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The Sumter Watchman was founded in 1850 and the True Southron in 1864. The Watchman and Southron now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

THE HOTEL SITE PROPOSITION.

The dissensions and complications that have been brought about by the effort to select a site for the proposed new hotel are most unfortunate and are sincerely regretted by every citizen of Sumter who has the interest of the community at heart, and who feels that there are occasions when private advantage should be entirely subordinated to consideration for the public welfare. The only issue of real importance is that ways and means be devised to provide Sumter with a first class hotel, and the question of the location, whether it be on South Main street, West Liberty street or some other street, is not the overshadowing issue, as one would be led to believe from the vehemence with which the site question has been debated. What Sumter needs is a hotel, and the only way it can be obtained is for the people to work together with this object in view. If the town is to be split into factions and ill feeling engendered over the choice of a site for a hotel, the harm that will result will be greater than the benefit to be derived from the erection of a bigger and better hotel and has been contemplated by the most sanguine. Unity of purpose, a real public spirit and a determination to pull together is worth more to a town of this size and will accomplish more than any other asset that we have. If through dissensions over matters of minor importance the unity of purpose that has been a marked characteristic of Sumter for many years, is lost, the town will go backward instead of forward, and a condition will develop that will divide the town into contending factions working one against the other. Neither a hotel, nor any other enterprise representing an investment of a hundred thousand dollars, would repay the community for the loss of the spirit of co-operation that has heretofore animated a large majority of our citizens whenever any movement for the betterment of the town has been undertaken. It is unfortunate that the hotel site has become a bone of contention, and harm has already been done, and the wisest and best policy in the circumstances, is for all to forget the unpleasantness, sink personal feelings, let bygones be bygones and make a new start. The interest of every man in Sumter is best promoted by the general prosperity of the community, which can be insured by team work only, and while we are discussing the pros and cons of a hotel site, other things of greater importance are being neglected. There are other uses to which the various sites advocated for the hotel can be put, and if the town grows, as we believe it will, these lots will soon be more valuable for other purposes than they now are as prospective hotel sites.

THE COMING OF THE SEABOARD.

The Seaboard Air Line is on its way to the sea and Sumter has the opportunity to become one of the important stations on this great trunk line over which will pass the rapidly growing traffic from the west and north. The proposition, submitted to the railroad committee of the Chamber of Commerce by Messrs. Bonsal and Moncre, does not commit them to the extension of the road beyond this city, but there are good and sufficient reasons for the conclusion that the objective of the road is Charleston. It is a matter of common report that the Seaboard owns extensive and valuable property on the water front in Charleston, and that, for years, the capitalists who control this system have had their plans made to carry the road to the sea. It is also well known that the Clinchfield corporation has purchased water front property at Charleston and has perfected arrangements to build extensive coal piers for handling the output of the Clinchfield mines and delivering it on board ship at a minimum cost. Within the past ten days the fact has been made public that the Seaboard Air Line and the Chesapeake and Ohio have jointly leased the Clinchfield railroad for a long term of years, and

announcements have been made that the C. and O. will immediately begin the construction of a short line of road to connect the Clinchfield with the main line of the C. and O. at Elkhorn, W. Va. and thereby unite the Clinchfield with the C. and O.'s through line to Cincinnati and Chicago. The present southern terminus of the Clinchfield is at Spartanburg and all the traffic of this road to the southward and to the sea is turned over to the Southern and the Charleston and Western Carolina, the latter an Atlantic Coast Line property. The Seaboard, to obtain any benefit from the lease of the Clinchfield must be in a position to divert the through business originating on the Clinchfield from competing roads and carry it over its own tracks to the ports. At present the greater part of the freight tonnage of the Clinchfield is made up of coal from the mines of the Clinchfield corporation, and for many years to come the coal business of this road will be an important item. Although the development of the Clinchfield mines is scarcely begun an immense business is being done and the Charleston and Western Carolina and the Southern Railway are handling a very large traffic out of Spartanburg. The bulk of the coal business, however, is said to be handled by the C. and W. C. for delivery at Charleston and Savannah. The Seaboard can secure none of this business at present, for the reason that it has no road to Charleston and its route to Savannah from the junction point with the Clinchfield is so long and circuitous that the traffic cannot be handled with the necessary dispatch or at a profit. Hence it is essential that the Seaboard secure entry to Charleston over its own tracks and that it have a more direct route to Savannah. This it can obtain most quickly and economically by building a road from Monroe, N. C., to Jefferson, S. C.—bridging the gap of twenty-five or thirty miles that exists in its road from Monroe to McBee—and from McBee to Charleston the most direct and desirable route is via Bishopville to Sumter and thence to Charleston, crossing the Santee river at Ferguson, on the steel bridge that was built several years ago. From the present junction of the Seaboard with the Clinchfield the former has a direct route to Monroe, via Charlotte, and from Monroe by Jefferson, McBee, Bishopville, Sumter and Ferguson to Charleston, the route would closely approximate an air line, and would, in addition, open up entirely new territory to the Seaboard that would furnish a large and profitable business from the day the road was put in operation. The road from Monroe to McBee would also furnish a more direct route to Savannah, via the main line which passes through Camden and Columbia, and thence in an air line to Savannah.

