

The Watchman and Southern.

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The Sumter Watchman was founded in 1850 and the True Southern in 1894. The Watchman and Southern now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

The Penitentiary directors appear to be moving slowly with the annulment of the hosiery mill contract, but caution now may save trouble in future.

All the trusts will have to reorganize to escape the Sherman law, and they will doubtless succeed in finding lawyers to frame up a scheme that will enable them to do in a "reasonable manner" what they have heretofore done in a rough-and-cruddy way. Business sense will take the place of strong-arm and big stick methods in the monopoly of profitable trade.

SMILING CASE DISMISSED.

Assault Committed in Clarendon and not in Sumter County.

The Smiling case which has created considerable interest of late because of its mysteriousness was finally laid to rest Saturday insofar as this county is concerned for in the hearing before Magistrate Wells it was shown that the alleged whipping and assault occurred in Clarendon and not Sumter county upon which grounds the case was thrown out of court by Judge Wells.

The case was set for Friday, but had to be postponed until Saturday when it was called at noon. Messrs. L. D. Jennings and R. D. Epps represented the Smilings and J. H. Clifton the State. In answer to the warrants which were issued Friday all of the parties alleged to have taken part in the assault were present and a number of witnesses were present. Browder who was the principal party concerned could not be found and the case went to a hearing without him.

The case consumed something over an hour during the greater part of which time there was argument between counsel as to whether or not testimony was competent. The witnesses for the greater part seemed to be unwilling to tell anything about the case and most of them stated that all that they knew about the alleged whipping was hearsay. None of them, except one, had had anything to say about the alleged assault of the Smilings, or so they testified in court. Those that testified stated that from what they had heard the occurrence had taken place in Clarendon county. Several of the witnesses had seen the man Browder after the occurrence and stated that he was apparently in good physical condition. One of the points on which counsel disagreed as to its being competent was the statement by one of the witnesses that he had not told Mr. I. T. Davis, who had sworn out the warrants against the Smiling crowd, that two of the Smilings had told him that they had worn out three buggy whips on Browder. The witness stated that he had not made any such statement to Davis.

There was no evidence to show that the alleged whipping had taken place in Sumter county while several of the witnesses for the State had testified that to the best of their knowledge it had taken place in Clarendon county. On this evidence, or lack of evidence, the case was dismissed by Magistrate Wells.

LIQUOR DETECTIVES REMOVED.

Governor Blease Rescinds Commission of Twelve Dispensary Constables.

Columbia, June 26.—Gov. Blease today removed twelve dispensary constables located in eleven dry counties. Two constables are removed from Saluda and one each from Dorchester, Lee, Sumter, Orangeburg, Fairfield, Darlington, Abbeville, Berkeley, Barnwell and Calhoun.

This action is taken in accordance with the Governor's recent announcement of his willingness to remove constables from dry counties where local county officers showed ability and disposition to enforce the law.

The farmers from down in the Concord section report a big hail storm there last Friday afternoon which did considerable damage to the corn and cotton.

PUBLIC ROADS.

Their Beneficial Results and How to Attain Them.

Note: The following is the first of a series of articles by Dr. Joseph Hyde Pratt, State Geologist of North Carolina which appeared in "Southern Good Roads" and which are so enlightening on the question now before the citizens of Sumter County, that The Item will print them verbatim.—Editor.

Introduction.

A study of the problems connected with the development of our nation has shown that we take first rank in civil government, manufactures, commerce, and in the world's affairs generally, yet, improved public road construction, the one phase of our American life upon which depends more than any other the certain prosperity and social comfort of a large majority of our citizens, has been neglected to a degree that is almost beyond the power of conception.

Our wisest statesmen have for several years been attracted by the question of transportation, and of the three important methods of transportation, railways, water-ways and roads, the two former have received the bulk of the consideration of our statesmen, and yet I believe that in the end the public road is the most important, for the reason that at least 90 per cent of the freight must first be hauled over it.

The question of the improvement of our public roads is becoming one of the more important ones of the day, and the cry is going up from all over this country to the State Legislatures and to Congress for better public roads. It is not only a county and State question but it is becoming a national one, and it is bound to receive the careful consideration of all who are interested in the development of the State and county.

