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HUMAN LIFE IS CHEAP IN SOUTH CAROLINA.

FATHER AND SON SHOT TO DEATH IN FLORENCE.

In Presence of Wife and Mother.—Then William King Snaps Pistol at Woman's Head.—And It Was All About a Dog.

[Special to the State.]

Florence, Feb. 4.—William King shot and killed Samuel Rogers and mortally wounded James Rogers, father of Samuel Rogers, about seven miles from here on the plantation of Alonzo Hewitt late Saturday evening.

From the evidence at the coroner's inquest the following story of the killing is obtained: Mrs. Hewitt, who was an eye witness and in whose yard the shooting occurred, said:

"I was at home when Mr. Rogers came up in front of the house in the road. Mrs. Rogers was with him. Samuel Rogers, his son, had just come from Florence and about to turn his mule loose in the lot. About this time Mr. King came up and spoke to Mr. Rogers. Mr. King asked Mr. Rogers about a dog. Mr. Rogers told him that the dog was down at the house and that he could get him if he would go with him. Mr. Rogers told Mr. King that as he was a poor man he would appreciate it if he would give him a little something for the care of the dog, as he had kept him for some time, not knowing whose dog it was. Mr. King replied: 'Yes, I will pay you for keeping my dog and will pay in lead and I will give it to you now.' He then drew a pistol and fired at Mr. Rogers. Just as he fired young Rogers said to King: 'If you shoot papa you will have to shoot me.' King quickly turned and pointing his pistol at young Rogers, fired. Young Rogers fell on his knees and then to the ground. King then turned towards old man Rogers and opened fire again on him, shooting him three more times. I saw Mr. Rogers fall to the ground. Mrs. Rogers then ran up and said to Mr. King: 'You have killed my baby.' Mrs. Hewitt then said to her: 'Yes, and he has killed your old man.' King then turned with his pistol still smoking, and said to Mrs. Rogers: 'Yes, and by God, I will kill the whole old family.' As he said so he shoved the pistol in Mrs. Rogers' face, and, pointing it at her head, snapped it once or twice. Had there been more cartridges in the gun he would have wiped out the entire family, as he had stated, for there were only three—father, wife and son."

The Rogers family lived several hundred yards from Alonzo Hewitt in a log cabin with one room. They were poor people but hard working and honest. The story as told by Mrs. Rogers is practically the same as told by Mrs. Hewitt.

Mr. Rogers also made a statement which corroborates that of Mrs. Hewitt and Mrs. Rogers in every particular except that Mr. Rogers stated that the dog in question had taken up at his (Rogers') house. He did not know whose dog it was until in Florence yesterday when a man asked him if he had a setter bitch at his house. He told him that he had one there that took up there but he did not know whose dog it was. The man, who, as he afterwards found out, was William King, who shot him and his son.

Mr. Rogers said further: "King told me in Florence he would give me a little something for caring for the dog. That was all that was said. Have never had any trouble or words with King, and never knew him until yesterday. Never had any words with King before or during the shooting. There was no one present but my son, Mrs. Hewitt and my wife, but I believe that Mr. Thomas Hewitt came up with the man King and after the first shot he begged King not to shoot."

Young Rogers was shot only one time and died within ten minutes after he was shot. The bullet took effect in the stomach and ranged downward. Old man Rogers was

shot four times, the first two shots disabled both arms and the last two entered the body, and his life blood is slowly ebbing away. He was reported to be dying late this afternoon.

It seems, too, that there is another part of the story of the shooting. King did leave a message for the sheriff with his wife saying that he did not mean to be taken and did not want to lie in jail, so that he had left the State. He said further that if he was sure that the witness would tell the truth that he would not mind coming to Florence and giving himself up, but he would not risk it. It is also said that all parties had been drinking and that when Tom Hewitt drove up the Rogers, were raising a row and it is said that King claims that they both came on him with knives and that he shot in self defense. There is also a pitchfork spoken of, and there are witnesses for the defense, as well as for the prosecution. Both sides, as nearly as can be gathered, are presented to the reader.

THE GOOD ROADS BILL

Killed in the House On Tuesday Morning. Strongly Defended by Mr. Aull.

