

The Watchman and Southron

Published Wednesday and Saturday by Osteen Publishing Company, Sumter, S. C.

\$2.00 per annum in advance. Advertisements: One square, first insertion \$1.00. Every subsequent insertion .50. Contracts for three months or longer will be made at reduced rates.

All communications which subscribe private interests will be charged for as advertisements. Obituaries and tributes of respect will be charged for. The Sumter Watchman was founded in 1850 and the True Southron in 1866. The Watchman and Southron now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

THE REAL ISSUE AT HERRIN.

It has been announced by the Southern Illinois Coal company that as a result of the mine riots at Herrin and the destruction of the company's strip of mine there, suits for damage will be started immediately against the United Mine Workers of America. So the Herrin tragedy is likely to furnish the first damage suit brought under the supreme court decision rendered in the Colorado coal case, holding that labor unions may be held responsible for strike losses inflicted by them.

This may be all right as far as it goes. It is well enough to make a practical application of the court ruling, to show how it works; and it looks as if the coal company has a pretty good case. But that is not the main issue at Herrin.

The public everywhere, is thinking of something more important than reparation for property losses. It is thinking of retribution for murders. After that oracy of mob-madness, murder trials should take precedence over damage suits.

A JURY SYSTEM DEFECT.

A celebrated case in Chicago calls attention to an admitted defect in the American jury system. The half-million dollar suit of Mayor Thompson against the Chicago Tribune is thrown out of court after seven weeks' trial because two jurors became physically incapable of discharging their duty. It would be legal enough to have the case decided by 10 jurors, provided both parties agreed. Mayor Thompson's counsel, however, after agreeing to 11 jurors, objected when the second juror dropped out. So the trial has to start all over again, and without any assurance that the same trouble will not recur.

It is pointed out that a plan adopted in California gives at least partial insurance against such aiasco. For every trial 13 jurors are chosen, and all of them hear the evidence. Then, if one becomes incapacitated, there are 12 left to decide the case. For more adequate insurance in big cases, there might be two extra jurors. Another possible remedy would be the adoption of the majority principle in jury verdicts, so that a valid verdict might be rendered by five-sixths, three-fourths or some other fraction of the usual number. The importance of one or two jurors then would be so greatly reduced as to make their absence of little consequence. This majority principle has made considerable headway already in civil cases, in several of the states.

CARELESS VOTERS

In spite of all the progress that has been made in the education of voters, there is still much to be done. In an eastern city where state primaries have just been held, one of the candidates for nomination to the state legislature was a man with a criminal record. He has served time as a bootlegger, is known as an associate of evil characters, and although acquitted of a charge of murder is known to have been present at and had some hand in a particularly unsavory killing. He got 4,000 votes. Who cast those 4,000 votes? The candidate hardly can have so many personal friends to vault their confidence in him. There remain two explanations—ignorance and indifference.

PROMISING UNPOPULARITY

Chairman Ben Hooper of the Railroad Labor Board thinks the President's suggestion that the seniority dispute be referred to the board is a "safe and sane position

of fairness and conservatism" because both sides in the controversy object to it. It is not had reasoning. It neither side sees in the board the hope of a partial decision, the outlook for one fair to both sides is promising.

Mr. Hooper believes, too, that once the question is referred to the board, adjustment will not be so difficult as has been feared. There is much work to be done which has been let go because of the strike, and the rising tide of business prosperity will in itself make place and provide promotion for many men. He feels that once the thing were under way, the question of seniority on a very large number of roads would never arise.

There is a general feeling that the question should be referred to the board without further delay, and that the board should be given greater power, so that whatever ruling it does make will be really effective. Mr. Hooper's optimism offers another reason for going ahead with the plan.

IMPASSABLE TOWNS

One of the most unpleasant facts forced upon automobile tourists, as they go about the country, and also one of the most incomprehensible facts, is the failure of towns and cities to co-operate in the big, line state and federal road-building work.

It is a common saying in many sections that "the roads are fine until you strike the towns." The tourist will bow merrily along a perfect country highway, and perhaps brighten with pleasant anticipation as he nears a town, and then—kerplunk! He hits a stretch of paving so abominably rough that travel suddenly turns burdensome and irritating, and his only thought is to get through that inhospitable town as quickly as possible and out into the country again.

