

The Watchman and Southerner.

THE SUMTER WATCHMAN, Established April, 1850.

"Be Just and Fear not—Let all the Ends thou Aims't at, be thy Country's, thy God's and Truth's."

THE TRUE SOUTHERNER, Established June, 1844.

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Yellow Jack Still Reigus.

NEW ORLEANS SUFFERS MOST FROM STAGNATION.

A Killing Quarantine Paralyzes Business Throwing Thousands Out of Work.

New Orleans, Sept. 28.—The yellow fever situation here continues exasperatingly the same. A daily average of 18 to 20 cases and two deaths has kept up. But while there is no sign of an epidemical visitation, the slow progress of the disease puts obstacles daily in the way of the merchant public, who are anxious to again resume trade with the surrounding country. The record to day was not unlike that of many other days, in that it showed a death through sheer neglect of the patient. Twenty one cases up to date have resulted fatally. The facts are incontrovertible that at least half died through neglect or lack of attention.

Business is showing feeble signs of revival and the railroads are putting forward superhuman efforts to secure a modification of the quarantine regulations.

Dr. Oliphant's trip up the road tomorrow at the invitation of the Southern Pacific company, with a view to securing a modification of existing quarantine will settle one way or another whether or not trade is to stagnate for several weeks longer or whether it is partially to be resumed at once. The trip will also settle the question of whether or not New Orleans will raise the bar against Galveston and other Texas points. In the meantime the Crescent City finds itself incapable of shipping a pound of freight to the Lone Star State. The result of this, of course, is the throwing out of employment of thousands of people here. The railroads and manufacturers, the big wholesale and retail stores, have all dispensed with the service of many of their employes until business again picks up.

Now that the force of the senseless shotgun quarantine is being felt the theatres more than ever are a thermometer of the injury that is being done the city. The hotels have done away with extra help, and have cut off many of their hands and every man, woman and child is living with rigid economy. The condition of affairs is due entirely to the strict shotgun quarantines that have been established in the country when there is no possible chance of an epidemic here. It is probable that some 100,000 people have left town, but there are still here not fewer than 275,000 and even those who were frightened a fortnight ago, have come to realize that there is no possible chance for an epidemic. In September, 1878, there were between 80 and 90 people dying of yellow fever daily. The daily average since beginning of the fever here is hardly one.

Mobile, Sept. 28.—The noon report of the board of health to day showed the effect of the excessive hot weather of the past six days upon the populace. The number of new cases recorded for the past 24 hours was 10, all of the new patients having been taken ill from the 23d to the 26th.

Dallas, Tex., Sept. 28.—The yellow fever fright has struck the State in earnest. Nearly all the trains in eastern, central and southern Texas have declared shotgun quarantine against Houston. In Brazos county, County Health Officer Tabor has given orders to the effect that every road entering the county will be closely guarded and every suspicious rumor run down. No passenger trains will stop in the county hereafter and there will for the present be no papers or other mail received. Practical jokers are warned against trying to scare the public.

At Dallas no passengers from Houston will be permitted to stop, although there has been no embargo on freight and mail as yet. The Houston and Texas Central has practically abandoned its train service out of Houston, only one train a day running. The Missouri, Kansas and Texas railroad is running trains through Houston to Galveston, cars

being locked through Houston and nobody permitted to enter or leave the train.

Galveston quarantine against Houston is absolute. Nothing but telegrams are permitted to pass between the two places. Freight, however, can go through Houston but must not be stopped there. All the towns along the Southern Pacific railroad, east and west of Houston, and on the Houston and Texas Central railroad have established shotgun quarantine.

Record Breaking Day in New Orleans.

SPREAD OVER CITY

Because of Increased Area Board of Health Finds Control More Difficult.