The Bill introduced in the House by Mr. Aull, of Newberry, providing for special elections in each county in the State to decide whether or not such county should issue bonds for macadamizing and permanently improving the public highways, was killed on Tuesday. The following account is taken from the News and Courier of Wednesday:

"Mr. Aull took up his road bill and made one of the best speeches of the session in favor of good roads. He said:

A PLEA FOR GOOD ROADS.

I have listened with a great deal of interest for the past three weeks to the discussions in the House, especially those bearing upon the subject of roads and road improvement. Judging from expressions of members on this floor, I should conclude that the sentiment that something should be done for the improvement of our high ways, is strong throughout the State. Two bills have passed this House on this subject which are in the right direction, and which will help to improve the condition of our public roads. The one to permit the increase of the commutation tax and the other to permit convicts up to ten years to be sentenced to the county chain gang. If I had my way I would place all the convicts now in the penitentiary, except the women and children and those too feeble to perform hard labor, on the public roads, and sell the State farms, except a sufficiency to maintain the convicts whom we would be obliged to keep within the penitentiary for the reasons stated. While the increase in the commutation tax will help, yet I believe the only way and the right way to secure good roads is by a property tax. Why should the State require or expect the non-property holder, the negro and the poor white man, to keep up the public roads and exempt the property in incorporated cities and towns and the railroads and other corporate wealth from bearing its proportionate share of the public burden and contributing its part in this public benefaction? The benefits to this class of property would be as great as to the property in the rural districts. Every body uses the public road. It is the source of all commerce and the small artery which leads up to the centre of trade and the feeder for the big railroads which traverse our country. The public road is as much the public property as the Court House or the jail, and the burden of its building and its maintenance should rest upon all the people and all the property alike.

For that reason the bill has been introduced and it does not propose to fasten the burden upon the people except by their consent, but I want the people of each county to have an opportunity to say for themselves whether or not they want to take this great advance step and make an investment which, while it will in-

crease their taxes, will pay them in return ten fold, yes, a hundred fold, not only in the comfort and convenience, but in the actual saving of money. I do not know what the conditions may be elsewhere, but I know in my own county the public highways are in a more deplorable condition than they have been in my recollection.

It will no doubt be objected that this bill will increase taxes and some gentleman has said that he did not want to leave a debt to his children. It will increase taxes, but it will increase them where the people are willing to bear the burden and where they can see and enjoy and reap the benefits of the money they pay. The biggest tax the people of this country are paying today is the mud tax.

All I ask is to give the people of each county the privilege of saying for themselves whether or not they desire to continue to pay this heavy mud tax or whether they desire to take a forward step and get out of the mud and by improving the public roads increase the value of rural property, make the country, as it is by nature, the ideal place to live, and stop the rapid depopulation of the rural districts. That is all. Why should we halt or hesitate when everybody wants to see the roads improved? There is nothing more important for this General Assembly to do than to provide the way for the people to do something for the improvement of the public highways. After they are secured no one will regret the cost or be willing to give the roads in exchange for the money spent. Proper and equal assessments of property and good schools are all to be desired, but first of all, and in order to secure the best results from these other things, we want to see our roads improved and put in such condition that the people may reach their local markets and railroads and perform their public duties with some degree of comfort and satisfaction, not to speak of the saving in time and in the wear and tear of horses and vehicles.

I do not know how it may be elsewhere, but in my own county the largest taxpayers are the ones most ready and willing to be taxed for road improvement. Not only that, but under the present system the incorporated towns, the railroads and the corporations contribute not one cent to the building or maintenance of the public highways. They would be as much benefited as the people who, under the present law, are required to keep them up, and I submit, are willing to contribute their share if you will permit them to do it, not because they are so philanthropic in their interest in the welfare and comfort and convenience of the people who live in the rural districts, but because it will pay them to do it. Some of the great railroad systems of this country have already spent large sums of money in making experiments in road building, so as to encourage the people, because they know that good highways tributary to their lines will increase their business.

