The Watchman and Southron.

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 SOUTHRON, Established June, 1844.

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OUTRAGE AT SUMMERVILLE.

J. H. Heines, a Storekeeper, Brutally Assaulted—Negro Suspect Under Arrest.

Summerville, July 22.—Mr. J. H. Heins moved to Summerville some time ago from Mount Pleasant, it is understood, and opened a general merchandise business on Carolina avenue near the old Town Hall. Last night about twenty minutes of midnight, a mulatto man about six feet in height, weight between 180 to 190 pounds, with a V-shaped scar on his forehead, entered the store and at his request was shown some handkerchiefs by Mrs. Heins, but not being able to obtain the kind he particularly desired, left. After one or two customers had come and departed Mr. and Mrs. Heins, as is their custom nightly, examined the premises for the purpose of being satisfied that there were not persons secreted therein, they then closed and fastened the Carolina avenue entrance and left the store through the back door for their residence, which is but a few feet beyond.

Mrs. Heins, with a small child in her arms, preceded her husband, who was behind, carrying a lantern in his hand, up the piazza steps, and, upon hearing a noise, turned and saw a man strike brutally her husband on the side of the head, the blow causing him to reel and fall over against one of the piazza pillars.

As Mr. and Mrs. Heins left the store there was no one visable, this assailant being probably secreted in the dark on the side of the store building. Mrs. Heins immediately screamed out and called for assistance and in a few minutes the neighbors gathered and as one of them rushed in the front gate he was jostled by a party leaving the garden, but not being cognizant at the time of what had happened, he gave the incident no attention. It was discovered upon examination that Mr. Heins had been struck on the side of his face and head with a large stick, the gash on the head being a severe and painful one, and in addition several of his teeth being knocked out.

Upon the alarm being given the assailant escaped for the night.

Chief of Police T. R. Waring, upon being notified, went promptly to the scene of the crime and kept up the search throughout the night and the greater part of today. He arrested a mulatto man who has been around the town for a week, whom he found in Grovermann's lane asleep, not far from the Heins store. The man gave his name as Luke Talbert, claimed to have recently come to Summerville from Floridaa, had been to points in Virginia and that his home was in Greenwood. Upon being asked as to the V-shaped scar on the forehead, he stated it was the result of a blow from an axe in the hands of a relative at Greenwood years ago, but as to other matters he was exceedingly reticent. Talbert, upon being taken by Chief Waring to Mrs. Heins, was identified as the full mulatto man who entered the store about 20 minutes before closing, ostensibly to purchase handkerchiefs, and she stated, it is understood, that he corresponded in her opinion, with the person who she saw strike her husband. Talbert is now in jail.

Mr. Heins's injuries, while painful and severe, are not necessarily dangerous and he apparently is doing as well as could under the circumstances be expected.

Mrs. Heins is the daughter of Mr. J. A. Abbey, postmaster at St. George and niece of Mr. Marshall Chase, of this place.

East Valley, Ga., July 22.—Twelve freight trains met in a head-on collision on the Central of Georgia railway near here early today. Two men were killed and a half dozen others injured. The dead are Charles Young, of Atlanta, and a negro fireman, name unknown. The wreck is the result of a misunderstanding of orders. The men were on duty for 20 consecutive hours.

THIEVES AT SUMMERVILLE.

Mr. H. W. Loseman's House Entered and Looted of Valuable Watch and Rings.

Sommerville, July 22.—Yesterday morning about 10 o'clock the residence of Mr. H. W. Lasemann, on Sumter avenue, was entered by thieves who succeeded in obtaining and carrying off a solitaire diamond ring, gentleman's gold watch, ladies' diamond ring, turquoise ring and a quantity of wearing apparel. Mrs. Lesemann was absent from home at the time, and Mr. Lesemann was at his place of business on Main street. This matter was reported to Chief Waring and one or two suspected parties were apprehended, but inasmuch as there was no tangible evidence, they were discharged. Mr. Lesemann's loss in the aggregate may amount to two hundred and fifty or three hundred dollars.

GEO. FITZWALTER DROWNED.

Chief Claim Agent for Seaboard and Manager for Baldwin Detective Agency.

Columbia, July 23.—News was received here yesterday of the accidental drowning of Mr. George Fitzwalter in the Savannah river at Savannah at an hour before daylight yesterday morning. He was the assistant chief claim agent of the Seaboard Air Line and was manager for the Baldwin detective agency in this territory.

It is understood here that Mr. Fitzwalter was engaged in grading the railroad interests against the striking longshoremen there and was on a boat in the stream. He attempted to leap from one boat to another and losing his footing, fell overboard and was never seen again, his body sinking immediately. Mr. Fitzwalter was a well known detective and was a popular man in railroad circles.

