

# GOOD ROADS PLAN FOR THIS STATE

## Expenditure of \$34,000,000 in Six Years Will be Proposed to Legislature

Columbia, Dec. 17.—From the present ratio of federal aid, an increase in automobile license fees, continuance of the two-mill property tax levying of a one-cent tax per gallon on motor vehicle fuel and the issuance of ten millions of dollars in state bonds, South Carolina can spend in the next six years \$34,000,000 and complete a highway system of 4,000 miles, of which 600 miles can be hard-surfaced, according to the proposed improvement plan to be presented to the general assembly by the state highway commission. The full plan:

"Without increasing the present property tax one cent the state of South Carolina may spend approximately \$24,800,000 and complete within six years a system of improved state highways comprising about 4,000 miles, more than 600 miles of which would be hard-surfaced and the rest surfaced with sand-clay, top soil or gravel; and under this plan each county will not only retain its own money, but get back more than it puts in for the construction and maintenance of its state highways and bridges.

"The money can be raised as follows:

"1. Federal aid from the national government at present rate of about \$1,100,000 per year for six years, \$6,600,000.

"2. The automobile license receipts. If the license fee is increased to correspond with the average in the United States, which, for example, would change the fee for a Ford car from \$5 per year to \$8 per year, and for a Cadillac from \$12 per year to \$23 per year, this source would yield on an average approximately \$1,300,000 per year, or a total for six years for \$7,800,000.

"3. The two-mill property tax now effective would yield an average of slightly more than \$1,000,000 per year, or about \$6,000,000 for the six years.

"4. A tax of 1 cent per gallon on motor vehicle fuel could be imposed without appreciable burden and would yield an average of between \$500,000 and \$600,000 per year, or say \$3,400,000 for the six-year period.

"5. A state bond issue of only \$1,000,000 would bring the total fund up to \$24,800,000, and this issue could be so arranged that a part of the revenues above suggested would take care of it during and after the six-year period.

"This \$24,800,000 fund would be sufficient to carry out the following described program of road improvement:

"1. Construct 2,000 miles of soft-surfaced roads, including minor bridges and culverts, at \$5,000 per mile, \$10,000,000.

"2. Construct 400 miles of hard-surfaced roads, including grading and the minor bridges and culverts, at \$25,000 per mile, \$10,000,000.

"3. Construct all of the important bridges on the state highway system not already provided for at a cost of \$5,500,000.

"4. Provide annually a sufficient amount to maintain all state roads previously constructed varying from \$400,000 per year to present to about \$1,500,000 per year when the construction is complete, or about \$5,500,000 for the six years.

"5. Maintain the state highway department at a cost of about \$200,000 per year, of \$1,200,000 for the six years.

"6. Provide interest and sinking fund of \$1,800,000 for bonds. Interest and sinking fund, after the six-year period could be provided from the same revenues, with a substantial balance for matching subsequent federal aid and continuing the construction of hard-surfaced roads.

"The state highway system, as at present planned, contains about 3,500 miles of road of which more than 1,600 miles will be completed or provided for by the end of 1921, including more than 200 miles of hard surface. The 2,400 miles provided in the above program would therefore complete the system and enable the addition of some 500 or 600 miles to the present layout. The 400 miles additional of hard-surfaced roads would also take care of practically all parts of the state roads where the traffic is too heavy for the soft surface and where the counties have not already made arrangements for hard surfacing.

