

# The Watchman and Southron.

Third SUMTER WATCHMAN, Established April, 1860.

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

THE TRUTH SOUTHRON, Established June, 1866

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## The Watchman and Southron.

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### CAPTAIN J. J. WESCOAT.

Former Charlestonian Who Died at Sumter was a Gallant Soldier.

The death of Capt. J. J. Wescoat, at Sumter, on Thursday of last week, was noted with sorrow by many in Charleston, Capt. Wescoat's former home. He removed from this city to Sumter three years ago, buying out the Burns Hardware Company and conducting the business until the time of his fatal illness. His business activities in Charleston were along the same lines. He became a leading hardware man here shortly after the close of the war and was general manager of the Marshall-Wescoat Company for years. He was also one of the organizers and the first president of the Enterprise Bank, of this city.

Capt. Wescoat was born on Edisto Island 68 years ago. He served gallantly during the War Between the States, being at 19 years of age a captain in the 11th South Carolina regiment. After the war he was identified with the Palmetto Guard Rifle Club, of Charleston, and brought that organization to a high state of efficiency during the time he held the rank of captain. His judgment and courage were clearly demonstrated during the riots of 1876. With a few of the members of the Palmetto Guard he held the village of Calhoun, filled with helpless women and children, during the night following the riot at that place, in the face of an infuriated mob of armed negroes from the surrounding region. At the riot on King Street in September, 1876, Capt. Wescoat and two other members of his company were the last white men to leave the scene.

The following letter, written just after the Calhoun riot by Gen. James Conner, division commander, will be of special interest:

"Major G. L. Buist, Commanding Palmetto Guard—Dear Major: I am unwilling to dismiss the Calhoun affair without expressing my appreciation of the handsome conduct of Lieut. Wescoat and the detachment of your command on the occasion of the riot.

"The control which Lieut. Wescoat exercised over his men and the obedience which they rendered in that moment of general demoralization were very creditable to both and deservedly reflect credit upon the command.

"The detachment was not on duty by any order, and I therefore cannot notice it officially, but I desire to express to you and them my individual appreciation of the good example they have given.

"Yours very truly,  
(Signed) "James Conner,"  
News and Courier.

### SENATOR DOLLIVER DEAD.

Iowa Senator Expires Suddenly of Heart Dilatation.

Fort Dodge, Iowa, Oct. 15.—United States Senator Jonathan Prentiss Dolliver died of dilatation of the heart caused by an attack of acute indigestion, at his residence at 7:30 o'clock tonight, while being rubbed by an osteopath physician.

Senator Dolliver's death was unexpected by his relatives and close friends, who thought that he had almost entirely recovered from the attack of indigestion with which he had been suffering for a week.

Senator Dolliver had been up all day and had made a trip from his residence down-town. He told several of the men whom he met that he believed he had completely recovered from the indisposition which followed his trip through Wisconsin, on a speech-making tour for Senator LaFollette.

## GREAT STORM RAGING.

SOUTHERN FLORIDA IN GRIP OF HURRICANE.

Tremendous Damage Wrought in Tampa District and Great Loss of Life is Feared—Storm Expected to Strike Jacksonville Today.

Tampa, Fla., Oct. 17.—With communication with all points south of here cut off, wireless stations out of commission and the increasing danger of the interruption of communication with the entire world, Tampa and that territory between here and Punta Gorda is being storm-swept tonight. It is impossible at this hour to estimate the damage, no reports having been received from nearby towns. In Tampa, up to this moment, the damage is confined to the stripping of signs from their moorings, ripping off of tin roofs, blowing down of telephone and electric light wires and minor damages to shipping.

With a steady gale blowing now at the rate of 50 miles an hour, and increasing in intensity every moment, the tide in the bay is lower than the old bridge tender can remember ever having seen it before. Many small craft anchored in the vicinity of the Tampa Bay Hotel are stranded, and a few pleasure craft are lying on their sides with more or less damage. The storm has blown the water out of the bay, causing a tide at least six feet below low water.

