

The Horry Herald.

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CONWAY, S. C., THURSDAY, OCTOBER 20, 1921.

NO. 27

DOCKET FACING LOCAL LAWYERS

Cannot Be Disposed Of As Planned During One Short Week.

REMEDY NEEDED, CLEARING COURTS

County Court Having Jurisdiction to Amount of Five Hundred Suggested.

Our issue of last week carried a long roster of civil suits listed by the attorneys of this bar for trial, beginning on October 24.

There is no one who will seriously contend that more than about one-tenth of these cases will be tried during the one week of court. It will be impossible. Citizens who read the long list in last week's issue will realize that there is a need of longer terms of court, or some relief in some way so that parties who have meritorious cases pending can get them tried and disposed of at sometime.

It is true that during the time of the World War attorneys were busy in filling out questionnaires and in other forms of war work parties to cases were also otherwise interested. This caused a number of old cases to remain on the docket longer than they otherwise would, but this is not all. Population has increased. The relations of men to each other have multiplied. Business interests have expanded. Large tracts of land have been cut up into small lots and owners have multiplied, and this means that litigation has greatly increased and lawyers increased. There is no use in having cases filed in the court unless they can be tried. One idea for relief is a County Court with a competent attorney presiding as judge and let him have jurisdiction to the amount of \$500. In that way his court would take care of a number of cases that cannot be tried in the Magistrate's court. The way to get this extra court is to get after the members of the Legislature and let them know that Horry county needs it.

M'G BUCK WAS PROMINENT MAN

Funeral Was Held at Bucksville on Tuesday of Last Week.

(Marion Star.)

Mr. Wm. McG. Buck, of Mullins, prominent citizen and president of the Bank of Mullins, died at a hospital at Florence Sunday. Mr. Buck had been confined to the hospital for about a week and had undergone an operation for appendicitis, which was followed by a complication. For several days his life hung by a thread; he then rallied and Sunday morning he seemed to be almost convalescent, when suddenly he suffered a relapse and died during the day.

The body was taken to his home at Mullins. Tuesday the interment was made in the Buck burying plot at Bucksville, the Buck home.

Wm. McG. Buck was the son of the late Mrs. Desire McG. Buck of Marion. He was a brother of Mr. Henry Buck, Mrs. P. B. Hamer and Mrs. S. W. Norwood of Marion. For many years he has been a citizen of Mullins, where he was a leader in business circles and was one of the most highly respected citizens of the county.

Early in life Mr. Buck married Miss Leila Johnson, daughter of Chancellor Wm. D. Johnson, of Marion, who, with the following children, survive him: William Buck of Rowland, N. C., and Henry Buck of Boston, Mass.

TWO MAD DOGS KILLED LATELY

This is the wrong season of the year for dogs to go mad, but they seem to infest Conway, more or less, just the same.

Last Sunday Rural Policeman V. D. Johnson killed one that was found biting the bushes, fences and other objects with which he came in contact, and the policeman killed him before he could do worse damage. This was inside the town.

Several days ago the chief of police of Conway killed a mad dog upon upper Main street, after being sent for by some people who had seen the dog.

MAKES BOND.

A. B. Elliott who was lodged in the county jail one day last week, charged with a serious offense, succeeded in making bail by the middle of the week, and was out again. Luther Pink, who was indicted with him in the same warrant at last accounts was still in the jail.

PROGRAM BUCK CREEK UNION

Following is the program of the Buck Creek Union which is to convene with Pleasant Meadow Missionary Baptist church October 28 and 29:

Friday at 11 A. M.—Introductory sermon by appointee.

12 M.—Recess for 20 minutes.

12:20 P. M.—Union called to order by moderator. Letters from different churches read and miscellaneous business attended to.

Query No. 1—"How Can the Church Help the Pastor With His Problems?" by Dr. Ford.

Query No. 2—"How Are We to Harmonize?" 1 John 1:8 with 1 John 3:9, by H. G. Fowler.

Saturday at 9:30 A. M.—Devotional exercise.

