

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, 1860

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DANGER OF HYPNOTISM.

"Professor" Fails to Awaken His Sleeping Subject—Doctors Called Too Late.

Somerville, N. J., Nov. 9.—Robert Simpson, young man of Newark, was hypnotized before a large audience in the theatre last night by Prof. Arthur Everton, a professional hypnotist, and today he was pronounced dead by the staff doctors of the Somerset Hospital. After being placed in a cataleptic state the youth did not regain consciousness.

Prof. Everton was arrested, but was released in the custody of two police officers, who accompanied him to the hospital where he remained all night in an effort to restore life to his helpless subject which the physicians said would be impossible.

Simpson had been employed by the hypnotist as a professional subject for little more than a week and when the performance, which was the first at this place, began last night he seemed in normal health. Everton passed his hands over Simpson's face a number of times while the young man was lying on the floor, and soon Simpson's body became rigid.

Everton then raised it and placed it between two chairs so that the neck rested on the back of one chair and the ankles on the back of the other. The hypnotist then stood upon the rigid body of his subject and performed other feats to show that Simpson was in a complete cataleptic coma.

When Everton had bowed his acknowledgement of the large audience's applause he stood the rigid body erect, leaning it against a back wall and then sought to bring around the subject. The audience soon realized that Everton had become highly excited when his first efforts failed. Simpson was carried behind the scenes and doctors called, but it was useless, the doctors saying that Simpson had died while cataleptic.

SENATOR CHRISTENSEN TALKS.

Other Issues Than Liquor Will Attract Attention in Next State Campaign—The Asylum Inquiry.

State Senator Neils Christensen, Jr., of Beaufort, was in Charleston today for a few hours on business. Senator Christensen has but recently recovered from an illness, following an attack of appendicitis.

As one of the committee of investigation into the conduct of the defunct State dispensary, whose work resulted in the prosecutions for graft which Attorney General Lyon is now pressing to trial, Senator Christensen has been a very prominent figure in State politics for several years. He has been influential in legislative matters generally and particularly has he given attention to the enactment of the laws relative to the regulation of liquor traffic, maintaining consistently the attitude of a local optionist.

Speaking today of the political situation in the State, Senator Christensen said that while the liquor question would, undoubtedly, be a factor in the State campaign, which will be held next summer, there were so many other matters of importance to the interest of the people that he was not at all sure that the issue would depend upon that. The prohibitionists he said, were very active, and would undoubtedly make an effort to elect a governor of their persuasion upon a platform of State-wide prohibition, but, in view of the fact that only six counties remained wet and as these could all submit the question to local vote at the election next year, if they desired, the demand for State-wide prohibition had lost considerable of its force. He was not inclined to think that the legislature would enact a general prohibition law at its session which begins in January.

Senator Christensen is chairman of the committee which has been investigating the administration of the State asylum for the insane, and he says that their report will be formulated within the next few weeks and be ready to submit to the General Assembly in January. While he would not discuss the recommendations of the report, he intimated that radical reforms would be urged and the practical reorganization and rehabilitation of the institution, on large lines, involving the expenditure of a large sum of money, would be proposed.

Sensor Christensen said he knew very little of the plans of Attorney General Lyon for the further prosecution of the dispensary graft cases, but he presumed that the transfer of the proceeding to Chester was expected to bring better results than were obtained in Columbia from the first trial that was held there a few weeks ago. —Charleston Post.

MOB LAW IN ILLINOIS.

Murderer of Woman Confined in Steel Cage and Crowds Dispersed by the Police.

Cairo, Ill., Nov. 10.—Because of reports that an organized effort would be made tonight to lynch Will James, a negro suspected of murdering Miss Annie Pelley, a shop girl the prisoner tonight was placed in the steel cage in the county jail, surrounded by a strong guard of policemen and deputy sheriffs. Many persons arrived today from nearby Illinois and Kentucky towns and the police feared that many of these wanted to lynch the negro. Later James was secretly taken out of Cairo in a train tonight. It is probable he will be put in the Murphressboro jail.

Before daylight today Chief of Police Egan twice dispersed crowds of men and boys who had started towards the city jail. In one case he tore a mask from the face of a man who seemed to be leader of the gathering and then prevailed upon the others to disperse, pleading that the evidence against James were only circumstantial.

Most citizens, after an outburst of indignation, tonight were ready to let the law take its course. For this reason it was thought that the situation would be controlled.

James, who is known as "Froggy" because of his facial resemblance to that animal, was "sweated" by the police today. While all circumstances point to him as the slayer of Miss Pelley, including the action of bloodhounds, which went from the alley where Miss Pelley's body was found to several places where James had been on the night of the murder, the prisoner refused to confess.

Cairo, Ill., Nov. 10.—A long distance telephone message from Dongola, Ill., said that after James was taken off the train there by the sheriff he was rushed into the woods by the sheriff, his deputy and one other man. Dongola is 10 miles from Anna, where a mob was awaiting the arrival of the train.

As time passed and the people learned that the negro had been spirited away they became more excited. The crowd around the jail yelled in derision and open threats against James were made.

BIG FOUR EMBEZZLEMENT.

Woman in the Case Says She Will Tell the Whole Story.

Cincinnati, Nov. 10.—Mrs. Jeanette Stewart, also known as Mrs. Ford, one of the women accused by Chas. Warriner, the defaulting local treasurer of the Big Four railroad, of having shared in his peculations by blackmailing him, declared tonight that she would tell the inside story of the \$643,000 theft when the case came to court. Mrs. Stewart denied that she had ever received money from Warriner.

