THE BARNWELL PEOPLE

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HE SAW IT ALL

Man Writes That He Saw Beattie Club and Then Shoot His Wife.

DESCRIBES THE SCENE

Extraordinarily Sensational Turn in the Noted Virginia Murder Trial of a Very Rich Man for Killing His Young Wife on a Lonely Road Late at Night.

With all the evidence closed which was entirely of a cihcumstantial character in the famous murder trial at Chesterfield, Va., of H. C. Beattie, Jr., for the murder of his young and and beautiful wife a few months ago on a road some miles from Richmond, all calculations were upset as to when the case would end by Special Prosecutor Wendenburg's announcement on Thursday that he may ask the court to re-open the case and admit the testimony of a man who claims to have been an eye witness to the tragedy.

Mr. Wendenburg received the information which may change the whole aspect of the case in a recent mail. The writer, who until a few days after the murder of Mrs. Beattie was a farm hand employed on a place near the scene of the crime, said that he actually saw young Beattie kill his wife—saw him knock her from the automobile with the butt of a shot gun and shoot her as she lay insensible on the ground. He wrote that Beattie had threatened him when he found that he had witnessed the deed and the following day gave him a suit of clothes and money with which to get away.

Though he kept quiet at first because he was afraid, the man says now he does not want Beattie to escape punishment and is willing to testify. The Chesterfield farmer mentioned in the letter acknowledged that a man by the name used by the writer was employed by him until a few days after the murder, and further declared it was a fact that the farm hand was chasing a runaway horse on the night of the murder. In telling his story the alleged witness said he was looking for a cow when he came upon the man and woman in an automobile on the Midlothian turnpike some time after 10 o'clock. Beattie the accused husband says that while he and his wife were out riding on the Midlothian turnpike, they were held up by a man, who shot at him and killed his wife who was seated by his side in the front seat of their automobile. This story was not believed, and Beattie was arrested and put on trial for murdering his wife. The State had made out a very strong case against him, based altogether on circumstantial evidence, and now comes in this new witness, who says in part:

"I was in the pine woods on the rght hand side of the Midlothian turnpike as you go out from Richmond and I saw a light. As I walked closer to the road I saw an automobile standing almost in the middle of the road facing toward Richmond, and there were two people in it—a man and a woman. They were both sitting in the front seat.

"They were quarreling. I could hear them talking loud, so I did not show myself, but waited behind a tree about ten feet from the edge of the road in the thick pine woods to hear what they said.

"The woman was pleading with the man. She was saying that she wanted her love back again, and she did not want the man to be cruel to her. The man answered roughly.

"At one time Iheard him say, I'm

"At one time I heard him say, 'I'm this.' Then I heard the woman say, 'How are you going to end it?' The man said somehting I could not hear man said something I could not hear you how I'm going to end it.'

He got out of the machine and walked across the opposite side of the road from where I was and then after he had been there a minute he came back with something in his hand. I could not see what it was in the dark. The woman was standing in the machine in front of the left hand seat in the front part of the automobile when the man came back. Both had been sitting in the front seat before he went away to the side of the road.

"Just when the man came back I heard the woman scream once. Then the man who was standing in the road swung what he had in his hand and hit the woman on the right side of the face. She fell from the machine to the road and she did not make a sound.

For a minute the man stood looking at her and then I heard him say, 'Damn you, you're not dead yet. I'll fix you.' Then he got up with a gun, which was what he had hit her with, and he shot her where she lay in the road by the front seat of the automobile. I did not see where he shot her. I saw him throw the gun somewhere and he went to lift his wife's body in the front seat of the automobile and I came out from the trees.

The man turned around and saw me and [illegible] "Did you see this?"

[illegible] that I had seen it. [illegible] the hell are you a[illegible] he said. I didn't [illegible] then he began [illegible] said he was rich [illegible] in Richmond and if I told on him he would have me killed somehow. He said nobody would belive my story if I appeared in court against him anyway, and I had better get out. He said he would give me some money and a suit of clothes if I would go away.

