

# The Watchman and Southron.

THE SOUTHERN 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 SOUTHERN, Established June, 1850.

Consolidated Aug. 2, 1881.

SUMTER, S. C. WEDNESDAY, SEPTEMBER 6, 1905.

New Series—Vol. XXV. No. 7

## The Watchman and Southron.

Published Every Wednesday,  
—BY—  
OSTEEN PUBLISHING COMPANY,  
SUMTER, S. C.

TERMS:  
\$1 50 per annum—in advance.

ADVERTISEMENTS:  
One Square first insertion.....\$1 60  
Every subsequent insertion..... 50  
Contracts for three months, or longer will  
be made at reduced rates.  
All communications which subserv private  
interests will be charged for as advertisements.  
Obituaries and tributes of respects will be  
charged for.

### REDUCE CONSTABLES.

Governor Heyward to Take Off Several of Them.

Governor Heyward will reduce the constabulary force following the voting out of the dispensary in the four counties of Cherokee, Pickens, Union and Newberry, although it is not likely that he will take any action in Union until the dispensaries are closed there.

As was published some time ago the governor's policy has always been to withdraw from a county going dry the constabulary force until complaint was made that the law was not enforced or that the county authorities were not doing their duty. The expense of maintaining the force is something like \$66,000 a year, due partly to an increase in their salaries by the last legislature.

With three or four counties without dispensaries it will be necessary to lay off a number of men as the other counties have their full share. The governor is now awaiting a report from the sub-chiefs as to the number of men in the various counties that have gone dry and as soon as their assignments have been reported to him he will order the reduction.—Columbia Record.

### COLLISION IN EAST RIVER.

Steamer Sinks a Lighter Loaded With Iron—Crew of Five Rescued.

New York, Sept. 1.—The New Bedford line steamer Maine, with 209 passengers aboard, was in collision this morning with a lighter, loaded with pig iron in the East river, just north of the Brooklyn bridge. Within a few minutes the lighter, which was in tow of a tug, sank, and five men who were aboard jumped into the river to save themselves. They were all picked up by the tug. The Maine was undamaged. There was some little excitement among the passengers aboard the steamer, but after a time they were quieted.

### MRS. ELIZABETH HUNT

Celebrated Her One Hundred and Fifth Birthday Today.

Meriden, Conn., Aug. 31.—Mrs. Elizabeth Hunt, of Brooklyn, one of the country's oldest women, celebrated her 105th birthday today at the home of relatives in this city. Unaccompanied Mrs. Hunt came to Meriden to spend her summer vacation in accordance with her custom of many years.

Mrs. Hunt is a native of Lancaster, Pa. In 1827 she went to Brooklyn, and lived there until 1858, when she was widowed. She then moved to Middletown, Conn., but later on she returned to Brooklyn, which has been her home since. A physician interested in Mrs. Hunt, as a specimen of longevity, recently declared that she was in perfect health. Her sight and hearing have been failing lately. Being asked today if she could account for her long life, she said she followed a few simple rules, namely, going to bed early and arising early; working hard, getting along without servants and doing her own housework.

A Brice law election will be held in Florence county on Tuesday, October 3d.

John Moseley, a colored restaurant keeper, was fined \$25 in Greenville for violation of the dispensary law. His lawyer made the point that the city had no power to deal with violations of the dispensary law. The case may be taken to the circuit court for determination.

There is good reason to believe that Richard I. Manning, of Sumter, is to be centered upon as the dispensary candidate for governor. He is to undertake, the indications are, sponsorship for a revised dispensary law very well calculated to open the way to a new era of debauchery similar to that which is now believed to be coming to an end.—Yorkville Enquirer.

### WILL CONTROL COTTON PRICES.

Wall Street Syndicate to Join With Growers—Jordan Visit Explained. Cotton Association President Leaves With Momentous Proposition.

Harvie Jordan's mysterious visit to New York has borne as its fruit what rumor has promised would prove the sensation of the year in the cotton world. Wall Street stands ready to join forces with the planters of the South to force up the price of cotton and keep it there.

Mr. Jordan's position as president of the Southern Cotton Association makes his every move of interest to the cotton world, and this interest was intensified a few days ago, when it was learned that he had left his home in Atlanta, Ga., for New York without having made any announcement as to the purpose of his visit.