"The expenditure of the \$24,800,000 proposed for road construction can be equitably distributed among the counties according to any reasonable schedule and at the same time complete the highway system as above stated. If the distribution were based, for example, on assessed valuation, one-third on land area, one-third on assessed valuation, and one-third on motor vehicle license receipts for 1921, no county would receive less than about \$180,000, and in each case the county's proportion would be sufficient to complete the state roads within its limits, due regard being had for the type of surfacing which the present traffic would warrant. As examples of how a distribution of this kind would work out, consider a few of the counties at random:

"Orangeburg county would receive about \$740,000 and has 180 miles of road on the state system, of which about seventy-five miles will be constructed or provided for at the end of the present year. The remaining 105 miles could be graded and surfaced with sand-clay at a cost not exceeding \$25,000, which would leave at least \$215,000 for constructing several miles of

# WALLACE PREDICTS HIGH PRICES

## Secretary of Agriculture Says Country is Passing Through Worst Agricultural Depression

Boston, Dec. 19.—The United States is passing through the most severe agricultural depression of history, Secretary of Agriculture Wallace declared in an address before the Boston Chamber of Commerce. He said that the prices of farm crops are lower than ever before and predicted that decreased production would make prices so high that consumers would complain bitterly.

needed hard surfacing. Besides, a much needed bridge, across the Santee river between Orangeburg and Charleston counties could be provided from the bridge fund. "Chesterfield county would receive about \$330,000 and has ninety-three miles on the state highway system, of which about twenty-five miles have already been constructed or provided for. To construct the remaining seventy miles with sand-clay or gravel surfacing would cost some \$350,000, which would leave a margin of \$30,000 for constructing additional mileage that might be added to the state system. Chesterfield county has no roads at present requiring a hard surface.

"Greenview county would receive about \$1,140,000 and has a total of 131 miles on the state system, all except about ten miles of which has already been improved. At least \$1,000,000 is needed in this county immediately, however, for hard surfacing those roads on which traffic is too heavy for the existing topsoil surfacing.

"Richland county would receive about \$1,100,000 and has seventy-nine miles on the state highway system, which is practically all provided for under the \$2,000,000 bond issue for pavements already available in that county. The state fund could, therefore, be applied to the construction of roads to be added to the system or in retiring a part of the county bonds.

"In like manner every county in the state would receive sufficient funds to take care of the immediate needs so far as the state highway system is concerned, and due to the federal aid, each would receive more than it contributed. It is true that the needs would increase during the six-year period on account of the traffic multiplying on some of the roads. On the other hand, increased traffic would mean increased revenue from both the motor vehicle license and motor fuel taxes, which in turn would enable a greater mileage of hard surfacing to be constructed.

"Some of the advantages of this plan are:

"1. It would enable all of the counties to share equitably in the benefits to be received from federal aid. An equitable distribution by counties of this fund is not possible under the revised federal statutes.

"2. It would enable the federal aid projects to be limited in number and thus greatly reduce the administrative cost of handling these projects. The government formalities are just the same for a \$1,000 project as for one costing a half million.

"3. The bridges provided for in this plan would overcome the great barriers which our rivers now constitute. Such bridges, would be of state-wide significance and the cost of their construction is not properly chargeable to any county, and seldom to any group of counties. This fact has been responsible for South Carolina's slow progress in constructing necessary bridges.

"4. This plan would in the future obviate the necessity for most of the county bond issues for roads. The total of bond issues for road improvement already authorized by the counties of the state amounts to some \$23,000,000, but most of these issues were for improvements that would simply be supplemented and made complete by the present plan. In some cases, no doubt, counties would find it desirable to provide for additional road improvement which would require bond issues, but they would certainly lose no advantage on account of the state work.

"5. This plan provides for continuousness after the six-year period. Any plan that is not continuous will necessarily be discontinued because the needs of traffic will continue to develop and no present plan could be sufficient to provide before a given date for needs that will develop after that date. At the expiration of the six-year period, South Carolina would still have about \$3,000,000 per year to spend for road construction, in addition to a maintenance fund sufficient to take care of the constructed roads.

"6. The State Highway Department is at present supervising road construction in conjunction with the various counties to the amount of \$4,000,000 per year, so that the proposed plan would be little more than a normal increase in its activities. This means that the department would have a chance to expand its engineering forces gradually without the necessity of sending outside the state for trained road engineers, and at the same time would be able to handle the work with reasonable efficiency.

