The Watchman and Southron.

THE SUMTER WATCHMAN, Established April, 1850. 'Be Just and Fear not—Let all the ends Thou Aims't at be thy Country's, Thy God's and Truth's." THE TRUE SOUTHRON, Established June, 1865.

Consolidated Aug. 2, 1881. SUMTER, S. C., WEDNESDAY, AUGUST 26, 1908. New Series—Vol. XXVIII. No 3

PRIMARY ELECTION RETURNS.

COUNTY OFFICERS, CONGRESSMAN AND SOLICITOR.

PRECINCTS	For Congress	For Solicitor				For House of Representatives					For Sheriff		Clerk of Court	Co. Supervisor	For Coroner			County Supt. Education		For Treasurer		For Auditor		For Magistrate First District		Mag. Second D.	For Magistrate Third District			For Magistrate Fourth District			For Magistrate Fifth District		For Magistrate Sixth District				
	Lever	McLaughlin	Stoll	Stuckey	Cuttino	Dabbs	Dick	Fraser	Stubbs, Sr.	Epperson	Scale	Parrott	Pitts	Flowers	Jones	Thames	Cain	H W Cuttino	Raffield	Wallace	Pate	Wilder	Dennis	Player	DesChamps	Harby	Sumter	Wells	Ardis	Hodge	Jenkins	Wells	Mellett	Rees	DuBose	Gaillard	Gillis	Jackson	Rembert
Sumter—Ward One	154	40	42	68	87	71	104	131	62	84	70	151	152	104	24	25	94	59	48	105	50	101				78	27	49											
Sumter—Ward Two	87	105	90	191	171	167	260	340	215	160	226	383	386	323	29	36	247	139	114	273	110	277				209	59	115											
Sumter—Ward Three	73	63	32	75	80	62	128	127	104	88	82	172	173	81	65	24	109	50	72	101	72	98				97	27	43							5				2
Sumter—Ward Four	175	67	38	67	80	65	143	140	91	105	68	173	174	68	39	68	105	69	68	106	60	115				90	29	51											
Stateburg	131	2	6	29	11	21	20	20	15	4	26	31	31	27	2	2	14	17	24	7	5	26																	
Concord	70	12	22	26	19	66	39	64	21	58	11	70	70	65	1	4	42	26	24	46	7	63			1	29	8	33					4	26					1
Oswego	38	6	27	5	32	36	6	25	15	30	7	38	38	8	2	28	14	23	10	28	20	18				5	3	24											
Farmers	30	15	9	6	20	8	21	20	21	21	8	30	29	19	5	9	17	13	15	15	15	15				5	7	12											
Shiloh	59	3	62	14	19	47	47	44	12	30	29	59	59	53	1	5	47	12	34	25	40	19	18	39											3		1		
Taylors	57	2	63	12	45	49	13	57	6	24	33	57	57	49	8	0	44	13	7	50	11	46	29	28															
Borden	40	4	0	30	2	6	34	40	38	28	12	40	40	11	19	10	4	33	16	24	22	17			70														
Mayesville	74	25	32	29	29	61	45	69	15	35	38	74	74	63	22	9	33	41	32	42	22	52	0				1	3	1	62	10	18			6	14	15	4	1
Earle	91	14	67	10	59	22	62	63	68	59	32	91	91	47	1	43	10	80	40	50	24	66																	
Salem	15	1	8	6	5	15	9	13	3	6	9	15	15	15	0	0	13	2	9	6	5	10	1	1	12														
Trinity	59	18	27	13	10	57	50	44	15	15	44	59	59	42	16	0	44	15	34	25	25	34	48	11					20										
Providence	61	37	0	24	15	27	56	41	33	9	51	61	61	51	6	4	29	31	49	11	19	41																	
Scarboro	56	38	7	8	21	33	27	47	20	24	29	56	55	25	17	8	27	25	27	25	11	40											2		10	44		1	4
Privateer	69	26	22	20	45	34	41	38	43	50	18	69	69	48	7	12	46	21	15	54	18	50				1			1	4	38	24	4		21	19			4
Zoar	87	8	19	59	15	25	71	69	82	67	20	87	87	25	39	22	44	41	54	33	35	52																	
Manchester	82	21	32	29	12	23	74	61	65	65	16	82	82	67	3	12	67	11	7	75	36	46				8	1	78		4	50	5							
Gaillard's Cross Roads	29	13	4	12	2	4	26	28	21	11	18	29	29	23	2	3	17	12	22	7	7	22																	
Wedgefield	67	37	17	11	12	51	43	52	24	46	19	66	66	51	1	13	57	9	8	58	12	54									1				16	2			
Rafting Creek	59	17	20	39	12	33	44	48	33	23	35	58	58	47	3	10	31	26	40	19	24	34												46					
High Hills	18	12	2	4	4	15	6	13	13	4	14	16	16	14	2	1	2	15	12	5	10	6											18		5		22		
Pisgah	28	15	2	11	21	10	9	19	25	19	9	28	28	10	6	12	11	19	13	15	5	23				5	10										3	22	13
TOTAL	2009	601	614	886	828	1013	1378	1615	1063	1065	924	1995	1997	1336	320	360	1167	811	794	1205	665	1325	96	79	83	527	172	408	22	70	99	47	28	72	66	66	63	34	31

