

**SANTIE BRIDGE PROJECT**

**DEFERRED PLANS BEING CONSIDERED FOR MUCH NEEDED FACILITY.**

**Assessment of Heavy Support From Counties in Line of Benefits Which Aids in Favor of Big Enterprise.**

Charleston Post.

After years of fruitless discussion on the subject, there is at last on foot a definite project to bridge the Santee river, thereby giving direct highway connection between the Pee Dee country of South Carolina and the coastal plain. A sub-committee of the Chamber of Commerce committee on highways and bridges has taken the initiative in the matter and the outlook for the construction of a highway over the Santee swamps and river is brighter than it has ever been. Definite assurances of cooperation have been received from people in several of the counties affected and it is expected that there will be no difficulty in influencing the others.

The Santee river bridge project is an outgrowth of the recently undertaken project to establish a new highway from Charleston to W. Matthews on South's Corner. When the committee in charge came to consider the route on this new highway through Berkeley county, it was found that by crossing in a straight line, instead of curving to the west through Santee swamp, as the highway will, one could at a point in the Santee swamp land river that seems favorable to passage of an highway.

The committee on highways and bridges under the authority of the Chamber of Commerce, in connection with the new highway project, are to look into the feasibility of building the Santee and report back to the committee as to the kind of crossing that would be advisable. The sub-committee placed the Santee crossing in the hands of two of its members, James O'Hear and J. P. Gaillard, who are civil engineers, and they have been working on it since.

All the highway conferences held at the Chamber of Commerce since time immemorial have been held at the Senator Epps, of Williamsburg county, who was present and expressed his interest in the new highway, and he on the large meeting Senator Epps was present at a conference with some business men at which the bridge project was discussed. The Williamsburg people said that the people of the county would like the bridge, possible because of the movement for a Santee crossing and that if the road could be built, he felt sure the Williamsburg's share could be paid by private subscription; that, at any rate, his county would gladly do its part.

At this conference it was informally decided that a crossing of the Santee, including the approaches through the swamps on each side as well as the bridge itself, should be considered as a single project and that the equitable way of dividing the total cost would be for the counties to the north of the river to pay one-half and for those to the south to pay one-half. Senator Epps agreed that this was a fair arrangement.

Members O'Hear and Gaillard have meanwhile been at work getting information about the proposed crossing and what it will necessitate. They have written to Peter G. Gourdie, of Kingstree, one of the most prominent civil engineers in that section of the State, who is thoroughly interested in both the Santee crossing and the new Berkeley county highway, asking him to inform them of the extent of the swamp on the Williamsburg side of the river. They also asked Mr. Gourdie to come to Charleston for a conference with them as to the most practicable way of crossing the stream.

In the near future, Messrs. O'Hear and Gaillard expect to go to the Santee river and spend two days in the section, making preliminary surveys on which to base estimates of the work that will have to be done. They will make as careful an examination as the time will permit and from this they will draw up tentative plans. Next they will get estimates on the approaches and bridge work from prominent Charleston contractors who are expected for that kind of work and they will also get estimates on the steel work from a bridge company. They have already obtained offers of cooperation in this matter from local contractors.

At its meeting on Monday night at the Chamber of Commerce the Allied Engineers' Association of this city was informed by Mr. O'Hear of the chamber's plans regarding the Santee crossing and in response to the invitation of the chamber, appointed a committee to give what assistance might be necessary. This committee consists of T. H. Gregg, superintendent of the United States lighthouse district, chairman; Maxwell S. Crayton, draftsman at the navy yard; J. E. Sheperdson, terminal engineer for the Holston Corporation; J. H. Dingle, city engineer, and Louis Y. Dawson of the Dawson Engineering Company.

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**MOORE DEFENDS POSITION.**

**ANSWERS THE CHARGES MADE AGAINST HIM IN STATEMENT BY MAJOR CALDWELL.**

**Alleges Insubordination of Assistant—Gives His Side of Automobile Incident and Lost Colonelcy in 2d Regiment.**

Columbia, July 22.—Adj. Gen. W. W. Moore today replied to the recent statement of Major J. Shapter Caldwell, who resigned as assistant adjutant general. The statement of the adjutant general was addressed to the press and follows in full:

"Having given wide publicity to Maj. Caldwell's interview, in which he assails to criticize me, I desire to reply through your columns to his garbled statement of facts.

"His own admissions in this interview, if left entirely to military men to pass upon, would be sufficient evidence to convict him of the grossest insubordination and disrespect to his superior officer, but as the general public, who are not familiar with military usage and customs, must also land their approval or disapproval, it becomes necessary that I reply in greater detail to the several charges he has brought against me.