APPRECIATED IN LANCASTER.

A Number of Farmers' Institutes Will Be Held This Week and the Attendance Will Be Good.

Lancaster, July 22.—The farmers are looking forward with much interest to the Farmers' Institutes to be held in this county this week. Many of the farmers are through "laying by" their crops and it is likely, therefore, that the meetings will be well attended.

As already published in The News and Courier, the first institute will be held tomorrow at Pleasant Valley, which is in the extreme southern portion of the county. The following day, Tuesday, the two institutes are to be held, one at Lancaster Court House and the other at Antioch, six miles east of here. On Wednesday an institute will be held at Elgin, a station on the Southern, four miles from Lancaster, and on Thursday one in the town of Kershaw.

At Pleasant Valley, Antioch and Elgin arrangements are being made for big picnics and other attractions. The Pleasant Valley pepole have engaged the services of a fine brass band from North Carolina, as an additional attraction for the institute tomorrow. They have also invited the candidates for the Legislature to be present and to make addresses on educational topices.

Ever since the inauguration of the Farmers' Institute by Clemson College Lancaster has had one or more of them every year, and probably more of them will be held in this county this year than in any other county in the State. The Lancaster farmer believes in the institute, to which is no doubt largely due his present improved methods of farming and stock raising.

RUSSELL SAGE DIES SUDDENLY.

New York, July 22.—Russell Sage died suddenly today at his country home, "Onteora," at Lawrence, L. I. The immediate cause of death was heart failure, resulting from complications [illegible]

[illegible]

Mr. Sage [illegible]

A SHORT CROP.

LITTLE COTTON ON HAND THIS YEAR AND NEXT.

Mr. Smith Calls Upon Every Sub-Association to Bend Every Effort to Make Plan a Success—Review of Situation.

Columbia, July 19.—Mr. E. D. Smith, president of the South Carolina Cotton Association, was in the city today and he issued the following address or statement, the facts in which will be of general interest to men of all business callings:

On account of my sickness I have been unable to keep in touch with the people of the State through the press. I do not want anyone to imagine that the work of the association has in anywise lessened.

I take this opportunity to call the attention of all the associations to the fact that from every state in the union there comes reliable information of material crop damage. There seems to be little prospect of a crop exceeding eleven million bales. The world consumed last year, 12,500,000 bales and the consumption this year will probably reach 12,750,000 bales. Therefore not only for the remainder of the year but for all of next year, there will be practically no cotton in stock. If there ever was a time when the Southern Cotton Association as an organization could demonstrate its power, that time has arrived. A strenuous effort should be made to keep the cotton from the market during the months of September, October and November, for this is the time when the speculators and the mill men lay in their supplies at the lowest possible price. Because they recognize that this is debt paying time, and that the small farmer, the man who needs the help and who needs every cent that his cotton can be made to bring, that this is the time he will be forced to part with his crop.

The Southern Cotton Association should bend every effort this September as soon as cotton begins to come to the market to use its organized authority to keep every bale possible off of the market.

Year before last we began the year with considerable stock carried over from the enormous fourteen million bale crop; this year we will begin the cotton year of 1906 and 1907 with practically no old cotton on hand, and with the world demanding more cotton than the new cotton can supply.

Therefore, I call upon every association in every county in the State to meet at once and devise ways and means by which in every county and township they can make arrangements to keep the cotton off the market during the first of the cotton season by all means available.

The prospect in South Carolina, as I know from personal observation, is the poorest for ten years.

The country is being flooded with bear literature; every ingenuity known to the opposition is being used to depress the price of cotton.

Eternal vigilance is the price of all success, and simply because we have succeeded in gaining and maintaing such a fine price for cotton, let no man imagine that the opposition has weakened its force at all, but fighting more vigilantly than ever before.

To show you the tremendous power of the association, for the first time in the history of cotton—cotton that is chalk and paper cotton which heretofore has controlled the price of spot cotton—was 100 points higher in New York than the spot cotton was in Columbia, South Carolina. Which means that the gamblers and speculators could run paper and chalk up and down to suit their fancy. But for one time in the history of the cotton grower he did not allow the spot cotton to be influenced by any such gambling gymnastics.

My health is steadily improving, and I shall be glad to address mass meetings during the month of August in South Carolina.

[illegible] I am [illegible]

E. D. Smith.

FIRE CAUSED BY LIGHTNING.

Camperdown Mill at Greenville Struck—Damage $10,000.

[illegible]

BETTER RAILWAY SERVICE.