"I told the man I would go away. Then he told me to come to Beattie's store the next day and there would be some money for me. I went the next day and he got some money and bought a suit of clothes. I stayed in South Richmond for two days then, but I was so scared and got so nervous that after two days I took the train to this place."

WAS PAID TOO MUCH

COMMISSION WILL GIVE PUBLIC NEWS VERY SOON.

That Will Be of Possible Interest to Mr. T. B. Felder, So Declares Mr. Dominick.

"At the next meeting of the commission there will probably be something to give out of particular interest to Mr. Thos. B. Felder," said Mr. Fred H. Dominick, following a meeting of the dispensary winding-up commission, held in Columbia Tuesday at about noon.

Only three members of the commission were present, Messrs. J. V. Wallace, chairman; Fred H. Dominick and E. M. Thompson. The commission held another session Tuesday night and then adjourned until the next meeting, which it is stated will probably be in the next two or three weeks.

When interviewed regarding the work of the commission the three members were in Mr. Dominick's room at the Columbia Hotel. "We are still at work on the voucher matter," said Mr. Wallace. "There is very little to give out at present. We have been delayed by the sickness of our accountant or we would have been further advanced in our work than we are.

"However, there will probably be something of interest to the public to give out at our next meeting in a few weeks from now—something of particular interest to Mr. Thomas B. Felder," said Mr. Dominick. Some interesting figures as to money gotten by him, particularly some that was overpaid, a portion of which he now has on hand and which runs into a good many thousand dollars.

After a pause Mr. Dominick added: "According to the partial reports of our acountant the amounts paid for attorneys' fees by the former dispensary commission exceeds the amount collected from the graft account by about $15,000 in round numbers. There will be something doing at our next meeting," he concluded after a few seconds.

OFFICE A PERSONAL ASSET.

Notaries Public Must be Friends of the Governor.

Governor Blease seems to regard public office as a personal asset. He recently wrote the following letter to Hon. G. W. Sullivan, Senator from Anderson county:

State of South Carolina, Executive Chamber, Columbia, Sept. 2. 1911.

Hon G. W. Sullivan, Williamston, S. C.

Dear sir: I have received an application from James Walter Kelly of Pelzer, S. C., requesting that I appoint him a Notary Public.

I notice that you signed the same. I have just had to revoke the commissions of two men at Pelzer, and unless you can personally certify that Mr. Kelly is a friend of mine I can not and will not commission him; and in this, I wish you would make a thorough examination, so as to make no mistake when you give your certificate. Very respectfully,

Cole L. Blease,
Governor.

FIFTY KILLED IN FIGHT.

Some More Fighting Going on Over Among the Mexicans.

A battle is reported to have occurred between federal troops under General Morales and a force commanded by General Zapata, near Chinamoca, Marales, in Mexico. News reached the department of the interior that fifty Zapatists were killed. Zapata is said to have been seen to fall from his horse. Gen. L. Zapata, who was formerly an adherent of Francisco I. Madero, is reported to have gathered several hundred men at Chinamoca in violation of an agreement with Madero to disband his men.

FARMERS FIX COTTON PRICE.

Fourteen Cents Until November and Then Fifteen Cents.

This year's cotton crop will be sold for 14 cents during September and October, 15 cents after that. This was the agreement reached Tuesday night by the cotton growers of the South attending the National Farmers union meeting at Shawnee, Oklahoma. Little of the proceedings of the union was made public, although the price the farmers ask for their cotton, good roads, parcels post and dabbling in cotton futures were discussed by the convention.

THE CROP MUST PAY

CHEAP COTTON IS DISASTROUS TO THE COUNTRY.

High Prices Essential to the Growing of the Staple as Other Crops Are Just As Profitable.