This is also a national question, and the General Government has added to the department of agriculture a department of good roads inquiry, and Mr. Brownlee now has a bill in Congress providing for national aid under certain conditions. But we must at last depend upon ourselves for this great work. It is true, however, that something must be done if we are to get the best results from the free rural mail service which in the past few years has grown so rapidly and is such a convenience to our farmers and of so great practical benefit to this country.

Mr Cooper had no fear of the negro vote. The simple question was whether the various counties should themselves be allowed to vote upon a bond issue for good roads. "Those who do not want such a bond issue need not vote that way."

Mr DeBuhl regarded this as a most dangerous proposition. The bill was killed.

Bags of gold make steady ballast for theoretic philanthropy.

property tax for macadamizing and permanently improving the public highways, the commissioner said in one of his reports: "The people seem to be so wonderfully impressed with the idea that by good roads the value of land will be increased, transportation cheapened, travel and business attracted, school houses and churches filled, and civilization advanced, that they are praying as earnestly for them as for great riches." The trouble is to keep them from over burdening themselves. I want to say to the gentleman who said the other day that he did not think it good business judgment or right to leave a debt to be paid by his children, that if he will leave an inheritance of bonds, the proceeds of which have been invested in good and permanent roads, his children will owe him a debt of gratitude which they can only pay by further improvement of the public roads for the benefit of their children even if they have to transmit to a succeeding generation this inheritance of bonds. It is a saying amongst the Arabs that "he who drinks of the Nile must ever again thirst; no other water can ever again quench or satisfy." So, Mr. Speaker, if we give the people of South Carolina a taste of good roads they will never again be willing to plod their way through mud and sand, unless the two be mixed so as to make a Macadam road.

Mr. Speaker, if we are to have good schools, if we are to expect our people to remain in the country—and the sturdy yeomanry of the rural districts have ever been the bulwark and defence of our country in times of peril—we must do something for our roads. We are two thousand years behind the times. We are told in history that the strongest ties that held the Roman Empire together for so many generations were the old Roman roads, and in later years they were of great benefit to the commercial interests of Rome. We lead all the nations of the world in many things, but the condition of our public roads today, after more than a century and a quarter of national existence, is a blot upon our civilization.

This bill simply gives the people of any county the opportunity to determine for themselves whether or not they desire to take a forward step and get out of the mud. It lays no burden upon them except as they may have the wisdom to lay it upon themselves. If any county does not desire to do it there is no compulsion. I am fully persuaded that taxation is the only plan by which we can accomplish any results. I further believe that it is the right and the equitable mode. I believe that the farmers want it. I know that it is right that they should have a property tax for road building. "The farms of the United States compose less than one fourth of the total property of the country, yet that small fraction pays the whole cost of building roads. The injustice of the system is not fully appreciated by the farmers." I hope the bill will pass.

Mr Williams and Mr Mauldin opposed the bill because of the dangers of bond issues. Mr Pearman, of Anderson, wanted the House to pause before placing more debt on the people. The counties are improving their roads as they can afford. It is an easy thing to get in debt, but hard to get out.

Mr Wingo said it was frightful the way people were willing to go into debt. He vigorously opposed the bill.

Mr Lyles opposed the bill because the counties were already bond burdened, and he feared it would get the negro back into politics.

Mr Cooper had no fear of the negro vote. The simple question was whether the various counties should themselves be allowed to vote upon a bond issue for good roads. "Those who do not want such a bond issue need not vote that way."

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STATE GOOD ROADS CONVENTION MEETS.

GOV. HEYWARD ADDRESSES DELEGATES AT THE OUTSET.

Memorial to the General Assembly Adopted—Officers Re-elected—Other Business Of Importance.

[The State, 4th.]

The annual convention of the South Carolina Good Roads Association is now being held in this city. All of yesterday morning and a part of last evening was consumed in addresses, organization and the formulation of suitable resolutions to submit to the general assembly. Remarks on the work being done in many of the counties were made at the evening session by the supervisors present.

The convention was opened with an impressive prayer by Rev. J. F. Beasley.

An address of welcome was made by Hon. Francis H. Weston and Governor Heyward then spoke for a few minutes in an enthusiastic manner upon the purpose of the convention and the subject with which it was dealing. Governor Heyward believes that the success of the movement can be accomplished through taxation and by the bond system. He assured the members that he would heartily render them any aid in his power.

