

**DUGAS-TILLMAN CASE HITCHED.**

**DISAGREE REGARDING CUSTODY OF TWO CHILDREN.**

Ask Supreme Court to Assist in Bringing About Settlement After Conference in Columbia Falls—Mrs. Dugas, Through Attorney, Declares Her Former Husband Shall Never Enter Her Home Again—Both Want Children Christmas Day.

Columbia, Dec. 16.—The attorneys for Mrs. Lucy Pickens Dugas and B. R. Tillman, Jr., being unable to equitably adjust their differences as to the disposal of Douschka Dugas Tillman and Sara Stark Tillman, their young daughters, submitted their proposals informally to the Supreme Court this afternoon in an effort to reach a settlement.

The contending parties could not agree as to the meaning of the order of the Supreme Court, as to when the father was to have the children, and also as to several other matters germane to their welfare.

At a conference held here today between Henry C. Tillman, representing B. R. Tillman, Jr., and A. C. DeFaca representing Mrs. Lucy Frances Dugas, looking towards complying with the order of the Supreme Court in the famous case, which was recently decided, when Tillman was granted custody, at certain times, of the two children, Tillman's attorney refused to grant Mrs. Dugas' request that the father of the children contribute \$100 monthly towards their support. Tillman also refused the request of the mother that a nurse be allowed to accompany the children when they are sent to the father's house to spend two months of the summer vacation period and one week at Christmas time. He asked that the children be given him Christmas Day. In her request Mrs. Dugas asked to be allowed to keep the children for Christmas Day.

Replying to Tillman's request that he be allowed to see his children at all times when they might be ill, Mrs. Dugas, through her attorney, said she would never allow the father to enter her house under any circumstances whatsoever. The attorneys were hardly able to agree on any point.

In giving young Tillman the custody of his children at certain times, the Court ordered that the parties in the action confer with each other in regard to arranging the times that the petitioner should see his children, the question of support, etc.

The following statement was made tonight by Henry C. Tillman, attorney for B. R. Tillman, Jr.:

"You can say for me that any statement to the effect that Mr. Tillman refuses to support his children is incorrect. Mr. Tillman has always desired and still desires and has always tried to support his children in a proper way. As his attorney, I took the position that the question of support was not a proper subject of the order which the Supreme Court asked the parties to agree upon, as I did not want to put Mr. Tillman in the false position of being compelled, by order of Court, to do what he wants to do and what he will do."

Building is still continuing at a great pace in the city with no signs of ceasing at any early date. The Trinity Methodist Church, South, is now nearing completion and will be opened in the course of the next two months for divine worship.

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**SAFETY MUST COME FIRST.**

**COMMERCE COMMISSION URGES EXTRA CARE ON RAILWAYS.**

Investigation Has Proceeded Far Enough to Show Need of More Effective Measures for Protection.

Washington, Dec. 16.—"Safety first" is the paramount rule of train operation suggested by the interstate commerce commission in its 26th annual report submitted today to congress. Discussion of disasters on American railroads during the last year constitutes an important feature of the report.

It is pointed out that many of the accidents resulting in fatalities might have been averted by the exercise of proper precaution or the employment of suitable devices and good equipment.

Figures given show that of the total of 8,215 derailments during the year, 1,877 were caused by defects of roadway and 3,847 were due to defective equipment. This indicates an increase over the previous year of 652 in the derailments due to bad roadway, and 1,023 due to bad equipment.

The investigation by the commission itself of railroad accidents involving loss of life, the report says, "has proceeded far enough to indicate the need of more effective measures than thus far have been taken to secure safety of railroad travel." While the previous suggestions of the commission as to the adoption by the railroads of all-steel, or steel-underrframe, cars are being adopted "as rapidly as conditions will permit" and "the danger from the use of unsound cars is gradually disappearing," the serious dangers of defective roadway and the use of unsound rails still remain, as a result of which derailments are likely at any time to occur. Concerning its investigations, the commission says:

"Of the 31 derailments investigated, 14 were either directly or indirectly caused by bad track. In five of these 14 cases the derailments would probably have been avoided had existing speed restrictions been observed; but in all the remaining cases no adequate speed restrictions were in force, and in three cases the track conditions were so obviously unsafe that derailments were likely to occur even at low speed. In one serious derailment an examination of the track in the vicinity of the accident disclosed 908 rotten ties within a distance of 147 rail lengths. Under many of the rails there were as many as 11 bad ties, and under each of two rails there were 12 ties so badly decayed and broken as to be totally unfit for service. In many of these ties the spikes were so loose that they were easily removed by hand, the wood having no longer any holding power. The track in the vicinity of this accident was poorly ballasted and was unsafe for the passage of trains at ordinary speed. This derailment occurred on straight track while the train was running about 30 miles per hour."