SENATOR AND STATE OFFICERS.

PRECINCTS.	For U S Senator.							For Governor		For Lieut Governor	For Secretary of State	For Comptroller General		For State Treasurer	For Adjutant and Inspector General		For State Supt. of Education			For Attorney General	For Railroad Commissioner				
	Evans	Grace	Johnstone	Lumpkin	Martin	Rhett	Smith	Ansel	Blease	McLeod	McCown	Brooker	Jones	Jennings	Boyd	Thompson	Elmore	Mellichamp	Swearingen	Lyon	Cansler	Caughman	Fishburne	Richardson	Summersett
Sumter—Ward One	20	2	29	7	0	57	34	118	32	150	150	49	105	151	45	105	41	81	28	148	44	10	31	37	25
Sumter—Ward Two	51	1	72	6	0	174	82	331	53	386	388	73	305	387	101	279	39	207	136	383	108	47	118	48	44
Sumter—Ward Three	55	0	16	3	1	45	44	107	63	173	173	28	145	173	39	134	17	107	46	153	39	26	25	20	45
Sumter—Ward Four	38	0	29	2	4	72	31	111	60	169	170	33	137	173	47	123	24	109	34	170	50	30	29	22	29
Stateburg	1	0	15	1	0	12	1	29	2	31	31	16	14	31	2	28	1	20	9	31	1	2	7	7	13
Concord	12	0	13	0	0	32	13	54	16	70	69	6	4	70	6	63	3	14	51	70	1	0	12	1	56
Oswego	5	0	2	0	0	0	31	84	4	38	38	3	34	38	5	33	5	15	18	38	27	2	2	0	7
Farmers	16	0	4	1	0	2	5	13	16	29	29	11	18	29	9	20	1	10	18	25	3	1	2	17	6
Shiloh	34	0	1	0	0	0	24	9	50	59	59	1	57	59	22	36	31	5	23	59	0	1	0	2	8
Taylors	6	0	2	0	1	9	39	53	4	57	57	8	49	57	6	51	18	34	5	57	1	25	2	7	22
Borden	1	0	2	0	1	4	32	38	1	40	40	0	40	40	28	12	0	1	39	40	0	37	1	1	0
Mayesville	8	0	9	3	0	44	9	59	11	73	73	26	46	73	14	56	3	14	52	71	14	3	20	10	25
Earle	20	0	23	0	0	24	24	65	26	91	91	17	74	91	22	68	5	83	3	91	6	71	2	6	5
Salem	0	0	0	0	0	6	9	14	1	15	15	1	14	15	14	1	0	7	8	15	0	6	0	1	8
Trinity	24	1	0	2	1	2	29	45	14	59	59	5	54	59	22	37	48	2	8	58	2	3	2	0	48
Providence	7	0	5	0	0	42	7	56	5	61	61	2	59	61	52	9	2	57	2	61	2	53	2	0	3
Scarboro	6	0	32	0	0	0	6	40	11	53	53	7	46	52	17	36	5	46	2	53	10	17	2	18	4
Privateer	8	8	6	0	1	19	26	51	18	69	69	10	57	69	16	53	7	57	4	69	16	2	1	23	25
Zoar	43	0	6	0	0	7	31	26	60	87	87	6	81	82	55	31	5	10	72	87	3	76	3	4	1
Manchester	33	1	29	6	0	1	12	30	52	82	82	19	63	82	30	49	2	75	4	81	4	43	5	10	20
Gaillard's Cross Roads	14	0	9	0	0	4	2	18	11	29	29	10	19	29	15	14	0	7	22	29	1	17	9	1	1
Wedgefield	3	0	9	3	11	28	11	58	7	48	66	25	40	66	12	52	6	48	11	66	2	33	1	12	10
Rafting Creek	4	0	24	4	0	11	0	49	10	59	59	5	55	58	19	39	3	40	16	58	11	32	4	4	5
High Hills	1	1	4	3	0	3	7	14	3	17	17	2	15	17	6	11	0	6	11	17	2	12	1	1	0
Pisgah	5	0	8	0	6	5	9	15	13	28	28	6	22	28	22	6	2	21	5	28	13	15	0	0	0
Totals	415	14	343	41	26	628	518	1427	513	1973	1963	369	1553	1995	616	1346	267	1076	625	1968	360	567	281	257	410