Query No. 3—"How to Develop Our Young Church Members," by J. Walter Todd.

Query No. 4—"What Are the Best Methods to Finance the Kingdom?" by W. A. C. Caraldson.

Query No. 5—"What Are the Best Methods to Promote the Spiritual Interest of the Church?" by J. R. Carter.

WORKING BY DAILY TASKS

Convicts on Co. Chain Gang Finish Before Sunset Each Day.

FINE PROGRESS MADE ON THE NEW ROAD

Will Complete Good Road From Homewood to Bayboro by Jan. 1.

The convicts on the chain gang now going forward with the good road from Homewood toward Bayboro, do their work each day by the task of each man is laid out for him and he knows that when he gets this task done he will be done for the day. According to Mr. H. P. Little, who is in active charge of this work, the convicts come trooping in long before the sun goes down, having spent their time to good effect on the task.

Under this and some other good systems which are now in effect on this road building work, the road is rapidly stretching out and covering the distance between Homewood and Bayboro at a faster gait than would be expected.

By the first of January next the work is almost sure to be done on that end of the road, and thus will be completed a chain of good roads all the way through the county from Conway to the county line at Nichols, S. C. In some places it takes longer to finish the road than in others. This is owing, of course, to the nature of the soil over which the road bed passes. The soil where the hands are working now, and on to Bayboro, is about the average kind so far as we can find out, and the force will finish all this in the time above allotted for it.

As soon as this work has been done then the plans will have been finished for the work on the Southern end of the national highway beginning at Conway and ending with the big bridge that will be built across the Pee Dee and connect Horry and Georgetown together in a way such as was never done before. They expect to be at work on this end of it immediately after January 1st, 1922.

When the work on this southern end has been finished, there will no longer be the dangerous Bull Creek Islands to pass over. This terror for motorists will no longer exist and going to Georgetown will be as easy as it is now to get to Marion or Nichols. It is an improvement of which every citizen will be proud, and it will bring business to Conway that has been going elsewhere.

As stated in other articles in this paper, the location of this lower end has not yet been fixed as to the exact place where it will leave the town. The exact location will be decided very soon in readiness for the beginning of the work.

IS READY TO RUN RAILROADS

Washington.—The government is prepared to man and run the railroads if the nationwide strike set for October 30 ties up the country's transportation system.

This information was contained in an exclusive statement to Universal Service from a source close to the administration.

"The economic disaster that would be precipitated by such a crisis must be prevented by every power of the government," was the statement of this authority.

Congress, keenly alive to the dangers of the situation, is prepared to act immediately if the impending strike becomes a fact.

RAILROAD MEN WILL WALK OUT

Beginning in Chicago on October 30 Say Union Leaders.

UNLESS AVERTED IN SOME WAY

Country Will Have Biggest Walkout in History in Big Industry.

More than two million railway workers marked time awaiting the greatest strike call in history. Indications were that the "Big Four" brotherhoods, whose chiefs are gathered in Cleveland to map out the details will issue the order for the walkout Tuesday.

In a little more than a week from that date nearly every important carrier in the country will cease turning its wheels, crippling transportation and thrusting the nation to the brink of what may prove a countrywide calamity. Sunday, October 30 from every indication is the day to be set for the beginning of the great walkout.

At a special meeting to be held in Cleveland, the first to be held by the brotherhood chiefs since the breaking off of negotiations with the executives in Chicago, the plan of campaign will be carefully mapped. On the following day, it is believed, the strike call will go out.

Although the shop crafts and affiliated organizations do not expect to receive their strike orders until October 22, it is virtually conceded that the action of the "Big Four" will also strike the hour for them.

Leaders of these organizations, it is understood, practically assured big four men that they will join the walkout. Their men voted overwhelmingly to give them authority to call a strike when they see fit. The heads of the twelve unions will meet October 22 to take final action.

To Follow "Big Four." By that time developments will have gone far enough to decide the course. From what can be gathered here their plan is to follow the "Big Four."

