

Stateburg Siftings.

Stateburg, S. C., Feb. 18, 1901.

Bishop Osgers visited our Church on the 12th and confirmed a class of six young people. He preached a very interesting sermon. Quite a large congregation attended the service.

County Supervisor, W. H. Seale, has had the chain gang in Stateburg and Middleton townships working the roads for the last few weeks. The roads have been put in splendid condition, the best they have ever been in, making the people feel that they have been paying taxes for something. With the exception of a short piece of road work a few years ago, this is the first time that the chain gang has ever done any work in this part of the county. The convict work well fed and well taken care of. They are now camped at Dr. DeWight's place and are working the road between Stateburg and Wedgfield. There are two or three city "gangs" in the gang—Lum Maibis and others.

In spite of the rain a good deal of plowing has been done on the farms, while small grain looks well. I hear that lies and guano are going begging, making farm hands hard to get, as every fellow wishes to have his own cotton to sell next fall.

Every body must be glad that the legislature has at last adjourned; after neglecting to pass a dog-tax law, or to do anything in protection of the forests; they passed a law allowing themselves to accept free railroad passes and express franks while receiving mileage from the State, and of course they passed another law prohibiting the "toting" of pistols, which will be just as carefully observed as the present one is. If the State is repaid by their annually meeting no one sees it but themselves. W. J. R.

Past 116 Years.

Richard Green called in to pay his respects on yesterday, and to remind us that he passed his 116th birthday on last Friday, the 15th of February. He appears feeble at times but is remarkably vigorous for one of his great age. We still keep his mite box in the book store under this office.

MAYESVILLE TIDINGS.

Mayesville, Feb. 14—Mrs. G. Preston Atkins died in Camden to-day. Her remains will be brought to Mayesville to-morrow. Mrs. Atkins leaves a husband and two little girls to mourn her loss.

A negro by the name of Prince was knocked off the railroad by the morning through freight which passes here at 9:15 o'clock. Prince was about 16 years of age, and was on his way to school with some negro boys and girls. Some of them say that Prince wanted to see how near he could stand to the track and not get hit. There is no chance for him to recover, it is thought.

Mr. W. B. Boyle, of Sumter, was in town to-day.

Mr. W. D. Mayes is having an artesian well bored and is getting on very nicely with it.

Dr. Bradley has moved into his office on Main Street, next door to R. J. Maes Hardware Store. The doctor has a very neat and cozy office.

La Grippe Quickly Cured.

"In the winter of 1898 and 1899, I was taken down with a severe attack of what is called La Grippe," says F. L. Hewett, a prominent druggist of Winfield, Ill. "The only medicine I used was two bottles of Chamberlain's Cough Remedy. It broke up the cold and stopped the coughing like magic, and I have never since been troubled with grippe." Chamberlain's Cough Remedy can always be depended upon to break up a severe cold and ward off any threatened attack of pneumonia. It is pleasant to take, too, which makes it the most desirable and one of the most popular preparations in use for these ailments. For sale by Dr. A. J. China.

MAYOR'S COURT.

The following cases were before the Mayor last Friday:

Oscar Council, disorderly conduct, \$1.50 or 3 days.

Booster Doster, disturbance of the peace and carrying concealed weapons, 30 days labor or \$25.

Claude Hogan, riding bicycle too fast, \$2 or 4 days.

Plead Guilty.

Wesley Jennings, white, and Walter Simmons, colored, were before the magistrate Saturday for stealing several gallons of liquor. They both plead guilty and were placed in jail until court meets. There case is connected with the Carpenter case.

An "At Home."

Mrs. James Reynolds gave an "at home" on Thursday evening to the Women's Foreign Missionary Society of the Methodist Church. A delightful repast was served and some fine music furnished.

Club Matters.

The Executive Committee of the Sumter Club met Monday and discussed business matters. It decided to call a meeting of the club for Tuesday, Feb. 26, at seven, p. m., at which will be discussed various matters pertaining to the welfare of the club. A full attendance is urged.

The Hoo Hoo Concatenation.