"7. The adoption of a more or less fixed program covering a period of years would make for efficiency and economy. The present procedure of planning as we go, with no knowledge as to what

# Buffalo is Swept By Terrific Gale

## Hundreds of Boats Smashed in Storm—Great Property Damage

Buffalo, N. Y., Dec. 18.—A 95-miles-an-hour gale swept the city today, uprooting trees, tearing down chimneys, smashing plate glass windows and piling up the water in the harbor to an unprecedented stage. One man was killed in the storm.

The damage throughout the city was great, but heaviest losses occurred along the waterfront, where a 300-foot wireless tower was demolished, boat houses and small docks were swept away and several hundred pleasure craft were smashed or carried down the river. The property loss will run into thousands of dollars.

# HARDWOOD TRUST LOSES CASE IN COURT

Washington, Dec. 19.—The government won the suit before the supreme court to compel the American Hardwood Manufacturers' Association to terminate the cooperative selling methods and agreements alleged to have been adopted to eliminate competition.

The appropriations of succeeding years will provide for, not only brings about waste on account of incomplete studies, but is also wasteful on account of the fact that it is impossible to coordinate the order and progress of road and bridge construction among the counties, so as to employ the state's sources of material supplies to the best advantage.

The attached tabulation shows what each county's share in the proposed road construction fund would be:

County	Share of \$20,000,000 for road construction	Miles of State Highways
Abbeville	300,000	72
Aiken	680,000	135
Allendale	180,000	42
Anderson	920,000	150
Bamberg	220,000	50
Barnwell	260,000	64
Beaufort	220,000	55
Berkley	330,000	79
Calhoun	200,000	48
Charleston	1,180,000	98
Cherokee	320,000	48
Chester	380,000	73
Chesterfield	380,000	93
Clarendon	340,000	37
Colleton	360,000	83
Darlington	500,000	52
Dillon	280,000	61
Dorchester	240,000	62
Edgefield	240,000	52
Fairfield	320,000	55
Florence	580,000	72
Georgetown	300,000	73
Greenville	1,140,000	131
Greenwood	460,000	86
Hampton	240,000	61
Horry	380,000	75
Jasper	180,000	53
Kershaw	380,000	89
Lancaster	280,000	61
Laurens	500,000	76
Lee	280,000	58
Lexington	460,000	82
McCormick	180,000	64
Marion	260,000	64
Marlboro	420,000	61
Newberry	440,000	80
Oconee	360,000	44
Orangeburg	640,000	150
Pickens	320,000	57
Richland	1,100,000	79
Saluda	240,000	38
Spartanburg	1,100,000	116
Sumter	480,000	64
Union	340,000	61
Williamsburg	400,000	86
York	540,000	86
Total	\$20,000,000	3,414
Total mileage		3,414
Constructed or provided for		1,600
To be constructed		1,814

The following is a list of the major bridge projects under the plan:

- Lumber river, Nichols.
- Little Pee Dee river, Mullins-Nichols.
- Great Pee Dee river, Georgetown-Conway.
- Great Pee Dee river, Darlington-Bennettsville.
- Great Pee Dee river, Cheraw.
- Lynch's river, Effingham (Kingstree-Florence).
- Lynch's river, Sumter-Florence.
- Lynch's river, Bishopville-Darlington.
- Lynch's river, Lancaster-Chesterfield.
- Santee river, Charleston-Georgetown.
- Santee river, Orangeburg-Manning.
- Wateree river, Columbia-Sumter approaches.
- Catawba river, Lancaster-Chester.
- Congaree river, Columbia.
- Broad river, Columbia.
- Broad river, Winnsboro-Newberry.
- Pacolet river, Converse.
- Pacolet river, Chesnee.
- Tyger river, Whitmore-Union.
- Tyger river, Enoree-Union.
- Enoree river, Whitmore-Union.
- Enoree river, Enoree.
- Saluda river, Newberry-Saluda.
- Saluda river, Greenwood-Newberry.
- Saluda river, Greenwood-Laurins.
- Saluda river, Ware Shoals.
- Saluda river, Greenville-Pickens.
- Edisto river, Dorchester-Walterboro.
- Edisto river, Branchville.
- Edisto river, Blackville-Springfield.
- Edisto river, Swansea-Springfield.
- Ashepoo river, Charleston-Savannah.
- Combahee river, Charleston-Savannah.
- Savannah river, Furey's Ferry, one-half cost.
- Savannah river, Calhoun Falls, one-half cost.