Chief alarm is felt in the damage to fruit and truck in the section between here and Punta Gorda, and further inland. Indications at a late hour are that the storm will pass a little to the southward of Tampa. This means that it will spend itself, perhaps, somewhere in the Everglades.

Grave fears are entertained here for the safety of 46 members of the Plant City Coast Artillery Company, which is encamped at Egmont Key. The company landed there this afternoon, and when the tents were pitched the wind immediately blew them down. Considerable fear is also entertained for residents at Passe-A-Grille, a year round resort on the bay. There are at least 50 persons there, and it is believed the full force of the disturbance will be felt there. Fortunately the four days' warning given by the weather department has served to put all shipping on guard. Not a boat has gone out of here in that time and none have come in.

### Terrible Destruction in Cuba.

Havana, Oct. 17.—The island of Cuba has probably sustained the greatest material disaster in all her history in the practically continuous cyclone, which began with light rains on Thursday morning, developing into torrential floods and devastating hurricanes until this evening. The western half of the island suffered more severely than the east.

The first cyclone, of which there was warning, had hardly abated on Sunday night, when suddenly the cyclone blasts swept over Matanzas, Pinar del Rio and Havana provinces, completing the destruction wrought by the first storm. At 9 o'clock tonight the rain was still falling in frequent heavy gusts, but the wind had abated considerably and the sea was falling.

It is impossible to estimate even roughly the amount of damage, which doubtless will aggregate many millions of dollars. In addition to the great destruction of sugar and tobacco plantations, many thousands of peasants in the western province have been rendered homeless and destitute by the loss of their homes and the food crops. It now seems probable that the Republic may be compelled to request international aid for the relief of these sufferers, whose condition is deplorable.

In the city of Havana the losses probably will exceed a million dollars.

Few fatalities up to the present have been reported. Three men were drowned in the harbor, but no deaths from the storm occurred in the city. It is probable, however, that the casualty list in the interior will be large.

For hours during the night all through this morning Cuba was in the grip of the storm which blew with great violence from the southwest and attained its greatest force shortly before noon. Then the wind shifted to the west and the sea began to rise, the waves sweeping in upon the city. Within an hour the pounding of the waters had opened a branch through the Malron sea-wall. The waves quickly increased to mountainous height, engulfing the Malron drive and flooding the hand-

some residences facing thereon for a distance of a mile.

The waters, still rising, invaded all the seaward part of the city until 3 o'clock in the afternoon, when the section bounded by the Malecon, the Prado and the boulevards Calzada de Galiano and Animas were several feet under water. The residents of the lower floors were driven to seek refuge on higher levels, while detachments of soldiers, rural guards, police and firemen assisted by members of the Red Cross and fishermen with boats, which were dragged from the harbor, hastened to the submerged district and rescued hundreds from buildings that threatened to collapse at any moment. Verdado, a residential suburb, was exposed to the full fury of the storm. The sea advanced some hundred yards inland, demolishing many small structures and probably causing loss of life.

The rumor that the city had been struck by a tidal wave added to the general panic, which was allayed shortly after 3 o'clock, when the wind perceptibly abated and the water ceased to rise.

### May Reach Jacksonville Today.

Jacksonville, Fla., Oct. 17.—It is the opinion of the weather bureau in this city that the hurricane now central in the East Gulf and a little South of Tampa, is a second disturbance, the one of last Saturday, having dissipated in the Gulf. Indications are that the hurricane will follow the West coast partly up the peninsula, thence going into the Atlantic. As the centre of the disturbance is moving at a great speed the force of the hurricane will probably be felt in Jacksonville early tomorrow.

All wires on the East coast of Florida are down south from Fort Pierce, approximately 140 miles from Jacksonville, and it is impossible to get late news from that section. Before the wires failed the wind was blowing at an estimated velocity of 60 miles an hour.

