

The Cheraw Chronicle

"Tis Not in Mortals to Command Success, but We'll do More, Sempronious, We'll Deserve it."

VOL 11.

CHERAW, CHESTERFIELD COUNTY, S. C., SEPTEMBER 19, 1907.

NO. 47

CHERAW WILL BECOME DISTRIBUTING POINT.

Establishment of Boat Line to Georgetown is Realization of One of the Town's Fondest Hopes—
What It Means in Freight Rates.

For 12 or 14 years have several of Cheraw's business men toiled to establish a boat line between this city and Georgetown and within 60 days their fondest hope will be realized; for by that time, if no bad luck happens, the "Merchant," with a capacity of 300 tons, and the "Ghio," with a capacity of 175 tons, will commence plying between these two towns on regular schedules. The establishment of this boat line means that the present freight rates from the northern and western markets shall be reduced about 25 per cent.

It was about 15 years ago that congress made its first appropriation for the survey of the Pee Dee river between here and Georgetown preparatory to the cleaning out the channel. The appropriation remained at Washington for several years until Congressman D. E. Finley and some of the business men of Cheraw got busy and then the survey was made. That was about ten years ago. Practically nothing resulted from this survey, which was merely a preliminary survey. After several years wait the matter of cleaning out the river was revived and about two years ago another survey was completed. When the result of this survey reached the war department, an order was given for the dredge boat. "The Great Pee Dee," and for the past 12 months this boat, with four snaggers, has been working on the river and the work will be completed within two months so that boats of five foot draft will be able to make the trip up down the river with ease.

BOAT EVERY OTHER DAY.

The distance from Cheraw to Georgetown by river is 172 miles and it is figured that the two boats, which have been purchased by the Cheraw and Georgetown Steamboat company, will be able to give Cheraw boat service every other day. The boats purchased are in excellent fix now, the Merchant having recently been overhauled, and the Ghio being only about six years old.

The Cheraw and Georgetown Steamboat company was organized in Cheraw about six months ago and the following gentlemen constitute the board of directors: Messrs. H. P. Duvall, H. E. Clement, W. T. Thrower, William Godfrey, D. S. Matheson, R. T. Caston and M. W. Duvall, all of Cheraw. Mr. H. P. Duvall is president and Mr. G. W. Duvall, cashier of the Bank of Cheraw, is treasurer. The capital stock is \$25,000 and a movement is on foot now to increase this amount to possibly \$50,000.

Mr. H. P. Duvall has only recently returned from George-

town where he completed arrangements with the Clyde line and the Baltimore Steamship line for connections. Mr. B. M. Munnerlyn, who is the agent at Georgetown for these two companies, will also be the agent for the Cheraw company and the Pee Dee river boats will use the same wharves and warehouses as the Clyde and Baltimore lines.

NOT THE FIRST BOAT LINE.

The establishment of a boat line between Cheraw and Georgetown is no new thing by any means. Shortly after the war and prior to the war, Cheraw was a great distributing point for all of Chesterfield, Marlboro and Lancaster counties in this State and Anson, Union and Richmond counties in North Carolina. Cheraw at that time was one of the most important towns of the Pee Dee section. Farmers hauled their cotton and produce to Cheraw from every section of the Pee Dee section and it was like an unusual sight to see 50 or 60 wagons of cotton arrive in this city loaded with North Carolina cotton. It was then that Cheraw was such a barking town.

But what put a stop to the importance of Cheraw as a distributing point was the construction of the Carolina Central railroad between Wilmington, N. C., and Charlotte, N. C., shortly after the war. This road fed the North Carolina counties that had depended for years on Cheraw and it was not necessary for the farmers and business men to bring their stuff to Cheraw to ship. For this very reason the steamboat service between Cheraw and Georgetown was discontinued and when a channel is not used it soon becomes clogged up and that was what happened to the channel of the Pee Dee. All of this clogging has now been cleared away and the channel between here and the ocean on the river was never in a better condition.

The town of Cheraw has not been before the public for many years until the last three of four years. The extension of the main line of the Seaboard Air Line between Hamlet, N. C., and Columbia was responsible for the bringing of Cheraw to the front again. This extension was completed in 1899 and commencing at once many enterprises sprang up which have been paying handsome dividends every since.

CHERAW'S RAPID GROWTH.

Until 1899 there was only one smoke stack in Cheraw and it was a cotton gin. Now, there are manufacturing enterprises of many kinds, among them being a 20-ton oil mill of the South

Atlantic Oil company, a large planing mill owned by William Godfrey & Co., which uses 250 horsepower; the biggest veneer factory in the State, being styled the Clement Ross Manufacturing company, which turns out the very highest grades of veneer and truck crates. The business of this enterprise alone amounts to probably \$100,000 annually. Other enterprises are the Pee Dee Chair factory which has a most complete plant equipment; the Cheraw Door and Sash company, capitalized at \$20,000; the Pee Dee Iron works, which is daily turning out saw mills, engines, etc. Mr. E. D. Smith, who is manager of these works, recently invented a truck to be used in dry kilns and this truck is now considered the very best on the market. The Evans-Sheridan Concrete works is another large and paying enterprise. The W. L. Clement Lumber company is now constructing an immense planing mill plant which will manufacture 100,000 feet of lumber daily. This mill will use band saws and will require 400 horse-

power. The Brasington Brick works make 50,000 bricks daily and these bricks with the output of the J. A. Watson & Co. Brick works, 40,000 daily, are used in and near Cheraw. The Stevens Lumber company is another large concern here. It operates a large planing mill besides doing a large lumber business. The Chesterfield Naval Stores manufactures spirits. This "spiritine" plant is the most complete in the South. Capt. J. D. Harden is the local manager.