# Community Christmas Celebration

## Illuminated and Decorated Christmas Tree to Be Placed in Memorial Park

Arrangements are well advanced for a community celebration of Christmas to be held in the Memorial park on Monday evening, December 26th. A large and beautiful tree will be placed in the center of the plaza, the tree being decorated and illuminated with a myriad of colored electric lights, and this tree will be the center around which all the people of Sumter, old and young will assemble, while Christmas carols and hymns will be sung by a great chorus, composed of all the best voices in Sumter. The chorus will be led by the combined choirs of all the churches, and everybody who can sing is expected to take part in making the occasion one long to be remembered.

There will be no distribution of gifts, nor will there be any gifts hung on the tree, which is to be simply the visible symbol of the season.

The tree, the decorations and the lights will be the contribution of the city council.

A meeting of the choirs and others who will participate in the caroling will be held in the Presbyterian church at 6 o'clock Wednesday evening for the purpose of rehearsing the musical program.

The complete program of carols and hymns to be sung will be printed in The Daily Item between this date and Saturday, several being printed each day. Everyone is asked to clip these carols from the paper by day and keep them until they learn them so as to be ready to take part in the singing on the evening of the celebration:

**Joy to the World.**

Joy to the world! the Lord is come,  
Let earth receive her King,  
Let every heart prepare Him room,  
And heaven and nature sing,  
And heaven and nature sing,  
And heaven and nature sing.

**Joy to the world! the Saviour reigns;**

Let men their songs employ;  
While fields and flocks, rocks, hills and plains,  
Repeat the sounding joy,  
Repeat the sounding joy,  
Repeat, repeat the sounding joy.

**No more let sin and sorrow grow,**

Nor thorns fret the ground,  
He comes to make His blessings flow,  
Far as the curse is found,  
Far as the curse is found,  
Far as, far as the curse is found.

**Hark! the Herald Angels Sing.**

Hark! the herald angels sing  
Glory to the new-born King;  
Peace on earth and mercy mild,  
God in sinners reconciled;  
Joyful all ye nations, rise,  
Join the triumph of the skies;  
With the angelic hosts proclaim,  
Christ is born in Bethlehem!

Hark! the herald angels sing  
Glory to the new-born King.

Christ, by highest heaven adored,  
Christ, the everlasting Lord;  
Late in time behold Him come,  
Ofspring of the Virgin's womb;  
Veiled in flesh the Godhead see;  
Hail the incarnate Deity,  
Pleased as Man with men to dwell;  
Jesus, our Emmanuel!

Hark! the herald angels sing  
Glory to the new-born King.

**Hail, the heaven-born Prince of Peace!**

Hail, the Sun of righteousness,  
Light and life to all He brings,  
Rising with healing in His wings,  
Mild He lays His glory by;  
Born that man no more may die;  
Born to raise the sons of earth,  
Born to give them second birth;  
Hark! the herald angels sing  
Glory to the new-born King.

**While Shepherds Watched.**

While shepherds watched their flocks at night,  
All seated on the ground,  
The angel of the Lord came down,  
And glory shone around,  
And glory shone around.

"Fear not," said he,—for mighty dread  
Had seized their troubled mind,  
Glad tidings of great joy I bring,  
To you and all mankind,  
To you and all mankind.

