

1st & C Univ. 16-Sep-04

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, 1860

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## WRIGHT DELAYS TRIAL.

### COMBINATION OF CIRCUMSTANCES FORCES POSTPONEMENT.

#### Extension of Time Granted—Aviator Given Three Days More in Which To Complete Last of Official Test Flights.

Washington, July 28.—A persistent wind and a suddenly-discovered stoppage in the gasoline feed-pipe of his motor prevented Orville Wright from making this evening his final cross-country two-man test of the aeroplane. After he had waited in supposed readiness for the start for an hour, with the aeroplane on the monorail at Fort Meyer, the wind died down at least to little more than a whisper, and then it was discovered that the fuel-feed was obstructed. By that time it was dusk, and the flight was declared off for the day, the army officials granting him three days' additional time for the test. The time limit under the original contract expired today. The failure of the trial disappointed an immense crowd, including President Taft and practically all of the most prominent government officials. All along the course laid out for the trial people were gathered, on foot and on horseback and in vehicles of every conceivable character. At Shuter hill, just outside the city of Alexandria, where the turning point was located, was assembled what must have been a fair quorum of the people of that community.

The crowd at Shuter Hill was a serious embarrassment to the officers in charge of the trial; they had with them only a small cavalry detail, and they found it impossible to keep the people off the great space which they intended to reserve as a landing place for the aeroplane in case it was necessary for the aviators to alight.

In addition to the aspect of the unprecedented flight as a spectacle, there was well understood to be an element of very real peril. In order to maintain a level course it would be necessary for Wright to maintain an altitude of from 50 to 250 feet above the sharply rolling country. Officers of the signal corps have been over this ground repeatedly in balloons, but no one, not even either of the Wrights, has ever been over it in a heavier-than-air machine, and the air currents which will affect such a flight are practically unknown. Wright has discovered in his circuits of the parade ground at Fort Meyer that trees and buildings and even the contour of the ground profoundly influence the currents of air; he has no chart to show with what whirlpools and eddies of atmosphere he will have to contend on this thrilling journey.

The course was marked by bright yellow cylindrical captive balloons. The only real excitement of the day was when one of them near Fort Meyer escaped and displayed a disposition to "beat Wright to Shuter hill," for there it was captured somewhat damaged.

All along the road between Fort Meyer and the turning point, a relay series of mounted soldiers in khaki sat their horses. It was to be their duty, in case of accident, to hasten to the fallen machine, and then bear word post haste back to the fort.

Along the course there was no other means of communication, and the moon was riding in a night sky before the people along the way realized that there was to be no spectacle tonight. The farmers, whites and negroes, down the way, view the whole affair with mingled emotions. Many of them are chiefly afraid that Wright will drop in through their humble roofs, or that they feel would be more serious, work havoc in field and gardens. They were anything but pleased tonight when informed that they had still another day in which to dread the new bird of the air.

It was quite dark when the signal corps details pulled down the markers and towed them back to Fort Meyer. If weather conditions promise a flight tomorrow, they will be replaced in the same positions in the morning.

Seven thousand people surged in accompaniment as the aeroplane was wheeled across the field to the starting line shortly before 7 o'clock. The only ones in that vast assemblage who displayed no agitation were the two Wrights, their sister, Miss Katherine Wright, and Lieut. Foulers, the young officer who had been selected to make the flight with Orville.

#### Wright Scores Triumph.

#### Aviator Makes Flight of an Hour with 14 Passenger.

#### Orville in His Aeroplane Successfully Beats the Government Endurance Test and Breaks the World's Aeroplane Record for Two Men as to Both Time and Distance.

Washington, July 27.—The world's aeroplane record for two men as to both time and distance was broken this evening in a beautiful flight of one hour, twelve minutes and forty seconds—upwards of fifty miles and at a speed averaging about forty miles an hour, by Orville Wright at Fort Meyer, with Lieut. Frank P. Lahm, of the army signal corps, as a passenger.

The former record was made last year by his brother, Wilbur, joint inventor, with him of the machine in which both achievements were performed at LeMans, France, with Prof. Fainleve, of the French Institute, as passenger. That flight was one hour, nine minutes and thirty seconds. Wilbur was an eager spectator of today's flight by his brother.