When railroading was first begun in this country many persons had the idea that there would be but little use for the public road in those sections of the country that were traversed by the railroad. Time has demonstrated, however, that railroads are simply the main arteries of travel, and public roads are the veins, each being a necessary part of the other in our system of transportation, and that without the public roads the railroads would fall in accomplishing what is required and demanded of them.

Agricultural products are a vital necessity of every country and must be provided, no matter what else has to be given up. The magnitude of their production in the South is not equalled either in value or in tonnage by the products of any other industry. Nearly all agricultural products have to be carried for at least a small distance over our public roads, and the cost of this transportation has to be deducted from the value of the agricultural product to the farmer who produces it.

Improvements in railway transportation facilities are approaching a high state of efficiency, while the public highways have in many States been greatly neglected. The people are, however, now turning their attention to the question of the improvement of public roads, and, although this awakening has come rather late, the people of the South will attack it with the same force and vigor that they have taken up other questions of vital importance to the State and to the nation.

In North Carolina the good roads movement has spread to such an extent now that it is not "Do we want good roads?" but "How can we obtain good roads?" Of the 100 counties in the State containing approximately 50,000 miles of public roads, a very large majority of them have given expression to their interest in good roads by having bills introduced at the last two sessions of the legislature relating to the improvement of the public roads in their respective counties. This does not mean, however, that all these counties are constructing macadam roads or even good graded roads but that they have begun to realize the need of good roads and are making an attempt to remedy the evil of poor roads.

I wish to review briefly the practical or beneficial results to be derived by a community from the construction of good roads and why we cannot afford not to have them. As you will notice, the benefits apply largely to the rural sections, rather than to the incorporated towns and cities, and it may be well to state here that the money raised by bond issues, authorized by counties or townships, is in nearly every case to be spent for the construction of improved roads outside incorporated towns and cities.

Beneficial Results of Good Roads.

One of the chief beneficial results from good roads is that the farmer, fruit-grower, trucker, and others will be able to economize time and force in the transportation of products between country and market. The distance a farmer lives from market is not a question of miles but of the roads he must travel over to reach that point. How many hours and how

many horses does it require to haul a load to market? When thus measured, ten miles of good, smooth highway are not as long as a few miles of mud and stone.

Let me illustrate this further. Two men were discussing the respective merits of their farms. One said, "I am only three miles from the market while you are five." "Yes," said the other, "but my five miles is over a hard graded road over which my two horses can easily haul two tons, while your road is hilly and rough and you would not think of putting more than 3-4 of a ton on your wagon."

Farmers are realizing more and more that the distance they live from market is measured in time and not in miles.

It will be easily seen that any reduction in the cost of marketing a product is to the advantage of the State, for if the producer does not make the difference, the consumer will; and it should not be and it is not difficult to convince the town and city man that he is directly interested in the construction and maintenance of good roads in the country. If he can be convinced of this fact, he will be willing to be taxed that improved road construction may be carried on in every part of the county of which he is a resident. Wherever improved roads have been constructed, they have demonstrated in a very short time their value to the community and to the State and have shown conclusively that they are the means of saving many dollars a year to the farmer. Over many of the public roads of the South it is now impossible for a farmer to haul more than half a ton. It may be that a considerable portion of the road between him and town may be a fairly good road over which he could easily haul a ton, but there are too many heavy places and grades on the roads over which it is impossible to haul over half a ton. Consequently, it is necessary for him to load his wagon for these rough, heavy places and not for the good places. If the farmer is not over 8 miles from the railroad, his team can make a round trip in a day if the roads are not too muddy and there are not too heavy grades. If his team is worth \$2.50 per day, it has cost him at the rate of 62 1-2 cents per ton for each mile. On the railroad it can be shipped to almost any point that the farmer desires for 1-50 to 1-100th of the rate which it has cost him to bring it to the railroad. This is because the science of transportation has been highly developed in connection with railroading and almost entirely undeveloped in connection with the public road.

As public road improvement goes on the farmer will find that he can begin to haul from two to four times as much per load as formerly, and in 1-4 to 1-2 the time, thus reducing the cost per ton per mile from 1-4 to 3-4 of what it cost him over the poor road. As we know there is but little chance of reducing the railway transportation charge on agricultural products, but there is a splendid opportunity in nearly every county of North Carolina to reduce the cost of the public road transportation charge on these products.