Market interests were on the quiver for any inkling that might affect the situation. It was an open secret that a powerful pool had been formed to advance the price of the staple. What relation to this had the fact that Mr. Jordan hastened to New York on the eve of an important meeting of the executive committee of his association?

Efforts to learn Mr. Jordan's errand met the sternest silence. Indeed, he seemed to be very anxious to avoid any publicity. From a private source the Commercial got it that he would stop at one of the hotels on the upper West Side not frequented by business transients. At the hotel, on the evening of his arrival, it was said that he was spending the night with friends on a private yacht.

Thus, from day to day during Mr. Jordan's stay, attempts to reach him were effectually blocked and, taking into account the interests with which he was known to be in constant consultation, it could only be surmised that some deal of great importance was being worked out.

For some time the well-informed in the cotton world have understood that something big was to be sprung at the meeting of the executive committee of the Southern Cotton Association in Asheville, N. C., next week, the understanding being that Wall Street interests would agree to take up and hold a large quantity of raw cotton if the planters of the South would bind themselves not to dispose of their holdings at below a given price. That this understanding was not premature was made apparent last night, when Atwood Violet & Co., a prominent cotton brokerage firm of this city, issued the following statement:

"President Harvie Jordan, of the Southern Cotton Association, left here last night, with a proposition from the Hoadley Syndicate, to place before the executive committee of his association, at their next meeting, at Asheville, N. C., on Sept. 6 next, to take 1,000,000 bales of cotton from the new crop, at a minimum price to be fixed by the association at said meeting. This, together with the syndicate's holdings of contracts in the New York market, would put them in possession of an amount of cotton and contracts of 1,500,000 bales, or equal to what is now the visible supply, domestic and foreign, of American cotton, and would insure to the farmer a proper price for his entire crop.

"Still further, it will be seen, with the belief in the South, and now generally accepted elsewhere, that the yield of the crop of the season beginning Sept. 1, 1905, will not exceed 10,000,000 bales, and with 1,000,000 bales of it practically removed from the market, through an acceptance of the Hoadley Syndicate proposition, there will remain only 9,000,000 bales outside of the syndicate's holdings, and how much of these 9,000,000 bales may be marketed above the minimum price to be named on September 6, and the extent to which it may be marketed in each month thereafter, remains with those who will have the cotton for sale and what is to be their attitude toward the world's cotton spinners, with the strength as they will then see to be theirs, hardly needs an expression of opinion from us.

"Nevertheless, it will mean, in our opinion, further announcements by the Southern Cotton association, at their monthly meetings, of one-half cent advance or more during the months of October, November and December and monthly perhaps, well into the new year of 1906.

"This statement we now make, should, and we believe will, have the effect of causing the withdrawal from the market of practically all cotton, not only in the South, but everywhere, on both sides of the Atlantic ocean,

until it shall be seen what may be the minimum price to be recommended by the Southern Cotton Association to its members for their acceptance, at their next meeting on the 6th proximo.

"Therefore, it is hardly necessary to suggest that the situation, from the world's cotton spinners' point of view, must become, under these circumstances, a matter of very serious moment.

"Another element in the cotton market, whose position, in large measure, will be dangerous, is that represented by the enormous short interest in contracts, not only in the New York market, but at New Orleans and Liverpool, because the basis of contracts—that is, spot cotton—being removed from the market, except at much higher prices than now, will leave those who have had the temerity to place themselves in such a position, especially those responsible for the extreme and unwarranted decline of today in a state of 'innocuous desuetude.'—Atwood Violet & Co.

Interesting in this connection is a bit of correspondence made public last night by Theodore H. Price. Under date of August 29, Mr. Price addressed a letter to Mr. Jordan, as president of the Southern Cotton Association, "entirely of my own motion, without authority or suggestion," etc., in which he said:

"I assume that your purpose is to fix a fair price, which will naturally and properly be as much as the trade can pay while not so high as to restrict consumption and thereby work injury to those who are in reality your best friends, i. e., the manufacturers.

"In consideration of the problem which confronts you there are, of course, factors which the manufacturers do not fully appreciate, which must enter into your calculations, as there are factors in their problem with which the producers cannot be familiar.