The East Gulf Coast Railroad has made heroic preparations for the hurricane in case it passes over the extension, and are confident that there will be no loss of life, unless the wind exceeds 70 miles an hour. Train service on the Southern division of the road has been suspended.

Late advices from Fort Pierce and Titusville state that the waves are breaking over the lowlands and in some cases flooding exposed places. Heavy rains are reported and it is known that the track of the East Coast Railroad is washed out in at least a dozen places. The wind is blowing from the Northeast and is increasing in intensity.

The weather bureau at Jupiter has not been heard from since early this afternoon. A train arrived in Jacksonville tonight from that section 27 hours over due.

Barometer readings at Jacksonville at 10 o'clock tonight is 29.27 and is slowly falling. The maximum wind velocity was 36 miles up to 10 o'clock. The local bureau sent out over a hundred hurricane warnings to different cities on the east coast during the day.

Shipping interests from North Carolina south of the Atlantic, and from Key West to Texas, have been advised to seek shelter.

### COLLISION KILLS FOUR.

C. & W. C. Trains Meet Head-on at Curve Near McCormick.

Augusta, Ga., Oct. 17.—Owing to the operator at McCormick, S. C., failing to deliver "meet order" for train No. 8, leaving Anderson, S. C., for Augusta at 3.50 p. m., passenger train No. 3, leaving Augusta at 4:45 o'clock this afternoon for Greenwood, S. C., collided with the Anderson train at 6:45 o'clock, at the 40 1-2 mile post, two a half miles this side of McCormick, S. C. The trains were running at top speed and came together in a head-on collision. As a result of the collision, five trainmen were killed and seven trainmen injured and 10 passengers injured.

Both engines were completely wrecked, the two baggage cars were telescoped and the next two cars, on both trains were badly damaged.

### The Dead.

Arizona Rivers of Augusta, engineer of train No. 8,  
Jim Sprowles, colored, of Augusta, fireman of No. 8,  
James Ware, colored, of Augusta, fireman of train No. 3,  
W. F. Acker of Anderson, mail clerk of train No. 8,  
Heard Searles, colored, of Augusta, porter of train No. 3.

About one thousand bales of cotton were bought on the local market Saturday.

## FLYING ACROSS ATLANTIC.

WELLMAN STARTS FROM ATLANTIC CITY IN BALOON "AMERICA."

Crew of Four Accompanies Daring Aeronaut on Epoch-Making Voyage in Cigar-Shaped Craft.—First Wireless Message From Air Ship at Sea.

Atlantic City, N. J., Oct. 15.—Sailing into a thick fog that hung low over the Atlantic Ocean early today, Walter Wellman, with a crew of five men, is tonight believed to be on an epoch-making voyage to Europe in the huge cigar-shaped airship "America."

Starting from the beach near the inlet a few minutes after 8 o'clock this morning, the big air craft was soon out of sight of the cheering crowd. Since then no one, with the exception of ships at sea, has seen the strange craft, and the only word from her came by means of the wireless telegraph.

Numerous messages were received during the day, and the latest indicated that Wellman is tonight easily sailing northeastward off the Long Island shore. The ship, according to this last word from her adventurous crew, has set a northeasterly course, with the intention of getting into the northern lane of Trans-atlantic liners.

The men who are making aeronautic history in the first over-ocean flight of an airship are: Walter Wellman, commander; Melvin Vaniman, chief engineer, and next in command; J. K. Irwin, wireless operator; John Aubert and Albert Louis Loud, assistant engineers.

Siasconet, Mass., Oct. 16.—Somewhere east of Nantucket Island off the coast of Massachusetts and approximately 300 miles from Atlantic City, the starting point, Walter Wellman's airship, America, signaled a wireless "all's well" and a good-bye at 12:45 o'clock this afternoon and swung on up the coast through the fog. This message, the last of the day's wireless conversations, was received here by A. H. Ginman, the Marconi operator, who had been on the alert since dawn. At 9 o'clock this morning Siasconet first came into touch with the giant dirigible.