It is the same usually on both sides of town. There may be good paving in the down-town section, or on the residence streets, but the approaches to the town are frequently almost impassable and the way through is often a "torture, making a mockery of the "Welcome" sign.

Why not pleasant and comfortable entrances and exits? Surely citizens who do not travel themselves should realize that nothing more commends a city to travelers than excellent pavements. Over such pavements the tourist glides into town in a cheerful and appreciative frame of mind ready to enjoy and praise the place, and ready to spend his money there. Poor pavements drive him away with only an unpleasant memory, and keep other travelers away.

It is very unfair, too, to the rest of the state and country which furnish so much of the money for roads leading to the towns. There ought to be a provision in every state and federal appropriation bill that no town should enjoy the benefits of outside help in highway construction which does not itself continue the highways through its own streets.

THAT GERM-BOISTING BUCKET

According to the Connecticut board of health, "practically all wells where the old oaken bucket swings from a rope, or even from a chain or a picturesque sweep, are polluted." Thus with a single sentence one more romantic relic falls under the ban of modern sanitation.

The verdict is the result of wide investigation and many tests. Nor is the well of questionable purity confined to Connecticut. It abounds in other states also. This being the case, it behooves the owners of these drinking places, and all casual visitors who seek the pleasant countryside, to be sure of the quality of the water before they drink.

It is a simple matter to have a test made to determine the purity of drinking water. It is infinitely cheaper and easier than curing the disease likely to follow the consumption of that which is impure. Where tests are impractical or there is any reason for doubt, the only safe way is for native and stranger to boil the water before using it.

SUBTLE CORRUPTION

It may be a case of professional over-emphasis, and yet it is certainly worth thinking about.

"Take the jazz out of city dance halls," says Lynn B. Dana, head of a musical institute, "and you've got the city half cleaned up. Take out of your home the jazz records and the 'popular' songs which are written about themes you wouldn't discuss with your children and you'll have far less reason to worry about the children's morals." Cynics and superficial folk can

smile at such arguments, but that doesn't dispose of them. When all's said and done, perhaps the moral argument against jazz is really stronger than the esthetic argument. The two probably hang together, but ugly music doesn't necessarily mean ugly morals. The fact, as psychologists are beginning to see, is that there is a particular form of musical ugliness which by its very nature tends to pervert moral taste along with musical taste.

The influences of music are far greater than most persons realize. They work in the mind subtly but powerfully, for good or ill. Physicians have discovered that insanity often may be cured by music of the right sort. Inversely, music of the wrong sort may drive susceptible persons insane. The moral uplift that comes from fine church music is universally recognized. Why then not recognize as clearly that corrupt music, appealing insidiously to the baser elements of human nature, may induce moral corruption? An observant and honest person who has studied jazz and its effects on human beings is likely to admit that it has such an effect, and agree with the musical authority quoted.

SPIRAL PARKING.

A brand new idea in automobile parking, and also a new idea in architecture, is credited to an Indianapolis engineer. For the combined purpose of space conservation and convenience in downtown parking, he suggests a building that would be one great spiral stairway.

Detailed specifications are not given, but the idea, novel as it is, seems simple enough. Imagine a spiral floor of very slight grade, winding upward, around and around, with every turn just high enough above the one below to give clearance for automobile tops.

Cars could be driven up this inclined floor, and parked closely, facing the outer wall and leaving the inner, smaller part of the spiral free for a driveway. Getting the cars in and out should be easier than it is in other parking systems. There would be no troublesome elevators, and a maximum amount of the available cubic space in the building would be utilized.

Now, who'll be the first garage man to act on this futurist suggestion?

MORE NAVAL LIMITATION

The League of Nations, considering the military situation of its members, has given favorable attention to a proposal that the Washington limitation treaty be extended to the non-signatory powers. A report is to be made on the subject in September.

Nearly all of the nations that did not engage in the naval treaty are members of the League. It should be, therefore, comparatively easy to extend the operation of the principles of the treaty through the league, if that body sees fit to go ahead with the project.

