

FIND BONES OF MAINE DEAD.

Further Progress Made in Exploration of Battleship Maine.

Havana, June 19.—With the first discovery this morning of some human fragments, the work of exploring the hull of the Maine for the primary purpose of recovering and giving honorable burial to the bodies of her crew was at last begun after many months of preliminary work. While workmen were clearing the spar deck between the after and engine room superstructure, they found several blackened bones. Further exploration in that portion of the ship did not reveal anything which might assist in the identification.

The water level had been lowered at nightfall to fourteen feet, leaving visible all the spar deck from the stern to the forepart of the engine room's upper structure on the port side. The latter deck is badly bulged and apparently the side of the ship under this, including the armor belt, was blown outward, which probably resulted in the explosion of the Maine after-mast.

Up to the present it has been impossible to identify that part of the keel which has been raised many feet of its original position. This can probably be determined only when the entire wreck is clear of water.

The engineers in charge of the work stated tonight that there was no cause of haste, and that the best plan was to thoroughly clean the exposed parts of the wreck before proceeding further with the lowering of the water line.

"The greatest difficulty will be in exploring the bow section," it was stated. "It is believed the greatest loss of life occurred in this portion of the Maine, and probably many weeks will elapse before a thorough examination is possible."

COL. BRYAN AT ORANGEBURG.

Orangeburg, June 23.—William Jennings Bryan arrived in the city this afternoon at 6 o'clock. From the station Col. Bryan was conveyed to the home of Mr. and Mrs. T. F. Brantley, whose guest he is while in this city.

Directly after Col. Bryan's arrival, the Orangeburg Bar and a few friends invited by the host, spent a social hour with him at the home of the latter, after which he repaired to the Academy of Music, where he delivered his lecture, the subject being "The Prince of Peace."

After the address, an opportunity was given the public to meet Col. Bryan, at the Court House, of which a large number of people took advantage. Col. Bryan leaves for Newberry at an early hour tomorrow morning.

Lectured at Manning.

Manning, June 20.—The Hon. William Jennings Bryan filled his appointment here today, delivering his famous lecture on "The Prince of Peace" to an audience that filled the large auditorium of the graded school, both main floor and gallery. A large proportion of the audience was composed of ladies and all were in full sympathy with the speaker from the outset. The assemblage comprised a goodly number from Sumter and Williamsburg counties, as well as all sections of Clarendon. Col. Bryan was introduced by Mayor A. C. Bradham very happily, bursts of applause greeting his allusion to the distinguished guest's fame that had gone throughout the civilized world. Col. Bryan was also heartily applauded during his preliminary remarks, when he made a number of witty allusions to the Republican party on account of its adoption of Democratic platform planks. He said the Democrats had adopted those planks because they believed they were right, and if they could not get to put them in practice they were glad for the Republicans to do so. Col. Bryan said that after engaging for a number of years in political discussions, it was a relief and a pleasure to discuss religious subjects, which tended to bring men together and harmonize them. As to the lecture proper, it has been heard and read of so generally that no synopsis will be attempted.

Col. Bryan lectured last night in Florence, and left there at an early hour this morning for Sumter, whence he came by automobile to Manning, in time to get an hour's rest before giving his lecture here. The banks and business houses were all closed during the time of the lecture, and at its close Col. Bryan left immediately by automobile for Sumter on his way to Orangeburg, where he is scheduled to lecture tonight. Many who heard the lecture were surprised, not to say disappointed, at the simple, conversational style of the speaker, who made no attempt at elocution or oratorical gymnastics.

There is one medicine that every family should be provided with and especially during the summer months; viz, Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed. It costs but a quarter. Can you afford to be without it? For sale by all dealers.

MAIL HANDLED IN MAY.

Amount of Business Done by Sumter Postoffice Gradually Increasing.

The total number of pieces of outgoing and incoming mail of all classes handled in the local postoffice during the month of May amounted to a total of 307,648. The number of pieces of outgoing mail of all classes was 127,631; of incoming mail the total number of pieces was 130,317.

During the month of May the postoffice department in order to get an estimate of the amount of work done in the postoffices throughout the country and the amount of work done in handling the mails passed an order that all postoffices should keep a detailed record of every piece of mail handled in the postoffice during that month. Nothing like this has ever before been done in such detailed way and the tabulation during the month amounted to a large amount of work; a great deal of which is not usually met with in the ordinary handling of mail.