The Hoo Hoo Concatenation of lumbermen will meet in Sumter on February 22d. This will be the first meeting of its kind ever held in South Carolina. The Grand Scribe of the Universe, Mr. W. B. Stillwell, of Saratoga, N. Y., will conduct the ceremonies. There are about 20 candidates for initiation into the order. After the exercises, there will be a royal banquet, complimentary to the new members.

The committee in charge of the concatenation is as follows: Messrs. W. B. Stillwell, F. R. Saxley, L. W. Whitehead, Geo. V. Denny and D. B. Neal.

How to Cure the Grip.

Remain quietly at home and take Chamberlain's Cough Remedy as directed and a quick recovery is sure to follow. That remedy counteracts any tendency of the grip to result in pneumonia, which is really the only serious danger. Among the tens of thousands who have used it for the grip not one case has ever been reported that did not recover. For sale by Dr. A. J. China.

Reduced Rates to Washington on Account of the Inauguration

The Southern Railway, the Great Trunk Line from the South to Washington, offers specially reduced rates to Washington, D. C., for the inauguration of President McKinley, March 4, 1901, as follows:

For individuals, (single tickets), rate of one first class fare for the round trip, to be sold March 1st, 2nd and 3rd, with final limit March 9, 1901.

For regular organized military companies and brass bands in uniform accompanying them, 25 or more on one ticket, still lower rates will be granted. Tickets to be sold March 1st, 3rd and 3rd, with final limit March 9, 1901.

The service of the Southern Railway is by far the most complete and fastest of any line from the South.

For detailed information as to rates, reservations, etc., apply to any agent of the Southern Railway or connections.

W. H. Taylor,

Asst. Gen. Pass Agent, Atlanta, Ga.

Handsomest and Fastest Train Ever Run to the North and Northwest.

Leaving St. Augustine, Fla., every day except Sunday at 12 o'clock high noon, the handsomest and fastest train ever operated between Florida and the north and northwest makes a smooth, quick run for Chicago, passing Jacksonville at 1:05 p. m., Macon at 8:20 p. m., Atlanta at 10:35 p. m., arriving Cincinnati at 12 o'clock noon and Chicago at 8:30 p. m.

This train is known as "The Chicago and Florida Special," and is a solid Pullman vestibule train of drawing room sleeping cars, observation cars and dining cars. St. Augustine and Jacksonville to Chicago, through without change. The route of this elegant train is via the Florida East Coast Ry., St. Augustine to Jacksonville; Plant System Jacksonville to Jessup, Southern Railway Jessup to Chattanooga, Queen & Crescent Route Chattanooga to Cincinnati and from Cincinnati to Chicago the train runs over the Big Four Route, C. & D.—Moon Route, and Penna. Lines on alternate days, leaving St. Augustine Mondays and Thursdays via Big Four Route; leaving St. Augustine Tuesdays and Fridays via C. & D.—Moon Route; leaving St. Augustine Wednesdays and Saturdays via Penna. Lines.

By using this train out of St. Augustine and Jacksonville passengers are only one night out to Chicago, the run being made between St. Augustine and Chicago in 32 hours, and to Cincinnati in 24 hours.

Through sleeping cars are also operated on this train between St. Augustine and Detroit, Mich., Cleveland, O., and Pittsburgh, Pa., leaving St. Augustine for Detroit daily except Saturdays and Sundays; for Cleveland daily except Sundays and for Pittsburgh Wednesdays and Saturdays only.

Gov. Adams' Mansion Burned.

The residence at Eastover, formerly occupied by Gov. Adams, was destroyed by fire Monday afternoon. It was owned by Mr. S. J. Huffman.

Newport News, Va., Feb. 16—The United States transport Rawlins, with the 1st battalion of the 10th United States Infantry aboard, reached here from Santiago this afternoon. The four companies are en route to the Philippines and are under command of Lieut. Col. Lincoln.

Washington, Feb. 16—The opinion was expressed by several senators today that although the river and harbor bill would be reported from the commerce committee, it would not pass the senate. One republican senator said that while he had not yet determined to conduct a fight against the bill it could not be passed at this session.