Then, although the wireless range of the craft is comparatively short, owing to the necessarily limited power, the station was surprised to hear its call—"MSC"—clear and strong, followed by "W," the code signal of the airship.

Judging from the strength of the signals it was assumed that the American was close to Nantucket and immediately all the life-saving stations and light houses on the island were notified by telephone to keep a sharp lookout. But the fog which had enshrouded the America since her departure yesterday morning still hung over the ocean, shutting off the view. The Marconi station, however, began a rapid fire of interrogations and learned from "Jack" Irwin, the America's operator, that the ship's motors had been stopped and that the dirigible was heading east northeast and making 25 miles an hour with the wind.

## DIXON'S PLAYER DROWNED.

Leading Man in "Sins of Father" Lost at Wrightsville — Tom Dixon to Play Role.

Wilmington, N. C., Oct. 16.—Robert Barton Pahr, aged 23 years, leading man in Tom Dixon's play, "The Sins of the Father," presented at Wrightsville Beach this afternoon while in surf bathing. Heroic efforts were made to save the young actor, but in vain. His body has not been recovered and it may be days before it is washed in by the tide, although it is hoped that it may be recovered tomorrow morning, when grappling irons and seines will be used at the point where he was drowned.

Several members of the troupe were at the beach when the tragedy occurred, including Tom Dixon. The young actor is said to have been a good swimmer and ventured out too far, and was caught by a powerful undertow. Pahr was seen to suddenly stretch out his arms above his head, and those in the surf immediately realized that the swimmer was in danger and started towards him. He was out so far, however, that he sank several times before the first man reached him, and when help arrived he was practically unconscious, and, different from most drowning people, made no effort to get hold of his rescuers. He appeared to be making an effort to swim just before the first man reached him, but as soon as he was caught hold of gave up.

For some minutes four young men struggled heroically to get him to shore, but the undertow was so powerful that no headway whatever could be made. After considerable time a line was got to the men, but just before the one who was to make the effort to bring the drowning man to shore started on his trip the one holding Pahr released his hold and he sank to rise no more. The young men, almost exhausted, then made their way back to shore.

Pahr took the part of Tom Norton, the son, in Dixon's play. He was a native of Baltimore and his family and mother reside there. Mr. Dixon stated tonight that he would take the part of Pahr in the play until a new man can be secured. Up to a late hour tonight the body had not been recovered, but there is a guard patrolling the beach.

Don't forget the State convention of the Churches of Christ to be held here Nov. 3-7. Speakers of national prominence representing all the various great interests of the church, foreign missions, home missions, benevolences, church extension and the men's movement, will address the convention. All the people of Sumter are cordially invited to attend. Any one who would be willing to entertain one or more of the delegates please inform the pastor, Rev. Mark S. Peckham, No. 435 N. Main street.

Superintendents of Streets White is very careful of his animals and is always watching out to see that they are not abused or injured in any way by the carelessness of their drivers. Friday afternoon as one of the mules passed him he noticed that it limped slightly, and he at once made the driver get down and take out the stone that had lodged between the shoe and the frog of the foot.

further wireless word from the airship will be received here, but a dozen or more liners fitted with wireless were in her zone tonight.

These messages were a portion of wireless communications addressed to the New York Times and the London Daily Telegraph under whose auspices Wellman is making his remarkable flight.

First report from Wellman about 1:30 this afternoon read:

"All well. Machinery working well. Have turned more northerly to reach the trans-Atlantic steamer track. Exact position somewhere between 300 and 800 miles off shore."