The clerks in the local postoffice had to separate each kind of mail into its proper class, and these classes had to be divided up into still other classes, according to how they were sent and to what mail the pieces belonged. The number of handlings of each piece of mail had to be recorded and the pieces of each class and weights of all classes kept.

This task was not easy and was only accomplished after an immense amount of work, entailing the greatest accuracy in every detail of the work, as the postmaster has to sign a report and send it into the department certifying that the weights, number of pieces and other details are correct.

As this is the first time that the postoffice department has ever required a tabulated report of the work done in the office and a record kept of the amount of mail actually handled, it is impossible to give a percent of the increase of mail in the Sumter office, but Postmaster Shore stated that judging by the funds constantly taken in the office it was shown pretty conclusively that the office receipts and the amount of work done by the office was gradually increasing. It was impossible to say how fast the receipts of the office were increasing, but they were gradually doing so.

Some of the statistics secured for the month of May, which is a dull month in postoffice circles, by means of the tabulation are:

Outgoing mail handled on an average of four times; incoming mail handled from one to three times.

Outgoing mail, pieces of first class, 99,312; second class, 9,940; transient 783; free county mail 781; third class, 9,178; and 4,110; fourth class, 1,588; franked letters, 1,038; other franked matter 76; foreign letters 71; registered mail 693.

Incoming mail,—pieces handled, first class mail, 108,097; second class, newspapers, 34,899; magazines, 4,744; transient, 788; local delivery, 55; third class, 17,587; circulars, 9,323; fourth class, 2,150; congressional franked letters 44; other congressional franked matter, 54; other franked matter, 1,257; pieces not letters, 492; foreign letters, 89; foreign matter, 9; registered matter, 729.

A YOUNG TRAVELER.

A Cheraw Boy Starts Out to See the World.

Columbia, June 22.—Milton Thompson, aged eleven, was hauled forth from beneath a Pullman attached to a Seaboard southbound train last night by Policeman Boone and is being cared for by Mayor Gibbs. He is an orphan and has been working at a lathing machine in the Cheraw Box Company's plant at Cheraw. His imagination had been fired by detective stories and he started out to see the world. He has been paying, he says \$4 per week board to V. H. Kendall. Except for a brother, aged thirteen, he has no relatives. His father was a machinist, P. H. Thompson. He says he came here to get a better job.

PRACTICE AT RIFLE RANGE.

Tuesday afternoon a squad of the local militia company went out to the rifle range which has been recently completed to practice target shooting. The practice was carried on successfully, although no startling scores were made.

From now on it is probable that some of the members of the company will go out to the range every good afternoon to practice. Some of the members of the Light Infantry want to take in the practice in Charleston also and are anxious to learn as much as possible about target shooting here before they go to Charleston.

Whooping cough is not dangerous when the cough is kept loose and expectation easy by giving Chamberlain's Cough Remedy. It has been used in many epidemics of this disease with perfect success. For sale by all dealers.

THINKS DEAL WILL BE MADE.

C. and O. President on Possible Absorption of C., C. and O. Road.

Richmond, Va., June 20.—President Stevens, of the Chesapeake and Ohio, who was at his desk this morning for the first time since he made a trip over the Carolina, Clinchfield and Ohio last week, with Edwin Hawley and others interested in the proposed lease of that road by the Chesapeake and Ohio and Seaboard Air Line, expects to go to New York tomorrow to resume negotiations in connection with the deal. While reluctant to be quoted on the subject, Mr. Stevens thought that the deal would possibly be closed shortly. He will remain in New York for two days, according to his present plans.

The contract for the connecting link of forty miles, between Elkhorn, Ky., and Dante, Va., that will give the Chesapeake and Ohio a through line to Spartanburg, S. C., and the South Atlantic coast from the Great Lakes, will be let as soon as negotiations are closed. But it will take at least two years to build this link. It is estimated, owing to the rough mountainous country through which it runs. From Spartanburg, traffic arrangements to the coast will be by the Seaboard, perhaps to Columbia, S. C., over the Southern tracks, and thence to Charleston and Savannah.

Those who look ahead of the time, foresee in this deal a possible scheme of Hawley to eventually take over the Seaboard Air Line and make it an integral part of his already great system of railways and, in fact, it has been stated on seemingly reliable authority recently, that Hawley had his eye on the Seaboard. At any rate, the Seaboard and Chesapeake and Ohio are coming rather close together in their plans for the operation of the C., C. and O.