Estimated Cost of Transportation by Horses and Wagons, Hauling One Ton a Distance of One Mile on Different Road-Coverings.

On iron rails...	1.28 cents
On asphalt...	2.70 cents
On stone, paving, dry, and in good order...	5.33 cents
On stone, paving, ordinary condition...	12.00 cents
On stone, paving, covered with mud...	21.30 cents
On broken stone road, dry, and in good order...	8.00 cents
On sand-clay road, dry, and in good order...	8.00 cents
On broken stone road moist, in good order...	10.30 cents
On broken stone road, ordinary condition...	11.90 cents
On broken stone road, covered with mud...	14.30 cents
On broken stone road, with ruts and mud...	26.00 cents
On earth, dry and hard...	18.00 cents
On earth, with ruts and mud...	39.00 cents
On gravel, loose...	51.60 cents
On gravel, compacted...	12.80 cents
On plank, good condition...	8.00 cents
On sand, wet...	32.50 cents
On sand, dry...	64.00 cents

From a consideration of these figures of the cost of hauling a load of one ton a distance of one mile over a level road, it will be seen that it costs more than twice as much to haul this load over the best dry dirt road as it does to haul the same load the same distance over a macadam or sand-clay road and five times as much to haul it over a moderately muddy dirt road, and eight times as much to haul it through dry, deep sand. Unfortunately we cannot make all our roads level, as the topography of North Carolina varies from sea level to over six thousand feet. It is therefore necessary that most of our roads have some grade to them. In our road construction, however, we should make the grades just as low as possible, in as much as every per cent

of grade greatly increases the cost of transportation. At the present time, the many steep hills on the roads through the middle and western counties of the State, and a few in the eastern counties are a very serious drawback to travel and a very heavy item of expense in transportation of farm products. This fact becomes very apparent when we stop to remember that the weight of the load which a team can haul from country to market is limited, not to what it could haul over a good part of the road, but to what it can haul up a certain hill over which the road passes, or across a certain muddy flat through which the road may lead. I want to show now what the maximum load is that a horse can haul over the best macadam road having different grades.

Load a Horse Can Draw On Different Grades on The Very Best Macadam Roads.

Rate of Grade, feet per 100 feet.	Maximum Load which a horse can haul.
Level surface, best macadam...	6,270
1 foot rise in 100 feet...	4,145
2 foot rise in 100 feet...	3,114
3 foot rise in 100 feet...	2,486
5 foot rise in 100 feet...	1,859
7 foot rise in 100 feet...	1,367
10 feet rise in 100 feet...	1,030

These figures show that an average horse weighing twelve hundred pounds can haul six times as much on a good level road as he can haul up a hill which rises ten feet in a distance of one hundred feet, and I might say here that such hills are not at all uncommon in the middle and western counties; and they also show that on such a steep macadam road it requires as much force to haul the load one mile as it would to haul the same load six miles on a level road.

There is another feature of our public roads that is adding considerable expense to transportation, and that is the unevenness of the surface of the road. On the surface of many of our country roads we will observe small to large stones, ruts, mud holes, sand, etc., and all these when present are adding considerable to the cost of transportation. Let me illustrate; if the wheel of a wagon rests on the smooth, hard surface of a good macadam or sand-clay road, it does not sink into the surface and has no obstacle in front of it so that a minimum amount of force is required to pull the load forward. If, however, there is a stone in front of the wheel it is necessary for the horse, before he can move forward, to pull, not only the load but he must also actually lift 1-4 of the entire weight of the load to the top of the stone, if the vehicle has four wheels and one-half the total weight of the load if it has two wheels. Take a winter time dirt road, where the wheel has sunk in mud half way to the hub, or a heavy sand road, where the wheels are sunk from four to six inches in sand, before going forward the horse must either lift this wheel out of the mud or sand, in which case he must not only lift the entire weight of the load, if all the wheels are in the mud or sand, but he must also lift an indefinite weight of mud and overcome a considerable amount of friction between the sides of the rim of the wheel and the mud or sand into which the wheel has sunk, before he can raise the vehicle on the hard surface again.

(To be continued.)

HOTEL COMPANY FORMED.

Harby Lot on Corner of Sumter and Liberty Streets Selected as Site for Hotel.

