The Watchman and Southron.

"Do Justly and Fear not—Let all the Earth Abide in Their Assured Way by Day Consider Godly Godly and Truthfully"

THE TRUE SOUTHRON, Established June, 1866.

THE SUMTER WATCHMAN, Established April, 1850.

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WHEN MARY WAS A LASSIE.

The maple trees were tinged with red,
The birch with golden yellow;
And high above the orchard walls
Hung apples rich and mellow;
And that's the way, through yonder lane,
That looks so still and grassy—
The way I took one Sunday eve,
When Mary was a lassie.

You'd hardly think that patient face,
That looks so thin and faded,
Was once the sweetest one
That ever bonnet shaded:
But when I went through yonder lane,
That looks so still and grassy,
Those eyes were bright, those cheeks were fair
When Mary was a lassie.

But many a tender sorrow,
And many a patient care,
Have made those furrows on the face
That used to be so fair.
Our times to yonder churchyard,
Through the lane so still and grassy,
We've borne and laid away our dead,
Since Mary was a lassie.

And so you see I've grown to love
The wrinkles more than roses;
Earth's winter flowers are sweeter far
Than all Spring's dewy posies:
They'll carry us through yonder lane
That looks so still and grassy,
As down the lane I used to go,
When Mary was a lassie.

"Light in Dark Places"

Under this head the *N. Y. Sun* of Aug. 28th, prints some heretofore unpublished letters written by the late James A. Garfield, in the campaign of 1889. Commenting editorially upon them the *Sun* says:

'The letters from Gen. Garfield, Jas. G. Blaine, Thomas C. Platt and others, printed elsewhere, corroborate much that has been revealed by Senator Dorsey. It seems that Gen. Garfield esteemed the ex-Senator so highly that he was unwilling to write his letter of acceptance without consulting with him.

'The letters also throw new light upon the campaign in Indiana in 1880. Gen. Garfield wrote to Gov. Jewell on July 19th of that year that 'Mr. New had made an important *side* [the italics are the General's] arrangement with reference to the campaign there.' Garfield strongly endorsed it. What the 'side arrangement' was is indicated in Mr New's correspondence. In writing to Gov. Jewell on Aug. 30, he says: 'That Wabash road matter is of very great importance, and I am glad you accomplished so much. I hope that you can be equally successful in our other roads. Secretary Sherman is a director in Pittsburgh and Fort Wayne, wonder if he would help us. Gould can control a couple (of railroads), and the Cleveland parties, Deveaux and Hurlburt, two others. Garfield *can work the Cleveland people.*' These words are significant in view of the car loads of repeaters seen by Senator Ecclesine and others en route to various points in Indiana. They are made more significant by Senator Thomas C. Platt, who wrote to Dorsey: 'I will enclose a letter to Butler (now President of the New York Central Railroad), and you can see him. If he refuses, call upon Mr. Blanchard of the Erie, who will do all you ask.'' These expressions certainly indicate that the Republican candidate for President, as well as the National Republican Executive Committee, knew how a portion of the $400,000 thrown into Indiana was to be spent.

'There seems to have been a struggle for the vast sums of money raised to buy the success of the National Republican ticket. Stewart L. Woodford and the Rev. J. R. Thomas wanted $50,000 in West Virginia. Senator John F. Lewis, of Virginia, appealed for $50,000 for the State. Mr. Blaine made a plaintive cry for Maine, and Gov. Foster and Richard Smith asked for $50,000 in Ohio. Mr. Smith advised that two-thirds of this sum be reserved for use at the polls on election day. Dorsey has always asserted that this was done in Indiana. While the repeaters were hard at work, other voters were bought at the polls like sheep in a shambles.

'That Gen. Hancock was defeated by the use of large sums of money, illegally expended in Indiana and elsewhere with the knowledge of Gen. Garfield and the managers of his campaign, no longer admits of a doubt. It is proved by the letters of the managers themselves.'

