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SIMPSON TRANSFERRED TO ASHEVILLE DIVISION.

Capt. Henry A. Williams' Division Has Been Enlarged—General Shake-up in this District.

Columbia State, 14th. The rumors of changes affecting the superintendents of the Columbia and Spartanburg divisions of the Southern railway, were yesterday confirmed by an order from Mr. W. N. Foreacre, the general superintendent of the Southern, instructing Supt. R. E. Simpson of the Spartanburg division to report for duty at Asheville to take charge of that division, and Supt. Henry A. Williams of the Columbia division was instructed to take charge of the Spartanburg division, consolidating that with the Columbia division.

This means a promotion for each of these officials, which will be very gratifying news to their many friends in Columbia and throughout the state, although Supt. Simpson's removal from Columbia will be a matter of general regret.

It is rumored that other changes will be announced today or tomorrow, one of the rumors being that Mr. Geo. W. Bishop, trainmaster of the Spartanburg division, will be assigned to other duties, and another is to the effect that Mr. W. W. Barber, general yardmaster of the Southern at Columbia will accompany Mr. Simpson to Asheville and will be promoted to trainmaster of that division. Mr. Bishop was special law agent for years of the Columbia division before the formation of the Spartanburg division.

Mr. W. N. Foreacre, general superintendent of the eastern division of the Southern, is expected to arrive in the city this morning to consult with Supt. Williams about the other changes which this new order makes necessary.

Trouble in Asheville.

The changes announced in the order issued yesterday are caused by the recent dismissal of the head officials of the Asheville division. Supt. Ramsey, Roadmaster Ramsey and Trainmaster Fortune of the Asheville division were forced to resign. Their resignations were followed by the resignation of the chief dispatcher and other minor officials. The action of the Southern in forcing these men out aroused a strong protest from many of the business men of Asheville and a petition, numerously signed, has been forwarded to President Finley, asking that these parties be given a hearing on the charges which were preferred against them. The wording of the following petition indicates that those charges were of a serious character:

"Mr. W. W. Finley, President Southern Railway Company, Washington, D. C.

"Dear Sir: You are doubtless aware of the recent action of the Southern railway resulting in the dismissal of Supt. Ramsey, Roadmaster Ramsey and Trainmaster Fortune of the Asheville division.

It is generally understood by the Asheville public that there has been no hearing given these gentlemen, and no opportunity of making a proper defense. We believe that the charges we have heard in connection with this matter are untrue; and that, judging by the character of these gentlemen, an injustice has been done through lack of full information. Relying on your sense of justice and fairness, we request you to make a personal investigation at once, so that there will be no possibility that any injustice be done these gentlemen."

The following telegram from General Manager Aekert, in reply to a telegram from Mayor Campbell of Asheville, indicates that the Southern will stand pat in its action:

Birmingham, Ala., Dec. 11.

John A. Campbell, Mayor, Asheville, N. C.

I have telegram addressed to Mr. Finley in regard to petitions being sent in from Asheville relative to change in division officials at that point. It is not my desire to do any injustice to any one, but conditions

are such on the Asheville division that I feel it my duty to make the changes decided upon. I can assure you it is done only with a view of performing my duty to the Southern railway.

C. H. Aekert.

Superintendent Williams is a native of South Carolina, his birthplace being Williamston, Anderson county. He began his railroad career when a mere lad, as brakeman on the Columbia & Greenville railroad, now Southern. His father, Capt. Newt. Williams, has been a conductor for years. In time Henry Williams was promoted to conductor, then yardmaster and trainmaster. In 1895 he went with the P. C. & P. (now Seaboard Air Line) as trainmaster of the lines between Columbia and Jacksonville. After two years he returned to the employ of the Southern, as trainmaster of the North Carolina division, with headquarters at Durham, N. C. After a year he was transferred to Greensboro, N. C., as trainmaster of the main line between Speeher, N. C., and Monroe, Va. He held this position about four years, when he was promoted to the position of superintendent of the Norfolk division, which included the lines from Norfolk to Danville and from Norfolk to Selma, N. C., with headquarters at Norfolk. After a couple of years he was transferred to Columbia and put in charge of the lines now in the Columbia and Spartanburg divisions. Last year, when the territory covered by the Columbia division was divided, Mr. R. E. Simpson was put in charge of the new Spartanburg division, Capt. Williams remaining in charge of the lines under the Columbia division.