SOUTH CAROLINA TRAFFIC ASSOCIATION MAPS OUT GOOD WORK.

Southern Railway and Atlantic Coast Line Officially Requested to Improve Service by Putting on Several Additional Passenger Trains for Local Business.

Columbia, July 22.—An important meeting of the recently organized South Carolina Traffic Association was held here today. If the recommendation of the special committee is carried into effect the local railway schedules will be practically revolutionized by the addition of new passenger trains for the accommodation of local business.

The Southern Railway is requested to make radical changes in the train service between the low and upcountry. Three new trains are called for and the service between Charleston, Columbia, Spartanburg, Greenville, Charlotte and Atlanta would be greatly improved.

The Atlantic Coast Line has been requested and has practically agreed to put on a new train between Wadesboro and Florence, leaving Wadesboro about 6.30 a. m. and connecting at Florence with the trains for Columbia and Charleston. Returning the train would leave Florence at 8.20 and arrive at Wadesboro about 11 p. m. connecting there with the Seaboard train.

The chief interest in the meeting today centered in the address of the executive committee, composed of the president, Mr. Lewis W. Parker, and of Mayor Rhett, of Charleston, and Dr. E. H. Cain, of this city.

The address is "to the citizens of the State of South Carolina, boards of trade, chambers of commerce and other similar organizations within such State, municipal and other corporations interested in the subject of railroad traffic within the State of South Carolina," and its cardinal sentiment is local trains for local travel, better schedules, super schedules and quicker freight delivery. The paper is a particularly strong one. The address in full follows:

At a meeting in Greenville on May 29 last, composed of representatives from various boards of trade and communities interested in the subject of railroad traffic in South Carolina, an organization known as the Traffic Association of South Carolina was formed, and officers were elected, as indicated in the heading of this articles. This meeting was representative of many interests and many communities who were vitally interested in the subject of traffic, and who sorely felt the conditions under which we are now suffering in this State.

We can justly claim that in the past few years this State has greatly increased in prosperity and with this increase has been the consequent increase in railroad traffic, both passenger and freight. According to the admissions of officers of the railroads, this increase is equivalent in many instances to more than 100 per cent in the past five years. Notwithstanding this, during such time the railroads have done practically nothing to increase facilities of travel, but on the contrary, have, in many instances, allowed their rolling stock and roadbed to deteriorate and in some instances to become positively dangerous to travel; they have been apparently indifferent about compliance with the laws of this State and to the rules of the railroad commission, relating to the length of time to be consumed in the transportation of freight; they have been equally as indifferent to compliance with their own schedules, and have within recent years done little to increase the facilities for travel which has now justified by the increased travel. Apparently no interest is left in and no attention is given to local travel and traffic, which is [illegible] the lifeblood of the people and by which the finances [illegible] has been [illegible]

[illegible]

[illegible] on business in Columbia, the State's capital, loses as much time from his business to keep this appointment as he does if he has an appointment in the city of New York. It is an impossibility for one from such a section of the State to go to Columbia on business taking any time without being away from his home two nights and from his place of business practically two days.

Like conditions prevail with reference to travel between other sections of the State and Columbia, as also with reference to the travel to Charleston.

For further illustration: On the main line of the Southern railway, if citizens of Greenville or Spartanburg or other towns similarly situated desire to visit these towns, though the distance be only a few miles, it cannot be done by railroad travel without its being necessary either to leave home before daylight or to return in the early hours of the subsequent morning.

Even in such cases, a traveler desiring to go, say from Greenville to Spartanburg, is dependent upon the schedule of trains travelling 1,000 miles and with the irregularity of such lines which have prevailed in recent years, this condition has now become unbearable.

It is proposed by this association, that they, in an effort to secure from the railroads better facilities for local travel, and to secure a recognition of the general view that there should be local trains for local travel.

2. The length of time now consumed in going from one section of the State to another is unreasonable. It would seem to be a reasonable expectation that with the increased travel of the State, conditions of travel should be improved, rather than otherwise; yet everyone knows that these conditions have become more inconvenient in recent years. When demands have been that the railroads comply with their own schedules these demands have been met by the railroads showing either perfect indifference to demand or making changes which were more adverse to the public. For illustration: When demand was made of the Southern railway that they keep in some degree their schedules between Columbia and the upcountry, they met this demand by increasing the schedule of time consumed for such travel, and by breaking connections which are convenient to the public. To do this, they have given allowed themselves, in some instances, more than an hour and a half to make distances of less than thirty miles and by such increased allowance broken connections which were essential to convenience of the public. The time now consumed in going from Charleston or Columbia to the upcountry is more than it was 20 years ago, and this conditions is rendered necessary, so it is claimed by the railroads, because their rolling stock and their roadbeds are unable to accommodate quicker travel.