These are, briefly stated, the reasons why it seems certain that the Seaboard will build the proposed new road immediately. It must not be concluded, however, that it is inevitable that the road must follow the route via Bishopville and Sumter, as outlined above. This route is the shortest and the one most to be preferred, since it will pass through a rich farming country and the towns of Bishopville and Sumter, and will give the new road a larger business than either of the alternative routes that the Seaboard may adopt. If it should be decided not to build by way of Bishopville and Sumter, a slightly longer route, that is said to be under consideration, is from Hartsville, via Lamar to Timmons ville and thence to Charleston. The Seaboard now has a road in operation to Hartsville and the rights of way from that place to Timmons ville and all the terminal facilities that are needed have been guaranteed, if this route is selected. From Timmons ville a short road of eight or nine miles will connect with the Alcolu railroad, which, reports say, can be acquired on advantageous terms by the Seaboard, and by utilizing this road to Alcolu it will be necessary to build only about eighteen or twenty miles of new road to carry the Seaboard to the Santee river at Ferguson. Another alternative that has been urged upon the consideration of the Seaboard is to build from Florence to the present terminus of the Alcolu road in Florence county—about twelve or fourteen miles—use this road to Alcolu, and build thence to Ferguson. This proposed route has some advantages to recommend it, as the Seaboard is now building into Florence and will have the road that is now in operation from McBee, via Hartsville to Darlington completed to Florence within a few weeks. Either of these alternative routes would be longer and less desirable than the route through Sumter, but unless it is made to the interest of the promoters of the road to come to Sumter, the choice of the route to Charleston may fall upon one or the other of the routes mentioned, in behalf of which the people of Timmons ville and Florence are actively and energetically working. These facts are mentioned

ville and Lee County and of Sumter and Sumter county may not become possessed of the idea that force of circumstances and the preponderance of the advantages of the Bishopville-Sumter route will compel the Seaboard people to adopt this route whether or not Sumter and Bishopville lift a finger to comply with the conditions named by Messrs. Bonsal and Moncre.

The advantage that the coming of the Seaboard would be to Bishopville and Sumter and to the counties of Lee and Sumter is too great and too apparent to require any discussion. The two towns and the intervening country need this road and every effort should be made by the people of the towns and counties to comply with the conditions laid down by Mr. Bonsal, if it is found that the conditions are reasonable, when compared with the direct benefit that the road will be to the towns and counties through which the road will pass.

A VALUABLE ASSET.

