

The Watchman and Southron.

WEDNESDAY, DEC. 19, 1894.

The Sumter Watchman was founded in 1850 and the True Southron in 1866. The Watchman and Southron now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

EDITORIAL NOTES.

The interest manifested in the Reel Squads by all classes of young men and boys is very gratifying. We trust that time will not stale their enthusiasm.

The persistence with which the reformers are pushing the metropolitan police iniquity is but slight encouragement to those who have been simple enough to hope for peace.

John L. McLaurin is setting the pace in the race for Irby's Senatorial shoes, but John Gary Evans is right after him, with the entire Gary, Tillman and so-forth influence at his back. Irby may have a little something to say about his successor himself when the time comes.

When the Constitutional Convention has provided that the election managers shall be the sole judges of the qualifications of voters and that these managers shall be appointed by the Governor, South Carolina will be reduced to the conditions of a rotten borough belonging to a certain ring or family clique.

The Laurens Advertiser remarks that Mr. Manning's Australian ballot bill "is the very thing needed, and therefore it stands no chance to become a law." A very correct, but not gratifying commentary upon our law makers.

The friends of Ex-Governor Tillman should railroad a bill through both Senate and House changing the name of Ben Perry to Judas, or some other name. Judas is suggested as it is a favorite with Ex-Governor Ben.

The erection of a commodious and comfortable passenger depot and shed will be a very decided and deserved improvement. Sumter merits the new depot for there is a great deal of travel to and from and through the city, and the comfort and convenience of the travelling public should be the first consideration of the railroads. Again we have to thank Railroad Commissioner Thomas for discharging his official duty in such a manner as to directly benefit Sumter.

The stir that was created in the House of Representatives Thursday by Mr. Duncan, of Newberry, in his effort to have Mr. Thomas, of Richland, condemned for asking a very proper explanation from the State Treasurer, did not speak very well for the ultra reformers. The bitterness that was displayed was extreme and the effort that was made to intensify this feeling showed very plainly that there are those who do not desire any diminution of partisanship and ill-feeling, and that if it is left to them there will be no return of peace and harmony. Some of the reform leaders recognize the fact that bitterness has been the motive power of the reform movement and they fear that if it is permitted to die out the movement will languish and die. Therefore no opportunity is allowed to pass unused when bitterness can be excited.

The all wool and a yard wide reform press has bulged the chases and broken the shooting stick in the effort to thoroughly abuse one Ben Perry, a certain disreputable fellow, who has made certain unproven charges against Ex-Gov. Ben Tillman. As we peruse the expressions of horror that such a debased wretch as Perry should cumber the earth, we wonder whether the all wool and yard wide recollects when Perry was a great counsellor in the house of Benjamin and Refawn, and was chief scribe of the Refawn organ in the Piedmont.

The Atlanta Exposition will be the greatest advertisement that city, and incidentally the South, ever had. The show will be magnificent, unless there is a failure in some of the plans, and there will be a great crowd of people from the North and West, who will come South principally to investigate with a view of removing to this section. The movement southward is just beginning and the Atlanta Exposition will stimulate it to a great extent. The exhibit made by the various States, will undoubtedly have an influence on those who contemplate coming South. South Carolina should have a representative and creditable exhibit, and the Legislature should make provision for such an exhibit before adjourning.

The proposition to give seventy-five thousand dollars to the Three C's railroad Company to assist in the extension of the road from Camden to this city will most certainly be met with a refusal. We cannot afford it in the first place, for we are an impoverished people groaning under the burdens already upon us. The experience of other places that have voted bonds to promote railroad construction would deter us, even were we able to make so munificent a gift to the railroad company. There is no knowing how soon rival lines will combine and leave us more firmly in the grasp of a monopoly than ever before. Darlington's experience with the Charleston, Sumter & Northern railroad is a case in point. She gave \$80,000 bonds to the road so that Darlington would be independent of the Coast Line. Where is she to-day? Absolutely in the possession of the Coast Line, and no hope of escape. What benefit did the gift of \$80,000 bring to Darlington? About three years' freedom from the sway of the Coast Line. The benefits never equal the expenditure in the cases we are familiar with; and under the existing circumstances it would be nothing less than extravagant folly for the townships of Sumter, Providence, Rafting Creek and Bradford Springs to bond themselves to the extent of \$75,000.