London is about twice as large as New York, but it is run for about \$70,000,000 a year, \$30,000,000 less than it takes to run New York. But they don't know how to spend money over there like we do on this side of the pond.—Wilmington Star.

Indiana bobs up with a new oil well, near Hartford City, which spouts out 7,000 barrels a day, and has inundated several acres of adjacent land. This doesn't come up to the Texas gushers, but it is doing pretty well for Indiana.—Wilmington Star.

Some of the Nation "gangs" have got into trouble by breaking into a depot and smashing several cases of liquor.

Kochester, N. Y., Feb. 17—Miss Susan B. Anthony celebrated her 81st birthday Friday, and looked very well today. When asked for her opinion of Mrs. Carrie Nation and her followers, Miss Anthony, after denouncing the men of Kansas, declaring that neither party had been able to deal with the prohibition party, said in part:

"The harlot is the weapon of barbarism, the ballot is the one weapon of civilization."

"In Kansas, since 1887, Mrs. Nation, with all the women in the 286 cities of the State, has the right to vote for mayor, for the members of the common council, and for every other office of the municipality. Women, equally with men, have the responsibility. Therefore, the duty of Mrs. Nation and all the women of Kansas is to register and vote for only such men or women who will publicly pledge themselves to do their duty and to carefully retire to private life every officer who has failed to show his hand."

CIVIL SERVICE VICTORY.

New York, Feb. 18—In a suit by an employee of the city department buildings, Justice Blanchard handed down a decision that civil service employees, whether probationers or permanent, are entitled to trial before dismissal from a city department. Thousands of men are affected by the decision. This is considered a great victory for the employees.

Extra Session Evident.

Washington, Feb. 18—The administration is determined that there shall be an extra session of the next congress. That is now as plain as the nose on your face. Mr. McKinley is talking up a settlement of the Cuban question as the reason but if the ship subsidy bill had been allowed to go through he would have probably discovered that an extra session would not be necessary to deal with Cuba. But there are other strings to the extra session bow, and it would not be surprising if the republican leaders in congress so manipulated that one or more of the big appropriation bills failed to get through at this session, and then tried to raise a howl that it was the democrats who were to blame for the extra session that the failure would make necessary. Neither would it be surprising if the river and harbor bill, which is to be reported to the senate this week, also failed to get through. That would reduce the total of the appropriations made by this congress—a total that has thoroughly alarmed the republican leaders since the press of the country, regardless of politics, have opened up on it. Then there is the bill for the reduction of war taxes, which is deadlocked in conference and in a fair way to fail, because the house conferees encouraged by Secretary Gage and other members of the administration, refuse to accept the out in beer and tobacco taxes by the senate. The senate is now considering the oleomargarine bill, but whether that measure is to be voted on or merely be used as a club to kill time is not yet clear. One thing is very certain, and that is that the intelligent people of the country know that the democrats will not be responsible for the failure of any regular appropriation bill. They have at all times assisted in disposing of the appropriation bills, as fast as they were ready, and have repeatedly warned the republicans that they were wasting time on the ship subsidy bill that should have been devoted to the appropriation bills.

The U. S. Government would have saved money had Congress appropriated an amount equal to what would be received from the sale of tickets to the Inaugural ball, toward the expenses of Mr. McKinley's second inauguration, as the receipts from the sale of those tickets will be very much less than \$50,000, which represents the cost to the government of allowing the Pension building to be used for the Inaugural ball, not to mention the delay in the work of the bureau that will be caused by the holiday of all of its employees from Feb. 27th, until March 7th.

Senator Teller destroyed the last hope of the looters in their ability to push the Ship Subsidy bill through at this session, when he said: "In the interests of public business, I desire to give notice that this Ship Subsidy bill cannot pass." Senator Aldrich pretended to be much surprised and said that he had not before any positive notice that on vote would be allowed on the bill. Senator Teller spoke of three republican Senators who had gone to him and express a hope that the bill would not be voted upon, and then said: "There is a strong sentiment among the republican Senators, shared by probably half of them, that this bill ought not to pass. I am not surprised, for no bill, ever presented to the senate, carried upon its face such evidences of jobbery as the Shipping bill." Senator Hanna got terribly worked up while Mr. Teller and other senators were saying things showing the impossibility of passing the ship subsidy bill, and made a speech in which he virtually took the ground that the reelection of Mr. McKinley was a verdict of the people in favor of the ship subsidy bill and any other measures he might favor in plain words, that he alone had a right to say what appropriations of public money should be made. Instead of showing that the subsidy bill was not a looting scheme, Mr. Hanna declared that the River and Harbor bill contained propositions "that would make the shipping bill look pale."