The parties subscribing to stock for the proposed hotel for Sumter met on Monday at 11 o'clock in the office of Mr. L. D. Jennings and, after forming a company, voted for the Harby lot as the site for the proposed hotel.

Other sites proposed were the Jackson lot on the corner of Bartlett and Main streets and the McCallum lot, where the old Jackson hotel was situated. The Harby lot received the greatest number of votes and it was accordingly declared selected as the site for the building.

The company was formed with the election of a board of directors consisting of the following men: L. D. Jennings, H. J. Harby, R. I. Manning, D. D. Moise, Neill O'Donnell, H. D. Barnett, Thomas Wilson, A. D. Harby, for Harby Esqute, and J. K. Crosswell.

The officers of the company were not selected as two of the incorporators were absent and it was deemed best to wait until they returned. Other business tending towards getting the work under way was attended to at a meeting of the board of directors which took place immediately following the meeting of the stockholders.

The views of Madri Gras scenes in New Orleans which are now on display in the show windows of the D. J. Chandler Clothing Company have attracted much notice from the passersby.

CRIMINAL COURT CONVENES.

Adultery Case Begun—Blind Tiger Case Not Proceeded—True Bills.

The court of general sessions convened in the county court house Monday with a full criminal docket to be disposed of during the week. There are several murder trials to be disposed of and a number of cases for assault and battery and other minor charges.

Judge S. W. G. Shipp, of Florence, is presiding and the wheels of the court have been put in motion. Most of the morning was spent in getting witnesses together and in getting jurors into the court room.

Judge Shipp made a strong charge to the grand jury. There were many good points in what he said and they seemed generally to meet the approbation of the spectators.

The indictments referred to the grand jury that morning were returned at noon, three true bills being made out and two bills being not prosed.

The result of the findings of the grand jury was:

Hazel Brunson, assault and battery with intent to kill and carrying concealed weapon, true bill.

State vs. Willie Taylor, grand larceny, true bill.

State vs. John Holland, assault and battery with intent to kill, true bill.

State vs. Celia McDuffie, selling alcoholic liquors, no bill.

State vs. John Westberry, selling alcoholic liquors, no bill.

The first case to come up Monday in the court of general sessions was the State vs. Caroline McDowell and Priestley Rush for living in adultery.

This case is one that was brought over from the last term of court when it was tried and resulted in a mistrial. Solicitor Stoll and Mr. L. D. Jennings represent the State and Mr. C. Capers Smith the defendants.

DISTINCTION FOR JOHNSON.

Named Chairman Important Appropriation Committee Sub-Committee.

Washington, June 23.—Representative Joseph E. Johnson, of the 4th South Carolina district, has been made chairman of the appropriation committee's sub-committee on legislative executive and judicial appropriation bills. This is one of the most important sub-committees of the appropriation committee, which is itself the most important committee of the House, next to the committee on ways and means.

Mr. Johnson is the first South Carolinian who has been placed on the appropriation committee since the War Between the States.

BRIGHTER FOR RECIPROCITY.

Senate Coup May Prevent Amendment, Leader Martin Declares.

Washington, June 23.—Senate Minority Leader Martin, answering a question, declared that there is no truth in rumors of a coalition between Democrats and insurgents in the Senate to amend the reciprocity bill.

He says the chances for the passage of the reciprocity bill without amendment were greatly improved by the coup which forced the free list and wool bills out of the finance committee.

Second Week Jurors.

The drawing of the Jurors for the second week of Civil Court which took place in the county clerk's office Saturday, the term being July 10 to 15, inclusive, resulted in the following men being selected to serve:

- J. H. Durant,
- J. C. Truluck,
- Richard Oxendine,
- E. I. Rogers,
- J. J. Team,
- R. E. Durant,
- J. H. Burgess,
- J. F. White,
- R. E. Nesbitt,
- H. L. Boykin,
- J. R. Dollard,
- J. W. Cox,
- B. W. Brogdon, Jr.,
- H. B. Oliver,
- M. J. Michaux,
- J. B. Richardson,
- D. W. Alsbrook,
- Z. E. Walker,
- J. W. Bradford,
- R. E. Newman,
- T. D. Lackey,
- W. H. Flowers,
- T. E. Hinson,
- T. A. Nettles,
- W. O. Cain, Jr.,
- S. Y. Delgar,
- L. I. Strauss,
- D. China,
- Jno. S. Kennedy,
- R. B. Bartlett,
- J. M. Jackson,
- A. H. Mayes,
- R. C. Richardson,
- R. M. Warren,
- G. W. Loring,
- C. S. Curtis,

TRIPS FOR CORN VICTORS.