There is no evident reason why such action should not be taken. Certainly the United States is not likely to offer any objection, if the league cares to adopt and promote, on a broader scale, a good idea first suggested and put over by this country. And though America sees fit to remain outside of the league, there is no logical reason why they two should not cooperate for any good purposes when their objects happen to coincide.

WEATHER KNOWLEDGE

The Weather Bureau is giving a course of lectures on meteorology for the benefit of air pilots in California. This sort of instruction is particularly needed by aviators, and presumably will be extended sooner or later to all the regular aviation fields in the country, with extension courses for amateurs.

The movement might well go further, for the benefit of the public in general. Weather is the one subject of universal interest and comment, and yet how few people, in these modern, city-dwelling days, know anything about it! It should be easy to teach through the newspapers, radio and other means, the main facts about temperature, humidity, air currents and air pressure, and what they mean. Equipped with this elementary information, and aided by a barometer in the house or office, almost anyone could learn to tell with tolerable accuracy what the weather conditions would be for a day or a day in advance, even without the local weather reports. This would be a matter not of mere academic interest but of genuine personal and business advantage.

Ears are back in style and surprised at what they hear.

GROWING WEALTH—HOGS!

(By John A. Murkin, publicity Director, Southern Packing Corporation, Orangeburg, S. C.) Imagination boosts men to success in breeding as well as in art and inventions. The breeder who has in his mind's eye the model hog and bends every energy and all his will to the aid of his imagination, combines this strain of blood with the other, each one possessing some characteristic, that united, will bring an approach to the ideal animal, will soonest become a winner in the breeding game.

Great as is the business of producing purebred swine, it is insignificant both in volume and in money returns compared with the production of market hogs. Now that the breed associations and livestock associations have joined in the slogan "Eat More Meat!" it is to be hoped that the joint effort will be productive of a greater use of that most vital element in the human dietary—meat.

Purebred livestock is the only kind worth paying premiums to, and all fair associations will come to this view sooner or later. Raise hogs! No other animal converts into meat so much foodstuff that would go to waste! They will furnish meat, lard, bacon, and many other dainties that no other meat is so popular in supplying. There is a great demand for hogs at all times; the demand is always greater than the supply. They are sure mortgage lifters, and will pay the farmer out of debt if he will give them a chance. Hogs are easily raised; they will eat and thrive on weeds, nuts, and fruits of most any kind. These, however, are especially good: wild primrose, smooth and thorny careless weeds (pig weeds) wild plums, acorns, beechnuts, nutgrass, etc. The following choice food can be easily grown: sweet potatoes, sorghum, millet, corn, velvet beans, cabbage, pumpkins, cow peas, soy beans, Bermuda grass, also wheat, rye, oats and clover for winter pasture.

The present situation in the south, with reference to our agricultural industry demands that we turn our thoughts in some other direction for a money crop. The infestation of the boll weevil has made cotton an uncertainty in many sections and has demonstrated very forcibly, that heavy yields can not be depended upon. The resources of the south are many and we are fortunate in this glorious land in having many other lines of endeavor equally as profitable as cotton if not more so. The south is a veritable "gold mine" and the progressive and determined farmer will "dig it out." He will overcome the difficulties of making a livelihood by producing cotton alone and will solve his problems in other ways.

Why not turn to other sources for a livelihood now that he has practically been forced away from the one crop system. The determined farmer is going to utilize as much of his land as possible by putting it in green pasture and growing an abundance of grain, and by so doing, he is going to be able to successfully raise purebred cattle and hogs. Fortunately for the farmer, three of the most modern packing plants and stockyards in the south are located in Orangeburg, South Carolina: Beaufort, South Carolina, and Wilmington, North Carolina, which will afford him a market every season of the year. The plants are under the management of the Southern Packing Corporation. It will be found decidedly more profitable to market hogs and cattle close to the farm than it is to make co-operative shipments and transport them several hundred miles away. With these facts already settled, the farmer for his own welfare, if for no other reason, should begin now to raise more and better hogs and livestock, now that these splendid markets are open to him for all of his surplus stock.