"You just scooted your brother's record without really damaging it much," remarked a newspaper man to Orville after the flight.

"I shall all we meant to do," replied Orville, "is to beat him, which his brother appreciatively duplicated."

The cheering which heralded the setting of a new mark in the conquest of the air was led by President Taft in person, who had sat an intensely interested spectator throughout the flight, and who insisted at its conclusion upon personally congratulating the brothers upon their success.

This success was all-important to the Wrights, in that it completed the first of two crucial tests of their machine imposed upon them by the United States government—the so-called "endurance test," which required them to remain one hour continuously in the air with one passenger. Orville did nearly thirteen minutes better than that, and could have kept on indefinitely—three hours and a half, the limit imposed by the gasoline capacity of the supply tank.

The other test, that for speed, will be completed with tomorrow, weather permitting, when Orville is to take Lieut. Benjamin Foulers of the signal corps, on a cross-country flight to Alexandria and return, a total of ten miles, over a measured course, and at a speed required to average forty miles an hour. Orville could have made that flight this evening, but it was almost dark when he at last alighted, after a flight which would have carried him almost twice across the English Channel.

#### Lever Not to Attend Rally.

#### Congressman Unable to Leave Washington Until Tariff Bill is Passed.

Washington, July 27.—Representative Lever stated today that it would be impossible for him to attend the "good citizenship" rally to be held in South Carolina on Thursday, as he had intended doing, because of the fact that every available member of congress—Democrats and Republicans alike—have been summoned here, to remain until the tariff bill is passed.

At the rally President Mitchell, of the University of South Carolina; Dr. George B. Cromer, and other well-known educators are to be present, and Mr. Lever had hoped until today that he would be able to get away, but he announced tonight that this would now be impossible.

#### The committee to select speakers for the Red Shirt Reunion to be held in Anderson on August 25 announced Monday that Senator Tillman, former Governor Sheppard and Judge Robert Aldrich had accepted invitations to be present and make addresses. Each of these took prominent parts in organizing and leading Red Shirt companies in '76.

## VERDICT IN THREE MINUTES.

### JURY SENTENCES JOHN JENKINS TO DEATH.

#### Trial Orderly—Judge Wilson Praises People for Their Respect for the Law—Identification Positive.

Georgetown, July 27.—At the special term of court ordered by the governor to convene in Georgetown today, a true bill was found against John Jenkins, and his trial immediately followed in which Jenkins was found guilty and sentenced to death on the gallows, August 13th.

The testimony began about 11 o'clock. The prosecutrix was the first to be sworn. At the request of the solicitor and under the act of the last legislature, so providing, every one was requested by the judge to leave the court room, excepting the near relatives of the prosecutrix, the attorneys and other necessary officials during the testimony of the young lady.

The prosecutrix while on the stand, embarrassed and in a faltering tone, told the story clearly and distinctly, positively identifying the accused who stood before her. Her startling story brought tears to the eyes of many who were present and as she left the court room, passing the prisoner in the box, she said: "I hope I will never see that brute alive again."

Several other witnesses testified, among whom were Deputy Sheriff Ward, F. L. Siau, Jr., and several colored witnesses.

At the conclusion of the testimony the judge charged the jury, as neither side cared to make a speech. The judge's charge was short, clear and instructive.

The jury retired about 2:15 o'clock and returned in less than three minutes with a verdict of guilty of an assault with criminal intent, as charged in the indictment, for which, under the new act of the legislature, the only punishment that may be inflicted was death.

At 2:25 p. m. Judge Wilson solemnly pronounced the sentence of the court which was to the effect that John Jenkins, alias "Slippery Joint," must pay the penalty for his crime on the gallows on August 13, next.

Jenkins appears to be about 17 years of age, perfectly illiterate and of a very stolid nature. While the sentence of death was being pronounced upon him he smiled almost incessantly and seemed to have thought that it was smart to be the centre of attraction of so large a crowd, which almost bulged the walls of the court house.