Representative Babcock's bill to repeal that section of the Dingley tariff law, imposing duties on such articles as are manufactured by the newly formed Morgan Steel Trust, is not likely to be allowed to pass by the republican bosses, more's the pity, but it has stirred up the republicans in Congress, many of whom are expressing views worthy of good anti-trust democrats, for instance, Representative Lendle, of Indiana, said: "I am heartily in favor of the bill to remove the duty from steel and iron and kindred products. And the commendation that bill will receive from every nook and corner of the country, will surprise some gentlemen, especially the magnates who, boldly and in defiance of public sentiment, have organized the most gigantic industrial combination in history. The people will expect this Congress to teach these ungrateful beneficiaries of their bounty a lesson, and if the next session of Congress does not do it, the people will send one that will. An anarchist is not necessarily a poor man. A trust that destroys legitimate competition by brutal arbitrary power, is just as much of an anarchist as the fellow who destroys a building with a bomb. I am against both of them."

Washington, Feb. 13—The Presbyterian committee appointed to consider the revision of the Westminster confession of faith resumed its deliberations today. Examination of the reports of Presbyteries upon this question disclosed the fact that a majority of the Presbyteries desired some change. The committee will formulate resolutions on revision of the creed and the assembly will convene in Philadelphia next May.

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A SERIOUS SITUATION IN CHINA.

Washington, Feb. 18—The United States government is facing a serious crisis in China owing to the announcement of the purpose of Field Marshall Count Waldersee to begin another offensive campaign. Gen. Chaffee has been invited to join in the expedition, which is to be mobilized on a larger scale than anything attempted in China since the original march to Peking. The general so informed the war department today, and the officials of the state department have been advised of the situation.

This German movement is viewed with absolute dismay here, for it is feared that it requires an immediate government upon its whole line of policy toward the Chinese question. Gen. Chaffee will betold that he is not to participate in this campaign. He has been keeping the American forces in Peking ever since the city was pacified, simply as a legation guard, and the German government is fully aware that the United States government purposely deprived the American contingent in China of its offensive military character, and withdrew it from the control of Count von Waldersee in order to hasten peace negotiations and prevent, so far as it could the continuance of military movements against the Chinese, which were at once unnecessary and baneful in their effect upon the peace movement. So, our government not having changed its policy, cannot do otherwise than cause Gen. Chaffee to refrain from any participation in hostile military movements, so long as the present peaceful conditions continue.

But another very serious point under consideration is not whether Chaffee shall join the German government, but whether it is not the duty of our government to exercise all proper efforts to dissuade the German government from undertaking this campaign. The Chinese government is unfortunately delaying the peace negotiations in an exasperating fashion, and is not responding in proper spirit to the efforts of the United States government. Word has just come from Minister Conger which confirms the press advices relative to the Chinese declaration to accede to the demands of ministers in the matter of capital punishment of the leaders implicated in the Boxer movement.

SAMPSON AND SCHLEY.

Washington, Feb. 18—Senator Hale, chairman of the senate committee on naval affairs, today introduced a bill for the revival of the grade of vice admiral in the navy and authorizing the president to appoint two rear admirals to that office. The bill is in the interest of Admirals Sampson and Schley, and it is intended to solve the problem of their promotion as well as the promotion of other officers who served with them in the Spanish war.

Senator Hale also introduced the following joint resolution of thanks to Admiral Sampson in accordance with the president's recent recommendation:

"That in accordance with the provisions of section 1508 of the revised statutes the thanks of the Congress of the American people are hereby tendered to Rear Admiral Wm. T. Sampson, U. S. N., and commander in chief of the United States naval force on the North Atlantic station during the late war with Spain, and to the officers and men under his command for highly distinguished conduct in conflict with the enemy and in carrying on the blockade and naval campaigns on the Cuban coast resulting in the destruction of the Spanish fleet at Santiago de Cuba, July 3, 1898."