"Why not then create a community of interest by inviting them to a joint consideration of the subject with you? There are in America two associations of manufacturers, viz.: the American Cotton Manufacturers' Association and the New England Cotton Manufacturers' Association, who are fairly representative of the trade. There is in England the British Cotton Spinners' Federation, which includes a very large number of the English manufacturers.

"A declaration from your association as to the value of this year's cotton crop, in which these organizations should acquiesce or join, would be of such overwhelming force as to be practically without appeal and would secure at once the attention and action of practically the entire trade and establish what is as much to be desired by the producer as the consumer, namely, a 'stable' price.

"But it would do more than this, my dear sir; it would eliminate by formal declaration the antagonism supposed to exist between the producer and consumer, which often finds active and acrimonious expression, and it would leave the speculator, whose profits and expenses must in the last analysis be derived from one or the other branch of the trade without employment."

Mr. Jordan's reply, under date of August 30, follows:

"I am ready in receipt of your favor of the 29th inst., and beg to thank you fully for the very satisfactory presentation of the subject discussed. One of the principal objects and policies of the Southern Cotton Association is to secure, if possible, a full and thorough understanding with the spinners of the world, which will ultimately fix and maintain the price of spot cotton at a stable figure, which will be mutually acceptable and profitable to both the producers and spinners.

"If representatives from the cotton milling interests will meet with the executive committee of the Southern Cotton Association, which is called at Asheville, N. C., September 6, to discuss this most important matter, I can assure you that such a committee will be cordially welcomed and have no doubt but that a satisfactory agreement can be had which will be mutually acceptable to both interests."

In making the letters public, Mr. Price stated that they had been laid before the executive officials of the New England Cotton Manufacturers' Association, the American Cotton Manufacturers' Association, and the British Federation of Master Cotton Spinners' Associations.—N. Y. Commercial.

The cotton receipts of Greenwood during the season of 1904-05 were 26,700 bales.

Kimsey Huskey has been defeated for the legislature in Cherokee in the second primary.

### GREAT RAILROAD TO CHARLESTON.

PLANS RIPE FOR C. H. & D. TO EXTEND LINE TO THIS PORT.

Link from Chester to Camden Will Be Constructed by Company Organizing in Charleston—Straight Line from Coal Fields.

From New York is announced the completion of plans for financing the project of the extension of the lines of the great system of the Cincinnati, Hamilton and Dayton Railroad to Charleston, giving a short and direct route to the ocean and resulting also in the development of the great coal fields which the big system has acquired in Kentucky.

In announcing the completion of arrangements for launching the project, President Zimmerman, who has been expected in Charleston for some time, made the following statement in New York, where the financial plans were probably consummated:

"Work has been undertaken on the construction of a bridge from Ashland to Ironton. We propose building a railroad 125 miles long into Kentucky, where we have acquired 350,000 acres of coal lands, and will build coke ovens and other development work. We expect the output of these mines to be from two and a half to three million tons a year.

"Work on improving the coal and ore docks at Toledo is under way, and we are building a fleet for carrying coal and ore on the Great Lakes.

The Evening Post has on several occasions printed accounts of the progress of arrangements, looking to the perfection of the plans for the coming of the big system to Charleston, and consequently the scheme of the promoters is generally understood here.

While the high officials of the Cincinnati, Hamilton and Dayton railroad and of the Marquette system, which is to be a part of the new and greater system, have been at work, financing the scheme, the Charleston and South Carolina promoters have also been at work, with the result that the plan for the construction of the connecting railroad links and the traffic arrangements with the railroads have been made, with also the purchase and option of two valuable water front sites, the option being on the old Ironline works place at the foot of Calhoun street, for a freight station, and the purchase of the extensive Cunningham and Payne tracts in the suburbs of the city, adjoining the property of the Standard Oil Company for coal sheds.

The Cincinnati, Hamilton and Dayton railroad is one of the largest and strongest systems of the great middle Western country. It has its terminal at Chicago, Springfield, Detroit, Cincinnati, Toledo, Fort Wayne, Findlay, Ohio, Olney, Ill., and Ironton, with many connections with other large railroad systems. The Cincinnati, Hamilton and Dayton includes along its road many of the largest and most flourishing cities of the Middle West.