Jenkins was quietly carried back to the jail house and during the whole trial there was perfect order. Judge Wilson highly commended the people for their action in the matter, their orderly conduct, and while it was a case of a nature to excite the highest anger, the law was allowed to take its full course and everything will continue orderly until the execution is consummated.

## HARTSVILLE FARMER A SUICIDE

### Solomon Hall Kills Himself With Shotgun, Despite Daughter's Efforts.

Hartsville, July 27.—Mr. Solomon Hall, who lives about two miles below town, committed suicide today about noon by placing a single-barrelled shotgun to his abdomen, leaning over it and pulling the trigger with his toe. Death was almost instantaneous.

Mr. Hall was a man about 50 years old and a rather prosperous and hardworking farmer. He was of an erratic disposition and before this has given evidence of insanity. It is thought that the immediate cause of his rash deed was trouble and desperation over two of his daughters, who are hopelessly insane at the asylum in Columbia. His first attempt at suicide today was frustrated by his grown daughter, who seized the gun as he was about to shoot himself. He broke loose from her, ran around the house and, before he could be prevented, had killed himself.

## FAMOUS LANDMARK BURNED.

### Old House on St. Simon's Island Sheltered Aaron Burr and Fanny Kemble.

Brunswick, Ga., July 27.—"The Retreat," a summer home on St. Simon's Island, that was built in 1700 by James Spalding, was burned today. How it caught fire is not known. In the old home's history it has sheltered, among other noted persons, Aaron Burr and Fanny Kemble. The storm of 1898 rendered the house uninhabitable, and it had not been repaired. After standing over two centuries, the hewn live oak timbers in the structure were sold.

## FREE HIDE VICTORY.

### SEVERAL OTHER ARTICLES ON FREE LIST.

#### Lumber Not Yet Free—Conference Report to be Ready Soon—Print Paper Taxed \$3.50.

Washington, July 27.—From the best information obtainable it appears that the house has won its battles for free hides and oil and increased rates on gloves and hosiery, in return for a surrender to the senate on lumber, coal, iron ore and print paper. The rates on these schedules, as they have been tentatively arranged, pending the acceptance by both houses of the programme for a reduction in the duties on manufactures of leather below the rates fixed by the house, are as follows:

Oil, free.  
Hides, free.  
Coal, 45 cents a ton.  
Print paper, \$3.50 a ton.  
Iron ore, 15 cents a ton.  
Lumber, rough, \$1.50 a thousand ft.; one side finished, \$2; two sides finished, \$2.25; three sides finished, which may include tonguing, grooving, \$2.62 1-2; four sides finished \$3.

Gloves, \$4 per dozen pairs, not exceeding 14 inches in length, the standard length.  
Hosiery, valued at \$1 or less per dozen pairs, 70 cents, as against the senate and existing rate of 50 cents. On values up to \$2 the rate is slightly in excess of existing duties and a shade below the rates fixed by the house. On the highest grades the senate and house rates were identical.

For nearly a week the question of putting hides on the free list or imposing a nominal duty upon them has been before the conference committee. Not even a nominal duty proved acceptable to Representative Payne, whose position was strengthened by the support of President Taft, and the senate was compelled to yield in spite of the fact that free hides threatened to provoke an insurrection among "stand-pat" senators from cotton-raising States. It appears, however, that Mr. Payne's victory was a costly one, inasmuch as the house conferees were defeated on coal, print paper, iron ore and lumber.

The chief victory won by the senate was the retention of its duties on lumber. These represent reductions from the Dingley rates, but are nearly as low as the house rates, which began with \$1 on rough lumber.

Likewise a victory was won by the senate through acceptance by the conference committee of a rate of \$3.50 a ton on print paper instead of the \$2 rate fixed by the house.

The placing of oil upon the free list was a foregone conclusion.

It is known, however, that while the voting has not taken place on the five big questions which engaged the attention of President Taft, agreements have been reached.

The conference report will be ready to present to the house soon as the rule in regard to the leather schedule is adopted by that body.

For several days it has been reported that the conferees would reduce the rate on lead ore from 1 1-2 cents a pound to 1 3-8 cents, but, it is said, the 2 cent rate has been accepted by the conferees.

