

THE SPLIT LOG DRAG.

How to Build and Use It, by Leonard Tufts, Pinhurst, N. C.

Build a drag made of a split log or 2 pieces 3in.x8in., or 3in.x10in., 7 or 8 feet long. We prefer to run the drag from the full length of the front scraper.

Hitch a pair of good horses or mules to it, attach the double tree at a point in the chain that will compel the drag to follow the team at an angle of about forty-five degrees, with the left hand end of the drag to the rear; and when the road surface soil is moist, but not sticky, step on and drag on the right hand side of the road for ten miles and then turn around and come back on the right hand side.

How to Use.

The surface of a sand-clay, gravel or top soil road, after use, has only been made compact an inch or so down. Any machine, such as a road machine, is almost sure to tear up this compact surface and leave it the same loose mass as when first built and this will soon be full of holes and ruts from traffic. A road drag should be made light so that it will move a little of the surface at a time and also so a pair of mules can pull it. If a little is moved after a rain with a drag the drag "slices" the surface like a plasterer's trowel. Don't expect that one dragging will put a badly rutted road in good condition, and don't drag a road more than once or twice after each rain or it will tear up the hard surface. Drag the road only when it is wet for you can only get the "slicing" action then.

After a heavy rain the water running off the surface of a road will make little trenches which run off at right angles with the road. If the drag is drawn at right angles with the road it drops into each little trench and instead of filling it up digs it out. The drag should therefore be drawn at an angle with the road, and it will then fill up the trenches. Let the edge of the drag run over the gutter so as not to allow the shoulders to become the highest part or make a ridge for the next rain to run in and in this way make a second side ditch and narrow the road.

If the road has too much crown; First, every team will drive in the middle as no man will drive on the side if it places him at an uncomfortable angle. Second, the rain in running off the road will make deep trenches at right angles to the road.

To correct this, draw the drag at right angle to the road in the middle so as to cut down the crown and throw the dirt both ways towards the gutters. If the road has not enough crown the water does not shed off quickly but soaks in and makes the surface soft. To get greater crown the driver should stand on the gutter side and towards the front. In this way it takes the dirt from the sides and pushes it towards the middle. The slope of the crown should be 1 to 20 and so on a 15 foot road the edges should be 4 1/2 in lower than center. If there is a place in the road that is all right the driver can step back on the drag and only a very small amount of dirt will be moved. After a little experience the driver will find, by moving from one point to another, that he can move the surface of the road as he wishes. An intelligent and experienced man can do wonders with one but any kind of dragging will do good.

The drag is useless in sand beds and on macadam. To do the best work with a drag the ditches, if there are any, must be kept clear of rubbish and sand. Throw this sand away from the road, unless the road gets muddy in wet weather, due to clay—when it sometimes is advisable to put it in the road. Outside of the obvious advantage

SEABOARD WRECK.

Camden Man Among the Eighteen Passengers Hurt.

Raleigh, N. C., Nov. 3.—Eighteen people were injured when Seaboard Air Line passenger train No. 43, New York to Jacksonville, was derailed last night at Merry Oaks, 20 miles west of this city. The injured, most of whom were only slightly, are:

Mrs. H. L. Bruster, Rochester, N. Y.; Miss Sarah Long, Syracuse, N. Y.; Frank Strouner, Brockton, N. Y.; Miss N. Doyle, Quincy, Mass.; R. G. Simpson, Pittston, Pa.; Nathan S. Kauffman, Baltimore; H. L. Roswell, mail clerk; G. T. Cashwell, express messenger, and L. R. Tindall, Washington, D. C.; W. H. Pearce, Camden, S. C.; Mrs. G. W. Murray and Mrs. R. W. Thompson, St. Petersburg, Fla.; W. G. Thwait and J. H. Ryan, Richmond, Va.; Miss Marie Cochran, H. W. White, and Dr. F. C. Hoke and wife, address unknown.

PICKPOCKET PINCHED.

Tried to Rob Aged Sumter Man at Fair in Columbia.