None of the messages received spoke despondingly, although one communication received by the New York Times referred to the outlook "as not favorable." In the same message, however, was a cheerful "we are keeping up the fight." At Atlantic City, where the America left her moorings yesterday morning, Mrs. Wellman and Mrs. Vaniman, wife of the airship's chief engineer, received word of the safety of their husbands but sent no message in reply. Several trans-Atlantic liners were supposed to be near enough to communicate with the America by wireless tonight and additional word from the airship was momentarily expected.

## TEDDY DENOUNCES TAMMANY.

CHARGES ALL WITH WALD STRENGTH OF INTERESTS.

Returned from Indiana, Roosevelt New York Republican Campaign with Attacks on Murphy—Says Democratic Success Means Domination of State by Tammany and Wall Street — Praises Candidate of G. O. P.

Elmira, N. Y., Oct. 14.—With one broadside for Tammany Hall and another for Wall street, Theodore Roosevelt opened his campaign today for the Republican State ticket. The text of his speech was "Wall Street and Tammany have struck hands." His slogan was "You are wanted in Room 212. Are you going?"

Room 212, in a Rochester hotel, was occupied by Charles Murphy, leader of Tammany Hall, during the Democratic State Convention.

Back in his native State from his Southern trip, Col. Roosevelt started things going in his first speech of the day at Dunkirk. Then he sped on his special train through the grape country of Western New York, up the picturesque valley of the Allegheny, then down the Chemung Valley. He spoke at Fredonia, Sinclairville, Gerry, Jamestown, Salamanca, Wellsville, Hornell, Corning and Elmira. The crowds in the early part of the day were not large and there was little cheering. Later in the day the crowds grew larger and there was more enthusiasm.

Col. Roosevelt had only one name for his speech. It was what he termed the alliance between Wall street and Tammany Hall, which, he said, was the most complete alliance between corrupt business and corrupt political bosses which the State had seen since the days of Tweed. If the Democrats should win the election, he said, Tammany Hall and Wall street would dominate the State to the detriment of the people.

Opposed to that, he pictured the Republican party as the true representative of popular rule, and Henry L. Stimson as a man who would flinch at no opposition and be turned aside by no influence from serving the people. He discussed no concrete issues, State or national, but clung to the statement that the issue was Tammany Hall and Wall street against the people.

Col. Roosevelt fought for the Republican ticket in New York State today as energetically as he fought for the Republican ticket in Indiana yesterday. He pledged his word that Mr. Stimson, if elected Governor, would administer his office for all the people.

Then he declared that Wall street was a unit for the men nominated at the Rochester Convention, "because they cannot handle the men nominated at Saratoga."

In all of his speeches Col. Roosevelt emphasized what he said was the complete domination of the Democratic Convention by Mr. Murphy.

"Everything was settled in a room, the private room of the boss of Tammany Hall, Mr. Murphy," he said. "Whenever Mr. Murphy wanted to see any delegate, whether for the purpose of discipline or to be beneficent to him, the peremptory message was sent out, 'You are wanted in Room 212.' The whole matter was settled in Room 212, and the Convention, with humble eagerness, responded to the message sent out, 'You are wanted in Room 212,' and now Mr. Murphy, as the agent and attorney of Wall street, says to the people of the State, 'You are wanted in Room 212.'"

"Well are you going?" Mr. Roosevelt shouted to his hearers?

In his speech at Wellsville, Col. Roosevelt said that when he was abroad he heard one name connected with everything that was bad in this country, and that was Tammany Hall. Next to the name of Tammany, he said, people abroad associated the name of Wall street with things that were bad.

Leaving Elmira late tonight, Col. Roosevelt is due in New York early tomorrow morning. After meeting some of the members of the State committee and outlining his campaign trip through the State, he is to go to Oyster Bay for a rest over Sunday.

The amount of cotton in town Saturday was almost as large as it was three weeks ago. It seems that nothing can prevent the farmers both white and colored from making Saturday the cotton day of the week, even when they know that if all bring cotton on the same day, some of them will have to wait.