With practically all the leaders out of town, the situation here is one of "tense calmness," like that calm that follows the first indications of a storm and precedes the storm itself.

Both sides are set for the struggle, but neither side knows what circumstances may arise to foil it. Some kind of government action—a conference called by President Harding, for instance—may delay and even prevent the battle, it was pointed out here.

In the meantime both the railroad executives and the union leaders are perfecting their plans for the fight. Transportation executives do not believe the walkout will tie up all traffic. They expect to keep some trains moving during the crisis.

The union men, on the other hand, believe they are powerful enough to stop every wheel if necessary.

Look for Short Strike. The workers, according to some of the subordinate officials of the unions, are looking for a short strike. They believe they will demonstrate both their determination and strength in a very few days.

While all the unions have strike plans prepared, these are subject to revision as circumstances arise. It is practically settled, according to some, that the battle will be directed against the pocketgroups, it is said, and the men will be called out one group at a time, with intervals of 48 hours between. These groups are not geographical, but according to ownership. Thus some of the roads in one part of the country will be involved in the first series of strikes, while other lines in the same territory will operate until other groups are hit. Whether the roads that are weakest or strongest financially will be hit first has books of the roads.

To Meet October 22. B. M. Jewel, president of the Railway Employees' Department of the American Federation of Labor said he is in possession of the strike plans of the "Big Four" which includes the four operating crafts which are trainmen, engineers, conductors and firemen. He would not reveal them, however. It was Mr. Jewel who said leaders of the federated unions will meet on October 22 to decide their final course. He said he believed they would be called out.

Strike works, so far as they have been worked out, it is said, are included in the sealed orders which division chairmen took with them to their respective headquarters when they left. These, however, are all subject to change on a flash from the board of strategy which will sit in Cleveland.

The handling of the mail trains may be permitted as a concession to the government though this provision, it is said, is not included in the tentative plans.

PATRONS ASK SCHOOL FACTS

How Many Attend From Outside and What Do They Pay.

WHAT IS THE CAUSE OF LACK OF ROOM

What is Difference in Rates Paid by Inside and Outside Pupils.

Recently some questions have been asked about the method of taking in pupils at the Burroughs High School, the shortage which existed in the funds available for the school, the necessity of more room for the classes, the building of a new school house, also the amount of term, or entrance fees paid by all pupils alike, no matter from what place they are entered.

It is well known that taxes in the town of Conway are abnormally high. There is a lot of tax money paid in every year, and there are citizens who are always wanting to know how this is spent. One reason for the high taxes is the levy for the schools, and when this has been added to the ordinary town expenses and other levies, and there is still added on the State and county levy, anyone can see that the burden of taxation within the town of Conway is heavy. If additional improvements are made to any of the public institutions it is going to make the taxes still higher.

Taking up the school matter again, however, where we left it above, this writer wants for publication, full and complete information as to the number of students now attending the Conway schools, from other school districts, so that we can judge how much the class numbers have been swelled by the addition of pupils from other school districts of the county. If Conway is carrying the burden of trying to educate as many as will come from other parts of the county, we want to publish in this paper, just what the number is that are now getting educational advantages at our graded school; further we want a full and complete statement of the amount of entrance and other school fees paid by the pupils from outside, with the rate charged per pupil and how often paid; also the amount paid by the pupils who live within district number 19 and attend this school which is theirs and the rate per pupil. We want to arrive at the amount of revenue that is coming in for school purposes in school district number 19, from the pupils attending from other school districts of this county.

We should state before going any further, that Conway wants these pupils from the outside, provided they can be taken care of at the school without neglecting either them or the district's own pupils, and provided those pupils from the outside are willing to pay what it is worth for such advantages. The condition may be such that it would be unfair and unreasonable to tax the residents of district number 19 any further for the purpose of building a new school house or making a costly addition to the old one, if this necessity results from taking in more pupils from the outside than the trustees should allow to come in. Then the other question is just as important. How much are the outsiders paying to maintain this school.

We wish to open the columns of the Herald to any patron, also to the trustees, also anybody else who is interested in this subject. The public wants light as is evident by the questions asked.