The first arrest on the charge of being a pickpocket took place Wednesday afternoon in Columbia. Henry Jackson, a young white man, is in the police station, following a sensational flight from the transfer station to the block south of the Statehouse, where he was overtaken by Policeman Newton. Jackson and an elderly man from Sumter, Mr. A. F. Floyd, were fellow passengers on a street car from the fair grounds. When the car had reached Main and Gervais streets, Jackson attempted to remove from the visitor's pocket a wallet containing more than \$100. He was caught in the act as the old man's cries attracted the attention of several other passengers.

Delivers Address.

The D. A. R.'s are in session at Chester this week. The address of Tuesday evening was delivered by Hon. M. L. Smith, of Camden, and in speaking of it the Chester correspondent of the Columbia State speaks of it as "a gem, dealing in Revolutionary reminiscences, couched in elegant language and delivered in superb style."

of keeping the road smooth and shedding off the water, a road drag has the advantage, where properly used, of covering up the ruts so that a mule or horse is as liable to go in one place as another, and therefore all portions of the roads are travelled and packed alike. It frequently it keeps down the grass and bushes at the edges so that a driver, if he has to turn out, can see where the edge of the road is.

A road drag should be made light and should only move a small amount of dirt after each rain.

The drag should not be drawn at right angles to the road except to cut down the crown.

An experienced man can cut the surface of the road as he wishes by moving his weight from one point to another.

Let the edge of the drag extend over the gutter.

The drag is useless in sand beds and on macadam.

Where ditches are necessary they must be kept clean and the sand thrown away from the road.

A road drag keeps the road smooth and if properly used the road will shed the water.

The mules on a properly dragged road travel all over it and pack the whole surface.

It prevents the bushes and grass from growing on the sides.



FAMOUS AMERICAN INDIANS ALBERT PATSON TERPINE TECUMSEH.

The braves of the Creek Nation—5,000 Indians in all—sat in solemn council. They were lined up on the sides of a huge square. Colonel Hawkins, the Indian commissioner, was about to harangue them. As Hawkins rose to speak, he halted, dumfounded at a strange sight.

Into the hollow square stalked a tall Indian. His face was painted jet black, streaked with queer daubs of white. His half-naked body was as black and hideous as his face. Upon his head waved a forest of eagle plumes. Behind his back dangled the tail of a newly-slain buffalo. Like some nightmare ghost the weirdly-arrayed Indian strode into the square. At his heels were thirty other savages in like disguise. Around the open square they marched in utter silence, their leader halting now and then, to exchange mystic "peace signs" with the more prominent of the Creek chiefs.

Then the odd procession vanished. No word had been spoken. Yet the Creeks, who had come to the conference prepared to join forces with the United States, suddenly changed their minds. Hawkins' most eloquent pleas fell upon deaf ears. Nor could the commissioner understand what had befallen. He asked the name of the black-painted leader who had thus boldly broken in upon a solemn council. The half-awed reply of the Creeks was:

"Tecumseh!"

Man Who Hated Progress.

Tecumseh was bravest and wisest of the Shawnee chiefs. He was born near Springfield, O., in 1768. When he was a young man he won fame in the campaign against General Wayne's Yankee troops. From boyhood he hated the United States. Nor could Gen. W. H. Harrison, the local Indian agent, soften his hatred. He repudiated all land treaties made with the whites, and in 1808 hit upon a scheme which threatened to check westward progress. He planned to combine all the warring western tribes and to form them into a mighty federation whose object was to destroy the white men. Tecumseh was helped by his brother, "the Prophet," who accomplished a series of neat, hand-made miracles that made a tremendous impression on the natives.

The great plan failed, through the loss of the battle of Tippecanoe (at which Tecumseh was not present), and the baffled leader shifted to the far south. There he sought to stir up the tribes against the government and to make them allies of the British. For the War of 1812 was at hand. Like a firebrand, he swept through the south. Almost everywhere his fierce eloquence drew the Indians to his standard. In alarm, the government tried to check this uprising. Hawkins was sent to urge the Creeks to stand firm in their allegiance to Uncle Sam. But Tecumseh was too clever for him. By marching into the council square and by the use of certain sacred Indian rites he quite spoiled the effect of Hawkins' speech.