The change made yesterday puts Mr. Williams again in charge of the territory which he had under his supervision prior to the change of last year which means considerably more work for him and his office force. Mr. R. E. Simpson got his first experience in railroading on the Western North Carolina railroad, now the Southern, starting in the roadway department in a minor position. He worked up rapidly, becoming trainmaster at Asheville. He came to Columbia last year, when the Spartanburg division was created, as superintendent of this division.

Mr. Simpson is a native of North Carolina and by the new order returns to the lines on which he started as a section hand not many years ago. As division superintendent he will have charge of the lines from Salisbury, N. C., to Asheville, Asheville to Spartanburg and branch lines.

Mr. Simpson will leave Columbia this morning for Asheville, but will not move his family for several weeks, probably not until after the holidays. He said last night that while he appreciated the promotion, he regretted very much that he had to leave Columbia. He made many friends during his stay here and the best wishes of all these will follow him in his new field of labor.

Mr. Simpson will have under his control the following lines, in addition to the terminals:

	Miles
Salisbury to Asheville	141
Asheville to Spartanburg	70
Asheville to Murphy	123
Hendersonville to Toxaway	42
Total	376

By combining the Columbia and Spartanburg divisions Superintendent Williams is put in charge of about 700 miles of road, including terminals, as follows:

	Miles
Charlotte to Hardeeville	239
Columbia to Augusta	82
Edgefield-Aiken branch	24
Batesburg-Perry branch	26
Total Columbia division	371

	Miles
Columbia to Spartanburg	94
Columbia to Greenville	145
Hodges-Abbeville branch	12
Lockhart branch	13
Total Spartanburg division	264
Grand total both divisions, not including terminals	635

TEDDY AGAINST CORTELYOU.

Hitchcock and Capers May Lose Their Jobs—Won't Work For Bill Taft.

A special from Washington to the Columbia State says: The deep laid "conspiracy" of Frank H. Hitchcock, first assistant postmaster general, and John G. Capers, commissioner of internal revenue, who have formed the Southern Republican muckamucks into a coalition for the nomination, not of Roosevelt, but of Cortelyou, is the most interesting aftermath of the president's great second renunciation. And Washington awaits with both ears trained and one foot suspended to hear the axe fall upon the beighted heads of the three conspirators. For the Great Silent Man himself, who is said to have laid the foundations of the deep plot, if indeed he has not directed every move, is involved now with his two ardent admirers, Hitchcock and Capers. Capers will not today discuss the report that his resignation, by request, is now pending, pendant—indeed, between the pen and the sword.

It is said here, though, on the best authority that Capers, when sent for by the president some time ago, told the big chief in so many plain English words with a few others thrown in that if he was expected in the office of commissioner of internal revenue to organize the federal office holders in his division for Taft then he would resign his office. If this was a bluff the president did not call it; he preferred to play the game another way. Mr. Capers makes no denial that with Roosevelt now out of the race he is for Cortelyou, though he declares that so far as his part in forming the coalition is concerned, it was for the president's nomination. This is now seriously doubted hereabouts, because of the smoking out of Mr. Cortelyou's candidacy with various smoke producing circumstances and substances, and for the additional reason that it is known so well what obligations Mr. Capers is under to the ambitious secretary of the treasury, if for nothing else than for his present job. It is also remembered that Mr. Capers was once relieved of a goodly position as district attorney of South Carolina by this same Mr. Roosevelt. Mr. Hitchcock, too, owes his all to Cortelyou, and mightily little to Roosevelt.

Neither of them owes anything to Taft. As for paying anything or giving anything in the form of influence, promotion or manipulation to any leader high or low without owing it or expecting pay for it afterwards these two are not celebrated for that kind of politics.

So the conspiracy is thoroughly believed in by many in Washington. It might be called a 5,000,000-vote conspiracy as a sort of counterpart of the \$5,000,000 conspiracy, though in truth it seems to have more foundation. Drastic measures are contemplated, it is said, but lots of things have been said hereabouts in recent days and enterprises of great pith and moment are sickled over with the pale east of the possibility of making matters worse.

And matters would certainly be made worse should three heads like these fall in a bunch. They would be shorn of their strength which lies in the main in their dominance over the federal office holders under them, especially those in the south, which have already been organized with the magic name of Roosevelt as the charm. But, on the other hand, there would be the effects of so great a row, and the necessity, if the president would make things any better for his protegee, Mr. Taft, of his appointing men to these offices who would, with the presidential authority, organize the federal office holders for Taft. Could the president of the United States afford to do that?