The route to the ocean, which has been determined upon, provides an air line to the ocean for the distribution of coal through this section and also giving an outlet for the shipment of Western grain.

The big system has acquired several small railroads which have been consolidated between Ironton and Butler, near Bristol, Tenn. The Cincinnati, Hamilton and Dayton will construct the road from this point to Chester, S. C., where the Charleston Construction Company will build a connecting line to Camden. At this point the Northwestern Railroad, owned largely by the Wilson interest will form part of the new system, as far as Sumter, where connections will be made with the Atlantic Coast Line to Charleston.

The Charleston Construction Company will be organized with a capital stock of half a million dollars to build the road between Chester and Camden. Half this sum has already been subscribed. The Cincinnati, Hamilton and Dayton Railroad will subscribe to the bonds of the construction company.

It is expected that President Zimmerman and other officials of the big system will shortly come to Charleston for a conference with local interests, and also to inspect the property which has been acquired and to make a general survey of the situation. A number of conferences have been held at New York during the past few months and the final satisfactory culmination of the arrangements for the road has been expected by those who were acquainted with the progress of the operations.

The coming of the Cincinnati, Hamilton and Dayton Railroad to Charle-

ston means great things for Charleston and this section. It is one of the biggest railroad deals which has ever been planned for Charleston and the satisfactory progress of the affairs, insuring the consummation of the project will prove a source of great satisfaction and encouragement to the business people of Charleston.

The establishment of the coal depot will prove of itself a big thing for Charleston. With the building and operation of the navy yard and the plan of making Charleston a port of refuge, the demand for fuel will be especially large in future years and the big railroad system is preparing to meet this business building to Charleston. The construction of the Panama canal will further make Charleston's geographical position felt by maritime interests and the commerce of the port will grow, in which the big system will find further benefit.

The bringing of Western grain will make Charleston a port of large export to Europe and will result in the establishment of lines of ocean steamers and the construction of grain warehouses, with all the latest improvements for the loading of vessels and shipment of the cereal.

Mayor Rhett and Mr. P. H. Gadsden, of Charleston, and Major Thomas Wilson, of Cades, the president of the Northwestern Railroad, have been leading local promoters of the new road. Mayor Rhett and Mr. Gadsden conducting a large part of the correspondence. Much of this correspondence has been carried on with Mr. Bleakman of the big system. Mr. A. M. Lee, of Smyth, Lee & Frost, is the counsel for the Charleston promoters.—Charleston Post.

### REVOLUTION IN JAPAN.

Unconfirmed Reports of Serious Trouble in Mikado's Realm.

London, September 4.—That a revolt has broken out in Japan as the result of the widespread discontent with the terms of peace is generally believed here.

Tien Tsin cables declare the anger of the Japanese was such that immediately after the terms of peace became known a revolution was feared. Hasty preparations were taken by the government to meet the situation.

Messages from Rome announce that dispatches have been received there that tell of the widespread discontent in Japan.

### ANARCHY IN CAUCASUS.

Russia Has Bloody Revolution in One of Her Asiatic Provinces.

St. Petersburg, September 4.—Advances from the Caucasus state that a revolt has broken out there on an enormous scale. The dispatches conveying the information are meagre as to details, but state that the casualties will number at least 5,000. The viceroy of Caucasus telegraphed that he is utterly unable to cope with the situation.

### Manning Won't Dodge.

Senator Manning, of Sumter county, has been most favorably spoken of as a candidate for governor next year. Whether he become a candidate or not the statement he makes about the dispensary shows that he is not the man to dodge an issue or wait until he sees which way popular sentiment is going before he defines his own position.—Orangeburg Times and Democrat.

### Honest, But in Bad Company.

In his speech at Edgefield, Senator Tillman said he had heard a report that John Bell Towill, of Batesburg, had received a fine horse as a present from some whiskey dealer in Kentucky. Now the Batesburg Advocate states that Mr. Towill bought the horse from a dealer in Batesburg, and paid \$275 for the animal. Everybody who knows John Bell Towill will stand for his honesty and integrity, even if he is in bad company. We do not believe that he has accepted rebates or presents or anything else which he ought not. We have discussed with him his connection with the State board on more than one occasion, and we feel sure that if every man connected with the dispensary was as straight as Towill, the system would be honestly administered, and the restrictive features of the law fully carried out. John Bell Towill is not a grafter, and Senator Tillman should not have alluded to such a report without some evidence at least of its truth.—Bamberg Herald.