The report says that "the most disquieting and perplexing feature in the problem of accident prevention is the large proportion of train accidents caused by dereliction of duty by the employes involved. The commission believes that as a rule there are no men that have a keener appreciation of their responsibilities than railroad trainmen and engineers," and yet it is pointed out that 63 per cent of the whole number of accidents investigated were caused by mistakes on the part of employes.

**TAFT PREPARES FOR TRIP.**

Has Made Arrangements to Visit Panama.

Washington, Dec. 16.—Although final details of President Taft's trip to Panama have not been completed the personnel of his party and most of the preliminary arrangements have been made.

The president will leave Washington Thursday night over the Atlantic Coast Line for Jacksonville and Key West. He will stop in Jacksonville for 45 minutes Friday night and probably make a speech there. He is due in Key West Saturday afternoon and expects to sail for Panama that night.

He will be back in Key West, according to present plans, December 29 and will reach Washington about 2 o'clock on the afternoon of December 31.

**SHEPPARD-KENYON LIQUOR**

Before Senate Tomorrow — Vote Likely this Week.

Washington, Dec. 14.—The long contest for legislation to prohibit shipments of liquor into "dry" States will come to a focus in the Senate on Monday, when consideration of the Sheppard-Kenyon bill will begin.

Senator Kenyon today secured an order for the convening of the Senate at 11 o'clock Monday, giving two and a half hours for consideration of the bill before the Archibald impeachment trial intervenes. An effort will be made to pass the bill next week.

**TAFT WON'T FILL LONDON POST**

**LEAVES NAMING OF REID'S SUCCESSOR TO WILSON.**

Until Next March United States Will Have no Ambassador at Court of St. James — President's Decision Reached During Conference with Secretary of State Knox—No Official Action Yet Taken Regarding Funeral of Late Diplomat.

Washington, Dec. 16.—President Taft today announced through Secretary Hilles that the post of ambassador to Great Britain and made vacant by the death of Whitelaw Reid will not be filled by him.

The announcement followed a conference between the President and Secretary of State Knox.

The President believes that important diplomatic questions involving Great Britain and the United States can be handled successfully in Washington by Mr. Knox and the British ambassador. He understands that President-elect Wilson already is considering a man for the London post and he does not wish to appoint some one who can serve only a few months.

The post at London will be vacant until March and will be the first time in many years that the United States has been without an ambassador in London.

The State department has taken no action toward arranging details of the funeral of the late ambassador. It is felt that these should be fixed by Secretary Laughlin and other officials of the embassy at London, with special reference to the wishes of Mrs. Reid. If the family should decide to accept the offer of the British Government to send the body home on a British warship there would, of course, be a considerable amount of ceremonial attendant on the embarkment of the casket, which would be conducted by the American embassy.

**EXPRESS OFFICE MOVED.**

Special Delivery Office in Old Quarters for Christmas "Cheer."

The Southern Express Company have moved their office into their new quarters on Caldwell street where they have established themselves in one of the stores recently completed by Messrs. Rowland, Manning Shore and Wilson. In this building the company have more spacious quarters and are better provided for handling the large amount of traffic which annually passes through their hands.

In their old quarters the company has established for the two weeks before Christmas a special delivery office for the Christmas "boose" which always comes in at this season. This has been done for a number of years, because of the large amount of liquor shipped in at this season and to prevent the numerous colored persons calling for the liquor, most of which is shipped to persons of their color, from coming in contact with persons calling at the regular office to ship off Christmas presents or to get them from the office.

Already the Christmas trade has started in and the past two days have been busy ones for the employes at the express office. Extra wagons will be put on to handle the surplus express so that all of it can be sent out as rapidly as it comes in to the office and the deliveries made as promptly as possible under the circumstances when traffic is so congested as it always is at the Christmas season.

**TEACHERS OF CLARENDON.**

Instructive Papers Are Heard at Manning Meeting.

Manning, Dec. 15.—The regular monthly meeting of the Clarendon County Teachers' association was held yesterday in the graded school building at this place with an attendance of about 35 teachers. Several interesting and instructive papers were read and discussed, among them one by Miss Katherine Richards, on various problems of school improvement work. Another interesting paper was presented by Prof. E. H. Hanna of Sardinia on the proper length of daily sessions in one and two-teacher schools. A number of school improvement reports were filed today, and from these winners of the three State prizes will be selected.