out of a handsome shade of granite which is gotten out of a quarry in this county. This building will cost about \$25,000 when completed and will compare favorably with any bank building in South Carolina, excepting of course the skyscraper in Columbia. About 10,000 bales of cotton are marketed in Cheraw annually, much of which is Marlboro cotton. Mr. R. M. Pegues is the largest cotton planter in this section. His modern farm, which embraces about 6,000 acres in Marlboro county, will produce at least 1,000 bales this season. Mr. J. A. Watson, who lives only five miles north of Cheraw, will market 800 bales. These two gentlemen, therefore, furnish about one-fifth of the cotton marketed in Cheraw.

COTTON MILLS NEEDED.

Cheraw needs some cotton mills and it begins to look as if one or two mills will be constructed here shortly. There is more than 1,000 horsepower to be secured from the mill ponds near Cheraw to say nothing of

Line which connects Florence and Wadesboro, N. C. The Chesterfield and Lancaster railroad, which was constructed by Mr. A. H. Page in 1900, leads through the best of Chesterfield county for more than 40 miles and it is understood from the management that it is a matter of only a short while before the road will be built into Charlotte where Cheraw can have connection with the main line of the Southern railway. The fourth road entering Cheraw is the Bennettsville and Cheraw road which connects the two towns in the name of the road.

A DISTRIBUTING POINT.

The establishment of the boat line on the Pee Dee river will mean more for Cheraw than the average man will think. On account of the decrease in freight rates, it is understood that many large concerns will make this town a distributing point. It is said that the Gibbes Machinery company of Columbia will establish an auxiliary warehouse here and this city will be the distributing point for eastern North and South Carolina. This concern has 12 men on the road traveling four States and it is said that the company will carry large stocks of boilers, engines, machinery, etc., here.

The wharves on the river here have been about completed. On account of the numerous freshets, the depot will be up on the bluff, fully 600 yards from the wharves. Freight will be pulled by cables pulled by a 75 horsepower engine. The bluff has been graded down and the construction of the cable track has been about completed.

The price of real estate in and near Cheraw has advanced marvelously during the past ten years. Five years ago a piece of property near the city limits was purchased for \$1,100. The owner is now refusing \$3,000. Some farm property near the city was bought for \$1,400 five years ago and the present owner would not now take \$10,000 for the same property.

Cheraw has about 3,000 souls and it is one town in South Carolina that has a brilliant future before it. It will not be many years before this town will be recognized as being among the leading cities of the State.

J. H. Godfrey.

The jury in the sensational Blair case in Columbia has found Mrs. Ethel W. Blair guilty of the murder of her husband. The verdict as rendered is that of manslaughter with recommendation to mercy. The jury was out 13 hours before the verdict was reached. The majority of the jury favored murder but in order to get one man to sign the verdict a compromise to manslaughter was agreed upon.

Thomas R. Patton, of Philadelphia and a life long Mason, left \$1,000,000 for male orphans of the Masonic Fraternity.

The Chronicle for all the news

STATEMENT OF THE CONDITION OF THE BANK OF CHERAW.

Located at Cheraw, S. C., at the close of business September 17th, 1907.

Loans and Discounts	\$288,850.79	Capital Stock Paid in	\$50,000.00
Demand Loans	10,000.00	Undivided Profits, less current expenses and taxes paid	35,082.99
Overdrafts, temporary	2,086.16	Due to Banks and Bankers	5,661.22
Bonds and Stocks owned by the Bank	4,850.00	Individual Deposits Subject to Check	178,093.28
Furniture and Fixtures	933.02	Cashier's Checks	733.62
Real Estate	17,392.16	Notes and Bills Rediscounted	73,712.22
Due from Banks and Bankers	15,021.13	Total	\$343,283.33
Currency	2,895.00		
Gold	35.00		
Silver, Nickels and Pennies	1,893.86		
Checks and Cash Items	4,326.21		
Total	\$343,283.33		

STATE OF SOUTH CAROLINA,
COUNTY OF CHESTERFIELD.

Before me came G. W. Duvall, Cashier, of The Bank of Cheraw, Cheraw, S. C., who, being duly sworn, says that the above and foregoing statement is a true condition of said Bank, as shown by the books of file in said bank.

Sworn to and subscribed before me, this 19th day of Sept. 1907.

Correct Attest:
R. T. Caston,
Edward McIver, } Directors.
M. W. Duvall,

G. W. DUVALL,
Cashier.
E. F. MULLOY,
Notary Public. [L. S.]

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NEW BANK BUILDING.

The Bank of Cheraw, which was organized many years ago, has only recently bought the old Finlayson corner lot on the corner of Market and Second streets and is now constructing a beautiful bank building

the great falls on the Pee Dee river one mile north of the town. If any cotton mills are established here, it is believed that steam power will be used although the water power is available. The Cheraw people are anxious to take stock in one or two cotton mills. They realize the amount of business a mill will bring here and then they know that investments in cotton mills generally turn out to be good investments.

It is doubtful if any city in South Carolina enjoys better railroad facilities than does Cheraw. There are four roads here, coming from every direction. The main line of the Seaboard between New York and Tampa, over which many passenger and freight trains pass daily, is the greatest feeder to the town. Then there is the Atlantic Coast