New Orleans, Sept. 29.—To-day has been a record breaker in the number of cases of yellow fever reported, while the deaths equalled in number those of any day since the yellow fever was first discovered in the city. Various reasons are given for the spread of the disease, but the principal ones are two; that the weather turned warm again and, owing to the much wider field to cover, the board of health has had some difficulty in getting every house as closely guarded as was possible when the cases here were few in number and trained officials of the board were stationed about the quarantined houses. The fact that the death rate has been small and that the chances of an epidemic have been constantly growing less, have made the general public somewhat careless and there has been increasing friction between the quarantined people and the authorities. Imprisoned inmates of houses have been going over back fences and sneaking out of side doors in order not to be confined, and the result has been that more germs have been scattered and rapidly developed in three warm days. In no other season have the authorities been more strict in quarantining houses and isolating inmates who might be around the sick, and the result has been that every possible effort is being made by certain elements of the community to get the better of the board. The increasing number of cases here has caused no general alarm, because the increase of deaths has not been in proportion. The death rate is a trifle under 12 per cent., when 5 or 6 days ago it was shown to be above 15. The conclusion, therefore, is natural there is no increase in the malignancy of the disease. The authorities here still believe that for some time longer the new cases will occasionally exceed the number on the books to day, but they are singularly one in the opinion that the disease cannot attain the proportions of an epidemic.

CONDITION AT EDWARDS.

Edwards, Miss., Sept. 29.—Dr. Dunn of the State board of health, gave the Associated Press the following statement:

Total for the day, 24; total number of cases to date, 236; number of cases under treatment, 109; number convalescent and discharged, 119; number seriously ill, 8.

Dr. Watts of Brownsville reports two new cases at that place.

Also a number of others who have had the fever for some time.

The Edwards doctors are kept busy, having hardly time to give to their daily reports. There are several Edwards people desperately ill and their condition causes their friends and relatives much uneasiness.

Jack Crosses the River and Makes His Appearance in Algiers.

New Orleans, Sept. 30.—There was neither improvement nor aggravation of the yellow fever situation here to day. Cases were numerous reported, and as early as 6 o'clock threatened to equal if not exceed the number of last night but all that hour the death record was small. The fever seems to be slowly spreading around town, but up to the present time no rest of cases has been found, and the authorities have thus far been able to carry on their work of quarantine with some success. Many of the cases within the past few days have been found in houses where sickness already existed, but the instances are extremely rare where the cases have been transmitted from one house to another adjoining. Yesterday's record of four deaths created some alarm, but when to day, up to nighttime, there was no evidence that the pace set yesterday was being kept up, the city breathed much easier.

THE DAY AT EDWARDS

Edwards, Miss., Sept. 30.—Dr. Dunn, of the State board of health, gave the Associated Press the following statement:

The has been one death from yellow fever to day, and 29 cases officially reported.

Total deaths to date, 9; number of cases to date, 265; number of convalescent and discharged, 135; number no under treatment, 121.

NO FEVER IN TEXAS.

Dallas, Texas, Sept. 30.—The official declaration of Health Officer Swearingen to-day that the suspicious case at Houston was not yellow fever has been almost immediately followed by the raising of the extreme quarantine measures which have been in force in many counties and all the towns below Corsicana. By to night train service within the state will have resumed something like its normal proportions and the hundreds of railroad employes now out of employment will be afforded an opportunity of returning to work. Everybody seems to have recovered confidence all at once, and to-night every town in Texas is open to the rest of the state. Of course the restrictions against Louisiana remain in force and will continue until all danger of infection from that quarter has blown over.

The Disabled Condition of Our Naval Dry Docks.

New York, Sept. 30.—A special meeting of the naval dock board was held to-day at the Brooklyn navy yard to consider the report as to the disabled conditions of all but one of the timber structures owned by the government. A complete examination by the engineers has revealed the above startling information, and the only exception is the timber dock on Puget Sound. As the timber docks practically do all the work of the navy, the stone structures being used for the smaller vessels, the department regards the existing conditions with considerable apprehension, and it will be the duty of the dock boards to report on the subject and suggest the best way for repairing the docks. None of the members of the board would talk for publication to-day, but it is understood that an estimate of the cost of repairs, together with the recommendation to proceed at once with the work, will be forwarded immediately to the department. Commodore Bunce, the commandant of the station, is president of the board.