Then Tecumseh made a fervent appeal to the Creeks to cast off the white men, to give up farming and to turn back to their old wild life of hunting and fighting. He said he bore that message from the Great Spirit, who also ordered them to side with the British. One Creek chief, "Big Warrior" by name, doubted this and demanded proof.

"I will give you proof!" shouted Tecumseh. "When the hour for the uprising comes you shall see my arm stretched like pale fire across the heavens. I go now to Detroit. When I arrive there I shall stamp my foot, and every house in your village shall fall to the ground." This was in the autumn of 1812. In December of that year a comet stretched across the skies, and an earthquake overturned the Creek village. This was proof enough for the Creeks that Tecumseh was inspired.

A Mysterious Disappearance. Meantime Tecumseh took the field with the British in the War of 1812. He was made a brigadier-general, and at the head of thousands of native warriors along the Canadian border did mighty deeds against the United States. Says one British historian: "But for the red men led by the brave Tecumseh it is probable we should not now have Canada."

At the siege of Fort Meigs Tecumseh was foremost in the attack. He saved all the American prisoners there from torture. For, although he hated every white man, he would never permit a captive to be tortured or burned. Just before the famous battle of the Thames Tecumseh laid aside his gorgeous uniform and sword and donned his simple hunting dress. When he was asked why he did this he answered simply and fearlessly:

"This day I shall die."

Nor after the battle could any trace of him be found. It was claimed—but not proven—that Col. Richard Johnson killed him. But his body was not discovered on the field. Superstitious natives believed he was miraculously spirited away to the happy hunting grounds. His exact fate is still a mystery. General Harrison wrote praising Tecumseh's genius for war and statecraft, and added that but for the westward march of the white men he might have been "founder of an empire that would have rivalled in glory those of Mexico and Peru."

CHESTERFIELD LAD

Held by Cooper for Killing His Father.

Chesterfield Advertiser.

Mr G. W. Whitaker, who lived down near Evans Mill, and who unfortunately had his hand blown off by a dynamite cartridge some months ago, fell from his wagon on his way home a few days ago from Cheraw and seriously hurt himself. Dr. Perry was called in a day or two after his fall and attended to him, treating his bruises. Dr. Perry noticed what appeared to be a small cut on his side, but Mr. Whitaker told him that it gave him no trouble. In a day or two Mr. Whitaker died and upon dressing him for burial it was thought that this cut was made by a knife and that he was probably cut by some one. The coroner was summoned and upon examination testimony was adduced showing that he was cut by his son, who is about 14 years old, and the boy afterwards confessed that he cut his father, acting in self-defense. He was arrested and is now in jail.

LYING IS JUSTIFIABLE

So Declares Columbus, Ind., Bible Class at Baptist Church.

Columbus, Ind.—The men's Bible class of the First Baptist church here had a hard nut to crack when the topic for discussion was, "Is a Lie Ever Justifiable?" The class divided on the question, some of the members holding that no person is ever justifiable in telling anything save the truth.

The majority of the class members, however, agreed that physicians are justified in misrepresenting the physical condition of their patients where the truth might cause a shock that would prove fatal.

Rev. F. L. Hardy, pastor of the church and teacher of the class, related that his mother came near dying recently and his physician advised him to cable for his sister, who is a teacher in Honolulu.

When Mrs. Hardy heard that her daughter was coming she asked the minister if he had sent her a cable. The minister said he did not lie outright, but he admitted that he evaded the question in such a manner that he might as well have lied in a straightforward manner. He said he feared to tell his mother he had cabled for her, for she was so ill would make her worse. The class agreed that the action of the minister in failing to tell the truth was justified.

For Sale.

125 acres, 10 miles east of Camden, 35 acres cleared and balanced in timber land. Two dwellings and two barns. For terms apply to J. F. Nunnery, route 5, Camden, S. C.



THE SIGN OF A GOOD WAGON

TENNESSEE

THE PROOF OF THE UNEQUALLED QUALITY OF THE TENNESSEE WAGON IS IN ITS WEIGHT

EVERYBODY KNOWS the better the quality of timber, the more it weighs. Some of the greater weight of the "TENNESSEE" wagon is in its ironing, but most of it is in the better quality of timber used in building it. Notwithstanding "TENNESSEE" wagons weigh more, size for size, than other wagons—

THEY ARE EASIER RUNNING than any other wagons as proven by the testimony of hundreds of thousands of users who are putting them to the test every day and who write the manufacturers of them such letters as the one below.