In an interview on the cotton situation, Richard H. Edmunds, Editor of the Manufacturers Record, is quoted by the Boston Transcript as saying that "a permanently high price for cotton is esentially to the best interests if not to the very life of the cotton manufacturers who are andious to see lower prices by reason of the probability of a larger crop this year would inevitably drive cotton growers to other pursuits, and the smaller yield next year, with consequent abnormal high prices, would bring back all the evils from which the industry has suffered during the last few years in which it has had to contend with the high cost of raw material and low price of finished goods.

"The world must adjust itself to paying a higher price for cotton goods. The sooner it is done the better it will be for all interests and especially for the manufacturers. The time has passed when Southern farmers were compelled to raise cotton. In former years they were forced by necessity to raise cotton, and cotton alone. Conditions have changed. Unless prices be high, that is, high as compared with former years, they can make more money doing other things. There is no moral obligation to the world to compel them to raise cotton, though many people seem to think so.

If New England could turn its cotton mills into shoe factories and double the profits on the investment, and pay better wages to the laborers, nobody would say that New England must continue to make cotton goods because the world needs cotton goods. Now the Southern farmer can do a dozen things more profitably than to raise and sell cotton at a low price, and even 10 and 11 cents a pound may now be counted as a low price. He can do things that he could not have done a few years ago. Industrial development is affording employment for thousands who raise cotton. Urban growth is drawing tens of thousands from the country into city activities. City growth and industrial development combined are making it possible for thousands to engage in diversified farming and truck growing to supply the home needs.

"In the last ten years industrial development in the South increased largely over one hundred per cent, while its population increased only about sixteen per cent. Thus, industrial activity gained six or seven times as rapidly as population. The extension of railroad facilities to all parts of the South, and the ever increasing demand in the North and West for early fruits and vegetables make it possible for a very large number of Southern farmers to make money in meeting these requirements than in raising cotton, even at fourteen or fifteen cents a pound. The South is now annually shipping to the North and West of fruits and vegetables over $100,000,000 worth.

"The development of transportation facilities throughout the South is making the extension of this industry possible in sections which were formerly compelled to raise cotton. Under such conditions, the world might as well face the situation frankly and fully and understand its meaning. It is much safer for manufactures to squarely face this condition than to blindly imagine that we can again go back to low priced cotton over a long term of years. Last year the South's cotton crop, the seed included, was worth $363,000,000. If the South, by raising a small crop can sell it for such a figure, it is certainly not going to raise two or three billion bales more and sell it at two or three hundred million dollars less.

"Nearly three quarters of a century ago a report made to the British Parliament advised the spinners of England to do all in their power to keep cotton at a low price, because, said this report, the farmers of America would undertake to so increase their production when prices were low as to get as much money in the aggregate as when prices were high. The English spinners have always gone on the principle that by forcing the prices down they would increase the supply. Three-quarters a century past and even up to a few years ago that was the case. It is not so any longer. Conditions have absolutely changed. Economic development has made it posible for the South to turn its attention to other crops and to other activities which yield a far larger profit than cotton, unless cotton commands what manufacturers regard as a high price.

"If during the last few years the cotton manufacturers of this country had given more attention to educating the public to paying a higher price for cotton goods, instead of spending their time, as they have done, in seeking to put down the price of the raw material, the situation would have been far more favorable to them. Persistently claiming as most of them do, that prices of the raw material were too high, they convinced the buyers that cotton goods ought to decline in price, and therefore the price of the finished article continued low, while economic conditions forced an advance in the price of raw material. The speculators who were credited with being responsible for these higher prices did not create these conditions. They only took advantage of the situation."

GOES FOR TAFT

Cummings, a Progressive Senator, Opposed to His Renomination.

HE GIVES HIS REASONS

For Opposing the President, Who, He Says Is Not in Smypathy With the Progressive Element of the Republican Party, But Is a Supporter of the Standpatters.