Mr. F. H. Hyatt, the president of the association, then addressed the meeting chiefly upon the Brownlow bill recently introduced in congress providing for a national appropriation for the good roads movement.

The roll was called by State Geologist Earle Sloan, the secretary, and about 40 members responded.

The minutes of the meeting held at Greenville on December 19 last were read and the former officers were then re-elected by acclamation. They are F. H. Hyatt, president; Earle Sloan, of Charleston, secretary, and B. F. Talley, of Anderson, treasurer.

A committee of five was appointed for the purpose of drawing up suitable resolutions and memorials to be submitted to the legislature. The members of the committee were J. M. Major, Greenwood; C. D. Smith, Greenville; E. McWilliamson, Darlington; S. H. Owens, Richland; W. P. Cantwell, Charleston, and the president, ex officio, chairman.

The convention then took a recess until 7.30 o'clock last evening when the resolutions prepared by the committee were submitted and discussed. The resolutions as adopted read as follows:

Whereas the development of the resources and industries and the advancement of the highest civilization of this State largely depend upon the highways and the condition of these highways at present renders them extremely difficult of travel, the improvement of these highways becomes an imperative necessity for which the present statutory provisions are lamentably inadequate, therefore be it

Resolved, That the honorable legislature now in session be earnestly memorialized to enact such legislation as will relieve the oppressive burdens of almost impossible travel to the mart of trade, to the school houses and to the churches. That this honorable body be petitioned accordingly to grant the following prayers, to wit:

1. That the respective counties be authorized to issue county bonds for the betterment of their public highways and bridges, provided the majority of such qualified electors as are freeholders may so decide in an election to be called by the county commissioners.

2. That the respective boards of county commissioners of this State be authorized to institute a tax levy for the improvement of their respective roads and bridges.

3. That the honorable legislature will enjoin upon our representatives in congress the importance of accord ing their earnest support to the measure now pending before that body which provides for national cooperation in the improvement of pub-

lic highways, the same being essential to the ready transmission of the United States mails.

4. That the honorable senate be urged to enact the measure approved by the honorable house which provides that all convicts under sentence to penal servitude for a period of 10 years or less shall serve on the chain-gangs of the respective counties in which they have been convicted.

5. Resolved, That the chairman shall appoint a committee, of which he shall be ex officio chairman, to tender a copy of these resolutions to the appropriate committees of the senate and house and to urge that they grant the relief herein prayed. The second section at first indicated that each township might be taxed at the discretion of a majority of its free holders but this was thought inadvisable and that section was so altered as to fore the richer townships to help the poorer ones in case of a tax levy.

The following resolution was unanimously adopted:

Resolved, That the most earnest expression of grateful appreciation be extended to his excellency, Governor D. C. Heyward, for his warm sympathies and very active cooperation with the Good Roads Association of South Carolina, and that we thank him for his able address on the subject of "Good Roads."

The president announced that the county supervisors would then be heard from in alphabetical order, as to the progress of the good roads movement in their respective counties. Each gentleman's talk was brief but of great interest to the members of the convention. The subjects chiefly dealt with were road material, food for convicts, their shelter, the cost of keeping them, the advantage of State prisoners as compared with chain-gang prisoners, long term men as compared with short term men, free labor, hired labor, road machines, etc.

County Supervisors G. H. Nickels, of Abbeville, D. C. Bruce, of Bamberg, J. O. Carby, of Chester, Owens of Clarendon, J. B. McBride, of Florence, J. H. Reid, of Georgetown, J. E. Spoigel, of Greenville, and J. M. Major, of Greenville spoke. The convention then took a recess until this morning at 10 o'clock, when the remainder of the business will be disposed of.