Section 2. That the president of the United States be requested to cause this resolution to be promulgated and to communicate the same to Rear Admiral Sampson and to the officers and men of his late command."

Both measures were prepared at the navy department.

Senator McComas today introduced a bill and resolution similar to that of Senator Hale, but the McComas bill provides that the men to be made vice admirals shall be selected from those "who participated in the naval battle off Santiago." His resolution extending the thanks of congress names Schley and places him before Sampson, but includes them with "the officers and men engaged in the naval battle off Santiago."

Washington, Feb. 13—V. B. Archer, attorney for the city of Parkersburg, W. Va., has filed in the district supreme court a petition for a writ of mandamus, compelling the director of the census to make a new and accurate enumeration of the population of Parkersburg. The petitioner claims the census figures are short by 3,000 to 5,000 of the actual population.

NOT TO BE SOLD.

London, Feb. 18—"The Danish government," says the Copenhagen correspondent of The Daily Mail "has suddenly broken off all dealings with the United States regarding the sale of the Danish West Indies. This is due to a satisfactory offer made by the Danish East Asian Steamship company to assist, and in the future to administer to the islands. The American government has been notified as to this decision."

The Copenhagen correspondent of The Times says: "From a competent source I learn that the Danish West Indies will not be sold during the present parliamentary session. The syndicate will form a new trans-Atlantic Steamship company and undertake other commercial enterprises in connection with the islands, whose excellent ports will be, it is presumed, invaluable when the Nicaragua canal is finished."

"The negotiations are still uncompleted, but they will be settled before October, and the negotiations with the United States will then be dropped. Mr. Anderson, a prominent director of the East Asiatic Steamship company, is among the most anxious to retain the islands."

A Grand Memory.

A highland girl, who had been in service in Dundee and had gone to a place farther south, called upon her old mistress on her way north to visit her friends.

She was invited to take dinner with the family, and her master asked a blessing on the meal as usual, when the girl said:

"My maister, ye maun ha'e a gran' memory. That's the grace ye said when I was here sax years syne."—London Telegraph.

Suited Him.

Railway Official (traveling incog. on his own line)—They say there has been some fault found with the lamps on these trains. Do you see anything wrong with them?

Passenger—No, sir. On the contrary, they are exactly the kind of lamps I like to see used.

Railway Official (highly pleased)—I presume you are a professional man?

Passenger—Yes, sir. I am an oculist.—London Fun.

In St. Helena there are descendants of colored men who were brought to the island 150 years ago. They are as black as their distant cousins on the coast of Guinea.

PROCLAMATION.

STATE OF SOUTH CAROLINA, EXECUTIVE CHAMBER.

WHEREAS, information has been received at this Department that on the third day of November, A. D., 1900, the barn, with all the provisions, of WE LBY PIERSON, in the County of Sumter, was burned, and there being reason to believe that the burning was an act of incendiarism.

NOW, THEREFORE, I, M. B. McSWENEY, Governor of the State of South Carolina, in order that justice may be done and the majesty of the law vindicated do hereby offer a reward of FIFTY dollars for the apprehension and conviction of the person or persons who committed said act of incendiarism.

In testimony whereof, I have hereunto set my hand and caused the Great Seal of the State to be affixed at Columbia, this nineteenth day of February, A. D., 1901, and in the 125th year of the Independence of the United States of America.

M. B. McSWENEY.

By the Governor:

M. R. Cooper, Secretary of State.

Feb. 20—11.

Estate of Dr. Junius A. Mayes, Deceased.

ALL PERSONS having claims against aforesaid Estate, will present same duly attested, and all persons in any way indebted to said Estate will make immediate payment to

MATTHEW P. MAYES, JR.,

Feb. 20—3.*

Qualified Executor.

South Carolina and Georgia Extension R. R. Company.

Schedule No. 4—In effect 12:01 a. m., Sunday, December 24, 1899.