Senator A. B. Cummins in a signed statement given out at Chicago on Wednesday declares his opposition to the nomination of President Taft. After a discussion of the main issues in the Taft administration, which are presented chronologically, the Iowa senator summarizes his opposition in these terms:

"My general conclusion is, therefore, that in every struggle which has taken place since Mr. Taft became president upon vital things his allies and supporters have been the senators and members of the house who are known from one border of the country to the other as reactionaries, or stand-patters, and not progressives.

"If the voters of the Republican party believe that the old leadership should be perpetuated they can find no better nominee than Mr. Taft. I don't believe it ought to be continued, and therefore, without any personal disparagement of the president, I am hoping that a progressive Republican will be nominated and elected next year."

First in the bill of particulars is the Payne-Aldrich tariff law, and of which Mr. Cummings says:

"Mr. Taft's associates in the making of this tariff law, which he declared to be the best ever passed, were Mr. Aldrich and his followers in the senate; Mr. Payne, Mr. Dalzell, Mr. Cannon and their followers in the house. It seems to me I am justified in the conclusion that he did not take 'the progressive view' with respect to this measure.

"It's hard for me to think of the Canadian bill as progressive, believing as I do that its passage was the result of an understanding between the president and the eminent reactionaries—Penrose of Pennsylvania, and Lodge of Massachusetts—that they [illegible] it through the senate if all other tariff bills reducing duties should be vetoed."

After damning the peace treaties with faint praise, Senator Cummins takes up the woolen and the free list bills, of which he says:

"I haven't heard of any progressive rejoicing over the vetoes which killed them. They were both prepared with the greatest care and in the full light of advanced information, and both amply justified by the standard of protection.

"I predict that these bills gave the president the only chance he will have to sign acts of congress reducing the iniquitious duties of the Payne-Aldrich law, but preserving the system of protection. In waiting for his tariff report he lost an opportunity which Democrats will not give him again."

Passing to a consideration of the interstate commerce law, the Iowan declares that if the bill had passed as insisted upon by the president "the work of nearly a quarter of a century would have been swept away and we would have taken a step backward in the regulation of our railways.

Many parts of the committee bill were so bad that they found no defenders and such efforts as were made to defend the administration bill were led by Mr. Aldrich and Mr. Elkins."

Mr. Cummins further avers that President Taft is 'out of harmony with those who were recognized before his advent into office as the best exponents of the conservation policy."

And taking up the Canadian reciprocity bill he says: "It is a false pretense from beginning to end," and "will not reduce the cost of living or enlarge our markets for manufactures in Canada."

ORDERS RIOTERS BEHEADED.

Drastic Measures Being Taken in One Chinese Province.

The disaffection in Mongolia, where the princes and religious heads are uniting against the Chinese development schemes, seems now to be traceable to the Tibians. The princes, it is said, have appealed to Tibet for protection. Regarding the situation in Sziechuan province, where the people have risen against the railroad projects, Sheng-Haunsa-Huai, who is the strong man in the Peking Government, ordered a score of decapitations of the ringleaders of the riots.

Killed by Automobile.

Running at a high speed in an auto, which struck a telephone pole, Glenn Elkin was killed and three other members of the party were seriously injured at Lexington, Ky., on Wednesday.

TO FLY ACROSS OCEAN

VANEMAN TO MAKE HIS START DURING OCTOBER.

His Airship Will Be Larger and Far More Powerful Than That of Wellman's.—No Equilibrator.

Arrival at Atlantic City, N. J., last week of the huge silk envelope, that is to form the sustaining power of a big dirigible in a daring attempt to cross the Atlantic Ocean with Melvan Vaniman at the helm, has again given the seaside resort the airship "bug." The balloon is 268 feet long, 20 feet longer than the one in which Wellman started for Europe and which was lost before he had traveled many miles. It has a gross lifting power of 26,000 pounds. It is made of 2,200 pieces of tough fabric. The gas bag is of the cigar shape with an extreme diameter of 48 feet.