Consult any good map that shows the railroads of the South Atlantic States and a glance will be sufficient to convince you that the most direct route from Cincinnati, O., through the coal fields to Eastern Kentucky, West Virginia, Virginia and East Tennessee, to the ocean at Charleston and Savannah, utilizing existing lines of the Chesapeake & Ohio, the Clinchfield and the Seaboard Air Line and short connecting links, now projected, is that route which will include the short line to be built from Monroe, N. C., to Jefferson, S. C., which will carry the road to McBee, and the "Air Line to the Sea," to be built from McBee via Sumter to Charleston. This is the most direct line practicable, it is, in fact, the ideal route for the C. & O., the S. A. L. and the Clinchfield under existing conditions, and it will be speedily built and in operation—provided, Bishopville and Sumter comply with the conditions laid down by the representatives of the Seaboard. This is the ideal route, but not the only one that is available; and it is a well known fact that it is not the practice of railroad builders to adopt the ideal route, when there are substantial material benefits to be gained by the choice of a route that is only slightly longer and little less advantageous, all things considered. This is just the situation at this time in respect to the choice of the route to the sea by the Seaboard. Sumter is on the ideal route, and, all other things being equal, the road would be built through this city, regardless of whether the rights of way and terminals are provided by Sumter and Bishopville.

But unfortunately for Sumter and Bishopville the matter is not to be decided on the naked merits of the geographical, topographical and commercial advantages of this route. Other towns and sections that would be greatly benefited and many merited of large means, whose property enhanced in value and business interest would be promoted, have offered, and stand ready to make good their offer, material inducements to the Seaboard, if one or the other of the alternative routes is adopted. Sumter and Bishopville are thus in the position of being forced by circumstances to counterbalance the inducements tendered by other interested sections by complying with the conditions that the promoters of the road have indicated will be decisive of the question of the selection of the route. It is squarely up to Sumter, City and County, to say whether or not something like a quarter of a million dollars worth of additional railroad property shall be added to the taxable assets of the county, besides securing all the other benefits that the coming of the new railroad will confer upon this section. It is a business matter that this community has to decide. The question is, shall we meet the conditions and increase the real property of Sumter County by many thousand dollars and at the same time secure another railroad outlet, or shall we do nothing and let pass the only opportunity we have had in many years to secure a new railroad—perhaps the only opportunity this section will ever have of securing a through line from the great northwest and the coal fields to the sea?

The conditions on which the road can be secured within a year are not burdensome or impossible of attainment. The cost of approximately 20 miles of right of way and the terminal site in this city will not be so great that ways and means cannot be devised to secure the necessary funds. Sumter county and the City of Sumter will be directly benefited immediately by the building of the road in that the taxable assets of the county will be increased to the extent of the cost of the road-bed and equipment, and as a cold business proposition it will pay to offer the Seaboard inducements to build the road through the county. This is the point of view that every citizen should take of the matter and we should all get together for the purpose

secure the right-of-way through the county.

The location of the proposed hotel on Main street, or Liberty street, or some other street, is undoubtedly of great importance to some individuals, but to ninety-odd per cent of the people of Sumter and to all the traveling men, the thing of first importance is that a hotel be built somewhere in Sumter at an early day. In the dissension over the choice of a site there is danger that the only matter of vital moment will be entirely lost sight of. It would be a happy solution of the matter if those who believe that South Main street is the only proper place for a hotel would go ahead and build a hotel where they think it ought to be, and those who hold a like opinion as to West Liberty street would do likewise. Sumter is large enough for two first class hotels, and a majority of the traveling men and others with whom we have discussed the hotel matter have predicted all along that another hotel would be built within a short time if the hotel we have talked about so much is ever built and properly conducted. If we cannot have a hotel on account of dissension over the choice of a site, why not build two? This would afford a double chance of pleasing everybody.

CONGRESSMAN LEVER MARRIED

Representative From Seventh District Married to Miss Lucile Scurry Butler.

Lexington, July 5.—Surpassing in beauty and splendor all Lexington marriages in recent years was the wedding this evening of Miss Lucile Scurry Butler and Congressman Asbury Francis Lever, which was solemnized in St. Stephen's Lutheran church at 6 o'clock, the Rev. W. H. Hiller of Columbia, a colleague of the groom, assisted by the Rev. T. S. Brown, performing the ceremony.

The historic church was beautiful in its decorations of green and pink. Long ropes of pink crepe myrtle suspended over the altar, while Southern smilax entwined around the columns. A bank of ferns and potted plants formed a beautiful background.

A ten-minute musical programme, preceding the arrival of the bridal party, was rendered by Miss May Louise Proctor and Miss Annie Martha Meetze, both graduates of the College for Women. Miss Proctor played a melody in F, from Rubenstein, and Miss Meetze singing two solos, "All For You" and "The Sweetest Story Ever Told."