Thomas F. Ryan, generally regarded owner of the Seaboard, sailed for Europe a few days ago an ill man, and there are some who suspect that he will relinquish active participation in business at no distant date. This gives color to the report that he will retire from the Seaboard and give way to Hawley.

THE USE OF NITRATE OF SODA.

Clemson College Extension Work—Article XLV.

Nitrate of soda is the most available source of ammonia as it is entirely soluble. It does not have to undergo decomposition to become available as do the other sources of ammonia, but as soon as it reaches the moisture of the soil it is dissolved immediately and is at once available to the plant as food. Owing to the readiness with which it dissolves, it should be used with care as it is liable to be washed out of the soil by heavy rains.

Nitrate of soda should not be used with stable manure as denitrification is liable to take place and thus the nitrogen is lost, as it passes into the air as free nitrogen. The time to apply nitrate of soda to grain is in the early spring, from March 1st to March 15th, at the rate of 100 pounds per acre. It should be applied to cotton as a top dressing when the first squares are formed. Most farmers make the mistake of waiting too late to apply the nitrate of soda to the cotton and corn. It should be applied to corn when the corn is about waist high.

The yield of sweet potatoes can be enormously increased by applying 200 pounds after the vines have thoroughly covered the ground. Apply after a rain and after the dew has dried off. The amount that should be applied to cotton and corn varies with the fertility of the soil, the amount of other fertilizers used and the season. A wet year nitrate of soda should be applied in one or two applications and it is usually more profitable to use it a wet year than during a dry one. At the Experiment Station we have used as much as 200 pounds per acre on corn and cotton profitably. Nitrate of soda is an especially valuable fertilizer to gardeners and truck farmers. It produces a rapid, healthy growth in vegetables.

The use of nitrate of soda as a side dressing produces a darker green foliage in plants and somewhat retards their maturity. If, however, it is used in the early growth of the plant, it may hasten maturity. It should be used largely as a side application and other sources of ammonia should be used at time of planting.

J. N. Harper, Director, S. C. Experiment Station.

A Leading California Druggist.

Pasadena, Cal., March 9, 1911. Foley and Co., Gentlemen:—We have sold and recommended Foley's Honey and Tar Compound for years. We believe it to be one of the most efficient expectorants on the market. Containing no opiates or narcotics it can be given freely to children. Enough of the remedy can be taken to relieve a cold, as it has no nauseating results, and does not interfere with digestion. Yours very truly, C. H. Ward Drug Co., C. L. Parsons, Sec'y and Treas. Get the original Foley's Honey and Tar Compound in the yellow package. W. W. Sibert.

GOOD ROADS NOTES.

The First Sand Clay Road.

By Mr. I. E. Watson, Florence, S. C.

I claim the unique honor of being the first man in South Carolina, and, I believe, the first man in the world to build a sand-clay road, for which service I was indicted in the criminal court, tried and convicted. The people whom it served in Marion county, S. C., twenty years ago, did not think highly of my road and were slow to accept it. Today Marion county has bonded itself for \$100,000 to build sand-clay roads. The United States government is sending its experts all over the nation, teaching the people how to build cheap sand-clay roads. The method is destined to prevail all over the country. It was only ten years ago that the government got on to the advantages of the earth road and at that time the leading road authorities of the country gave it as their opinion that work on earth roads was worthless and was money thrown away. All that is changed. But, to my experiences as a pioneer:

More than twenty years ago I built the first sand-clay road in Marion county, S. C. It was called sand-clay because I dugged up the clay and hauled sand to build the first road of this kind in the county. The road was built on a very boggy place which was almost impassable. It was kept just barely passable by digging long ditches on each side of the road and carrying off the water. These ditches, owing to the lay of the land, had to be very long, emptying into a creek a considerable distance away. The road was then corduroyed with rails, poles and puncheons, with turf, mud and whatever could be found packed in between. It was noted as the worst piece of road in Marion county, hardest to keep up and most unsatisfactory all round. In the campaign before the election I had stated on every stump in the county that I could build a good sand-clay road wherever I could get a good quality of sand and clay. I had discovered the method myself and felt sure that it would work anywhere, because it was sound in principle.