We are all anxious to have a railroad connection with the West, and will patronize a road to the extent of our ability, but we are of the opinion that if it is to the interest of a syndicate to build a railroad they will build it to the point that is most advantageously situated. It would be foolish to imagine that a big road would build a road that would not be beneficial to the system, to secure a bonus of a few thousand dollars. They build roads that will yield a revenue, and if they do build a road to secure a bonus that is the sort of road we don't want and the very kind we cannot afford to vote bonds to.

If the Three C's people build through from Camden, Sumter will give their road such a support that in a few years will amount to more than double the amount now asked for. We believe that it is to the interest of the road to make a connection with the roads that center in Sumter, and when they have fully considered the matter the members of the syndicate will reach the same conclusion.

Grover Cleveland, President of the United States, is killing South Carolina ducks. Now is Ben Tillman's time. Let him get that pitch fork and head Grover off in Winyah bay.

George Washington Murray received one vote for United States Senator. This will be but cold comfort to the soul of George when he reflects on the seat he lost in Congress by the redistricting of the State.

The statement given out by Gov. Tillman in refutation of the charges contained in the Perry letter and similar charges previously made, are satisfactory on their face, and until there is direct and indisputable proof to the contrary it would be much more sensible to leave such charges unmade.

The railroad question is again exciting interest in this section. The possibility that the Coast Line may not be able to consummate the trade for the C. S. & N. R. R., has, in the last few days, assumed the appearance of reality that makes those, who fear bottling up, hope against what they have lately regarded as an accomplished fact. The Plant System still entertains the hope of obtaining possession, and may yet do so when the road is sold under order of the courts.

Senator Tillman it is, and we congratulate him in his hour of success; it is his success that we congratulate and not the man, for it is by no aid of ours that he has reached his present position, and his elevation is without our sanction. Yet he is a successful man and his success has been won against great opposition, and while we despise the means he has used to attain success, and despise the man as heartily as ever, we cannot refrain from applauding the success he has achieved.

The effort to kill or seriously cripple the South Carolina College and Citadel is a contemptible piece of work on the part of a few reformers. Both institutions are worthy of support on account of the work they have done and are doing, and not on account of any sentimental fancies. These institutions merit, yes merit, a liberal support; and if they are crippled by the reform movement an outrage against the intelligence of the State will be perpetrated.

The salary cutting mania of the Reform Legislators has surprising periods of lucidity—particularly when their pay is concerned.

General Butler is a dead duck, and the methods he pursued to retain his seat in the Senate did much towards rendering his defeat as complete as it proved.

Sam Jones, in a recent syndicate letter, comments on the dispensary as follows: I have just returned from a hurried trip through South Carolina. I spent one day and a night in Sumter.

In company with one of the pastors in the city I visited a dispensary. I went through it. I saw it. The dispensary of Sumter is a nice storeroom in the centre of the city, with all the bottles and demijohns labeled and sealed sitting upon the shelves.

At the front door of the dispensary there is a place out off with pickets, something like an insurance or real estate office, about ten feet square. This is the only part of the building the public can enter. Liquor is sold by the dispensary keeper, from a half-pint bottle to four gallons and three quarts to any individual. It opens at seven in the morning and closes at six in the evening. There is no loafing, or drinking, or treating within the dispensary.

As bad as this may be, it is a thousand per cent. better than the open saloons with its hangers on, with its young men going to destruction and the old bums making it their rendezvous. I am no advocate of the dispensary. I have fought whiskey in all its forms for fifteen years. I fight under a black flag. I show no quarter to, nor ask any quarters of, the whiskey traffic. It has left its scar on me.