London, Sept. 1.—The Cromer express on the Great Eastern Railway was wrecked this morning at Chelmsford. According to the official report ten persons were killed, and the number of injured exceeds twenty.

### TO BE HEAD OF SEABOARD.

Stated on Good Authority That Former Canal Engineer Wallace Will Succeed Barr.

A gentleman of this city who is in a position to have information on the subject, said yesterday there was little or no doubt in his mind that John Findlay Wallace would become the head of the Seaboard Air Line system the first of May, 1906. Mr. Barr, the president of the Seaboard, has a contract with the company, which will expire on that date. Mr. Wallace said when he came to this country, after resigning his position as chief engineer in charge of the Panama Canal construction, that he had been offered a \$60,000 place in the United States. He has accepted a position with George Westinghouse, the head of the great Westinghouse Company. It is not thought he receives a salary nearly approaching \$60,000. Mr. Westinghouse represents Thomas F. Ryan, as one of the Equitable trustees. He is close to Mr. Ryan in several ways, it is said. Mr. Ryan owns or controls the Seaboard. It is said to be his determination to put Mr. Wallace in control when President Barr's time expires next May. Mr. Wallace resided in Virginia some years ago as superintendent of the Mathieson Alkali Works at Saltville, Smyth county.—Richmond Times-Dispatch.

### SHAKER PEACE CONFERENCE.

Appeal to Government for Arbitration of National Disputes.

Mount Lebanon, N. Y., Aug. 31.—With "peace among nations and among men" as its watchword, a notable conference to further international arbitration was opened here today under the auspices of the sect of Shakers who have made this locality their rallying ground since the days of the Revolution. The Shakers claim, and with good cause, to have been the pioneers in this country in the movement for international arbitration.

They now propose that influence be brought to bear upon their government, as the people of other countries are bringing influence to bear upon their governments, for the arbitration of international disputes, the reduction of armament on land and sea, with a consequent diminution of the burden of taxation now borne by the producing classes, and the establishment of the great waterways of commerce as neutral zones.

To this end, in response to the invitation issued some time ago, a considerable number of men and women are assembled here to take part in the conference and to discuss ways and means for obtaining the object sought. Among the scheduled speakers are the following: Bolton Hall, of New York; Rabbi Charles Fleischer, of Cambridge; Mrs. Kate Waller Barrett, vice-president of the National Council of Women; Mrs. I. C. Manchester, president of the National Association of Loyal Women; Walter S. Logan, former president of the New York State Bar Association, and Rev. Amando Deyo, vice-president of the Universal Peace Union.

### Dispenser Bouzard Bailed.

Orangeburg, Aug. 30.—H. W. Bouzard, former dispenser at Fort Motte, who was arrested yesterday charged with a defalcation amounting to \$2,271.81, and who was delivered into the custody of the sheriff in default of bail, was released today; the necessary bond having been secured. Bond was fixed in the sum of \$2,000 and the bondsmen are W. G. Peterkin and Martin Keller, of Fort Motte, and M. C. Elwens, of Orangeburg.

Bouzard waived a preliminary hearing, and while the case will be called during the court of general sessions, which convenes here Monday, the defence may require more time and ask for a postponement until January.

The following is an exact copy of an agreement gotten up and signed by a number of the farmers around Chesterfield: "We the undersigned swear before God that we will not give over 40 cents per 100 pounds for picking cotton before October 15th, 1905, and do hereby forfeit \$50.00 if I violate the agreement. The same \$50.00 to be paid to all the names on this list."

William Hottal was killed in an accident on the Charleston and Western Railroad at Coal Point, near Laurens, Thursday night.

Quincy, Mass., Aug. 31.—The battleship Vermont was successfully launched at the yard of the Fore River Ship Building Company at 10:53 o'clock this morning. The sponsor was Miss Jennie Bell, the youngest daughter of Governor Bell, of Vermont.