The popular belief that the concentric rings in the cross-section of a tree show its age need not be shaken by a recent argument to the contrary according to an Ohio lawyer's letter on the subject. 'In the trial of a large number of land grant cases,' he says, 'it very frequently became important to show the date of the survey. This was shown by the endorsement on the document, and corroborated by an examination of the hacks on the line and corner trees of the survey. These hacks invariably left a scar, which, to the practical surveyor, was readily detected, even after the lapse of sixty years. By blocking the tree and counting from the hack made by the surveyor to the outside of the tree, it invariably corresponded with the date as they appeared upon the returns made by the surveyor.'

Volcanic Disturbances.

A dispatch from Batavia, Java, says the towns of Anjier, Tjeringiae and Telaklelong have been destroyed by volcanic eruptions. It also says that all the light-houses in Sunda Straits have disappeared, and that where the mountain of Kramar formerly stood the sea now flows. The aspect of Sunda Strait is much changed and navigation is dangerous.

Another dispatch, dated the 29th, says: 'A tidal wave completely destroyed Anjier. Many persons there were killed. The loss of life among both Europeans and natives at North Bantan was enormous. Since noon yesterday everything has been quiet. The sky is clear and communication with Serong has been restored. The temperature fell ten degrees Monday, but it is now at its normal height. The town is covered with a thin layer of ashes, which was so hot when falling that it killed birds. Telegraph linemen report that while they were at work repairing a line near Anjier early Monday morning they saw a high column of sea approaching, with a roaring noise. They fled immediately, without learning the fate of the inhabitants. Quarries at Merak have disappeared, and all the people of that place have perished. A floating dock at the Island of Onrust, near Batavia, is adrift and is badly damaged.'

Picking up Broken Cables.

The laying of telegraphic cables is now so common that the description, as given in some detail, of the machinery for picking up a broken one will be read with interest. It consists of a rope about an inch and a quarter in diameter, made from the strongest hemp, with interwoven wires of fine steel. The grapnel at the end is merely a solid shaft of iron, some two feet long, and weighing about 100 pounds, and prolonged into six blunt hooks, which much resemble the partly closed fingers of the human hand. In picking up the cable in deep water, the vessel, after reaching the waters near the break, lets out her grapnel, then takes a course at right angles to the cable, and at some distance from the fracture, so that the broken ends may not slip through the grapnel. The grapnel rope is attached to a dynamometer, which exactly measures the strain on the rope, and shows unerringly when the cable has been caught. If the grapnel foils a rock the strain rises very suddenly to a high point; but the exact weight of the cable being known, the dynamometer signals by the steady rate of increase as it hold on the cable far below. The ease and certainty with which cables are picked up in these days is amazing. A while ago one of the lines of the Anglo-American Company was caught without trouble at a depth of two and a quarter miles, near the middle of the Atlantic. Captain Trott, of the Minia, who has won great fame for his skill and ingenuity in cable matters, but recently picked up the French cable 180 miles off St. Pierre, and in four hours from the time the grapnel was let go had the cable spliced and in working condition. The splicing is a work of great delicacy and skill, and when accomplished by trained fingers the spliced part can scarcely be distinguished from the main cable.—Industrial News, New York.

The Fireman's Feat.

We have many close shaves, said an old railroad engineer, but after the scare is over a person will recollect something that was said or done that will cause him to laugh in spite of himself. I was once running a freight engine on the Allegheny Valley Road. One storm night in a manner, just after a heavy rain, we were pounding along at will cost orders. The fog was thick as black cloth over the river and track making it impossible to see two rods ahead of the locomotive. Suddenly a gust of wind lifted the fog and not more than twenty feet ahead I saw the red glare of a bonfire and could trace the outline of a human. I knew, although I could hear only the noise of my own train, that the only thing that was moving but we were gaining on it. I whistled for down brakes, reversed the lever and jumped to the ground. As I was leaving the cab I saw my fireman grab the shovel and fill the fire pan in the cab. My last motive caught the cab and filled it from the tender. [illegible] the fireman what made him do it [illegible] when I have the whistle [illegible] was helping [illegible] and [illegible] the fireman replied [illegible] I [illegible] the fire [illegible] the train [illegible] the engine [illegible] the fire [illegible] the train [illegible] the engine [illegible] the fire [illegible] the train [illegible] the engine