"To you, in David's town this day,  
Is born of David's line,  
The Saviour, who is Christ, the Lord,  
And this shall be the sign:—  
And this shall be the sign:—

**It Came Upon the Midnight Clear.**  
It came upon the midnight clear,  
That glorious song of old,  
And still celestial music floats,  
Over all the weary world;  
"Peace to the earth, good will to men,  
From heaven's all-gracious King!"  
The earth in solemn stillness lay,  
To hear the angels sing.

Still through the cloven skies they come,  
With peaceful wings unfurled;  
And still celestial music floats,  
Over all the weary world;  
O'er all the weary world;  
And above its sad and lowly plains,  
They bend on heavenly wings,  
And ever o'er its babel sounds,  
The blessed angels sing.

O ye, beneath life's crushing load,  
Whose forms are bending low,  
Who toil along the climbing way,  
With painful steps and slow,—  
Look up, for glad and golden hours  
Come swiftly on the wing;  
Oh, rest beside the weary road,  
And hear the angels sing.

London, Dec. 19.—Premier Bland offered today with Premier Lloyd George, discussing the German reparations.

# FLOOD WAS REAL LEADER OF DEMOCRACY

## The Brilliant Virginia Congressman Who Died Recently

By Wallace Bassford—Special News Correspondent.

Washington, Dec. 17.—Mr. Garrett of Tennessee, the brilliant young leader of the House Democrats, is fully measuring up to his large job. It is no small task to uphold the traditions of great leadership in that body. I believe it was Thomas Dixon, in The Clansman, who quoted one of Lincoln's cabinet members as saying that he greatly feared the natural aptitude of the young men of the south for statesmanship. The truth of that expression has been shown scores of times but never more markedly than in the cases of Clark, Stone, Underwood, Kitchin, Flood and Gary. But death and illness have played havoc with party leadership recently. The death of Clark and Stone, now followed by the sudden and shocking demise of Henry D. Flood, the fitness of Wilson and Kitchin, might well alarm the Democrats as to the quality of their leadership but for this propensity of the young men of southern blood to achieve eminence in parliamentary work. To this is doubtless due much of the virility of the party that was born with the Republic and has attended the funeral of several of its rivals. A cursory glance shows that the party of Jefferson and Jackson has held the reins of government during half of the time since Washington left the presidency, as against all others, and today is militant, aggressive and full of expectation of winning the state and congressional elections coming next fall.

The death of Flood is directly due to his fine devotion to his state and party. When the Republicans gave it out that they were going to break into the Solid South and that Virginia was to be the gateway, everyone knew that it meant another loosening of the strings of the long purse that poured out millions and millions for the election of Harrison, McKinley, Roosevelt, Taft and Harding—the long purge of privilege. The Virginia leaders looked over the field and could see no one but Flood to lead the fight to prevent the Republicans again getting a foothold in the state that was still remembering painfully the days of the carpet-baggers. So Flood was drafted for the job, though already Chairman of the Democratic Congressional Committee. He went into it like he went into every other fight—with every ounce of force there was in him. Of course he won, and the Democrats carried Virginia by the biggest majority ever known, but Flood came back to Washington and took to his bed, never to leave it. Of him it can be truly said:

"He died with the harness on, on the broad-sword leaping,  
The wild fight surging fast."

Rich as the party is in leadership, Democracy can ill spare him, this proud Virginian, proud of his clean hands, his clean public record, his clean professional career and his spotless personal character. It is remembered of him that when he first came to congress, defeating Jacob Vest, a Republican, the result was very close and he was offered the certificate of election on a technicality, whereupon he refused to accept it, preferring to stand aside until the status of every questioned ballot was determined. He knew he might lose by so doing, but he preferred it that way.