Is it right to increase the classes by taking in more and more pupils until it is impossible for a teacher to do justice by those placed in her charge? The training of the whole crowd is thus neglected from day to day and the students pass through and are said to be finished, when they are really as bad off for real training and education as they were when they started in. Then when the classes are over crowded, and more room is seen to be needed, is it right to go ahead and tax the people of the home district to make the added improvements without an adequate charge from those who have caused the necessity to arise?

We hope to have more in this paper on this subject.

BOARD OF PUBLIC WORKS

Mr. A. C. Thompson was re-elected as a member of the Board of Public Works in the special town election on October 11. Mr. L. H. Burroughs was elected a member of this board to succeed Mr. J. W. Little. The members of the board now stands: D. A. Spivey, chairman; L. H. Burroughs and A. C. Thompson. At the recent election Mr. Burroughs received 19 votes and Mr. Thompson 18.

HORRYITE WEDS IN MARLBORO

The many friends here of Mr. Thos. C. Allen will be interested to learn of his marriage to Miss Minnie McCune, now of McColl, but formerly of Porterdale, Ga.

The occasion was one of much interest, and took place October 6th at the residence of J. L. Alford at McColl, and being an occasion of almost a surprise, there was little time for preparation, but a few friends of the party arranged a tasteful decoration of the room, and the immediate attendants were Mr. Kelly M. Ray with Miss Lizzie Cannon; Mr. Bernie Rabon with Miss Pauline Murphy; Mr. George Mintz with Miss Rilla Ray; Mr. Fred G. Martin with Miss Roland Ray; Mr. Benjie Gerald with Miss Olga Alford. Last in line was the bride and groom, who marched to the front and were happily united in marriage by Mr. A. M. Bellamy.

Young Mr. Allen is the son of the late George Allen, of Horry county, and is to be congratulated upon winning the heart and hand of Miss McCune, who is a lady of much refinement and one who is highly esteemed by a wide circle of loyal friends. She is the daughter of Mr. and Mrs. Andrew McCune, now of this place, but formerly of Porterdale, Ga.

The young people have the best wishes of all their friends in McColl, and especially those of Mr. Allen in Horry county.

—One Present.

DEFINITE ORDERS BEING SENT OUT

Leaders Contend Only Miracle Can Stop Impending Strike.

Cleveland, Ohio. — With the announcement that the big five transportation chiefs will meet here Tuesday to discuss plans for carrying on the nationwide progressive railroad strike that has been set to begin at 6 a. m. Sunday, October 30, W. G. Lee, president of the Brotherhood of Railway Trainmen, declared that nothing but a miracle can prevent the strike from going into effect.

Mr. Lee has just returned from Chicago, where the five transportation organizations ordered the strike and at once began sending out official notices of the strike order to approximately 300 general chairmen of his organization who did not attend the Chicago conference. General chairmen of the four other organizations attended the conference and were given their orders there.

"Nothing but a miracle can stop this strike," said Mr. Lee. "Still there may be a savior in some place, but I am afraid not."

Mr. Lee explained that the strike order was final and definite, no provisions being made for a postponement of action.

Grand officers of the Brotherhood of Engineers are arriving here for a conference with Grand Chief Warren S. Stone, at which they will receive final instructions before departing for the districts over which they have supervision.

Mr. Stone, W. S. Carter, president of the Brotherhood of Foremen and Enginemen; L. E. Sheppard, president of the Order of Railway Conductors; and T. C. Cassen, president of the Switchmen's Union of North America, are expected to arrive to take part in Tuesday's conference.

Orders for calling off this strike in case a "satisfactory agreement" has been reached are contained in sealed code messages mailed to all general chairmen with the official strike orders which are not to be opened until receipt of a code telegram. If this code telegram and the sealed message are identical, the general chairmen will know the strike has been settled. All the code telegrams sent to the general chairmen are worded differently and the general chairmen in passing along similar instructions to local chairmen will use different codes also.