Vaniman expects to sail some time before the middle of October, but the exact date and the course to be taken are problematical, depending entirely on weather conditions. The path of the big flying machine will be in a general way that taken by the steamships but the buffeting of the adverse winds and storms may cause a change at any time during the flight.

The game little Englishman speaks of the trip as a little "voyage" and does not seem to realize its magnitude and the possibilities should he successfully accomplish the deed he and Walter Wellman tried last October. Not that he is not confident and anxious to make a get away, for he continually puzzles himself over the smallest details to make sure that everything is in shipshape. He eats, sleeps and drinks aeronautics. He said this week:

"I'm sure it can be done if conditions are only what I want. We will take every precaution My trip with Wellman has helped me to guard against the greatest dangers. My ship will be larger, that is longer, but not so wide as was the America. The engines will be twice as powerful as those on the America, of driving us at wonderful speed. With the new shaped envelope, and a faster engine we will be ready to take advantage of favorable conditions and make great headway and when things are against us will have the power to put up a better flight.

"No there will be no equilibrator on my ship. Instead I have discovered another device that will keep the vessel on an even keel. By use of this the weight of the airship will be lessened when we get within dangerous proximity of the water and increased should we start to soar to undersired heights."

DANCED SEVEN HOURS.

Man and Girl Friend Test Their Endurance on Floor.

At St. Paul, Minn., after dancing for seven hours, A. F. Scott, a barber, took his lady partner to a refreshment stand at Dreamland, in that city, Tuesday night and toppled over dead as he was about to drink a glass of soda water. Miss Mamie Webb, Scott's partner, stood by his side as he toppled to the floor. It was in the spirit of fun that they had promised to try out each other's endurance. They started to dancing as soon as the pavilion opened at six o'clock and kept at it constnatly save for the 30 seconds' wait of the orchestra until one o'clock, a. m., when Scott exhausted, decided to give up the struggle. The pair walked over to the refreshment stand, ordered soda, and as Scott was about to raise the glass to his lips he fell in a swoon. He was dead when bystanders started to assist him to his feet.

FAMINE HORROR IN CHINA.

Red Cross Aid for Flood Sufferers Will Be Asked.

The enormity and horror of the famine situation confronting China, caused by the Tang-Tse Kiang River flood, was officially reported to the State department at Washington by American Consul General Wilder, at Shanghai, and the question of tendering Red Cross aid is under consideration.

The entire territory between Hankow and Shanghai, a distance of about six hundred miles, has been overflowed. Cities and towns are under water, many dwellings being entirely submerged. Conditions among the people are distressing, and a famine threatens them.

Unless the tide of the Yang-Tse soon subsides it is believed that conditions will become far worse.

Old Man Will Live.

Jimmie Walker, a Shawnee Indian, 108 years old, will live despite the fact that he lost a leg in a railroad accident at Tulsa, Okla., on Monday night, according to a statement of his physicians. Walker was once chief of his clan.

Stranded Steamer Saved.

The steamer Lexicon, which was driven ashore at the mouth of the Edisto River, in the hurricane of last week has been floated by tugs and is now in a safe position. She had not taken any water and is not believed to be seriously damaged.

POEM LOOSENS NOOSE

OREGON GOVERNOR TOUCHED BY STANTON'S VERSES.

The Warden Arranges Dramatic Climax to Announce That the Governor Had Commuted Sentence.

Affected by reading the newspaper poem, "They've Hanged Bill Jones," by Frank L. Stanton of the Atlanta Constitution, Gov. West, of Oregon Tuesday saved ease P. Webb from the gallows by commuting his sentence to life imprisonement. The Governor himself says the poem moved him to exercise clemency although Webb's daughter, eighteen years old, has pleaded with the Governor for months to give her father's life and has striven in every way to save him.

The announcement that Webb would not be hanged was made most theatrically under the stage management of the Warden of the State penitentiary. Webb was convicted of killing W. A. Johnson, whose body was found in a trunk in the Union Passenger Station there. Noon Tuesday was the time fixed for his execution.