Southern Commercial Congress Stimulates Boy Contests.

Washington, June 23.—At a meeting of the State directors of the Boys' Corn Clubs of South Carolina today, the plan was approved for a demonstration in honor of the victors of the soil, at the next annual Convention of the Southern Commercial Congress. The ten boys in each State making the highest yield of corn are to be given a trip to the next Convention.

Plans have been formulated to conduct an agricultural train in the South, according to an announcement today by Dr. C. J. Owens, president of the bureau of agriculture of the Congress. The United States bureau of agriculture will co-operate with the sub-bureau. Lectures will be given and papers prepared by experts will be read on the resources of the South. An effort will be made to show the relations of education to the agricultural life of the South toward immigration.

The Item and Watchman and Southern Popularity Contest.

Following is the list of nominees:

District No. 1.—City of Sumter.

- Miss Annie Dollard... 173,025
- Miss Ellen Beach... 167,051
- Miss Anna Jennings... 64,715
- Miss Schuyler Cooper... 61,840
- Miss Minnie Blanding... 53,380
- Miss Macy Smith... 40,820
- Miss Jaunita Bradford... 34,696
- Miss Nell McKagen... 28,020
- Miss Erline White... 16,109
- Miss Elizabeth Hood... 10,455
- Miss Katie Hinson... 8,150
- Miss Lucile DeLorme... 4,000
- Miss Mary Ramsey... 2,795
- Miss Elethea Reardon... 2,500
- Miss Agnes Richardson... 2,000
- Miss Arrie Stuckey... 2,000
- Miss Laurel Carr... 1,800
- Miss Katie Clark... 1,750
- Miss Jennie Walsh... 1,660
- Miss Susie McKinney... 1,500
- Miss Rosie Hogan... 1,490
- Miss Bonnie Nunamaker... 1,350
- Miss Eda Tobin... 1,300
- Miss Martie Boyle... 1,300

District No. 2.—Outside of Sumter.

- Miss Pauline Cummings... 158,260
- Miss Louise Warren... 110,595
- Miss L. E. McCoy... 95,250
- Miss Bessie Hodge... 75,940
- Miss Lucile Parrott... 52,580
- Miss Pauline Jones... 28,600
- Miss Dora Dick... 25,850
- Miss Bessie Tallon... 18,725
- Miss May Weeks... 18,450
- Miss Beulah Richardson... 11,200
- Miss Hester Hodge... 8,715
- Miss Edith Wells... 6,625
- Miss Pearl Moore... 6,500
- Miss Edna Ramsey... 5,000
- Miss Bessie F. Aycock... 4,675
- Miss Sadie Rogers... 3,050
- Miss Janie Bell Gaylord... 2,450

The rain Sunday afternoon was the heaviest which has visited this place this year.

READ THIS

It May Be What You Want

Do you ever have Fever, Chills or Bad Colds? Do you ever feel as if you were tired and worn out, with no desire to eat, with pains in your back and shoulders, a headache, and a bad taste in your mouth when you get up in the morning? If you do you've got **MALARIA**, and the small sum of 25 cents will buy you immediate relief. The name of this wonderful remedy is

FRANKLIN'S 44 TONIC

The guaranteed remedy for **CHILLS, FEVER, LAGRIFFE and MALARIA.** Take this to your druggist and get a bottle. It is guaranteed to do you good. Only 25 CENTS. Take no Pills Calomel, or any other medicine, as the tonic acts on the liver. It will make you feel like a new man. Try it. For sale by all druggists and country merchants. If your dealer does not keep it, write us

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Jacksonville, Florida.

HUNT'S LIGHTNING OIL

is the one unfailing scientific dressing which instantly relieves and permanently cures all **hurts, cuts, burns, bruises, sprains and wounds of every kind.** Pain leaves at once because the air is excluded, and the oil covering acts as artificial skin. The quickest, fastest healing oil known—**HUNT'S LIGHTNING OIL.** 25 cents and 50 cents bottles.

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