To the strain of Lohengrin, by Miss Boozer, the ushers, Dr. P. H. Shealy, C. E. Leaphart, B. H. Barre and Lem Sox, entered the aisle, followed by the bridesmaids, Miss Alice Mae and Lillie Butler, sister of the bride. Mr. Lever, accompanied by his best man, M. E. Zeigler, of Orangeburg, entered the right aisle, while Mrs. W. A. Wright of Atlanta, sister of the bride and dame of honor, approached from the other, followed closely by the bride, leaning on the arm of her father, Maj. John Wilson Butler. The bride wore a dark blue traveling suit and carried a shower bouquet of bride's roses and valley lilies. Mrs. Wright was attired in a handsome white lace robe, with touches of pale blue. She carried a bunch of white roses. Miss Alice Mae Butler was dressed in a lovely pale blue messaline, trimmed in white lace and pearls, and carried pink roses. Miss Lillie Butler was dainty in a white silk marquisette over blue satin. She carried a bouquet of pink roses.

During the impressive ceremony Miss Boozer delightfully played "Melody of Love," and during the exit from the church Mendelssohn's wedding march.

While no cards had been issued, the church was filled to overflowing with the friends of the young people. Immediately after the ceremony Mr. and Mrs. Lever left for the mountains of North Carolina, where they will spend ten days before going to Washington, for the remainder of the session of Congress.

The bride is a daughter of Maj. John Wilson Butler. She is a young woman of many graces of mind and person. She is a graduate of the Woman's College of Due West, and since coming to Lexington, about two years ago, she has made a host of admiring friends, who wish for her much happiness.

Mr. Lever has been a member of congress for ten years. He is a native Lexingtonian, having been reared in the Dutch Fork.

Among the out-of-town visitors were: Mr. and Mrs. W. A. Wright of Atlanta, Miss Minnie Scurry of Rome, Ga., Mr. and Mrs. S. J. Derrick of Newberry, Miss May Meetze of Columbia, Miss Lizzie Dreher of Selwood.

Modern Mathematics.

2 little hobbles make one harem,
 4 little harems make one scarem,
 8 little scarems make one staram.

SEA SIDE HOTEL

The Sea Side Hotel, Myrtle Beach, is Now Open for the Season.

This well known hotel having been refitted and refurbished, located on one of the finest beaches on the South Atlantic Coast is ready for the summer resorter. It appeals strongly to those wanting a sea side vacation, excellent surf bathing, boating, fishing, etc.

Music and Dancing at the Pavilion

Absolutely no malaria in this region, the sandy soil thoroughly draining the surrounding country. We desire to cater to the best families, those wanting all the comforts of home life.

The summer schedule of trains to and from Myrtle Beach enables one to leave any part of Eastern South Carolina and reach Myrtle Beach for noon dinner.

Special Rates by the Week for Families and Children

ST. JOHN & SON.
 MYRTLE BEACH, SOUTH CAROLINA

Richardson-Dunlap.

On Wednesday afternoon at 7:30 o'clock at the Presbyterian church one of the most beautiful weddings of the season was solemnized when Miss Sophie Elizabeth Richardson, daughter of Mr. and Mrs. J. S. Richardson of this city, and Mr. Thomas Coke Dunlap of Yorkville were united in marriage.