THE STATE PRIMARY.

SMITH AND EVANS IN THE SECOND RACE.

Complete Returns Not Yet Available But Sufficient is Known to Render it Certain That Rhett is Out of the Race—Ansel Elected by Safe Majority—Other Officers.

(From The State, Aug. 27.)

In the Democratic primary of Tuesday E. D. Smith of Florence and John Gary Evans of Spartanburg were the two candidates receiving the highest vote for the United States Senate. That is the result as indicated by the latest returns, tabulated at 2 o'clock this morning.

Of a total of 78,000 votes accounted for, probably 80 per cent. of the entire vote, Smith leads Evans by 264 votes and Rhett was 2,000 votes behind Evans.

The results coming in throughout the day yesterday showed that the finish would be close. At one time Mr. Rhett was ahead, when the Charleston vote was reported, but later the two nearest opponents pulled up on him.

The race for governor has eventuated about as had been predicted. Despite the majority of 900 against him in Charleston, Gov. Ansel leads his opponent by 14,000 votes out of 75,000, and his recorded majority is increasing. It had been hoped that the majority would be 20,000, and such might have been the case, but for the terrific rains in the upper part of the State, where the total vote was cut down.

The returns have been very slow in coming in. This is due to the managers of election being delayed in getting their returns to the court houses and in the correspondents at the county-seats having trouble to contend with on account of the defective wire service, due to the storm.

Attorney General Lyon had no opposition, but in some parts of the State he was scratched—and of this he will perhaps have no regret. Mr. R. M. McCown, secretary of State; Capt. R. H. Jennings, State treasurer, were without opposition.

Gen. J. C. Boyd, adjutant general, has a lead of about 7,500 votes; Messrs. Swearingen and Mellichamp are running close for State Superintendent of Education and B. L. Caughman and James Cansler wil run over for railroad commissioner. Mr. A. W. Jones has about 3 to 1 in his race for re-election for comptroller general.

Senator.

Evans	20,300
Grace	1,424
Johnstone	9,621
Lumpkin	2,928
Martin	4,331
Rhett	18,169
Smith	20,564

Governor.

Ansel	45,071
Blease	30,866

Comptroller General.

Brooker	15,098
Jones	43,515

Adjutant General.

Boyd	38,914
Thompson	31,473

Superintendent of Education.

Elmore	20,557
Mellichamp	33,135
Swearingen	26,964

Railroad Commissioner.

Caughman	19,743
Cansler	17,343
Fishburne	7,056
Richardson	7,501
Summersett	14,512

ORANGEBURG PASTOR WHIPPED.

The Rev. E. M. Lightfoot Victim of Attack by Frank DeMars on a Train.