Engineers have estimated that it will cost at least \$500,000 to put the timber docks in condition, and the dock board is expected to recommend this money be spent on the structures at New York, League Island, Norfolk and Port Royal. There is a separate appropriation for dock No. 3 at the Brooklyn yard.

Drained Atlanta Somewhat Dry.

Trainloads of O. Ps. Rushed Into This State Over S. A. L. on Last Day Before Shut Down.

Atlanta, Sept. 29.—The recent tangle between the liquor dealers of Atlanta, the railroads and the State officials of South Carolina, over the shipment of liquor into the latter State, has reached a novel climax. Under the ruling of Judge Simonton as to what constituted an original package, the railroads have been sending large quantities of liquor across the line, and the dispensary business has ceased almost entirely. Last week the Southern railroad refused to continue the business and has a big law suit on in consequence. The Seaboard Air Line notified the dealers that they would continue to carry liquor until midnight last night, when the traffic would cease. In the scramble to take advantage of the limited time, carload after carload of strong drink has been shipped from this city, one firm alone sending seven cars. The result is that in Atlanta liquor is at a premium.

Hung by Negroes.

Richmond, Sept. 29.—A special to the States from Cowan's depot, Rockingham county, in the Shenandoah valley, says: News of a grisly discovery in the Massanut mountains, six miles east of here, has just been received. Yesterday several hunters found the body of Feb Ellis, a notorious white woman, dangling at the end of a rope fastened to the limb of a tree. When discovered, the body was in the first stage of decomposition. It is supposed that the woman was hanged by negroes, who had been her companions lately. No effort has been made as yet to apprehend the guilty parties. She was a married woman, but for years her reputation has been unsavory, and finally she was driven to the mountains, where she slept in the fields and in the woods.

No Advance Made

Request for Increased Freight Rates Refused.

It has been definitely decided that there will be no increase of freight rates on the railroads of this State in the near future. Some time ago the roads presented to the State railroad commission a request for an increase of rates and there was a big hearing over the matter. Recently the Florida Central and Peninsular system presented a separate additional request for an increase on their lines. The Georgia and North Carolina commissioners some time ago were asked for reductions by certain parties, yesterday the entire matter was taken up by the local commission and all requests were refused. Commissioner Thomas, however, advocating very strongly a reduction in some instances.

When the commission met, Commissioner Wilborn offered the resolution below in reply to the application of the railroads for a raise of rates.

Resolved, That the request of the railroad companies for an increase on the rates of certain commodities named in a paper submitted to this board on the 7th inst., be not granted, for the reason that local rates are out of proportion to the interstate rates, as well as for other reasons which will be hereafter more fully set forth.

Commissioner Thomas offered the following as a substitute:

Resolved, That the traffic managers be invited to assist the board of commissioners in immediately revising and readjusting the whole schedule of rates in force in this State, and that cotton and fertilizers, the principal commodities, be put on an equitable basis, doing justice to both.

Commissioner Thomas made a speech advocating the reduction of rates on cotton.

The board voted against Mr. Thomas' resolution.

In the matter of the application of the Florida Central and Peninsular road, the board voted against the application. Commissioner Thomas spoke for the application as follows:

"Mr. Chairman: The schedule of rates on the Florida Central and Peninsular are practically the same as the rates used by the South Carolina and Georgia railway. The traffic manager asks to be allowed to work the same schedule as the Manchester and Augusta railroad.

"The rate on one railroad is no fair criterion for another road. The law recognizes that fact when it instructs this board to make 'just and reasonable' rates for each road doing business in this State. Each road has its different conditions, the amount of capital required to construct, the power necessary to haul freight over its grades and the volume of business. All these various conditions must enter into the determination of fair and just rates. I have prepared some tables to show the conditions of these several roads and the rate of freight charges necessary to fix to meet the several conditions."

