

FLAGLER'S WONDERFUL RAILROAD

ACROSS THE KEYS OF FLORIDA

By using the Florida keys as stepping stones a railroad is being built over the open sea from the mainland half way to Cuba. The railroad goes to sea from a point below Miami on the east shore and after crossing seventy-five miles of open water by bridge or viaduct, and traversing forty-two islands or keys, terminates at Key West.

It will soon be possible, says The New York Herald, to enjoy the speed and luxury of modern railroad travel practically out of sight of land. A great harbor is to be built at Key West, where trains may be run directly upon great floats which will carry them to Havana in unbroken packages. This direct connection with the mainland, with its saving of eighteen hours time in transportation, it is believed, will make Key West, with the opening of the Panama canal, one of the greatest seaports of the country.

Engineers of the new road from the first have been confronted by new and baffling problems. Much of the road being far out at sea, will be exposed to all the storms to which these tropical waters are subject. A wide swath must be cut through many of the islands, while others must be laboriously built up from below the sea level. Much of the land crossed consists of almost impenetrable swamp. Although a single track road, the cost of construction will probably exceed \$100,000 a mile, or about \$15,000,000 for 150 miles of construction. The idea of this ocean railroad originated with Henry M. Flagler, who will spare no expense in making it a success.

One of the most interesting parts of the work to the lay mind is the precautions taken to safeguard the exposed viaducts against the sea. The viaducts will be built of reinforced concrete, resting either on deep piling or solid rock. It has been found after careful examination that the maximum height of waves throughout these waters is twenty-five feet. The railroad will be kept at a level of more than thirty feet above high water. The highest waves known to this coast, therefore, could not break over the top of the viaduct. The engineers count upon comparatively smooth water because of the coral reefs which parallel the track practically throughout the entire distance. This natural barrier, although in many places below the level of the water, forms a break-water which turns back the roughest seas.

The longest of the viaducts over the open sea, that at Long Key, is nearly seven miles. There are at present twenty-five hundred men employed on this viaduct alone, working both day and night. This army of workers is comfortably housed in a camp at the western end of Long Key. The viaduct will consist of 186 arches and of these seventy are already complete.

Some idea of the proportions of this undertaking may be gained from the statement that this viaduct will use up 226,000 barrels of cement, 177,000 cubic yards of crushed rock, 106,000 cubic yards of sand, 612,000 lineal feet of piling, 5,700 tons of reinforcing rods and 2,600,000 feet of dressed lumber for arch forms.

Every possible precaution is being taken to anticipate the action of the wind and waves against this ocean-going railroad. The support of every one of the arches rests upon twenty-eight piles driven deep into the coraline limestone which forms the bed of the sea. After the pile drivers have passed to the next pier a great coffer dam is lowered from a catamaran into place around the piles. A long pipe is then used to lay concrete to a depth of three feet. As soon as this has hardened the water is pumped out and the pier forms are set in place around the piles, which have been cut down to low water level. A great barge containing the cement mixing machine is then towed into place loaded with cement and crushed rock. The steel reinforcing rods are put in place and the cement is poured in. It is allowed to stand for three weeks before the frame is removed. When completed the viaduct consists of a thick shell of cement which is in turn filled with earth and crushed rock to the track level. The water varies in depth from thirteen to twenty feet.

The tide under normal conditions flows at the rate of four miles an hour. The 156 miles of constructive work between Miami and Key West presents practically every problem known to the railroad engineer. The construction on the main land from Miami, a distance of twenty-nine miles, presents no unusual difficulties. Beyond this the road passes through a heavy mangrove swamp, a distance of nineteen miles. Throughout the swamp there is not sufficient water to float the dredges and not enough materials within reach to allow wheelbarrow work. It was found necessary to dredge two large channels to accommodate them. The two dredges then made their way through the swamp, digging their own channels as they went along and using the material thus dug for the railroad embankment. Two other dredges were started meanwhile from the opposite end of the swamp in the opposite direction.

Between the mainland and the nearest of the coral keys or stepping stones there stretches a salt water marsh, which defies all efforts at building a permanent roadbed. The only way to cross this morass was by building trestles and bridges. All these difficulties had to be overcome before the real problem of the road—the building of the viaduct on the high seas—could be reached. From this point the keys or stepping stones extend in a generally southwesterly direction, forming a great crescent. The channels separating these islands vary from a few hundred feet to seven miles in width. In the face of so many disadvantages of this route, at least one solid advantage should be mentioned. The islands along the route are formed of limestone coral, which may be readily excavated and which makes excellent ballast.