He died too soon. There is much work left to be done which needs to be done by trained men who can diagnose symptoms and effect a cure. Washington is suffering, as in all times of stress, from a surfeit of political nostrum-mongers and scores of "high-salaried" trust lawyers who through the committee rooms of congress, wheedling and scheming for this special privilege and that, differing in scope, size and venality, but all having exactly the same purpose—to find a means, through legislation, to get more money for their product. Yesterday the cotton goods manufacturers were here in a swarm, asking more than 22 per cent tariff on importations of cotton goods, and showing how the pious makers of poker chips have 40 per cent protection. The answer is that the poker chip magnates probably contributed more liberally to the campaign fund. Therein lies the real secret of getting what one wants in the way of special legislation. In such a situation the finest defense the people can have consists of men in congress who are too big for such dodging.

No, the president has not adopted any new form of recreation this week. He is still recovering from his recent horseback ride. This reminds me that one of the Washington newspapers—and they all stay very close to the presidential throne, no matter who sits there—told, almost in tears, how the president, with one decision of character, took a short cut across the lawn surrounding the Washington monument, and how some of his satellites marked out the track of his polo stick and straightway took steps to have it made a permanent lead track. The news says "Keep off of grass," but in this great land of liberty that sign is only for some of us. The next day a group of pretty girls, department clerks, sat on this same grass to eat their lunch and were all snatched up, taken to police court and fined for trespass. How like dear old Prussia!

# Charleston Hi Wins State Championship

## Chester Defeated by Score of 34 to 0 in Final Game in Columbia

Columbia, Dec. 17.—Once more was the story of David and Goliath enacted, this time upon the football gridiron of the University of South Carolina here this afternoon when the Charleston Bantams completed the most successful season in the history of the high school and for the second successive year captured the undisputed championship of the state by administering a sound, thorough and altogether finished and polished licking to the Chester Giants, champions of the northern part of the state. The score of 34 to 0 tells just how the "Men of Praise" delivered their final punch and within the space of seven days turned out victories over Peabody, Mass., and the Ted and White of Chester.

For the first three quarters it seemed as if David was getting the best of the argument as he was leading by a 7 to 0 score but few, if any, were expecting the complete bursting of the Goliath bubble that took place in the final period. It was a case of a huge fireworks display with the Chester team furnishing the fireworks and the Bantams setting them off for seldom if ever has a team appeared more dumfounded and surprised than Chester. Chester rooters had been yelling all afternoon for Weeks to do something, Teddy had been taking care of his end but Holcombe, banker and Kilpatrick were the men who bore the brunt of the attack. Teddy decided to cut loose and with Bricker and Holcombe and "Boil Weevil" leading, the way spreading destruction in the wake of their terrific interference work the Bantam captain went 40 yards for a touchdown. The Charleston rooters went wild. Chester was astonished. The team appeared to have undergone a complete change and from then on the size of the score was merely a case of how long the game would last.

After December 15, the taxpayers will not be advised of their privilege of filing a claim for the refund of taxes which have been paid in excess of amounts legally due, but instead will receive a certificate of overassessment and a check in correction of the error, or if an overassessment is outstanding against the taxpayer for income or excess profits tax, the overpayment will be applied as a credit against the assessment, and the balance immediately refunded. This will be of distinct financial advantage to both the taxpayer and the government. It will do away with the necessity for the taxpayer filing a claim for refund, and will greatly reduce the amount of work to be done by the bureau in the adjustment of claims.

Taxpayers may continue to file claims for abatement and refund, but it is expected that the number of such claims filed each month will be greatly reduced. Efforts are being made by the bureau to adjust within six months, all claims now pending and thereafter to keep the work current. The revenue act of 1921 provides that under certain conditions interest shall be paid upon claims from the date of the payment of the tax to the date of the allowance of the claim. The new procedure should greatly reduce the amount of interest which the government must of necessity pay upon claims for refund.

# Booze Runners Kill Officer

## Laurens, Dec. 15.—After remaining in the county jail a few hours, Monroe Willard and Luther Timmons, two Clinton men who were charged with killing Policeman Hosea Martin of Laurens last night in a battle with officers, were taken by the sheriff this afternoon to the state penitentiary as a precautionary measure.