"First he admits that he went over my head and procured an appointment from the governor and commander-in-chief as major and assistant general for the purpose of securing the position as camp adjutant. This in itself is an admission of utter disregard and lack of consideration, to say nothing of disrespect to me, besides leaving me without anyone to assist in the work, which is unusually heavy at this particular period, apparently caring nothing whatever as to what became of his duties, which he was willing to disregard without reference as to whether someone could be secured to fill his place.

"He lays great stress upon my having made a demand for federal pay, but he evidently forgets that this seems to be the prime motive that prompted him in securing this appointment, by virtue of which he is the beneficiary of \$350 federal pay per month as camp adjutant.

"When the mobilization order was issued the camp was inadequately furnished for such a number of troops and some one had to attend to the details at once. Permanent buildings had to be erected, the water supply had to be procured, as well as the approaches to and from camp, and being without assistance I felt it my duty to give, if so matters my personal affairs as the health and welfare of the troops depended on an abundant supply of pure water, and a sanitary camp. In furthering this work I worked from twenty to twenty-one hours per day, and still think that I should be compensated, as the work is morally under the mobilization call, if I am technically restrained from receiving it, although Major Caldwell said I would receive it later, and cited the fact that Adj. Gen. Watts received federal pay during the Spanish-American war for services rendered, and that I was entitled to it in this case. This statement of Major Caldwell is at variance with his published interview, which clearly

information for the crossing, they will have this committee from the Allied Engineers' Association go over the plans and make criticisms and suggestions. Finally, the plans having been approved, definite estimates on the entire job will be obtained.

When all this preliminary work has been done, the Charleston Chamber of Commerce will call a convention of people from the counties interested in having highway connection established over the Santee river. At this convention the important question of ways and means will be considered and the necessary action taken.

For a number of years the people on both sides of the Santee river have benighted the fact that they had no direct road, communication with each other. Charleston has suffered especially from this in its business relations with the Pee Dee section and Georgetown, it is felt, and with the Georgetown section. The lack of a crossing has been especially felt since the automobile came into common use. It is believed that a crossing would be worth an incalculable amount to the people of the entire eastern part of the State, not only commercially, but in the increased social relationships that would result when it was no longer necessary for an automobile party from Williamsburg or Florence to go to Columbia in order to get to Charleston, and vice versa.

If the problem were merely one of putting a bridge over the Santee river, which is not an unusually broad stream, there would be no difficulty about it and probably it would have been attended to long ago. But on each side of the Santee river is a swamp that in some places is said to be about three miles wide. It will, therefore, be necessary to make a crossing, not only over the river, which will give no trouble, but over the great expanse of one of the biggest swamps in this part of the South.

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"I have always commended everyone for doing their duty, and as soon as he advised me that he could not pay me, because I was not called out along with the others, that settled the matter. I had no feeling toward him whatever, and he knows that none existed.

"He also directs the attention of the public to the fact that the adjutant general and the governor had a misunderstanding and the adjutant general wrote the governor a note couched in rather discourteous terms. I am herewith publishing the letter written to the governor, which he terms discourteous, and I leave it to the public to decide the question whether his statement is true or not:

July 14, 1916.

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"W. W. Moore, The Adjutant General."

"This is another effort on his part to misdirect public attention and to warp public opinion against me, both of which are very commendable in a subordinate to his superior officer, and substantiates my charge of disloyalty to me beyond any question of doubt.

"His actions interfering with the details of my office, before and after he had been transferred as camp adjutant, were other evidences of disloyalty, in that he had written to Mr. J. M. Johnson, under date of June 13, with reference to the organization of an engineer company by him, and as shown by Mr. Johnson's reply directed to Major J. S. Caldwell, inspector general, under date of June 15, all of which clearly sets forth the fact that he was undertaking matters which he had not been directed to transact and without any authority from me or conference with me, which is in direct conflict with the military code, which sets forth his duties, and which are further borne out by the conference held by him with Col. LaRoque, of the governor's staff, after he had been transferred as camp adjutant, which further shows his efforts and desires to run my affairs without any consideration for my feelings whatever in the matter.

"For these acts and these alone I accused him of disloyalty, and he has practically admitted it in the interview given to the press.

"He further assumed to criticize me, not only in my own office before those employed here, but he admits having complained to Col. Blythe about my having kept the quartermaster's truck waiting an unusual length of time, and to the detriment of the service.