It has invaded the precincts of the homes of my loved ones and made some of them wear the stripes. I am conscious of the power of the whiskey traffic. I know how parties and politicians tremble when the whiskey traffic shakes its fist, I know its power to lobby, I know its power to buy. Whenever and wherever any State in this Union shall have an unpurchasable and unbulldozable legislature, then we shall have laws for the protection of home and we will get such legislation as will retire the whiskey traffic, or exterminate it.

I know it is a source of revenue to the States, cities and towns, but it is a most solemn fact that whiskey has never paid its way anywhere. It takes more to police it, to control it (so called), to punish its offences and its criminals than it ever paid in revenues to any State or to any community.

I know that the closing of the saloon dispensary does not shut off the whiskey traffic. It is an infernal species of lawlessness and the crowd who traffic in liquor will sell liquor until they are in hell a-frying, but we must acknowledge the fact that wherever blind tigers live they are a reflection upon every sworn officer and a disgrace to the prosecuting attorneys, grand jurors and judges whose duty it is to arraign and punish them.

That always crisp and witty publication, New York "Town Topics," is to the front with a holiday number that will stand comparison with that issued by any of its contemporaries. In its 58 pages of diversified matter may be found a choice and diversified collection of stories, poems and sketches by the best authors, including Bret Harte, Walter Besant, Bliss Carman, etc., etc., together with a plentiful array of the bright verses and witticisms that have given the paper its reputation. There are also strong reviews of the year's history in society, music, the drama, literature and sports by members of the staff. The book is attractive from an exterior as well as interior standpoint, its handsomely lithographed cover entitling it to a favored place on any literary table. Town Topics Publishing Company, 208 Fifth Avenue, New York City.

\$100 Reward, \$100. The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the building, up giving the patient strength by doing the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address, F. J. CHENEY & Co., Sold by Druggists, 75c. Toledo, O.

A Quarter Century Test. For a quarter of a century Dr. King's New Discovery has been tested, and the millions who have received benefit from its use testify to its wonderful curative powers in all diseases of Throat, Chest and Lungs. A remedy that has stood the test so long and that has given so universal satisfaction is no experiment. Each bottle is positively guaranteed to give relief or the money will be refunded. It is admitted to be the most reliable for Coughs and Colds. Trial bottle Free at J. F. W. DeLorme's Drug Store. Large size 50c. and \$1.00.

For Country People: Fire Insurance.

B. K. DELORME is Agent for THE IMPERIAL FIRE LLOYDS of New York, and can insure your property at reasonable rates. Office at Walsh & Shaw's Shoe Store, Main Street, next door to Bank of Sumter. Dec. 19-1 m.

YOU ARE IN DIRE DISTRESS

What to buy for CHRISTMAS.

- How would a Dressing Case do?
How would a Shaving Set do?
How would a Collar and Cuff Set do?
How would an Easel and Mirror do?
How would a Manicure Set do?
How would a Travelling Companion Case do?
How would a Lap Table do?
How would a Work Box do?
How would a Card Case & Pocket-book com'd do?
How would a Photograph Album do?
How would a Jewel Box do?
How would a Pin Box do?
How would an Inlaid Celluloid Glove Box do?
How would a Box of Stylish Stationery do?
How would a Set of Standard Literature do?

All and more too AT H. G. OSTEEN & CO., LIBERTY STREET.

In Poor Health

means so much more than you imagine—serious and fatal diseases result from trifling ailments neglected. Don't play with Nature's greatest gift—health.

Brown's Iron Bitters

It Cures Dyspepsia, Kidney and Liver Neuralgia, Troubles, Constipation, Bad Blood, Malaria, Nervous ailments, Women's complaints.

NOTICE. I WANT every man and woman in the United States interested in the Opium and Whisky habits to have one of my books on these diseases. Address B. M. Woolley, Atlanta, Ga. Box 385, and one will be sent you free.