Corerer R. R. Owings held the inquest today and the jury returned a verdict charging Willard and Timmons with the death of Officer Martin. The tragedy occurred near Lisbon church, six miles south of Laurens, shortly before midnight. The Clinton men, it is alleged, were carrying a load of whiskey from the upper part of the state, having been suspected earlier in the evening by Rural Officer Owens, who was on the watchout for them in the Gray Court section. The men eluded him, however, and the officer telephoned Chief Crows to get their officers and assist in intercepting the alleged whiskey runners before they got to Clinton. With Policeman Martin and Rural Policeman Abrams, Chief Crows drove at once to Clinton, thence back toward Lisbon. Here his party was joined by Officer Owens and other officers. At about this time the anticipated car hove in sight. Policemen Crows and Martin alighted, Martin stepping out ahead and calling to the men to hold up. As he advanced to the side of the car he was fired upon from the automobile and immediately sank to his knees mortally shot in the left side.

Chief Crows and Policeman Wham and there was a general exchange of shots as Willard and Timmons sped away, making their escape without being hit, though their car was punctured with bullets from the riding party.

Officer Owens and other officers gave pursuit while Chief Crows and others placed the wounded officer in their car and rushed him to Clinton. Martin died, however, on the way just as the party was driving into Clinton. Officers following Willard and Timmons found a ten gallon keg of whiskey in the wake of the fleeing machine, but failed to overtake the fugitives. The Willard car was found at a Clinton garage and two men, rendered to Sheriff Telo, who had gone to Clinton during the night to assist in apprehending the alleged whiskey runners. They were brought to the county jail.

Willard and Timmons are young men. Policeman Martin, native of Young's township, had been on the city police force here for two years and was a fine officer. Six small children survive him, his wife having died only a few months ago.

One half mile of the experimental one-mile gravel road which is being built by the county to ascertain the probable cost and virtue of such roads, is in the last stage of completion. The gravel has been put down with a ten-inch spread. This road was previously widened, graded and ditched, to take care of the drainage, run on each side of the road. The cost of this mile is estimated at about \$12,000. The gravel used on the road was shipped into Sumter from a gravel pit in Georgia. Work of graveling of road was begun at the end of the first mile from without the city limits and the work is gradually being brought cityward.

Washington, Dec. 17.—The number of negroes reported born in the south and now living in the north and west increased from 430,000 in 1910 to 780,000 in 1920, the census bureau announced.

# Farricide in Kershaw County

## W. Hamp Jordan Shot by His Own Nineteen-Year-Old Son

Columbia, Dec. 15.—W. Hampton Jordan, a white man, said to be about 50 years of age, was shot and instantly killed about one mile north of Westville in this county, early Wednesday evening.

Cory Jordan, a lad of about 19 years and a son of the dead man, was held today by a coroner's jury charged with the killing. From the evidence produced at the inquest it was testified that the elder Jordan came home in an intoxicated condition and began a row with the family. He is said to have slapped one of the children and had his knife drawn in the act of attacking another, when Cory Jordan went outside the house with his shotgun and fired at him through the glass. The load took effect in his right eye, killing him instantly.

There were four witnesses examined by the coroner's jury, with J. V. Young as foreman, and they all testified practically the same. Some of the witnesses were not members of the family but were visiting at the home at the time. Jordan was a native of Chesterfield county, but had been residing around Westville for two years or more. The killing occurred about 7 o'clock. Jordan leaves a widow and several children who were all present in the room when the unfortunate affair took place.

# The Wateree Bridge

## Good Progress on Work is Being Made

Columbia, Dec. 16.—Good progress has been made on the Garrison's Ferry bridge, to connect Richland and Sumter counties. It is said that almost half of the job is done with the practical completion of the underwater part of the three main piers on which will rest the steel span of the Wateree.

Two of the main piers are completed