The south can produce the highest quality of pork cheaper than it can be produced anywhere else in the world. It furnishes year-round pasture of the best quality; litters can be raised at any time of the year, and no expensive housing is necessary. It is only necessary for the southern farmer to take advantage of his opportunity and raise the quality of pork the world wants. Any farmer with available lands can grow just the kind of pork the packer wants, and there is a good profit in raising hogs when business methods are employed. Pork production under present conditions is of more economic importance to the individual and to the country, than ever before. The south consumes an enormous amount of pork in excess of what it annually produces. It is of vital importance that we produce more of our foodstuffs and one way in which this can be efficiently done is to raise more hogs.

COTTON MARKET

Table with columns for New York Cotton, New Orleans Cotton, and Liverpool Cotton, listing various grades and prices.

NEW YORK COTTON

Table showing cotton market data for New York, including prices for various grades and types.

NEW ORLEANS COTTON

Table showing cotton market data for New Orleans, including prices for various grades and types.

LIVERPOOL COTTON

Table showing cotton market data for Liverpool, including prices for various grades and types.

Some of the best informed cotton men and also many farmers estimate that the total cotton crop of Sumter county this year will not exceed 12,000, compared with 19,000 last year and 63,000 in 1920.

HARDING WILL PASS THE BUCK TO CONGRESS

President Harding Failed to Negotiate a Settlement of the Railroad Strike Decides to Transfer the Problem to Congress

Washington, Aug. 15 (By the Associated Press)—Congress and the country will be informed within 36 hours by President Harding of every fact in the railroad strike situation as he views it, and so, administration advisers said today, will be given an expression of his determination to give the full aid and protection of the federal government to maintenance of railway operations. There is no room for further presidential efforts to bring about compromise settlements of the shopmen's strike, a high official at the White House said, by negotiating between managements and the unions although the president does not wish to hinder attempts of officials of railroad unions not on strike to mediate for their associates.

Meanwhile there emerged today from the almost continuous meetings of the transportation labor organizations heads an invitation to the Association of Railway Executives to reopen negotiations for a compromise settlement of the shopmen's strike, the five train service brotherhoods of engineers, conductors, trainmen, firemen and switchmen acting for the striking crafts. Warren S. Stone, chief of the executives, would confer again, setting the brotherhoods' spokesmen by Thursday, and press dispatches later confirmed his conclusion.

President Harding also moved tonight to support the interstate commerce commission in enforcing safety laws which will shortly require withdrawals of locomotives from service on important carriers. With the matter placed before him by Chairman McClellan of the commission, President Harding replied that he knew of "nothing to be done except to insist upon enforcement of the law," and said he trusted that "inspection forces would exert themselves to the utmost in order to be able to pass upon safe equipment."

Leaders of the striking railroad unions now in Washington indicated their disposition to await the new peace efforts of their associates, but made public their letter rejecting President Harding's final proposals for a compromise settlement of the strike. Through B. M. Jewell, their chairman, they also issued a statement contending that the railroad responses to the proposal had been a declaration of the president's proposals "impracticable," asserted that the strikers would not return to work unless assured of unimpaired seniority status.

A protracted session of the cabinet and visits to the White House by senators preceded the announcement that the president intended to take the country and congress into his confidence through a message. The issuance of the correspondence on safety of equipment also followed a conference at the executive offices, where Chairman McChord and Commissioner Atchison, and Chairman Hooper of the railroad labor board met with the president. It was the president's intention, a high official said, to incorporate in his message the facts as he had learned them in the industrial situation, during weeks of conferences and considerations with the men most intimately concerned.

The terms of his communication to congress and the possibility that it will contain recommendations for legislation to arm the executive in coping with the situation, it was said will all depend on what events transpire up to the moment before he delivers the message.

Attorney General Daugherty declared today that reports to the justice department indicated a serious situation in Kentucky, due to the tying up of many coal cars, but that in Illinois coal was being moved in spite of sporadic efforts of mine strike sympathizers to "cut out" coal cars from trains. In the west, he said, he had reports indicating that the "Industrial Workers of the World are quite active and very willing to take over some of the responsibilities of the government itself." What action would be taken with reference to Kentucky walkouts, and those in the bordering territory south of the Ohio, the attorney general said the department did not care to disclose at this time.

