

By SPECTATOR . . .

COMMENTS ON MEN AND THINGS

Mr. R. Beverly Herbert, Sr., has announced his candidacy for the U. S. Senate.

Mr. Herbert is a very extraordinary man; a patriot of the old school of Virginia statesmen; eminent lawyer, man of ideals and ideas; student, scholar, man of vision but no visionary; man of heroic courage; always sincere, faithful and true.

Mr. Herbert is guided by his sense of public concern and obligation.

Mr. Herbert never seeks anything 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 he uses to come to town on Saturdays and the other for his Sunday drive to the Community Church? Well, wake up; the farmer of today is a businessman who uses a lot of machinery and drives about in an attractive car. He may have an old car for visits to the outlying parts of his plantation but he and the family have an up-to-date car that goes to all the neighboring towns as well as to church.

The farmer of today is a man with quite an investment. I know several brothers in Clarendon County who operate as a partnership and they

ture were two well known citizens, Dr. Edward W. Barron (late of Columbia) and Mr. Joseph Nimmer of Manning.

Our project grew out of numerous surveys and explorations.

Some years later Mr. T. C. Williams, our foremost explorer of the rivers, made several trips from Charleston with a boat. But Mr. Williams abandoned his plan, just as we abandoned our plan.

I have no doubt that boats may some day find it feasible to operate from Charleston to Columbia, but that will be only after the spending of hundreds of millions of dollars.

Now is the game worth the candle? If hundreds of millions of dollars were spent and a clear channel made available who would use it?

If the railroads can't carry all the freight trucks stand ready to carry it.

I have no figures as to the volume of freight carried by trucks, but I am tremendously impressed by such a fact as the operation of trucks to haul the output of some cotton mills to New York and New England.

We live in an age of speed; nobody wants to wait two weeks for freight he can haul from Charleston in a few hours.

We live in a new day; the slow river freight from Charleston to Columbia is as out-of-date as the hydro-electric plant. As proof of that our Santee-Cooper today has a great steam plant, although Santee-Cooper was intended to use the water power resulting from the natural fall of forty-two feet from the Santee and Cooper Rivers. The vast TVA, another great hydro-electric project, today is the greatest steam generating plant in the world, as I recall.

We may come even nearer home and cite both the Duke Power Company and the South Carolina Electric and Gas Co.

Years ago the Dukes developed water power near Anderson and Anderson became known as the Electric City.

Later Duke developed hydro-electric power near Fort Mill, then at Great Falls. Today Duke plans to build enormous steam plants.

Most of us remember the great Saluda Dam and the dream of hydro-electric power. Today, the South Carolina Electric and Gas Co. owner of the great Saluda Dams, depends on steam.

In a very interesting explanation by S. C. McMeekin in a report to the stockholders I find very readable expositions of the progress in his field.

By the way, a renewal of the Congaree dream would almost remind me of the canals in France, Belgium and Holland. They would be about as suitable here as oxen to draw your carriage to church.

Before I quote that excellent report of Mr. McMeekin, I am reminded of a letter by Prof. Rogers of Clemson College, a Sumter man who is a brilliant teacher of Agricultural Engineering at Clemson College. Mr. McMeekin I regard as the outstanding alumnus of Clemson—a boy from the farm of Fairfield County who has achieved nation-

wide recognition as a utility manager.

Let me use that letter from Prof. Rogers, the Sumter County boy who has achieved distinction:

"On March 31 there appeared in South Carolina and Georgia papers news of action taken by the Board of Engineers for Rivers and Harbors in approving proposed plans for facilities on the Savannah River. All of the press releases seem to indicate the controversial attitudes concerning this proposal are based on a fight between the Duke Power Co. and the U. S. Army Engineers. Nothing could be further from the truth. Most of us who have opposed this proposal have done so for reasons which have nothing to do with Duke Power Co. or any proposal made by Duke.

"If Duke is to be made a principal in this controversy, why not other companies which have indicated an interest in developments along the river? The Mead Corporation, in testimony filed with the board, stated that their plans to build a plant would be terminated if the proposed Carters Island-Goat Island projects are built. An official of the Seaboard Railroad has stated that he knows of several other companies with similar plans and attitudes. Charles E. Daniel, the greatest builder the South has ever known, stated his views clearly in the following statement before the board: 'I think the future of our power plants and our river developments are left to private enterprise rather than to the federal government.'

"The right or wrong developments, as proposed by the Corps of Engineers, is not in any way associated with the plans of any company. The basic question is whether or not Congress will continue to allow a governmental agency to use false interest rates, fictitiously created benefit figures and other erroneous fiscal determinations for the self perpetuation of a bureaucratic empire to the detriment of 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. McMeekin's report is to emphasize how conditions change with the years.

Among the items quoted are the following:

"The average annual use of the 155,010 residential customers of the company during 1959 was 4,943 kilowatt-hours and the average rate was 2.21c per kilowatt-hour. The annual use was 38% higher than the national average of 3,585 kilowatt-hours, 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 facilities during 1959 was more than 3.9 billion kilowatt-hours, of which 88% was produced by steam and 12% by hydro. The hydro-electric output of 488 million kilowatt-hours was 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 BTU per kilowatt-hour of net generation as compared with 16,020 BTU in 1949, or an improvement of 37% during the past ten years.

Efficiency comparisons recently released by the Federal Power Com-

mission show the McMeekin steam-electric generating station of the company to rank number one in America for 1958, with a heat rate of 9993 per net kilowatt-hour.

Taxes charged to operations constituted the largest single operating expense item for 1959, taking 23c out of each dollar received in revenues. As a comparison, taxes of the REA cooperatives operating in South Carolina amounted to only 1/2c per revenue dollar and taxes of all the REA cooperatives in the United States amounted to only 2.81c per revenue dollar in 1958.

Federal, state and local governments, without any investment, received over 2 1/4 times as much out of the business as the common stockholders. The government received almost two times the operating payroll of the company and 1 1/4 times the cost of all fuel used in the generation of electric energy.

The tax bill of your company continues to rise, amounting to \$12,598,590 in 1959, an increase of \$73,066 over 1958. Federal taxes amounted to \$7,811,244, or 26% of the total, and state and local taxes were \$4,787,346."

Those patriotic, public-spirited and excellent citizens who urge the development of river freight haulage are either a hundred and fifty years late or a hundred years ahead of time. That isn't being facetious. A hundred and twenty-five years ago—more or less, the Santee Canal was cut so that freight was hauled from Charleston to Wright's Bluff for Orangeburg, Clarendon, Sumter, and other counties.

It was long since abandoned—a hundred years ago.

If we try to persuade the nation to throw away hundreds of millions of dollars we shall be in a position worse than McCormick County which once dreamed of stupendous developments from the Clark's Hill project; and the same will follow the Hartwell Dam.

FINAL SETTLEMENT

Take notice that on the 16th day of May, 1960, I will render a final account of my acts and doings as Guardian of the estate of Emily Frances Bailey in the office of the Judge of Probate of Laurens County, at 10 o'clock a. m. and on the same day will apply for a final discharge from my trust as Guardian.

Any person indebted to said estate is notified and required to make payment on or before that date; 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 18, 1960. dt

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