He quoted figures and continued:

"The percentage of expenses to income is for the South Carolina and Georgia railroad 64 per cent., while for the Florida Central and Peninsular it is 105 per cent. The Florida Central and Peninsular cannot reduce its expenses to a parity with the South Carolina and Georgia railroad because the timbers in the road bed and structures have all at once reached the limit of their life and public safety demands a far greater amount of renewals so that the expenses for maintenance of way and structures on the Florida Central and Peninsular is 1.019 per mile while the South Carolina and Georgia have only expended 483 per mile for the same purpose. The South Carolina and Georgia is complete and finished in all its appurtenances. Its terminals, its sidings, its stations, water tanks, ditches, etc. In the one item of bridges and trestles the South Carolina and Georgia have an average of 130 feet per mile, while the Florida Central and Peninsular have an average of 300 feet per mile.

"These statistics show conclusively that the Florida Central and Peninsular cannot work the same rate as the South Carolina and Georgia railroad.

"The Florida Central and Peninsular cannot work the same rates at the Manchester and Augusta without greatly renouncing its expenses because of the difference in grades, curves, etc.

"The Manchester and Augusta has a maximum grade of 52.8 feet per mile and 3-4 degree curves. The Florida Central and Peninsular has a maximum grade of 66 feet per mile and 5-30 degree curves. A 60 ton engine can draw on a tangent up the Manchester and Augusta 52.8 feet grade a maximum load of 696 tons. The same engine can draw on a tangent up the Florida Central and Peninsular 66 feet grade a maximum load of 746 tons.

"In practice trains should not as a general rule weigh more than half the capacity of the locomotives, so as to have the trains under complete control and admit of detention and to allow

for curves, slippery rails, head winds, etc.

"The Manchester and Augusta have less bridges and trestles to keep up and less debt on the road. The expenses for maintenance of way and structures for equipment and conducting transportation are about 33 per cent. less per mile on the Manchester and Augusta than on the Florida Central and Peninsular. This great difference seems to be unwarranted.

"The result of last year's operations was that the South Carolina and Georgia made a net income of \$359,689 and paid the State \$55,495, taxes, while the Florida Central and Peninsular, working the same tariff, paid the State \$12,000 taxes and fell behind operating expenses \$15,724.

"No fair minded board of commissioners will ignore the vital fact that to properly serve the public the Florida Central and Peninsular must have some return on the capital invested and should have such rates as would place the road at least on a parity, considering its condition with contiguous parallel lines. No fair minded people, however much they desire low rates can expect a road to render them a purely gratuitous service. No State which instructs its commission to make 'just and reasonable' rates ought to be the sole beneficiary of investments made for the development of the State and the accommodation of her citizens. I, therefore, cast my vote to allow the Florida Central and Peninsular to work the same schedule of rates as the Manchester and Augusta, for which rates they apply."—The State.

Not Bagged by Bandits.

But Badly Bled by Swiss Officials. Comedy of Errors.

Chicago, Sept. 30.—A special to the Inter-Ocean from Toledo, O., says:

Harry Tollerton and Prof. Holmes, whose mysterious adventures in Switzerland have attracted international attention, have been located. They are alive and well at Lucerne, and expect to leave for Berlin to-morrow.

The mystery of their eleven days' detention at Lucerne and cablegrams for large sums of money is still unsolved and the family will not say just what happened. Friends of the family in Europe have learned details which will never be made public. It is said to have been a very singular comedy of errors, but it has been a very expensive one for Lawyer Tollerton. There is now no denial that they sent for the money immediately after having acknowledged remittances in excess of what they really needed for legitimate expenses.

Mrs. Tollerton, who has been in Washington appealing to the State department, is expected home to-morrow and she bears a number of cipher dispatches. The American consular agent was mixed in his cables, which confused matters still more. An opinion prevails that the young men had difficulty with the Swiss officials and were badly bled under pretenses of fines.

Trouble in Greece.