The election came off and I won. This particularly bad stretch of road was selected for the trial of the sand-clay method, and a worse subject for treatment could not have been found in the world. It was considered an "impassable" place and there was much open scoffing and skepticism. I tackled this road, however, confident that I would win out and began by pulling out all of the poles, rails, puncheons and other corduroy material. Then, by throwing up clay from the sides of the road I got the road in shape, properly crowned, and began hauling sand to put over the clay. I worked it in and then hauled still more, thus raising the road high in the middle. The foundation, owing to the boggy condition of the locality, was a wet, spring clay. When the first rain came trouble came right along with it, and worlds of it. My road from one end to the other became a perfect mortar bed. The road had been well nigh impassable before and it was completely so now.

Then came the indictment. The citizens who had the misfortune to be compelled to travel that road were up in arms. A more indignant set of good people never appealed the courts of South Carolina for redress. The grand jury met and returned a true bill against me, charging that by improper methods of road building that I had destroyed one of the public highways of the county, "against the peace and dignity of the State and the statute therein made and provided." My case came on and everything went against me. The judgment of the court was that I must put the road back like it was before and it was so ordered. In the opinion of the court, it was best to choose the lesser of two evils. The old road was bad and the new one was much worse. Another feature of the judgment of the court was that I should put the road back as I found it at my own expense.

But, I never did a thing to that road. Fair weather came and it dried off and was in fine condition. There has been no necessity to do anything to it since and I have a photograph of it now showing it to be in fine condition after twenty years of continuous service. Just before another court came round the people petitioned the court to not have the road I had built changed and to allow me to make another demonstration of the same kind. In their petition they stated that the road was in better shape than it had ever been before. The judge in granting the petition, said that I was the first man to be brought before him for working the road, though many had been brought before him for not working the road and he said that I should certainly be allowed to build other roads of the same kind.

Understand, that I did not pitch in and do this road building along such new and radical lines off-hand. It had all been carefully planned and worked out and I had experimented carefully for years. I knew what I was about and even when things

seemed to be breaking against me, I never lost faith in the method. I first noticed the effects of combining sand and clay in building a mill dam and I followed it up until I was certain that the system would make good in road building. I had no precedents to guide me and every road-building authority in the land was against me and I had to strike out alone.

It may well be believed that the system created a commotion in Marion county. The event will go down in history as one of the liveliest periods of the country's history. Friends, relatives, members of the same family, societies and churches were divided on the question. Some thought that I was crazy and said so openly. Others said that I was born fifty years ahead of my time and a few others thought my system practical and the thing to adopt. The fight was long and harassing. I left the county and the report got out that I had been run out of the county because of my heretical road views. Since that time, however, the value of the sand-clay road being fully demonstrated, my friends in Marion county have insisted on my coming back to the county about every four years to do other demonstration work, until Marion county now leads the State in road building and a bond issue of \$100,000 has been voted to continue the building of sand-clay roads, the roads that I wanted to build for them twenty years ago.

Since I did this pioneer work the United States government has sent out to every section of the civilized world experts to learn the secrets of road building employed by the oldest and wisest countries in the world and to find a practical method of road building. Uncle Sam did not look for information from "away down South in Dixie," but it was here that he found it after many years' search. It has been but one decade since the discovery was made and the growth of the idea has been astounding. I have now in my possession bulletins of the road department of the United States Department of Agriculture stating that work on earth roads was work thrown away and was entirely useless. These bulletins go on to tell how to build macadam road, corduroy roads with rails, poles and puncheons, the same kind of road that I had ordered thrown away twenty years before. Now the United States Office of Public Roads is teaching people everywhere how to build good roads and sand-clay roads are coming in for the greater part of their attention.

In Richland county, S. C., the county in which is situated Columbia, the capital of the State, the people caught the sand-clay idea about ten years ago and they have done fine work. They had the advantage of a number of other counties in that they had an immense revenue from eight or ten dispensaries and had the use of convicts on the roads as well. They have been doing some really fine work. The adjoining counties, Marlboro, Darlington, Florence, S. C., and Robeson county, N. C., caught on and went to work. These counties have made wonderful success of it.

In this article I have tried to state the facts plainly and simply so that the reader might have an idea of how the sand-clay system got its start and what bitter opposition it met with. I want to publish the whole story in a much fuller form after awhile, giving the origin of the system, the story of my fight for it, the orders of the court, petitions, etc., that enlivened things in Marion county twenty years ago.