The purpose of using this code system, rather than the one general code word, it was said, was to prevent the brotherhoods from being imposed upon should the code word fall into improper hands, or otherwise.

HOMEMADE FLOOR OILS

One part boiled linseed oil thinned with three parts turpentine makes an excellent floor oil, the United States Department of Agriculture finds, while one part light motor or engine oil combined with four parts kerosene gives results similar to commercial kinds. The motor oil recommended must not be confused with the heavy, less highly refined kinds that contain dark sediment.

Department of Agriculture gives the loss of sweet potatoes from plant diseases in 1919 as 58,000,000 bushels. This is a tremendous loss when we think the country for this year produced only 105,405,000 bushels. It is not known what part of this loss was due to storage-rot, but it is safe to say, a large part.

MEMBERS MEET DURING WEEK

Will Divide Cost of Great Bridge Across the Pee Dee.

STRUCTURE ALMOST TWO MILES LONG

Location of Highway Still Undecided—Will Be Working Here by January 1.

The completion of the national highway through Horry county, across the Pee Dee River, connecting this county with Georgetown, calls for the construction of a costly bridge across that river just above Yawhanna Ferry, where there has been so much trouble to travellers in years gone by, and even at the present time until this new highway and bridge shall have been completed.

The plans for this bridge and the specifications are already complete and four estimates have been obtained by the county commissioners of the cost of the bridge completed ready for travel. The estimates run from a cost of \$206,000 to \$323,000, to use round numbers. As soon as the preliminary matters have been attended to the work will be let, of course, to the contractor or company who can quote the lowest figure for the work and yet is responsible so as to be able to back up the contract.

On Tuesday of this week the Horry county delegation in the Legislature, consisting of Messrs. W. A. Prince and G. Lloyd Ford, of the House of Representatives, and Jeremiah Smith, State Senator, from Horry county, went to Georgetown with Mr. H. P. Little of the Horry County Board for the purpose of conferring with the House members and State Senator from Georgetown on the subject of getting through an act at the approaching term of the General Assembly of this state, to divide up the cost of the construction of this wonderful bridge between the two counties. The exact plans made by the two delegations may not appear in this issue of the paper, but if not, will appear later.

This bridge construction will measure in length almost one and three-fourths miles, to be exact, it will be 1.65 miles in length over all. There will be two steel spans to go over the river stream. Two of the steel spans will be 200 feet in length and the third 180 feet in length. The balance of the bridge length will consist of trestle work in the swamps, which are about equally divided on the two sides of the Pee Dee River.

The exact location of the national highway as it leads away from Conway toward Georgetown has not yet been definitely fixed; but it will be located now in a short time by the county commissioners. They expect to be at work on it by January 1, 1922.

EAST WILL BE HIT IN 2ND GROUP

Atlantic Coast Line in List of Roads Named for Nov. 1 Walkout.

Chicago, Oct. 17. — The second group of railroads in the walkout of the big five brotherhoods will affect the east, it became known today. These roads include the New York, New Haven & Hartford and the Delaware & Hudson.

Like the first group, the walkout on the second division of roads will affect every section of the country, but hits the east hardest—a section of the country left practically untouched on the first day. The second group walkout will come at 6 a. m. local standard time, November 1.

The official list of roads in group two follows:

New York, New Haven & Hartford.

Delaware & Hudson.

Chicago & Eastern Illinois.

St. Louis & San Francisco (entire system).

Louisville & Nashville.

Nickel & Plate.

Eric Railway system.

Atchison, Topeka & Santa Fe (entire system.)

Atlantic Coast Line.

Buffalo, Rochester & Pittsburgh.

Delaware, Lackawanna & Western.

Lehigh Valley.

Nashville, Chattanooga & St. Louis.

Three of the remaining largest roads in the country are included in the third group, on which the strike is set for 6 a. m. local standard time, November 3. The entire Burlington system, the New York Central (lines east and west) and the entire system of the Baltimore & Ohio are among those which will feel the strike blow November 3. The balance of the third and the fourth groups include the remaining roads in the country.