Question for debate: Resolved, That Augusta, and not Savannah, will be the blind tiger metropolis of Georgia.—News and Courier.

TILLMAN PRIMED.

Will Lay Bare Financial Situation in Senate—Refuses to be Held Off.

A special from Washington to the News and Courier under date of December 15 says: Senator Tillman will, if nothing prevents, throw some hot shot into the Administration tomorrow when he takes the floor to speak on his resolution calling for information relative to the issuing of clearing house certificates and the management of national banks. For several days he has been collecting data to use tomorrow and is now prepared to make some stinging comments on the financial affairs of the government as conducted by the present Administration.

He is of the opinion that the issues of clearing house certificates by state institutions may be subject to the 10 per cent tax imposed by Federal statutes upon currency issues by state banks, and is not so sure that national banks are not exceeding the rights conferred by their charters when they issue currency through the clearing house associations.

Incidentally, the Senator will discuss the alleged mismanagement of the Mercantile National Bank, of New York, and pay his compliments to John R. Walsh. He is of the opinion that there has been inexcusable delay in bringing Walsh to trial.

The Senator was in communication yesterday with the comptroller of the currency and the United States attorney of New York regarding the conditions disclosed by the failure of the Heinze banks. There has been a determined effort on the part of Republicans in the senate to choke off the Tillman resolution "for the good of the financial world and to prevent another flurry," as stated by Senator Aldrich. The real reason is that, as on former occasions, the Administration is seriously guarding its actions for political reasons. Just now, especially Senator Aldrich and other Republican senators, fear an attack on the Administration from Tillman and would cheerfully shelve an investigation and probable exposure of bad financiering at this time.

Senator Tillman is backed by Senators Culberson, of Texas, and Clay, of Georgia, and shows no signs of letting up in his determination to demonstrate that in many respects the financing of the government as now carried on is radically wrong. Besides paying his respects to Walsh and other bank wreckers he is prepared to handle Secretary Cortelyou without gloves.

Tomorrow's work in the senate, if Tillman gets the floor, will be decidedly of a sensational nature and will probably give the financiers of the country something interesting to figure on.

As already stated in this correspondence Senator Tillman proposes to go to the very bottom of this matter regardless of what the result may be for the present to the business world, believing in the doctrine that a sick patient sometimes needs heroic treatment to bring about an ultimate recovery.

ENTRY FOR THE SENATE.

Hon. Daniel S. Henderson, of Aiken, Announces His Candidacy.

Aiken, December 15.—The Hon. Daniel S. Henderson has announced that he will be a candidate in the state Democratic primary for United States Senator in 1908. Mr. Henderson is so well known throughout the state that it seems hardly necessary to say anything about him. He is one of the leading lawyers of South Carolina, and has always been active in public affairs. He was a candidate for United States senator in 1902 when, it will be remembered, the aggregate votes received by the six candidates were not very widely separated in the first primary, Senator Latimer and Ex-Governor John Gary Evans leading, and the other four candidates following, all with large support.

SHIP LOST IN STORM.

The Schooner Thomas W. Lawson Turns Turtle and all but Three of Crew Perish.

Hughtown, Seilly Islands, December 14.—After successfully riding out a succession of gales which she encountered all the way across the Atlantic, in which she lost all her life boats, the American seven-masted schooner Thomas W. Lawson was capsized in Broad Sound, Seilly Islands, where the captain sought shelter from the fierce storm raging along the coast last night. Of the crew of 18, including Pilot Hicks, who boarded the vessel from a life saver's boat during the night, only three were rescued. These were Capt. W. N. Dow, of Melrose, Mass.; Edward L. Rowe, the engineer, of Wiscasset, Maine, and George Allen, of Bradford, England.

The schooner left Philadelphia November 19 for London with a cargo of oil. She had a hard battle with the seas all the way across, and when she entered the Broad Sound her captain, knowing the dangers of the coast, threw out his anchors. Later, in answer to his signals of distress, the life savers put out two life boats and found the Lawson anchored in a dangerous position off Gunner's Rock. The seas were running high and the gale was increasing, and the life savers found that their efforts at rescue were useless.

One of the boats returned for a tug and the other was compelled to put back to shore because of the exhaustion of the men. During their absence the Thomas W. Lawson turned turtle. One of the rescued men is not expected to live, while Capt. Dow is suffering from a fractured arm. His rescue was effected after the most superhuman efforts of the life savers and the gallantry of Frederick Hicks, the son of Pilot Hicks, who accompanied them on their second trip in the hope of finding his father.