The sand-clay road is here to stay. It is a fact that sand and clay and water are the worst enemies that a good road has to fight, when they are not mixed in proportion. When properly mixed and shaped, they make the best road in the world. It is the only road in the world that will not wear out. The more you use a sand-clay road the better it gets. Of the agencies that go to make it water is the most important and the most essential. You can make a road with mud clay and water. In short, you can leave out any other of the ingredients named and make a road, but you cannot leave out water. Moisture you must have, in order to properly combine the mass. For this reason put nothing in the road that will interfere with the work of the water. It is my opinion that the water, where possible, had best come from beneath the road for various reasons too numerous to mention here. I know that this is a feature of road building in which other road builders and I do not agree. The highest authorities, in fact, disagree with me, but I feel sure that I can prove what I say, and I will stick to my assertion that the most important feature is the control of the moisture. I venture the assertion that one half of the funds used in road building is thrown away by unnecessary ditching along the sides of the roads. The special demonstration which got me in so much trouble was done to show this very point—to prove that it could be done without expensive ditching and side ditches. Now, if this same material that has been forming a good road for twenty

years over this Marion county boy had been on a sand hill or in a dry place, the materials would have been dissolved, cut up and turned to dust long ago, because of the lack of moisture necessary to hold it together. The proportions put in that special stretch of road would not make a good road anywhere else. It can be readily seen, therefore, that the proportion of the various materials that go to make the road must be varied according to the amount of water that may be present. Sometimes it is proper and practical to drain, for instance, if the sand is scarce and drainage easy. The man who says that he can build a good road in certain set proportions without knowing the condition of the ground over which the road is to be built and without knowing the proportion of sand, clay and water already in the soil simply does not know what he is talking about. Put him down as a fakir. He must know just what sort of top surface he is dealing with and all about the sub-grade and foundation before he can form a correct opinion as to the amount of materials needed to form a good road. If he builds a good road by any other method he does it by blind luck.

TO ATTEND FELDER HEARING.

Sheriff of Newberry County Left Yesterday for Atlanta—Hearing Taken Place Today.

Newberry, June 21.—Sheriff M. M. Buford left here today over the Atlantic Coast Line for Atlanta to be present tomorrow at the hearing of the argument before Gov. Brown on the question of honoring the resignation of Gov. Bleasor for Col. Thos. B. Felder, for whom the new winding up commission some time ago issued a warrant, charging him with attempting to bribe H. H. Evans six years ago, while Mr. Evans was chairman of the State board of liquor control of South Carolina. W. A. Holman, the new attorney for the new commission, will represent the State in contending for the surrender of Col. Felder to the Newberry sheriff to be brought back to South Carolina for trial.

The woman of today who has good health, good temper, good sense, bright eyes and a lovely complexion, the result of correct living and good digestion, wins the admiration of the world. If your digestion is faulty Chamberlain's Stomach and Liver Tablets will correct it. For sale by all dealers.

BAR ASSOCIATION MEETS.

Old Officers Re-elected—Marion W. Seabrook, Esq., Admitted to Membership.

At a meeting of the Sumter Bar Association held Tuesday in the office of the county clerk a resolution was passed that the Judge be requested to attend court on Wednesday, July 5th, Tuesday being the Fourth of July, a legal holiday, and the Clerk of Court was instructed to notify the jurors to attend court on the morning of Wednesday, July 5th.

At this meeting the Bar re-elected the old officers, R. D. Lee, Esq., President, and Mark Reynolds, Esq., Treasurer.

Mr. Marion W. Seabrook was admitted to membership upon signing the Rules and Constitution.

Foley Kidney Pills contain just the ingredients necessary to regulate and strengthen the action of the kidneys and bladder. Try them yourself. W. W. Sibert.

A large crowd of children and grown folks went out to Pocala, Friday on an all day picnic which was given by the Christian Church Sunday school. Those who went on the picnic report having had a most enjoyable time.

The uniform success that has attended the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy has made it a favorite everywhere. It can always be depended upon for sale by all dealers.



HANDLE YOUR MONEY SKILFULLY.

You can do this if you make your purchases of cut glass and silverware at this store. Here quality and price each shine in the light of the other, from the smallest single pieces to large sets.

W. A. Thompson,
Jeweler and Optician.

6 S. Main St. Sumter, S. C.