Orangeburg, August 25.—A sensational affair occurred this afternoon on the North-bound Atlantic Coast Line train, about a mile outside the city limits, when Frank DeMars, a former policeman of this city, attacked the Rev. E. M. Lightfoot and struck him twice with a part of a buggy whip, while Mr. Lightfoot, who is pastor of the Baptist Chuch here, was on his way to New York.

The difficulty was the result of a letter written by Mr. Lightfoot to another preacher of this county, in which he stated that Mr. DeMars was one of the parties who placed a coffin to the minister's porch more than a year ago, which affair caused much indignation among the citizens of this place. The grand jury made an investigation, but no indictment was returned. DeMars says that an explanation made by him to Mr. Lightfoot had been accepted by the latter, who stated that he no longer suspected DeMars as being connected with the coffin affair. Mr. DeMars's statement of this afternoon's trouble is that, feeling that he had been slandered and his wife and children reflected on, he was determined to demand an explanation, and as Mr. Lightfoot was to be absent from the city for several weeks he decided to have the matter settled without delay. He boarded the train this afternoon and when beyond the city limits asked the minister if he wrote the letter, and produced a copy of the same. Mr. Lightfoot replied that he didn't care to discuss it, whereupon DeMars drew a whip and struck the minister twice, after which he desisted on account of the presence of ladies in the coach. Mr. Lightfoot continued on his journey and Mr. DeMars returned here to-night. Mr. Lightfoot's side of the affair will probably not be known until he returns, when there will doubtless be further developments.

STITCHES IN NEGRO'S HEART.

Jacksonville Colored Man Will Probably Recover From Self-Inflicted Wound in Vital Organ.

Jacksonville, Fla., Aug. 19.—Oscar Grimes, a negro, in a fight with Mary O'Brien this afternoon stabbed the woman and thinking her dead deliberately drove the knife into his own breast seven times, the heart being penetrated by one gash. He was hurried to a hospital, where it is believed he will recover.

Word from Marion says the work of surveying that county and the proposed cut for the formation of Dillon has begun. The work will require about three or four months and will cost between $4,000 a[illegible] $5,000.

Calumny is a monstrous vice.—Herodotus.

FLOODS RAGING IN PIEDMONT.

GREAT DAMAGE WROUGHT BY HIGH WATERS UP STATE.

In Anderson, Spartanburg, Greenville and Richland the Fury of the Floods Have Been Especially Felt. The Congaree, Saluda and all Piedmont Streams Rising Rapidly—Rains Unprecedented.

Columbia, Aug. 25.—The flood now raging in the rivered sections of the State bids fair to equal the Pacolet flood of 1903. By daylight this morning it was seen that all the crops along Congaree River were ruined and that the damage would be considerable.

Immediately upon the realization of the seriousness of the freshet at this point work was begun in the power houses along the river here. In the Columbia Duck Mill power house the exciters were hoisted five feet up on the floor. At 4 o'clock this afternoon the water had crept up to them and they had to be raised higher and the hoods put over the dynamos and screwed down. The water is rising at the rate of four inches per hour. The City of Columbia, when steaming up to Senate street landing from Georgetown today, picked up her own wharf which had washed away and towed it back up, and both of them are now made fast up in an old corn field on the edge of the Congaree River. With the water at 22 feet, the weather bureau predicted between three and four feet additional water at 4 o'clock today. Wreckage of all descriptions is passing by here, showing that the damage up the Saluda and Broad rivers has been heavy.

Later—At 11 o'clock tonight the Congaree River has risen to the 25.8-foot mark and is still rising.

Up to this hour the power house which furnishes the lights used in the city and power for trolleys and several of the mills is undamaged, but the water is nearly over the stone protection wall, although still three feet below the windows.

The Columbia Mills power plant is completely under water, with the exception of the exciters, which have been hoisted up, and as the dynamos are hooded and packed very little damage is expected.

GREAT DAMAGE IN ANDERSON.

Rainfall the Heaviest in the History of the Country.

Anderson, Aug. 25.—According to the oldest citizens the heaviest rainfall in the history of Anderson County fell last night and today. At 2 o'clock this afternoon the weather bureau observer announced that ten inches had fallen in the 16 hours previous and tonight rain is still falling heavily. It is hard to estimate the amount of damage done in Anderson County, but it will amount to many thousands of dollars.