The teachers' association has undertaken to distribute copies of a proposed compulsory school attendance law and the members will circulate blank cards for signatures indorsing such measure. They will report the number of signatures obtained at the meeting of the association in January. When proper steps will be taken to present the petitions before the committee in the State legislature. The sentiment is strongly in favor of compulsory school attendance.

**Real Estate Transfers.**

W. J. Hogan to Jas. C. Price, 45 acre tract \$1,500.  
W. Mason Reames to Willis S. Reames, 72.3 acres on Sumter-Mayer public road, \$3,615.

**COAL MONOPOLY DISSOLVED.**

**WICKERSHAM THINKS COURT'S DECREE WILL BREAK UP ANTHRACITE COMBINE.**

Supreme Tribunal Holds That Contract With Independents is Illegal, but Fails to Discover Evidence of General Combination in the Coal Business.

Washington, Dec. 16.—The supreme court of the United States today canceled as violation of the Sherman antitrust law the contract by which railroad-owned coal companies in the Pennsylvania anthracite fields had purchased the output for all time of "independent mines."

Attorney General Wickersham tonight expressed the belief that the decision "will so completely destroy the combination which now controls the price of anthracite that it must result in a distinct measure of relief to the public."

The court also ordered dissolution of railroad control of the Temple Iron company, by which the principal railroads and their coal companies were found to have strangled a project to build a competing road into the anthracite fields in 1898, and by which monopolizing schemes could be put into operation handily in the future.

The government failed, the court held, to show a "general combination to apportion the amount of coal to be put upon the market annually by the various roads." The government's other charges as to a general combination were characterized as "indefinite."

Minor combinations were held to have been improperly included in the petition of the government and the proceeding against them was dismissed without prejudice to other actions by the government. Attorney General Wickersham was not prepared to say whether he would direct new proceedings against these alleged combinations.

Justice Lurton announced the opinion of the court, which for the purposes of this case, consisted of only six members. Justice Day took no part in the decision because of his absence from the bench when the case was argued in October, 1911. Justice Hughes refrained from participating in the action of the court because he was a special assistant to the attorney general when the coal business was first investigated by the government. Justice Pitney was not on the bench when the case was presented to the court.

The suit was sent back to the judge of the circuit court for eastern Pennsylvania—for the enforcement of the decision. The finding of the lower court was upheld, except as to the contract with the "independents."

The railroads concerned in the case were the Philadelphia & Reading, the Lehigh Valley, the Delaware, Lackawanna & Western, the Central Railroad of New Jersey, the Erie and the New York, Susquehanna & Western.

**DEATH OF MRS. D. D. SPAIN.**

Well Beloved Woman of Darlington Dies After Lengthy Illness.

Darlington, Dec. 16.—Mrs. D. D. Spain died Saturday, December 14, after a decline in health for several months past. She was buried at Grove Hill Cemetery Sunday afternoon at 4 o'clock, after funeral services at the home, conducted by the Revs. Robert W. Lide, O. T. Porcher, D. M. Fulton and B. R. Turnipseed.

Mrs. Spain was the widow of the late A. C. Spain, Esq., one of the leading lawyers of the State in his life time. She is survived by her children, Mrs. J. Walter James, Mrs. Waddy Thompson, Miss Cattie Spain, and Messrs. Frank O., and Hartwell Spain, and by her stepchildren, Judge Thomas H. Spain, Dr. Ashton C. Spain and Mesdames J. W. Evans and A. H. Hayden.

**WANT NEGRO CHARGED WITH CRIME.**

Believed That Fugitive Will Be Lynched if Caught By Barnwell Men.

Barnwell, Dec. 16.—A telegram was received here early tonight saying that a white woman had been assaulted by a negro at Kline, in this county. It asked that bloodhounds be rushed to the scene of the outrage to aid in the capture of the negro.

The crime is said have been committed about 6 o'clock this afternoon in the Big Fork section, a mile or two from Kline. Coroner J. S. Halford and the supervisor and the newly appointed sheriff, J. D. Norris, went to the scene. Mr. Norris carried bloodhounds with him in an automobile.

The meagre reports received in Barnwell from Kline lead to the belief that the negro will be lynched if he is apprehended by the crowd of men who are searching for him.

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Our	<b>BANK</b>	My
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