Chicago, August 16—The transportation tie-ups in the far west began to unravel today as the rail road heads and union leaders looked toward direct negotiations for ending the strike of the rail road shop craftsmen. The railway executives here are pessimistic over the success of the peace parleys. Although conditions on the roads of the far west have been relieved by breaks in the strike of train crews, the general situation remained in the critical stage reached many days ago, and the president's next expected move was to lay the whole industrial crisis before Congress.

The man who thinks he was a fool when he married has a wife who knows he hasn't changed.

Santee Bridge is Progressing

Causeways Through Santee Swamp Are Beginning to Take Shape

(News and Courier). Reports indicate that the Santee river bridge is progressing quite steadily and those who have viewed this gigantic highway project have been profoundly impressed with its magnitude. The bridge is about sixty miles from Charleston, the span connecting Williamsburg and Berkeley counties.

A considerable portion of the long concrete bridge has been virtually completed and the work of pouring the concrete is going forward as rapidly as weather and other conditions permit. The building of the causeways through the Santee river swamp is also progressing. It is the hope of the commissioners and contractors that the project will be finished before another year.

Some of the work at the river has been delayed because of high water for a considerable period. Rains have been heavy and frequent during the spring and summer, and the excess moisture has interfered at and near the stream.

The great Santee river project was designed by Mr. James L. Parker, who has in hand the drawing of the plans and specifications for the concrete bridge across the Ashley river at the foot of Spring street, the construction to cost about \$500,000, half of which will be supplied from United States highway funds. The Santee project will cost in the neighborhood of \$1,000,000.

The sturdy concrete piles and beams at the Santee river look very much like great pieces of high-grade timber, the marks of the molds being plainly impressed. These various uprights and sleepers and all the other pieces are thoroughly reinforced, of course, and the bridge is capable of withstanding a tremendous weight.

In order to carry forward the Santee project, it was necessary for the contractors to build several temporary railroads through the swamp and across the stream, hauling many hundreds of carloads of materials over these rails. To begin with, the filling for the long causeways through the swamp have called for an enormous quantity of dirt, the temporary trestles being filled in.

Meanwhile, of course, plans are ready for the highways on both sides of the Santee river, which are being built. Across Berkeley county, a first class highway is under construction, a considerable portion of this being in active use already. Williamsburg county has decided to build a direct highway as practicable. The Charleston county link is the Meeting street road, which will have a concrete surface as far as the Blue House road, which is near the Goose creek causeway.

The true worth of the Santee river bridge is in its relation to the coastal highway and the various links in this road chain are being made steadily. The last link to be completed will be the bridge across the Savannah river, arrangements for which have been made, however. Within the next eighteen months, the various important streams on the coastal highway will be spanned by concrete or steel and concrete bridges. The principal streams in the route include the Santee, the Ashley, the Edisto and the Savannah.

Tobacco Houses Open

Auction Sales in North Carolina Light

Raleigh, N. C., Aug. 15.—Tobacco markets for the sale of bright leaf tobacco at auction opened today in all parts of Eastern North Carolina, with receipts comparatively light. Prices ranged from \$17 to \$25 per hundred pounds, an increase of from \$4 to \$6 per hundred, as compared with sales on the initial day last season.

The offerings were in "high order" because of wet weather, this affecting prices to some extent. The quality was reported rather poor on some markets, the tobacco being light in weight, but of good color, chiefly because of heavy rains.

At Wilson, the largest leaf market in the world, 500,000 pounds were sold at an average of from \$24 to \$25 per hundred. Greenville and Kinston sold nearly 500,000, each with prices from \$20 to \$25 per hundred. Rocky Mount, Goldsboro, Smithfield and Farmville reported light sales, with prices from \$17 to \$22.

Members of the Tobacco Growers' Cooperative Marketing Association held meetings at Goldsboro and Wilson. The cooperative warehouses will open the first of next week.

President Has Message Ready

No Time Set For Putting the Strike Facts Before Congress

Washington, Aug. 17.—President Harding, it is understood today has completed his message to congress dealing with the national coal and rail situation, but no indication is given when he will deliver it, previous plans being held in abeyance because of the rail conference in New York today between railroad presidents and union chiefs seeking a solution of the seniority rights dispute.

