff for than to the fedeal government." "The right or wrong develop- Orangeburg, Clarendon, Sumter, ments, as proposed by the Corps and other counties.

of Engineers, is ont in any way as- It was long since abandoned-a sociated with the plans of any com- hundred years ago.

ceived almost two times the oper-

pany. The basic question is whether If we try to persuade the nation or not Congress will continue to al- to throw away hundreds of millions low a governmental agency to use of dollars we shall be in a position false interest rates, fictitiously cre- worse than McCormick County ated benefit figures and other er- which once dreamed of stupendous roneous fiscal determinations for developments from the Clark's Hill the self perpetuation of a bureau- project; and the same will follow water power near Anderson and cratic empire to the detriment of the Hartwell Dam.

our economic system. Such intentional deceit amounts to an act of fraud against the people and the responsibility for such should be fixed and answered to." My reason for quoting Mr. Mc-

Meekin's report is to emphasize how conditions change with the years. Among the items quoted are the

"The average annual use of the 155,010 residental customers of the company during 1959 was 4,943 kiloby S. C. McMeekin in a report to watt-hours and the average rate was the stockholders I find very read- 2.21c per kilowatt-hour. The annual use was 38% higher than the national average of 3,585 kilowatthours, whereas the average rate was 12% below the national average of 2.5c. The total capability of the system generating facilities is 890,000 kilowatts, of which 82% is steam and 18% hydro. The output of these faport of Mr. McMeekin, I am re- cilities during 1959 was more than minded of a letter by Prof. Rogers 3.9 billion kilowatt-hours, of which 88% was produced by team and 12% by hydro. The hydro-electric output cultural Engineering at Clemson College. Mr. McMeekin I regard as 4% above normal, as compared with 543 million kilowatt-hours, or 16% above normal during 1958. The steam-electric generating stations of the system have been designed to produce electricity as economically as possible. As a result, the efficiency (the number of heat units of fuel required to generate one kilowatt-hour) has improved as new plants have been constructed. The efficiency of such plants in 1959 was 10,11 7BTU per kilowatt-hour of net generation as compared with 16,020 BTU in 1949, or an improvement of 37% during the past ten years.

Any person indebted to said estate indicate the controversial attitudes 1/2c per revenue dollar and taxes is notified and required to make concerning this proposal are based of all the RE Acooperatives in the payment on or before that date; on a fight between the Duke Power United States amounted to only 2.81c and all persons having claims against said estate will present them on or before said date, duly proven or be forever barred. **OUIDA C. BAILEY** Guardian April 15, 1960.

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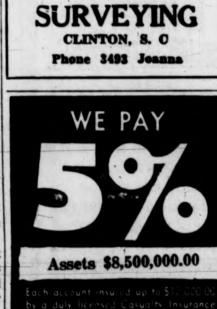
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Efficiency comparisons recently eleased by the Federal Power Com





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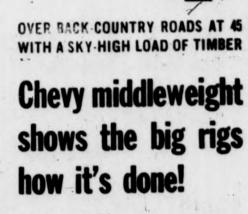
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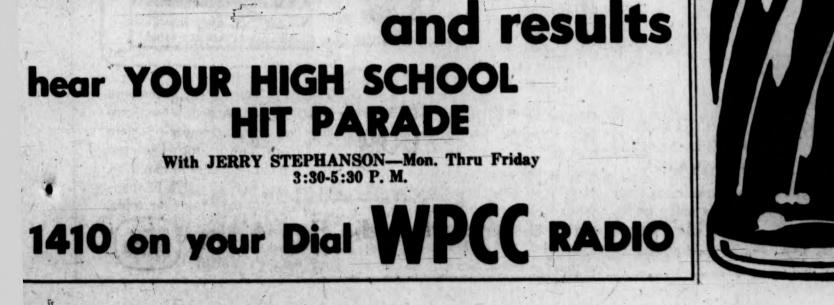
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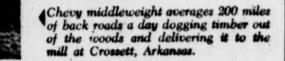
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That's a 6303 medium-duty Chevrolet powered by a 283-cu.-in. V8. But there's sure nothing mediumduty about the load. Mr. J. E. Blankinship, Arkansas logging contractor, says both of his torsion-spring 6303's "move along at 40 to 50 miles per hour with 55,000 pounds gross weight and maintain a 5-trip-a-day schedule with no trouble at all." Figure the money you save when you've got a medium-duty truck that can cover 30,000 back-country miles a year with a high-tonnage load!

We've never seen anything like the amount of praise truck owners are heaping on Chevy's new torsion spring suspension. Owners like the fact the truck handles a whole lot easier, can move faster off the road without beating the driver to death and shaking loose all the sheet metal. They like the idea of extra thousands of miles before trade-in! . . . Drive a '60 Chevy just once. It's a whole new experience.





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