"I desire to emphatically state that the automobile was not held more than thirty minutes by me, and that this was done with the permission of Maj. F. W. Glen, chief quartermaster, in whose charge the machine was placed when purchased by me, and who was in full control of its movements, and who stated that he was perfectly willing to wait on me to procure important papers for Col. Springs, commanding the 2d infantry, and further stated that he was in no hurry. Corpl. Pope, who drives the truck, stated that, in his opinion, the machine was not kept waiting for more than twenty minutes for me. After having procured the papers, and upon going out to the automobile, I found Major Caldwell sitting in Mr. Walker Powell's car, which, he stated in his interview, was a "hired" machine. Major Caldwell insisted upon my taking his place in Mr. Powell's "hired" car, which I declined to do, but upon his further insistence and statement that he had to go in the truck because of the fact that he was obliged to carry a guard with him, I accepted the proffered seat in Mr. Powell's "hired" automobile, as stated by Major Caldwell.

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over the phone about other matters, and inquired as to what they had done with regard to filling the vacancy made in the regiment by Col. Claffy's retirement, and jokingly asked the question: 'How would they like to have a big, fat man, like myself as lieutenant colonel?' to which Major Caldwell replied: 'General, that is a big come down, from brigadier general to lieutenant colonel.' To which I replied that I would probably find it more pleasant in camp than in the office on account of the friction which has occurred with the governor about administration of affairs in my office. Major Caldwell stated that he would take the matter up if I desired, and let me know how they felt about it. I stated to him that I was only joking and was not serious about the matter. When he insisted I said: 'Well, you may find out how they feel about it.'

"The next morning, on going to camp, Major Caldwell stated to me that he had seen some of the officers, but that they had not decided as to what would be done regarding the selection of an officer to fill the position made vacant by Col. Claffy's retirement on account of physical disqualifications; that officers of the 2d were thinking of accepting the position, but that when he called to the attention of these officers the fact that they would have to stand a rigid examination before officers of the regular army, they did not think that they were going to accept it. He further stated that there was some talk of selecting Col. Gary, commander of the Citadel, and that he knew nothing whatever of this officer.

"My reply was that if they had decided on Col. Gary they had made no mistake whatever, that he was just the man needed to fill this position, and that as far as I personally was concerned, that I had never allowed my personal ambitions to interfere with the efficiency of the organized militia, and that if Col. Gary could be secured to fill this position it would be the best thing that had ever happened for the 2d infantry.

"This is as near verbatim as can be stated with regard to the conversation that took place between Major Caldwell and myself, and I desire the public to contrast the statement made by him with mine, and I leave it to them to decide the question of veracity between the two.

"I later in the day had a conversation with Col. Springs, commanding the 2d infantry, on this same subject, and to him I made the same statement that I made to Major Caldwell, that if they could secure Col. Gary to fill this position that it would be the best thing possible for this regiment, for the officers as well as the men would be the beneficiaries of his splendid military training. I also repeated to him just what my feelings were with regard to the matter, and I am sure that Col. Springs will corroborate my statement that there was no evidence whatever of my being "sore" because I did not get the appointment, nor was I disappointed in the least.

"His sole motive in giving out this interview is to poison the minds of the public against me. This I am perfectly willing to leave to public judgment, and when they have fully digested both statements I have no fear of what their verdict will be.

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York, July 20 (Via Columbia, July 20).—Waters in Broad and Catawba rivers, which this week reached the highest record in history, continue to recede and unless something unforeseen occurs will be within their banks by tomorrow morning. The Catawba dropped fifteen feet today and the Broad an equal number. York remains in darkness because of the Catawba Power Company's plant being submerged. There is three feet of mud in the Catawba power house, to say nothing of the water. It will be months before the damage there can be repaired.

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**CREST REACHED BRIDGE AT 6 O'CLOCK AND WATER HAD FALLEN EIGHT INCHES THIS MORNING.**

**Trestle and Bridge Still Holding at Last Reports and Hopes for Their Weathering Flood Seemed Assured—Embankments Washed, but Will be Speedily Repaired When Water Recedes—Crest Twenty-five Inches Higher at Remini Than in 1908—Water Rising at Santee, but Preparations Have Been Made to Safeguard Bridges and Trestles—Northwestern Resumes Regular Schedule—Southern Trestle at Kingville Goes and No Further News From Sumter Junction.**

From The Daily Item, July 21

Having weathered the crest of the great flood which swept down the Wateree and Congaree rivers into the Santee this week, the trestles and bridge at Remini now seem gradually to be drawing out of danger from the force of the waters. The crest of the flood, twenty-five inches higher than it was in the great flood of 1908, reached Remini at about 6 o'clock on Thursday evening and about midnight the water began to fall. This morning it was reported that the water had fallen eight inches and was gradually subsiding. As each hour passed and the water fell, the hopes of those who have been working practically without cessation for the past four days to save the bridge and trestles of the Coast Line were rising and it now seems that there will be no repetition of the scenes of damage which were enacted in 1908 at this point.