Five minutes before 12 all the convicts in the penitentiary were marched into the main dining room and Webb was ordered to stand at the head of the long central table. When commutation of his sentence was proclaimed discipline disappeared, cheers for Gov. West echoed from the walls and reverberated down the corridors. Although Webb, alone of the prisoners, may have known that his life was saved, he seemed much affected.

ROAD IMPROVEMENT TRAIN.

Southern Railway Helping Good Roads Movement.

The special "Road Improvement Train" being operated by the Southern Railway, the Augusta Southern Railroad and affiliated lines in cooperation with the United States office of public roads, will commence its tour of South Carolina and Georgia September 4. It will spend practically a month in South Carolina making exhibitions at points along the Southern Railway, and on September 29th will enter Georgia to visit points along the Augusta Southern Railroad.

The "Road Improvement Train" is being sent out by the Southern Railway to further the movement for better wagon roads throughout the South and at the same time to give practical information to farmers and road officials as to building of roads and their repair. The schedule for the South Carolina and Georgia points so far as arranged is as follows:

Sept. 4, Monday—Blacksburg, 10 a. m.; Gaffney, 2 p. m.

Sept. 5, Tuesday—Spartanburg, 10 a. m.

Sept. 6, Wednesday—Greenville, 9:30 a. m.; Easley, 2 p. m.

Sept. 7, Thursday—Calhoun, 10 a. m., Walhalla, 2:30 p. m.

Sept. 8, Friday—Seneca, 9:30 a. m.; Pendleton, 2 p. m.

Sept. 9, Saturday—Anderson, 10 a. m.; Belton, 3 p. m.

Sept. 11, Monday—Abbeville, 10 a. m.; Greenwood 2 p. m.

Sept. 12, Tuesday—Newberry, 10 a. m.; Prosperity, 2 p. m.

Sept. 13, Wednesday—Union, 10 a. m.; Columbia, 3:30 p. m.

Sept. 14, Thursday—Winnsboro, 10 a. m.

Sept. 15, Friday—Chester, 10 a. m.

Sept. 16, Saturday—Rock Hill, 10 a. m.; Yorkville, 2 p. m.

Sept. 18, Monday—Lancaster 10 a. m.; Camden, 3 p. m.

Sept. 19, Tuesday—Sumter, 1:30 p. m.

Sept. 20, Wednesday—Orangeburg 9:30 a. m.; St. Matthews, 2 p. m.

Sept 21, Thursday—Bamberg, 9:30 a. m.; Denmark, 2 p. m.

Sept. 22, Friday—Barnwell, 10 a. m.; Allendale, 2 p. m.

Sept. 23, Saturday—St. George, 9:30 a. m.; Summerville, 2 p. m.

Sept. 25, Monday—Charleston, 10 a m.

Sept. 26, Aiken, 10 a. m.; Edgefield, 2:30 p. m.

Sept. 27, Wednesday—Batesburg, 10:30 a. m.

Sept. 28, Thursday—Lexington, 10 a. m.

Sept. 29, Friday—Hephzibah, Ga., 9:30 a. m.; Wrens, 1 p. m.; Gibson, 4 p. m.

Sept. 30, Saturday—Sandersville, Ga., 9:30 a. m.; Warthen, 1 p. m.; Mitchell, 4 p. m.

Free lectures and demonstrations showing the importance of good roads and how to build them and keep them in repair at the smallest necessary cost will be conducted at each by two road building experts of the United States department of agriculture, Messrs L. C. Boykin and H. S. Fairbanks, assisted by a representative of the land and industrial department of the Southern Railway. Two coaches of the train are filled with exhibits, pictures and working models, and the lectures are illustrated with stereopticon views. At great expense the Southern Railway and affiliated lines are hauling this train without cost to the government in order that the people along its lines may have the opportunity to receive the valuable information as to road building which it contains.