## TILLMAN IS ALL RIGHT.

### Reports of His Being Ill Denied by His Physicians—Doesn't Intend to Resign—Northern Newspapers Mistaken—He is Now Lecturing in the West.

#### Columbia, July 27.—The reports in Northern newspapers as to Senator Tillman's ill-health appear to be without foundation.

Dr. J. W. Babcock, of this city, who is the Senator's physician, said this morning that so far as he knows, Tillman is in perfect health. "Only two or three weeks ago," said Dr. Babcock, "Dr. Lavinder and myself examined Senator Tillman and found him to be in good health."

"On August 11 he will be sixty-three years of age, and for a man who has led the strenuous life that Mr. Tillman has he is in remarkable health."

The reports that Tillman is at his home in Trenton are also unfounded. He is out West now on his lecture tour. State Superintendent of Education Swearingen, who is a kinsman of Tillman, said today that the Senator is somewhere in Ohio, and branded as incorrect the rumor that "Tillman contemplates resigning his seat."

Senator Tillman is expected at Clemson College on August 11. He was at his home on July 16 visiting his sick sister.

## HARD ON BROUGHTON.

### REV. J. A. SLADE AND REPRESENTATIVE ANDERSON DENOUNCE HIM.

#### Anderson Makes First Attack, and is Followed by Evangelist Slade—Broughton Replies.

Atlanta, Ga., July 27.—The anti-prohibitionists in the State legislature forgot the truce today, rolled up their sleeves, grabbed their war clubs and sailed into the opposition with such bitter invective that an aged cleric shook his head and remarked:

"Nothing like that ever happened in the legislature in the 40 years I've been attending it."

The fun began when Anderson, of Savannah, who is fighting the near-beer bill, rose to a question of personal privilege. He was white-faced and trembling and had to moisten his lips several times before he found his voice.

"I notice," he began, "that a local minister, named Rev. Len G. Broughton, is quoted in the press as having said in a sermon that I was fighting the near-beer bill because I had bought stock in a Savannah brewery after the prohibition bill was passed, and that I was the only man in the State who had made money out of prohibition in Georgia."

"I desire to say that this preacher is a wilful, malicious, reckless, malignant and vicious liar. I fully expected to be assailed and vilified when I obeyed my constituents' will and opposed the Alexander bill. But I never even dreamed that a minister of the gospel, a follower of Him who preached charity and taught truth, would stoop to become a slanderer and a common liar."

"In the first place, no Savannah brewery nor stock in one has been sold since prohibition went into effect. Hence this is another lie of the reverend hypocrite. About 15 years ago I bought ten shares in a Savannah brewery and paid \$100 a share. I was out of the State when the prohibition bill passed and when I returned and tried to sell my stock I could not. It is now worth about \$50 or \$60 a share, but can not be sold."

"This Alexander bill is a new prohibition bill and we already have the strongest prohibition bill ever drafted. If it be not enforced then it is because the officers are negligent and the people do not want it enforced. I have never placed as much as a straw in the way of its enforcement. But you know you cannot enforce an unpopular law."

Anderson sat down in a breathless silence and little Representative J. A. Slade, slight, dignified and ministerial looking, rose. Slade is from Muscogee county and is a Baptist minister, the same denomination which Broughton serves. Every one expected a bitter retort to Anderson's outburst. What was the astonishment of all, then, when Slade went even further than Anderson in denouncing his fellow clergyman.

"I was astounded and insulted," he said, "to hear the slander heaped upon a worthy member of this legislature by a man who professes to be a minister of the gospel. I am a missionary Baptist preacher. I believe in and practice temperance, but do not believe in prohibition. In the name of all good Baptists, however, I want to resent this attack upon Mr. Anderson by a long-haired, loud-mouthed, itinerant preacher, who has done more harm to the temperance cause than all the brewers and distillers in the world. And the really honest temperance advocates should realize that unless they curb these freak extremists, they will see the pendulum swing to the other extreme."