The church was beautifully decorated with smilax and all kinds of potted plants. Before the altar was arranged a beautiful arch draped in white and green, under which the ceremony was performed. The music for the occasion was rendered by Miss V. Marion Girardeau and her excellent chorus of fifteen musicians and was most enchanting. The "Bridal Chorus from Lohengrin" was sung just prior to and just after the ceremony. The bridal party entered in the following order: Miss Leslie Arthur of Spartanburg with Mr. Barron Kennedy of Rock Hill, Miss Ruth Richardson of Hartsville with Mr. Quinn Wallace of Yorkville, Miss Margaret Richardson of Sumter with Mr. W. W. Wallace of Yorkville, Miss Line Ehrlich of Georgetown with Mr. Holmes B. Springs of Georgetown, Miss Carrie Law of Hartsville with Mr. James Richardson of Hartsville. These took their stand at the altar and following them were the bridesmaids, Mrs. James B. Coggeshall, of Darlington, in a handsome white lace robe over satin, the ring bearer, the three-year-old niece of the bride, Miss Emily Richardson of Spartanburg, wearing a white lingerie dress over pink with pink sash; the maid of honor, Miss Agnes Richardson of Sumter, a sister of the bride, wearing a dress of pink crepe de chene with real lace trimmings. The two little flower girls, wearing white lingerie dresses over pink with pink sashes, Misses Sarah Conway Belser of Sumter and Andrella Buchanan of Darlington, preceded the bride who entered leaning on the arm of her brother, Mr. John S. Richardson of Spartanburg. The bride was dressed in a beautiful gown of white satin draped with marquisette and handsomely trimmed with a border of flower embroidery and pearls. She also wore the bride's veil. At the altar she was met by the groom who was attended by his best man, Dr. Will Williams of Yorkville. Standing under the arch they were united in the bonds of matrimony by the Rev. Dr. James McDowell, of McClellanville, a great uncle of the bride.

Immediately after the ceremony a reception was given by the bride's parents to the many friends of the bride and groom who gathered to congratulate them. The guests were ushered into the room where the bride and groom received. The room was decorated in pink and white and the newly married couple stood under a beautiful bower of pink while receiving the guests. From this room the guests were taken into the dining room which was decorated in yellow. Here refreshments were served. In the two outer rooms some of the presents received by the bride and groom were displayed, a very beautiful assortment of cut glass and of silver being arranged on the tables.

After the reception the happy couple left for Columbia from which place they expected to go on to Yorkville, their future home. Among the out-of-town guests for the wedding were:

Mr. and Mrs. J. R. Coggeshall, Mr. and Mrs. Bright Williamson and Mrs. Buchanan of Darlington; Mrs. D. P. Duncan, Miss D'Arcy Duncan, Mr. and Mrs. E. Leroy Reeves, of Columbia; Miss Carrie Law, Miss Ruth Richardson, Mr. J. M. Richardson, of Hartsville; Mr. and Mrs. J. S. Richardson, Miss Leslie Arthur, of Spartanburg; Miss Jennie Richardson of Bradenton, Fla., Mr. L. L. Baker of Bishopville; Mrs. G. M. Belser of Columbia; Mr. Quinn Wallace and W. W. Wallace of Yorkville; Col. H. B. Springs of Georgetown.

Right in your busiest season when you have the least time to spare you are most likely to take diarrhoea and lose several day's time, unless you have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose on the first appearance of the disease. For sale by all dealers.

The next meeting of the campaign for "Good Roads" will be held at Trinity at 11 a. m. on Friday, July 14th at 11 a. m. and the meeting will be held at Wedgefield on July 20th at 11 a. m. There will be a meeting at Cain's Mill on July 27th. The last meeting of this series will be held at Sumter on Thursday, July 27th. Hon. E. J. Watson, Commissioner of Agriculture for the State of South Carolina, will speak in the Court House at 11 a. m. At 10 a. m. on the same day Mr. Chas. H. Hoyt of the United States Department of Agriculture will give an address on this subject at the Lyric Theatre, illustrating the same with lantern slides. This address will be free to the public and every citizen is urged to attend. Mr. Fisher, owner of the Lyric, has donated the use of his theatre to the Highways Committee for this address.

Happiest Girl in Lincoln.
 A Lincoln, Neb., girl writes, "I had been ailing for some time with chronic constipation and stomach trouble. I began taking Chamberlain's Stomach and Liver Tablets and in three days I was able to get up and get better right along. I am the proudest girl in Lincoln to find such a good medicine." For sale by all dealers.

Sprains require careful treatment. Keep quiet and apply Chamberlain's Liniment freely. It will remove the soreness and quickly restore the parts to a healthy condition. For sale by all dealers.

I WANT TO SELL—My carriage and harness. The carriage is of medium weight, has pole and shafts, and can be used single or double. Neill O'Donnell. 7-11-2t-W

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 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 #4 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

The Franklin Remedy Co.
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 Guaranteed Cure for all
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