OSBORNE'S Business G. W. DICK, D. D. S. Office over Levi Bros.' Store, ENTRANCE ON MAIN STREET. SUMTER, S. C. Office Hours—9 to 1; 2:30 to 5:30.

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Atlantic Coast Line. NORTH-EASTERN R. R. or S. C. CONDENSED SCHEDULE.

Table with columns: Dated Nov. 18, 1894, No. 35, No. 23, No. 53. Rows for Le Ft. nce, Kingst, Ar Lanes, Le Lanes, Ar Ch'n, Le Ft. nce, Kingst, Ar Lanes, Ar Ch'n.

TRAINS GOING SOUTH. TRAINS GOING NORTH.

Table with columns: Dated Nov. 18, 1894, No. 55, No. 51. Rows for L'v'e Wilmington, Leave Marion, Arrive Florence, Leave Florence, Ar'v'e Sumter, Leave Sumter, Ar'v'e Columbia.

Atlantic Coast Line. WILMINGTON, COLUMBIA AND AUGUSTA R. R. CONDENSED SCHEDULE.

Table with columns: Dated Nov. 18, 1894, No. 56, No. 58. Rows for L'v'e Wilmington, Leave Marion, Arrive Florence, Leave Florence, Ar'v'e Sumter, Leave Sumter, Ar'v'e Columbia.

Atlantic Coast Line. Manchester and Augusta Railroad. CONDENSED SCHEDULE.

Table with columns: NORTH, SOUTH. Rows for Daily Train No. 50, 51. Stations: Lv, Denmark, Ar, Copes, Orangeburg, Lone Star, Remini, Pinewood, Privateer, Sumter, Lv, Ar.

Trains on Hartsville R. R. leave Hartsville daily except Sunday at 4:30 a. m., arriving Ft. W. 5:00 a. m. Returning leave Ft. W. 8:40 p. m., arriving Hartsville 9:10 p. m.

Trains on Wilmington Chadbourn and Conway railroad, leave Chadbourn 10:10 a. m. arrive at Conway 12:30 p. m., returning leave Conway at 2:00 p. m., arrive Chadbourn 4:50 p. m. Leave Chadbourn 5:35 p. m., arrive at Hub 6:20 p. m. Returning leave Hub at 8:15 a. m. arrive at Chadbourn 9:00 a. m. Daily except Sunday.

JOHN F. DIVINE, General Supt. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

Atlantic Coast Line. CONDENSED SCHEDULE.

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Train 50 and 51 carry through Pullman Palace Buffet Sleeping Cars between New York and Augusta and Macon. Train No. 50 leaves Atlanta 7:15 a. m., Macon 9:00 a. m., Augusta 2:10 p. m., arriving Sumter 5:47 p. m., Fayetteville 9:19 p. m., Petersburg 2:37 a. m., Richmond 3:40 a. m., Washington 7:00 a. m., Baltimore 8:20 a. m., Philadelphia 10:46 a. m., New York 1:23 p. m.

Train No. 51 leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Baltimore 2:13 p. m., Washington 3:30 p. m., Richmond 7:11 p. m., Petersburg 7:46 p. m., Fayetteville 12:53 a. m., Sumter 4:21 a. m., Augusta 8:00 a. m., Macon 11:00 a. m., Atlanta 12:15 p. m.

T. M. EMERSON, H. M. EMERSON, Traffic Manager. Ass't Gen'l Pass. Agt. J. R. KENLY, Gen'l Manager.

South Carolina and Georgia Railroad Co.

"OLD RELIABLE" LINE. PASSENGER DEPARTMENT. In effect Nov. 20, 1894.

SCHEDULE (Daily). Rows for Lv Charleston, Ar Summerville, Pregnalls, George, Branchville, Rowesville, Orangeburg, St. Matthews, Fort Motte, Kingville, Ar Columbia, Lv Columbia, Ar Kingville, Fort Motte, St. Matthews, Orangeburg, Rowesville, Branchville, George, Pregnalls, Summerville, Ar Charleston.

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