3. The railroad commission of this State, and its legislature, have after careful consideration of the subject, provided a maximum time which should be consumed in the transportation of freight between points within this State. The railroads utterly fail to regard such provisions of law, and there is the greatest uncertainty in the delivery of freight. It is no common thing for weeks to be consumed in the transportation of freight from one point in the State to another point.

4. Charleston is the chief seaport of this state, and has today a harbor unexcelled along the Atlantic Seaboard. It is a reasonable expectation of the citizens of the State that same advantage should accrue to them from the proximity of the communities to this important seaport, but the railroads have so manipulated their freight rates as to bring about the disadvantage of all, [illegible] the contrary freight rates are based with regard to exports to other States, and without any effort to encourage traffic through our own chief seaport. Practically without exception the railroads in this State have been built with the money of the people of this State and for the purpose of giving advantage to the communities of the State. These railroads, through condition, beyond our control, have passed into other hands, but nevertheless the purposes for which they were built, and the property with which they were endowed, [illegible]

[illegible]

[illegible] the State with reference to [illegible] authorities on all the [illegible] the State, [illegible] a reasonable accommodation for the local traffic of the State. There is doubt as to the present authority of the railroad commission, and it would be the purpose of the Traffic Association to consider with care what additional legislation may be necessary to carry out the purposes stated and strengthen the hands of the railroad commission. This organization will be in no wise hostile to the railroads and it is hoped that remedies for evils complained of may be secured without an appeal to the legislature, but if necessary the association will thorugh its proper committees and attorneys consider the legislation necessary and make requests therefor.

6. The individual citizen has not the time nor the desire to make continual issue with the railroads, even though the issues be important to his interests. These issues must be made by a collective body in the interest of the whole community, with such purposes as the Traffic Association becomes the means by which the railroads of the State will be held to their default in the transportation of passengers and freight, and you are cordially invited to associate yourself with this association. It will be necessary to have, of course, considerable funds, at the disposal of the association, and for this purpose an annual fee of $2 for individuals joining the association is provided for. In cases of boards of trade, chambers of commerce, and similar organizations, it is provided that they become members of the associations upon payment of a sum equal to 50 cents per member per annum, in no case to exceed $100.

You are earnestly urged to join this association and to lend your efforts toward the general purposes above outlined.

We believe that by united action and by clear presentation to the railroad authorities of the disadvantages under which we are now suffering, that which can be done in the betterment of conditions in this State. We earnestly hope that these advantages can be obtained without friction with the railroads, but we are impressed with the necessity of them, and the association will use its every effort to secure them.

Lewis W. Parker,
R. G. Rhett,
E. H. Cain,
Members Executive Committee Traffic Association of South Carolina.

THE CRISIS REACHED.

The Douma Defies the Autocracy and Russia Seems Destined to Have a Dictatorship.

St. Petersburg, July 20.—All Russia is waiting to see what will be the effect of the adoption by the douma yesterday of the address to the people contained in the report of the Agrarian commission. A crisis seems to have been reached in political affairs, one every hand peasant disorders and revolutionary outbreaks are increasing. The government, on the other hand recently has manifested more determination to curb the growing power of the douma. Following the action of the douma yesterday in issuing what is regarded as a virtual defiance to the government today rises the spectre of a dictatorship as the probable outcome of the revolution.

WANT A GOOD JOB?

The Government Is Offering Special Inducements for Clerks in Philippine Service.

Washington, D. C., July 20.—Special inducements are being held out by Uncle Sam in order to procure clerks for the Philippine service. His big employment bureau, known as the civil service commission, has just announced that wives or sweethearts of applicants for such positions may also be examined for teachers' places. The salaries of Philippine clerks are $1,200 a year to start with and teachers are paid from $600 and up.

COAL MINE DISASTER.

Five Miners Killed and Two Fatally Injured at Elkfield, West Virginia.

Elkfield, W. Va., July 21.—At the [illegible] explosion of gas in the Tower mine at Nuser last night five men were killed and two injured so seriously that they will die. The men had started down the shaft in an engine when the explosion occurred blowing them out of the bucket to the bottom of the shaft. A crashing timber was the cause of the explosion.

Searching for Negro Mac-Javer.

Shreveport, La., July 22.—Posses in the woods searching for Joe Wesley, a negro, who shot and killed J. W. Batton, a merchant, who had gone to the negro's house to collect a bill for groceries. Wesley shot Batton through the heart with a Winchester rifle, causing instant death.