Anderson has had one train today, that being the early morning train from Belton on the Blue Ridge Road. The morning train on the Charleston and Western Carolina Road from Augusta ran into a wash-out several miles from Anderson, and it will be a day or two before the engine can be extricated from a deep hole and put back into commission. Street car traffic was off until 4 o'clock this afternoon and the interurban lines between Anderson and Belton is out of business. The track is badly washed and it will be several days before traffic can be resumed.

Telegraph and telephone connections have held up remarkably well, but tonight many telegraph wires leading out of the city are down. The power plants at Portman Shoals, on the Seneca River, and Gregg Shoals, on the Savannah River, were flooded, and were forced to shut down. This necessarily caused the Orr and Anderson Cotton Mills, of Anderson, and the cotton mills at Greenwood and Abbeville County, fed with this power, to cease operations.

The dams at the Gluck and Cox mills were washed away, and these mills are without water and are, therefore, shut down. The Anderson Water, Light and Power Company announced this afternoon that the gauge reading on the Savannah River was the highest this afternoon ever known, and that Seneca River is terriby swollen. Hurry orders have been placed by this concern for boilers and pumps for the Gregg Shoals plant to remove the water which has flooded the place. It will be some time before they can furnish power for the various manufacturing plants on their lines.

The cities of Anderson, Greenwood and Abbeville are tonight lighted by power from the Portman plant on Seneca River, but power is being furnished only for lighting purposes yet awhile.

Savannah River rose at the rate of three feet an hour during several hours of the day, and at Gregg Shoals the rise was recorded at 40 feet at sundown this afternoon. The city of Anderson and the county of Anderson will suffer heavily. The city has only recently spent nearly one hundred thousand dollars on street improvements and elsewhere in the city limits. The roads in the country are terribly washed and bridges have floated down streams. The farm land on ridges has been washed down in the gully and crops have been severely damaged. It is impossible tonight to say when Anderson will have railroad and mail facilities again.

The Blue Ridge Road has had several terrible washout reported at its general offices and the Savannah Valley Road is blocked with a wreck caused by a washout. The train wrecked was No. 7, which was due here at 11 o'clock this morning from Augusta. No one was injured, but the engine sunk in a deep sand hole, several feet below the roadbed.

Street cars are being operated here tonight only at intervals, power being furnished by an auxiliary steam engine kept for cases of emergency. The fearful rainfall cut off Anderson's vote in the primary to 3,000 from a polling of 6,000. This number or more would have been polled today if the day had been clear.

At 8 o'clock tonight 12 inches of rain has fallen since 8 o'clock last night, and it is still raining.

TWO DROWNED IN KERSHAW.

Bridge Over the Wateree Goes Down Carrying Man and Boy to Death.

Camden, Aug. 25.—The Wateree iron bridge, which was operated by a corporation as a toll bridge, was completely wrecked today by the high water. The river is higher than it has been for years and the immense amount of rafts and a large flat which came floating down the stream was more than it could stand. At the time it gave way there were a number of people on the bridge, including Mr. Henry Savage, the president of the Bridge Company. Mr. Savage and two negroes went floating down the river on a raft. The negroes managed to get out and the others that went in at the time the bridge gave way were all rescued, but the most distressing feature of it all is that Mr. George Rabon, who was crossing in a wagon with a little boy named Hinson, went in, and it is almost certain that they were drowned. Nothing has been heard of them.

Mr. Savage has been located in a tree and efforts are being made to reach him with a boat. It is a thrilling experience he is having and his friends are very anxious about him, but it is believed that he will be safe. The rain has been coming down in torrents nearly all the evening. Mr. Robert Mickie was on the bridge, but escaped injury. A pair of mules, however, were drowned.

The loss to the Bridge Company is estimated at $15,000. The disaster is a great blow to Camden. That section of the county is an important feeder to Camden. As soon, however, as the water goes down a flat will be put on the river, which will facilitate traffic to some extent.

Just what action the Bridge Company will take beyond this is not known at present. It is safe to say, however, that the bridge wil be rebuilt as speedily as possible, either by the Bridge Company or by the county.

The southbound Southern train, due here at 9.50, was several hours late.

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