[Between]

Camden, S. C., and Blacksburg, S. C.

WEST. EAST.

2d cl 1st cl 2d cl 1st cl 2d cl

*35 *33 Eastern time. *32 *34

p m p m STATIONS. p m p m

8 20 12 50 Camden 12 25 5 30

8 50 1 15 Dekalb 12 02 4 50

9 20 1 27 Westville 11 56 4 20

10 50 1 40 Kershaw 11 35 4 10

11 20 2 10 Heath Springs 11 20 3 15

11 35 2 15 Pleasant Hill 11 45 3 00

12 30 2 35 Lancaster 10 55 2 35

1 00 2 50 Riversdale 10 40 1 00

1 20 3 00 Springdale 10 30 12 40

2 30 3 10 Catawba Junction 10 20 12 20

2 50 3 20 Leslie 10 10 11 00

3 10 3 40 Rock Hill 10 00 10 40

4 10 3 55 New Port 9 35 8 20

4 45 4 02 Tirtzah 9 30 8 00

5 30 4 20 Yorkville 9 15 7 30

6 00 4 35 Sharon 9 00 6 50

6 25 4 50 Hickory Grove 8 45 6 20

6 55 5 00 Smyrna 8 35 6 00

7 00 5 20 Blacksburg 8 15 5 30

p m p m a m a m

Between

Blacksburg, S. C., and Marion, N. C.

WEST. EAST.

2d cl 1st cl 2d cl 1st cl 2d cl

*11 *33 * Eastern time. *32 *12

a m p m STATIONS. a m p m

8 10 5 30 Blacksburg 7 45 6 40

8 30 5 45 Earle 7 32 6 20

8 40 5 50 Patterson Springs 7 25 6 12

9 20 6 00 Shelby 7 15 6 10

10 00 5 20 Lattimore 6 55 4 40

10 10 6 25 Mooresboro 6 48 4 40

10 25 6 38 Hazlett 6 38 4 20

10 50 6 58 Forest City 6 20 3 50

11 15 7 10 Rutherfordton 6 05 3 35

11 35 7 22 Millwood 5 55 3 05

11 45 7 35 Golden Valley 5 40 2 55

12 05 7 40 Thermal City 5 37 2 45

12 25 7 58 Glenwood 5 17 2 25

12 50 8 15 Marion 5 00 2 00

p m p m a m p m

West. Gaffney Division. East.

1st Class. EASTERN TIME. 1st Class

15 | 13 STATIONS. 14 | 16

p m a m a m p m

1 00 6 00 Blacksburg 7 50 3 00

1 20 6 20 Cherokee Falls 7 30 2 40

1 40 6 40 Gaffney 7 10 2 20

p m a m a m p m

*Daily except Sunday

Train No. 22 leaving Marion, N. C., at 5 a. m., making close connection at Blacksburg, S. C., with the Southern train No. 38 for Charleston, N. C., and all points East, and connecting with the Southern's vestibule going to Atlanta, Ga., and all points West, and will receive passengers going East from train No. 10, on the C. & N. W. R. R., at Yorkville, S. C., at 8:45 a. m., and connects at Camden, S. C., with the Southern train No. 78, arriving in Charleston, 3:17 p. m.

Train No. 34 with passenger coach attached leaving Blacksburg at 5:30 a. m., and connecting at Rock Hill with the Southern's Florida train for all points South.

Train No. 33 leaving Camden, S. C., at 12:5 p. m., after the arrival of the Southern's Charleston train connects at Lancaster, S. C., with the L. & C. R. R., at Catawba Junction with the S. A. L. going East, at Rock Hill, S. C., with the Southern's train, No. 34, for Charleston, N. C., and all points East. Connects at Yorkville, S. C., with train No. 9 on the C. & N. W. R. R. for Chester, S. C., at Blacksburg with the Southern's vestibule going East, and the Southern's train No. 35 going West, and connecting at Marion N. C. with the Southern both East and West.

SAMUEL HUNT, President.

S. TRIPP, Superintendent.

A. B. LUTKIN, Gen'l Passenger Agent.

WEDDING GIFTS

In Fine China, Bric-a-brac, Bronze.