Among those in attendance upon the convention are as follows:

Abbeville—G. H. Nickels.
Bamberg—D. C. Bruce.
Barnwell—A. W. Barker.
Berkley—J. H. Hairly.
Charleston—W. P. Cantwell.
Cherokee—J. V. Whalchel.
Chester—J. O. Darby.
Clarendon—Owens.
Colleton—J. V. Moore.
Dorchester—J. H. Knight.
Fairfield—A. F. Hood.
Florence—J. B. McBride.
Georgetown—J. H. Reid.
Greenville—J. E. Spoigle.
Greenwood—J. M. Major.
Lanester—L. J. Boyd.
Marlboro—M. E. Coward.
Orangeburg—O. M. Dantzler.
Pickens—L. D. Stephens.
Richland—S. H. Owens.
Saluda—B. Matthews.
Sumter—W. H. Seal.
Williamsburg—J. J. Graham.
Lee—J. O. DeRant.
Darlington—E. M. Winslow.
Florence—D. H. Trexler.
Greenville—E. L. Walker, C. D. Smith.

Oconee—G. F. Stalvey.
Richland—D. C. Sontsburg and B. M. Douglas.
Sumter—Q. T. McNeil.

Reflections of a Bachelor.

A pretty face for a sweetheart, a pure one for a wife.

When a man is poor he has a large sense of his responsibility to his fellow men: when not, of the responsibility of his fellow men to him.

There is such a curious twist to a woman's mind that she can make herself believe one of her fibs is the truth when she can't make anybody else believe it.—New York Press.

CHARLESTON MAY BE SAVED FROM CRUM.

THE SENATE COMMITTEE NOT LIKELY TO VOTE ON HIS CASE.

Chances of Rejection Greater Than those Of Confirmation—The Committee to Consider the Case.

[News and Courier.]

Washington, February 3.—There seems one very good chance by which the citizens of Charleston may escape having Dr. Crum made collector of the port. This would be through having the committee on commerce fail to take a vote. In that event the Crum nomination would die so far as this Congress is concerned, and the President will have to face the alternative of making a new appointment. He could either appoint Dr. Crum over again or select some white man who would be acceptable to the business community. In this way the Senate would avoid the appearance of antagonizing the President and the President would not have the humiliation of seeing his selection for the place rejected. Should this come to pass it is believed to be doubtful whether the President would reappoint Dr. Crum. He would have an opportunity of naming someone else, and yet not be in the position of having been forced to do so by a Senate composed largely of his own party. It was definitely announced today that the President would under no circumstances withdraw the nomination of Dr. Crum under pressure. This statement was made by Senator Depew, of New York, a member of the commerce committee.

The President would be gratified to have Dr. Crum confirmed. At the same time he is conscious of the criticism the appointment has provoked, but insists that he has not been at all radical in showing favors to the negroes of South Carolina. Dr. Crum is the only South Carolina colored man whom he has appointed, and this is a more conservative record than any previous Republican President has made. The commerce committee at the present stands eight to eight. The committee is composed of ten Republicans and six Democrats. The Republicans are Frye of Maine, Elkins of West Virginia, Nelson of Minnesota, Gallinger of New Hampshire, Penrose of Pennsylvania, Hanna of Ohio, Mason of Illinois, Depew of New York, Jones of Nevada and Perkins of California. The Democrats are Vest of Missouri, Berry of Arkansas, Turner of Washington, Martin of Virginia, Clay of Georgia and Mallory of Florida. Senators Jones and Perkins are siding with the Democrats and are in favor of rejecting the nomination. This makes the tie. Nelson and Elkins would be in favor of the committee taking no action until the death of the present Congress, in the hope that the President would then make the selection of a white Republican. Senators Penrose and Gallinger believe that the appointment is an injudicious one, but will not make any move to break with the President. Thus it is seen that unless the position in the committee changes it is not likely to report on the Crum case this session. If there is change it is quite as likely to be in favor of the rejection of Dr. Crum as it is to be in favor of his confirmation.

There must be "something doing," or about to be done, as Capt John Capers and Postmaster Harris, of Charleston, are here mingling with Senator McLaurin. The trio occupied a private box at the National Theatre tonight to witness the performance of Ethel Barrymore. In the box immediately under the South Carolina triumvirate were Miss Alice Roosevelt, Secretary and Mrs. Roc, Col and Mrs. Clarence Edwards. It is said that Capt Capers and Postmaster Harris are here in connection with the Crum case which comes up for consideration before the Senate commerce committee on Thursday next.