There are at present more than three thousand men employed on the work, although at times more than four thousand have been engaged at the same time. Much of the work is being rushed by night shifts working with the aid of arc lamps and searchlights. It has been found necessary to especially construct for the work more than \$500,000 worth of special machinery. The work at sea, which must often be carried on miles from land, demands the use of a considerable flotilla of boats of various types. There are now engaged on the work nine stern wheel boats, three tugs and one hundred barges and lighters, twenty-eight launches and upward of fifty pile drivers, concrete mixing plants, derricks, pump barges and dredges.

The difficulties encountered in this unusual construction seem to be endless. At the very outset of the work it was found necessary to provide an inland or protected route for the vessels of lighter draught used in the construction off shore. Months of the most laborious work were required to complete it before the actual work could be commenced. The water used in mixing cement and for ordinary purposes again must be transported in tanks for a hundred miles as well as the fuel and supplies. The attempt was once made to shorten this trip by bringing it from Manatee creek, a point fifty miles nearer than Miami. A water station was established. A few days later, however, a northwest wind blew the water out of the bay so that it was impossible for boats to get within two miles of the station. A few weeks later a southeast wind piled the water up in the bay in such volume as to flood the wells and drive them out again.

Just before leaving the mainland, the line of the road was obliged to cross a complicated junction of three creeks which presented a formidable barrier. At great expense two of these creeks were dammed and their course changed so that a single bridge sufficed.

Another curious problem was encountered on one of these keys, a wide lake which the preliminary survey had not considered a serious obstacle. The lake was half a mile wide and six feet deep, and had a bed of peat which made it absolutely impossible to procure a firm foundation for the tracks. After much trouble the peat was removed and the lake filled in with rock.

The longest stretch of tracks on any of the keys is sixteen miles. When the track is not passing over the open sea it traverses a high embankment which commands a beautiful view of the surrounding land and sea. For long stretches the tracks are shaded by waving cocoanut palm, which, with the dazzling white of the coral, makes an enchanting scene.

The new road will make Key West for all practical purposes a part of the mainland. The distance from Key West to Havana is only ninety miles, a distance which even the freighters will cover in four hours. The passengers and freight cars will be transferred to great ocean ferries holding thirty cars to make the trip. The position of Key West, being directly on the line of travel on the way to Panama, has obvious great natural advantages. The railroad to Key West is the last link at the South of the great through service along the Atlantic coast. The completion of the great bridge at New York over Hell Gate which is to connect the Pennsylvania with the New England railroads will complete an unbroken line of railroad communication between New England and the southernmost city of the United States.

The island city of Key West is meanwhile building a great harbor worthy of its future. About 170 acres of the shallow water adjacent to the city is being bulk-headed and filled in with immense dredges. This newly acquired land will be used for yards, stations and wharves. The new wharves will be 800 feet in length and 100 feet wide, with basins 200 feet in width and with a depth of from twenty to forty feet. This improvement alone will make room for docking over forty vessels with an average length of 400 feet. It is believed that the Florida east coast extension will be completed to Key West within two years.

Let hunters remember that they have no rights to go on the lands of others, whether posted or not. Authority must be secured from the owner of the premises before hunting or he will be liable to indictment for trespass.

Mr. S. R. Mellichamp, who is now superintendent of education of Orangeburg county, seems to have a severe attack of the office holding itch, and will run for State superintendent of education next year.

Jean Richepin's Career.

The story of how he came to adopt a literary career is sufficiently picturesque. For some time he had picked up a precarious livelihood by doing "odd jobs," including such prosaic occupations as that of bootblack and casual porter on the Quai Marseilles. One day he was engaged by a gentleman to carry to the railway station a heavy trunk. Arrived at the station, there was an instant mutual recognition. They were old college chums. "What are you doing here?" asked his friend. "Carrying your trunk, I believe," said Jean. "Why do you do this?" "Because I must." "Where do you live?" "Come and see," replied Richepin.

The future dramatist took his friend to his dwelling—a miserable room in an attic in the poorest quarter of the town. Upon the table lay scattered heaps of manuscripts—Jean's incursions in the realms of poetry when the more prosaic duties of the day were over. Looking through them, his friend was astounded at their quality. "Why do you carry trunks and blacken boots when you can do work like this?" he asked. Richepin had never given the matter a thought. He had never deemed these products of idle hours worthy of publication. Published they were, however, in a very few weeks and created an immense sensation. From that moment Jean Richepin never looked back.—Westminster Gazette.

Kangaroos Saved a Rothschild.