"TENNESSEE" WAGONS are not only made of better timber and better ironed, but they are more handsomely and dextrally painted than any other wagons.

HUNDREDS OF THOUSANDS OF THEM in use every day rendering perfect service, proclaim their quality and value louder than any words can express.

COME IN AND SEE THEM on our floor and you will be convinced that the "TENNESSEE" is the only wagon for you to buy.

READ THIS LETTER

Odesa, Mo. Kentucky Wagon Mfg. Co. Louisville, Ky. I have one of your "TENNESSEE" wagons that has been in actual service for 25 years, and is good for 30 more years. I paid \$1100 for new rims and 8 spokes is all the cost it has been in 26 years. This wagon made two round trips to Texas and back. R. J. RANKIN.

L. Schenk & Co., Camden, South Carolina.

FAIRFIELD FARMER

Is Fatally Wounded by Accidental Discharge of Weapon.

Enzmunger Isenhower, a young man of the Wateree section of Fairfield, was fatally wounded last Friday afternoon by a bullet from his pistol, which was discharged while he was stepping from his buggy.

The particulars of the accident could not be learned, but the news reached Winstboro from his home, which is six miles from Winstboro, that Isenhower had been shot and that the ball had entered his abdomen. Two physicians were summoned and they gave all the medical aid possible, but their efforts were unavailing and Isenhower died two hours after the accident. Mr. Isenhower belonged to a family of thrifty and industrious men, and together with his brothers, was operating a successful farm in the Wateree section.

Fifty Young Men Wanted.

Fifty more young men are wanted to learn Telegraphy and accept positions as telegraph operators on the L. & N. Railroad. Address E. H. Roy, Supervisor, Nashville, Tenn.

MURDER IN NEWBERRY

Aged Merchant Done to Death on Saturday Night.

Newberry, S. C., Nov. 5.—A horrible murder, committed some time during last night, was revealed at daylight this morning, when the dead body of Will S. Ruff, a white man about 60 years of age, was found on the floor in the little store room, which is a part of the house in which he lived, on the eastern outskirts of the city. A blow on the left side of the head with a blunt instrument had torn open the skull, and the head was lying in a pool of blood and brains. An old axe, standing against the fire place, with blood and hair on it, was evidently the instrument with which the dastardly deed was done, the injury being inflicted by the pole of the axe.

FINAL DISCHARGE.

Notice is hereby given that on Saturday, December 9, 1911, I will apply to the Judge of Probate of Kershaw County for a final discharge as Administratrix of the estate of James E. Hendrix, deceased. MARY F. HENDRIX, Administratrix. Nov. 9, 1911—Imo.

C. P. DuBose. John S. Lindsay.

C. P. DuBose & Co.

FIRE INSURANCE

We represent several of the strongest old line Fire Insurance Companies and solicit a share of your business

If It's a Horse

Buggy, Wagon or Harness you need we are in a position to furnish your wants along this line. We do a Livery business also. Stylish and handsome turnouts can be had at our Stables.

DeKalb Street, Camden, S. C. **W. W. KING**

"What You Find Beneath the Surface"

"Outside Appearance May Be Deceptive"

"THE MILBURN WAY"

The prime essential of a good wagon is Timber, and the prime essential of good wagon timber is Correct Seasoning.

The Milburn Wagon bears evidence on the surface of skillful workmanship and good material, culminating in a beautifully finished wagon, HOWEVER, you should have MORE conclusive EVIDENCE than this, you should KNOW of the painstaking selection of the MATERIAL of its scientific SEASONING and AGING, its careful TREATMENT before it goes to fulfill its proper place in a finished wagon.

It is SERVICE that COUNTS. SERVICE to the WAGON USER has proven the wisdom of the "MILBURN WAY" of SEASONING wagon timber.

Let us show you what you find "Beneath the Surface"

RHAME BROTHERS
CAMDEN, - S. C.