London, Sept. 29.—The correspondent of The Times at Athens says:

It is generally believed the government will resign tomorrow (Thursday) at the sitting of the boule. In any case several of the ministers are unwilling to remain in power. On the other hand, it is believed that a Delyannis ministry will not be accepted by King George and the nation at the present moment.

Hence H. Ralli, the premier hopes to retain power, in which case the cabinet will have to be almost entirely renewed. It is expected that the chamber will accept the peace treaty unanimously, public excitement on the question having quite subsided.

To Haul "O.P." in Wagons.

Several Such Shipments Soon to be Made From Augusta.

Following is taken from the Augusta Chronicle:

Messrs. Bryant & Glanton's store was filled yesterday with "original packages" which they are preparing for a dealer who is going to open up in Edgefield, S. C.

Since the action of the railroads in refusing to carry "original packages," except in large quantities, the dealers in Carolina find themselves unable to get a supply sufficient for the demand.

To the neighboring places Augusta is a boon, being within easy wagon reach. But up to the present the packages have not been carried by wagon so far interior as Edgefield. Mr. Glanton said yesterday that he had several wagon loads in the store all ready for shipment. To go to such lengths to carry on "original packages" store proves their money in it.

We have bright, honorable merchants in this town, and they give the public what it demands. They never offer as a substitute something "just as good."

Hunting for a Man Who Disappeared Months Ago.

WAS A PHILADELPHIAN.

Inquiries have been set on foot in the last few days to unravel the mystery of the disappearance of an apparently wealthy young Philadelphian, named Siegfried, who was last seen alive in Georgetown in this State, about to start out with a negro aboard on a duck shooting expedition at the time President Cleveland was down here last winter. Exactly why his family have never instituted these inquiries before does not appear unless it be that the young man was of a roving disposition and was in the habit of going away on pleasure expeditions and giving no account of himself for months at a time. It is said that his trunk is now in the depot at Georgetown, and that all letters sent to him there, containing his remittances, have been returned to his people through the medium of the dead letter office.

It appears that at the same time that President Cleveland was enjoying duck shooting at Georgetown last winter, a party of about 18 South Carolinians were near Georgetown, also engaged in the same sport. Among them were Mr. N. W. Brooker of the State sinking fund commission, and Mr. Miller, of Sumter. This young man, who is described as having a fair complexion and blond mustache, weighing about 130 pounds, and dressing exceedingly well, joined them by accident at Bryan's plantation, remaining several days in their company. Then Mr. Brooker went on to Georgetown, having to leave the party on Thursday afternoon.

The young Philadelphian said that he would join Mr. Brooker in Georgetown on Friday evening. Instead of coming on the evening train he came down at midday and called to see Mr. Brooker, but that gentleman was then out hunting. In the afternoon he came again and found Mr. Brooker. Mr. Brooker in the meantime found that he could not stay over to hunt the following day and parted with the young man. He says that Siegfried told him that he was going to get a negro and a boat and go to the hunting grounds the following morning.

That was the last that has ever been heard of him so far as any one knows.

He promised to send Mr. Brooker some ducks and a dog; neither ever came, but Mr. Brooker thought nothing of that. In fact he thought no more of the stranger at all until a few days ago, when Mr. Miller, of the party, wrote Mr. Brooker a letter in which he said that he had a communication from the young man's family stating that he had never been heard of since he went to Georgetown, and asking if any of the South Carolina party could give any information.

The young man had a fine shotgun with him when last seen. If some negro killed him on account of his supposed wealth he probably hid the body, and no one would have missed him, inasmuch as he was traveling alone.

A gentleman from Georgetown, who has undertaken to institute an investigation when he gets home, said yesterday that it would have been an easy matter for the negro boatman to have killed the young man and no one ever missed him. The body could easily have been put out of the way. Again, if he accidentally shot himself the negro in the absence of witnesses, would almost certainly hide the body to shield himself from the charge of murder.—The State, Oct. 1.

Don't hurry. Take time to examine the labels and trade marks of goods you buy, and you will protect yourself from cheap and worthless substitutes.

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