Mittle Committed to Penitentiary

Order of Judge Mauldin Granting Stay of Sentence Not Legal or Binding

Columbia, Aug. 15.—E. N. Mittle, former Greenville merchant, who was convicted of the killing of J. H. Patterson, a civil engineer, near Parler over a year ago, was arrested in Greenville yesterday morning upon orders of Governor Harvey and brought to Columbia where he was placed in the penitentiary shortly before 7 o'clock last night.

The arrest followed the granting of an order by Judge T. J. Mauldin of Greenville staying the sentence of Mittle for 90 days. When a copy of this order was served upon Solicitor A. J. Hydrick of Orangeburg he informed the governor of the paper and declared that it could have no effect over a matter already passed upon by the supreme court.

Governor Harvey took the case up with the attorney general's office and the chief executive was advised by John M. Daniel, the assistant attorney general, that the responsibility for service on the part of Mittle was on the chief executive of the state and that the order of Judge Mauldin was not effective under the circumstances surrounding the case. The governor or immediately called in Sheriff Dukes and one of his state constables. These officers were ordered to Greenville to arrest Mittle and bring him to the penitentiary. They reached Greenville early in the morning and advised the governor that they had arrested their man.

The first section of the paved highways to Mayesville and Manning will be completed and opened to traffic within a few weeks. Speed cops will be needed at once to protect the public against speed fiends and road hogs.

666 quickly relieves Colds, Constipation, Biliousness and Headaches. A Fine Tonic.

CHAMBERLAIN'S TABLETS FOR CONSTIPATION, BILIOUSNESS, Headache, INDIGESTION, Stomach Trouble. SOLD EVERYWHERE.

The men who are elected to represent Sumter county in the legislature in conjunction with the County Board of Commissioners have a difficult and serious problem to solve in framing the budget for county expenses next year. The county government of Sumter county is costing more than the people can afford and some way must be found to curtail expenses and reduce the tax levy for county purposes.

No news may be good news; but no luck is bad luck.

FOR SALE—Three year old full blood Jersey heifer, milking since May, first calf, now giving ten quarts a day. H. G. Osteen.

ABRUZZI RYE—New crop selected cleaned seed \$2.50 per bushel. Wheat: Selected Virginia, Blue Stem, Pulcaster and Leap's Prolific, \$2.50 per bushel. Place your orders now and be certain to secure first class seed. Sumter Roller Mills.

Grove's Tasteless Chill Tonic. Purifies the Blood and makes the cheeks rosy.

BAGGING AND TIES. We haven't much of this material to offer, but what we have is of the best grade consisting of 3 LB. NEW JUTE BAGGING, 2 LB. NEW JUTE BAGGING, 2 LB. NEW SUGAR SACK BAGGING, NEW ARROW TIES. At the present price of cotton it pays to handle heavy bagging. Our supply of 3 lb. is very limited. Our prices are as usual RIGHT. Phone, write, or see us before buying. O'DONNELL & COMPANY

NOTICE August is the last month in which all State and County taxes due for 1921 are payable at the office of the County Treasurer. On September 1st, those not paid will be turned over to the Sheriff and additional cost added. Those who wish to avoid this will call at once and make settlement with the County Treasurer. Don't Delay. Dog tax for the month of August is \$1.33. B. C. WALLACE COUNTY TREASURER

DISCOUNT YOUR BILLS If our merchants would only take the time to figure up what discounting their bills means to them, there are very few who would not take advantage of it. Take for example a 30-day bill, it is usually subject to a discount of 1 per cent in 10 days which is equivalent to 18 per cent per annum. If you have to borrow money from your bank and pay the maximum rate of 8 per cent, you are 10 per cent to the good. Where can you find a better investment than making at least 10 per cent on your own bills? But this is not all. The man who discounts his bills always has a better credit than the other fellow. Let us talk it over with you. THE FIRST NATIONAL BANK OF SUMTER, S. C.

The National Bank of South Carolina Of Sumter, S. C. The Bank With the Chime Clock. The Most Painsstaking SERVICE with COURTESY. Capital \$300,000 Surplus and Profits \$500,000. STRONG AND PROGRESSIVE Give us the Pleasure of Serving YOU. C. G. ROWLAND, Pres. EARLE ROWLAND, Cashier