Late this afternoon, after a long search, Capt. Dow and Engineer Rowe were seen alive on the Helwether Rocks, to which they had clung for upwards of fifteen hours, the tremendous waves preventing their making a landing. Young Hicks plunged into the boiling seas and swam ashore, carrying a life line by means of which he and the Captain hauled back to the boat the engineer, who was practically uninjured. After assisting Capt. Dow Hicks was able to reach the boat unaided, but the effort exhausted him and the doctors ordered him to remain quiet tonight. Capt. Dow told the life savers that when he found his vessel was doomed he, the engineer and the pilot lashed themselves to the mizzen rigging. When the masts fell the captain and the engineer managed to get clear. They jumped to the deck, but were washed overboard, being carried by the currents to the rocks where they were found. Pilot Hicks, however, seemed to be entangled in the rigging.

NEW COUNTY ELECTION.

Petition for Injunction Forbidding it Denied by Court.

Columbia, December 15.—The supreme court has refused to issue an injunction against the election on Tuesday, December 17, upon the establishment of Calhoun County and has dismissed the petition. The opinion of the court, which is written by Associate Justice Woods, recognizes the conflict between the constitution and statute in regard to those entitled to vote at such election, but disposes of the point as follows:

"The question made by the plaintiff is obviously a serious one, but its decision in this proceeding would be premature. The right to vote at an election being a mere political right the general rule is that it is not within equitable cognizance."

It will be observed that the Washington jury did not delay to let loose the woman who can shoot as soon as congress met.—News and Courier.

BREACH IN FARMERS' UNION.

Notice Recalling Call for Meeting Calls Forth Notice from Originators of First Call.

Greenville, December 13.—The Farmers' Union fight is warming up rapidly. Yesterday President Goodwin called off the Columbia meeting, but today Secretary Earle and State Agent Moore came back, charging Goodwin with trying to be the whole thing. They insist that the meeting will be held on December 18. The notices follow:

"To the Members of F. E. and C. U. of A., S. C. division:

"Whereas on the request of a large majority of the membership a call for a state meeting to convene in Columbia, S. C., on December 18, 1907, was issued by the undersigned officers of the Farmers' Union, after the president, O. P. Goodwin, J. C. Pickett, W. C. Moore, W. L. Kennedy and John T. Boggs had had the petitions of the members presented to them and had disregarded the same and neglected to respond to the demands of the membership, and,

"Whereas, the said O. P. Goodwin, J. B. Pickett, W. C. Moore, W. L. Kennedy and John T. Boggs assume that they are the whole union and utterly disregarded and endeavored to override the will of the members, and state that no meeting shall be held.

"Now we state to the members that in accordance with their recorded vote and wish, a meeting of the State Union will be held at the City Hall in Columbia, S. C., on Wednesday, December 18, 1907, at 10 o'clock, a. m.

"That every delegate heretofore chosen is urged to be present and all members of the union throughout the state are invited to attend, and in case your county officers have failed in their duties and have not provided for the election of delegates, you are urged to be present and see that your county is represented.

B. F. Earle, state secretary, treasurer and agent; T. T. Wakofield, state vice president; W. L. Anderson, secretary executive committee.

"Office of State business Agent, Farmers' Educational and Co-operative Union:

"I hereby make a general call to all local and county business agents and all local and county presidents of the Farmers' Union of South Carolina to meet me in a State Farmers' Union meeting to be held in the council chamber in the City Hall of Columbia, S. C., Wednesday, December 18, 1907, at 11 o'clock, for the purpose of devising plans and an organization to make the service of the union benefit each individual paying member, and to report the conduct and management of my work and office for the year, and especially the work accomplished in establishing direct sales and offices for the shipping and delivery of cotton to European spinners. And the results of my trip to Europe for that purpose. This will be the most important meeting ever held in the union in the state and some twenty or more counties will be represented. The meeting will positively be held as stated, disregarding any notices to the contrary. Your interest demands your presence and protection.

"W. C. Moore, "State Business Agent."

GEN. OATES IS SELECTED.

Appointed as Commissioner to Mark Confederate Graves—Has Had Distinguished Career.

Washington, Dec. 13.—President Roosevelt today appointed Gen. Wm. C. Oates to succeed Col. Elliott as a commissioner to mark Confederate graves. Gen. Oates was a former governor of the state of Alabama, a colonel in the Confederate army, a brigadier general in the Spanish-American war and also a former member of the house of representatives.

Senator Davis at least convinced the country that his family is big enough.—News and Courier.