Speaker Holden did not let any one else get the floor, declining to recognize several excitable members, and calmly forcing a resumption of the consideration of the tax bill.

Dr. Broughton tonight gave out the following statement in regard to the scathing denunciation he received at the hands of Representative Anderson:

"I am glad, at least, if I have done nothing else than force Mr. Anderson to acknowledge in the house of representatives, where he is posing as the champion against legislation for the prevention of the near-beer evil, that he is a stockholder in a brewery, one at least in Savannah that is manufacturing more near-beer than any other in the State."

"It is immaterial, so far as his right to sit in judgment upon such legislation, whether he had recently bought stock or not. It is a fact that he owns the stock and that lines him up with the whiskey interests."

## LINE TO PANAMA.

### CHARLESTON TO HAVE STEAMSHIP LINE.

#### Important to Business Interests—A Separate Line—Alliance the Vessel—Interview With Mr. Walters.

Charleston, July 26.—Charleston is to have a direct steamship line to Panama, beginning in the fall, and operating a boat, carrying mail and freight, every nine days, running independently of the regular government line, now running between New York and Panama.

Collector of Port E. W. Durant, Jr., brought this pleasing intelligence to Charleston upon his return home from a business trip of several weeks in the North, on which he found time, as he usually does, to put in some good work in behalf of Charleston.

Mr. Durant visited the officers of the Panama Steamship Company and took up the matter of having the vessels of the line, running out of New York to Panama, stop at Charleston en route to and from New York for the purpose of delivering and receiving mail and handling such freight as may be offered, in accordance with the scheme which has been under consideration for some time.

The officials were not inclined to consent to this plan, preferring not to break the continuity of the trips, but they consented to make a substitute offer which Mr. Durant accepted in behalf of Charleston and which is expected to yield even better results in the establishment of a separate line, which will be at first in the nature of an experiment, it being up to Charleston, South Carolina and all this Southern section of coast country to take advantage of and promote to the end of making the line a success and having its facilities increased and improved.

The Charleston-Panama line will begin with one steamship, the Alliance, sailing out of Charleston every nine days. She will carry mail, freight and passengers and an inducement is now offered to the cotton manufacturers, jobbing houses, and commercial interests generally to avail themselves of the opportunity to establish new connections and find a market for goods. The geographical and physical advantage of Charleston over any other port on the coast for direct trade with Panama are too obvious to need any special comment and it is expected that this announcement of the establishment of the line will result in manufacturing and commercial concerns immediately taking up the matter and arranging to make use of the line when the service is inaugurated next fall.

The Alliance is a vessel of 3,905 gross tons and 2,364 net. She is 335 feet long, with a beam of 42 feet and a draft of 15 feet. She has a crew of 49 men. She was built in 1886 at Chester, Pa. She is a vessel of 2,000 horsepower. The Alliance is not a stranger in Charleston. She stopped here last December to take the committee of interstate and foreign commerce of the house and party of ladies to Panama. The party came here from Washington by rail and boarded the vessel, and in returning from Panama the vessel again visited Charleston harbor.

It will also be pleasing news to commercial interests to learn that Mr. Durant also saw President Walters of the Atlantic Coast Line while in New York and the high railroad official spoke enthusiastically of the prospects of the commercial development of Charleston, as a result of the Atlantic Coast Line forming its new connections with the West and the coal fields, as a result of the construction of the Winston-Salem-Wadesboro railroad.

## LATHAM FALLS INTO CHANNEL.

### Monoplane Drops Into Water Almost in the Moment of Triumph.

Dover, England, July 27.—Hubert Latham's second attempt to fly across the English Channel ended disastrously today. Almost in the moment of victory his monoplane fluttered down into the sea two miles from shore, like a bird with a broken wing. Thousands who saw the fall for nearly half an hour were kept in much suspense, not knowing whether the daring aeronaut had met death or again had been rescued.

A Pinnacle from the British battle ship Russell picked up the unlucky flyer and put him aboard the French torpedo boat destroyer Escopette. A surgeon attended to his injuries and the destroyer brought Latham ashore. His face was bandaged and bleeding and his nose was broken. The machine was badly wrecked.