Walter Rothschild, the richest bachelor in England, had a close call with matrimony when he was a young man. A designing mamma had managed to get the heir to the Rothschild millions interested in her daughter, and the daughter did all she could to lead the interest up to the point of a marriage proposal.

One night at a watering place, after Rothschild had retired to his room, he heard voices under his window which he recognized as those of the young lady and her mamma.

"Has he proposed yet?" asked the old woman.

"Not yet," answered the daughter, "but I'll have him hooked before long if only I can endure his conversation. Tonight he bored me almost to death talking about his kangaroos."

"I am sorry," said Rothschild, putting his head out of the window, "to have bored you with tales of my animals. Forgive me. I shall never do so again." And he never did.—London Echo.

The Name Saratoga.

The original name of Saratoga was "Serachtague." About the middle of the eighteenth century it was "Saraghtoge." During the administration of Governor Leisler it was "Sarachtoge." Isn't this quaint—from 1689:

Upon ye news yt three People should be kild at Bartel Vromans at Sarachtoge by ye Indians.

Resolved by ye Convention yt Lief Jochim Staets forthwith goe with ten men to Sarachtoge to see how ye matter is, & bring us an account with ye first, & yt he Cito send a Post hither with ye tidings.

Spelling reformers would be delighted with "kild." And "ye" is shorter than "the," and "yt" is shorter than "that." "Goe" is expansive, but "forthwith" for "forthwith" is a contraction. Schoolcraft thinks that Saratoga is derived from the Indian words "Assarat"—sparkling, and "oga"—place.—New York Press.

Dr. Mabie and the Liveryman.

A literary pilgrim, says the Saturday Evening Post, once made his way to Summit, N. J., to pay his respects to Hamilton Wright Mabie. At the station he asked the liveryman who had been in service there for thirty years:

"Can you tell me where Dr. Mabie lives?"

"Never heard of him," replied the liveryman. "I mean Hamilton Wright Mabie."

"Shucks!" responded the driver. "He ain't a doctor. He's a reporter for a newspaper."

When told of this incident Mr. Mabie put the seal on it by saying: "And just to think that I subscribed for a wooden leg for that liveryman!"

Lord Young's Wit.

Looking across the table of a public dinner at the overabundant and fishy eyes of his neighbor opposite, Lord Young, who was a famous lawyer, inquired who the owner of the vinous countenance might be and was told he was the president of a water trust. "Aye," said Lord Young. "Well, he looks like a man that could be trusted with any amount of water!"

Some one told Lord Young that the house of lords had on appeal affirmed a decision of his. "It may be right, after all," was his lordship's reply.

The Right Idea.

"How do you define the phrase 'as black as your hat?'" a father asked his son as the latter had just used the expression.

"Well," replied the youth, "I should define it as darkness that might be felt."—Cassell's Journal.

The Clock and the Watch.


"What pleased me most," said the man who had been abroad, "was the wonderful clock at Strassburg."

"Oh, how I should like to see it!" replied the ignorant youth. "And did you see the watch on the Rhine too?"

At the Foot End.

"Alas, I am at my wit's end," exclaimed the monarch as he was unexpectedly kicked by the court jester.—Bohemian.

It is a beautiful necessity of our nature to love something.—Jerrold.



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A large line of Heavy Shoes.
A well selected line of Children's Shoes.

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A SWELL BOOT that individualises its wearer as being exclusive.

Texas Negroes Demand Rights.

HOUSTON, TEX., Nov. 4.—Declaring that they have "grown tired of being considered as pawns in the great game of party politics," representative negroes from all over Texas are gathering in Houston today to consider ways and means of securing what they consider their "rights" from the Republican party leaders of the state. The call for the meeting, which will be formally attended at noon tomorrow, was issued by the officials of the Afro-American League of Texas. Delegates have been appointed from nearly all the centers of colored population. In the call it is announced that "the practice of our white Republican brethren in getting together, holding star chamber sessions, selecting candidates, and deciding questions and then looking to the negroes to furnish the votes, will no longer be submitted to."

Governor Ansel has issued a proclamation setting apart Thursday, the 28th, as Thanksgiving Day.

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- HAMS! Did you ever stop to think that you could get the best ham on the market at Moyer's. Well, it's true anyway. If you will only try one of them you won't have any other. Capital City and Peabody, per pound only 18c
- Gold Band Brand Hams, something nice, per pound only 13c
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Phone for one of them with your next order. :: :: :: ::

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On the Corner Phone 41

Our New York Letter.