The flood crest was reported to be down about St. Paul this morning, the water having risen to within a quarter of a mile of the town, according to report reaching here. Last night many of the people living within a couple of miles of the river in this section moved out upon higher ground, either forced out by the rising flood or fearing that the rising water might entrap them during the night. While immense damage is reported to crops, there have been no reports of loss of life.

Reports today state that the Southern trestle over the Congaree between Kingville and Fort Motte was washed away Thursday afternoon. The Southern had about three miles of trestle work at this place and if all of it is gone it will be a big blow to the road and will take several weeks to replace it. This trestle was washed away in 1908.

Reports from members of the train crew of 51, which came from Charleston this morning, stated that the water at Santee was rising rapidly, having risen four feet in the past twelve hours. There is little trestling at this place, but the Coast Line has several water proof bridges, which it is hoped will stand the flood. Much of the track has been built up and this may so impede the passage of the water as to cause injury to bridges and track. However, the road has had plenty of time to prepare for the coming of the high water and has plenty of heavy cars loaded with sand to place on the tracks to hold them down in place, when the flood arrives. The full force of the water is expected at Santee about Monday or Tuesday of next week.

The damage by the flood in this storm is different from that in 1908 in several respects. In 1908 the greater volume of water in the Santee came down the Congaree, while this time the Wateree rose to several feet higher than in 1908 and its volume of water poured into the Santee was greater than in 1908. In 1908 the trestle and bridge at Wedgefield over the Wateree were barely covered with water and trains were operating the next day, after the waters began to recede, while at Remini many hundred feet of trestle were washed away with the loaded cars on them and the bridge itself felt the force of the waters. This time it is the trestle on the Coast Line at Wedgefield which has been swept away, while that at Remini, despite the fact that the water was twenty-five inches higher this time, has been saved intact, or apparently so at the present time.

In 1908 the Southern trestle at Columbia over the Congaree was badly damaged and it was several days before it was repaired. The trestle at Kingville was also washed away and heavy damage was done at Sumter Junction, both of which places have again suffered.

The Northwestern Railroad this morning resumed its regular schedules over its track between Sumter and Camden. The first train out reached Sumter at 1 o'clock yesterday and left on its return trip at about 1:30. The people of Camden over this train received the first papers that they had had since Saturday and they were glad to get news from the outside world.

The Seaboard Air Line is still detouring its trains around by Sumter and Charleston. In the past twenty-four hours four trains, two from New York to Jacksonville, and two from Jacksonville to New York, passed through here on their wide detour.

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July 14, 1916.

"The Hon. R. I. Manning, governor, and commander-in-chief, Columbia, S. C.—Sir: I desire to invite your attention to recommendation that was forwarded you under date of July 3, in regard to placing on the active list, medical corps, Major S. C. Zemp. This recommendation was approved by Major Brailsford and Order No. 114, carrying this appointment, has been written, but has been held up pending your decision on this matter.

"This order cannot be written until you have furnished this office with either your approval or disapproval.

"You can readily see that any delay in a matter of this kind greatly handicaps the work of this office and the proper administration of the affairs of this department.

"I trust that in the future you will handle these matters as expeditiously as possible in order to prevent these delays. Yours respectfully,

"W. W. Moore, The Adjutant General."

"This is another effort on his part to misdirect public attention and to warp public opinion against me, both of which are very commendable in a subordinate to his superior officer, and substantiates my charge of disloyalty to me beyond any question of doubt.

"His actions interfering with the details of my office, before and after he had been transferred as camp adjutant, were other evidences of disloyalty, in that he had written to Mr. J. M. Johnson, under date of June 13, with reference to the organization of an engineer company by him, and as shown by Mr. Johnson's reply directed to Major J. S. Caldwell, inspector general, under date of June 15, all of which clearly sets forth the fact that he was undertaking matters which he had not been directed to transact and without any authority from me or conference with me, which is in direct conflict with the military code, which sets forth his duties, and which are further borne out by the conference held by him with Col. LaRoque, of the governor's staff, after he had been transferred as camp adjutant, which further shows his efforts and desires to run my affairs without any consideration for my feelings whatever in the matter.

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