That the planet Mars is inhabited, there is no longer doubt. Professor Todd, of Amherst college, has taken recently nearly 7000 negatives, using the most modern photographic equipments. The professor was engaged by Professor Lowell and the expedition sent some months back to the lower part of South America to make the observation. With the photographs a new map of the planet is to be made.

The usual distance from the earth to Mars is 60,000,000 miles; every fifteen years it comes within 38,000,000 miles and it is at these periods the observations are always taken. What is apparently great canals, the work of man, were discovered in 1877, just 30 years ago. The canals really exist for the camera clearly showed them in the recent observations. It is estimated almost to a certainty that there are two of these canals, varying in width from three to twenty-five miles and they are 2500 miles long. There are no clouds visible, and therefore it is deduced that rain does not fall there. It is therefore thought the great canals are used to convey water for irrigation and other uses. The facts of canals causing the concession that inhabitants are there.

Whatever that race is it must be a hardy one and of the highest order of intelligence. It is customary to regard the men of this earth as representing the top of the scale of creation. But may there not be another race in some other world better endowed and more intelligent than the human beings on this planet? Man is so full of conceit that he may not care to believe this, but for all that it may be possible. On Mars there is evidently life, and intelligent life.

On account of the attraction of gravity being less than it is on this world the men of Mars are probably taller than are the inhabitants of this planet. The atmosphere of Mars is certainly more rarified than is ours and, naturally the inhabitants would have deeper and broader chests. The surface of Mars it is believed must naturally be a desert.

Prof. Todd does not believe that the so called signalings from Mars were anything more than reflections from snow and ice caused by the rays of the sun. His photographs of the planet are being carefully prepared and in three or four months they will be made into a complete map of Mars. He brought back with him seven tons of apparatus, supplies and negatives.

H. W. FINLAYSON,
450 Broadway, New York.

Mrs. Jas. E. Salley and Miss Jessie Huey spent last Saturday and Sunday in Orangeburg.

NOTICE TO CREDITORS.

All persons holding claims against the estate of Anna E. Guess, deceased, will file their claims, duly attested, with the undersigned, qualified executor, and all persons indebted to the estate will make payment to the said executor.

G. W. GOOLSBY,
October 11th, 1907. Executor.

TAX NOTICE.

The county treasurer's office will be open for the collection of State, county, school and all other taxes from the 15th day of October, 1907, until the 15th day of March, 1908, inclusive.

From the 1st day of January, 1908, until the 31st day of January, 1908, a penalty of 1 per cent. will be added to all unpaid taxes. From the first day of February, 1908, until the 28th day of February, 1908, a penalty of 2 per cent. will be added to all unpaid taxes. From the 1st day of March, 1908, until the 15th day of March, 1908, a penalty of 5 per cent. will be added to all unpaid taxes.

The following is the levy:
For State purposes, 5 mills.
For county purposes, 3 mills.
Constitutional school tax, 3 mills.
Total, 10 1/2 mills.

SPECIAL SCHOOL LEVIES.

- Bamberg, No. 14, 4 1/2 mills.
- Denmark, No. 21, 6 mills.
- Olar, No. 8, 4 mills.
- Lees, No. 23, 4 mills.
- Midway, No. 2, 2 mills.
- Cuffie Creek, No. 17, 2 mills.
- Colston, No. 18, 2 mills.
- Ehrhardt, No. 22, 2 mills.
- Oak Grove, No. 20, 2 mills.
- Govan, No. 11, 3 mills.
- Binnaker's, No. 12, 3 mills.
- Hopewell, No. 1, 3 mills.
- Clear Pond, No. 19, 2 mills.
- Hunter's Chapel, No. 16, 1 mill.
- Hampton, No. 3, 2 mills.
- Heyward, No. 24, 2 mills.

All male persons between the ages of twenty-one and sixty years, except Confederate soldiers and sailors, who are exempt at fifty years of age, are liable to a poll tax of .60 dollar.

Capitation dog tax, 50 cents.
I will receive the road commutation tax (\$2.00) from October 15th, 1907, until March 1st, 1908.

All male persons who were 21 years of age on or before the 1st day of January, 1907, are liable to \$1.00 poll tax. Those who have not made returns to the auditor will do so on or before 1st day of January, 1908.

JNO. F. FOLK,
Treasurer Bamberg County,
Bamberg, S. C., September 25th, 1907.

DR. G. F. HAIR

Dental Surgeon - - - Bamberg, S. C.
In office every day in the week. Graduate of Baltimore College of Dental Surgery, class 1892. Member S. C. Dental Association. Office in old bank building

BAMBERG GUARDS

REGULAR MEETING
EVERY THURSDAY 8:30 P M