The sudden breaking of her silence was caused, according to her, by a quarrel which she had with another woman, who has also been mentioned by Warriner. This quarrel resulted in the attachment of Mrs. Stewart's furniture today. The officers who made the attachment were quickly followed by reporters and, in the stress of excitement, Mrs. Stewart's reserve broke down.

"I never received a cent from Charles Warriner," she said, "and I never gave any information to the railroad about his shortage. It was another woman that did it all; a woman I thought was my friend. I know the whole story and I will tell it in court, too."

One of the women said to be involved in the case started to leave Cincinnati tonight but was advised by detectives that if she left the city her arrest would follow. She then abandoned the plan.

At present the question that is exercising the railroad officials is: What became of the \$643,000 which Warriner admits having stolen?

Warriner says he lost it in stock speculation and in satisfying the demands of blackmailers, but that explanation is not satisfactory to the officials.

Warriner says he is penniless, and his neighbors at his home in Wyoming, Ohio, declare that he is a sick man.

It is admitted by railroad officials that Warriner might have continued his peculations indefinitely if he had not been betrayed by a woman, so great was his superior's confidence in him.

The sheriff of Colleton county seized an Atlantic Coast Line freight train for the non-payment of judgments against the railroad.

SOUTH'S EXPORT TRADE.

President Finley of the Southern Railway Writes of Great Possibilities of Future Development.

Editor Daily Item:

The publication of the letter on the importance of direct and regular steamship communication between our South Atlantic and Gulf ports and the Latin-American countries, which I addressed, under date of July 8th, 1909, to the editors of Southern newspapers, resulted in the receipt by me of a large number of letters showing a widespread interest in this subject throughout the South.

This correspondence revealed the fact that some very important manufacturing interests are ready to take advantage of opportunities to extend their trade in this direction by shipments through Southern ports. This information and statistics of existing commerce indicate that, with regular lines in operation and with systematic and co-operative efforts on the part of our manufacturers and merchants, a considerable trade may be built up. In fact, something may be done in this direction even in advance of the establishment of regular lines.

The Southern ports, in endeavoring to build up trade with South America, should rely principally on the development of new business and on the more systematic handling of the irregular traffic now moving in both directions between them and South America by vessels chartered for single cargoes. There is a considerable volume of this business, but it is not sufficiently regular to afford constant employment to the vessels which engage in it. They seldom make round trips with cargoes in both directions. For instance, in the year ended June 30, 1908, there were imported through the South Atlantic and Gulf ports 245,415,955 pounds of coffee, largely from Brazil, and some rubber and other Brazilian products were brought in through these same ports, but the vessels bringing them did not obtain return cargoes, but sailed in ballast to North Atlantic ports or with cargoes to Europe, and this notwithstanding the fact that Brazil, in that same year, bought from the United States products to the total value of \$19,490,077, including 3,470,818 yards of cotton goods, 742,896 gallons of cotton seed oil, 306,871 barrels of flour, manufactures of iron and steel to the value of \$5,945,082, and other articles, some proportion of which could advantageously be shipped through Southern ports. In like manner we imported through Southern ports, principally from Chile and Peru, 82,165 tons of nitrates, but the vessels bringing them in seldom or never obtained return cargoes, though the west coast countries are steadily increasing their purchases of American goods.

The best customer the United States has in South America is Argentina, to which country our exports in the fiscal year ended June 30, 1909, amounted to \$33,712,505, including 1,510,317 yards of cotton goods, 513,357 gallons of cotton seed oil, manufactures of iron and steel to value of \$7,875,789, furniture to the value of \$214,981, agricultural implements and farm machinery to the value of \$4,309,223—manufactured principally in localities from which shipments can be made conveniently through Southern ports—and a long list of other articles. Our imports from Argentina in the last fiscal year amounted to \$22,230,182, the principal items being wool and hides. Probably little Argentine wool is used in the South, but Southern tanneries use South American hides to a considerable extent and their use may be expected to increase, as there is no duty on them under the new tariff law. At present these hides come in through the North Atlantic ports almost entirely and are shipped to Southern tanneries either all rail or by rail and water. Some of them even go by way of Europe. In one case that came to my notice hides for a North Carolina tannery were shipped from Argentina to Antwerp, across the ocean again to New York, and thence by rail to the tannery. In another case a Southern tanner bought 20,000 hides in Mexico but found that, on account of shipping conditions, he had to have them carried from Vera Cruz, Mexico, to New York, and thence by rail to his tannery.

In the fiscal year ended June 30, 1908, seventy-six steam vessels entered at our ports south of Cape Charles, Virginia, with cargoes from South American ports, and seventy cleared, with cargoes for South America. While this trade, as a whole, is thus nearly balanced, it is not so as

to individual ports, as is shown by the following table:

	Entered	Cleared
Norfolk & Ports, Va.	1	15
Newport News, Va.	1	3
Charleston, S. C.	14	
Savannah, Ga.	4	1
Fernandina, Fla.		2
Apalachicola, Fla.		2
Pensacola, Fla.		7
Mobile, Ala.	1	8
Pearl River, Miss.		31
New Orleans, La.	54	
Galveston, Tex.		1

Total, 76 70

The principal commodities carried by the steamers which cleared from Southern ports for South America were lumber, naval stores, and coal.

The first step in the direction of developing more regular service might be taken by systematic efforts, both in the Southern ports and in South America, to secure return cargoes, so that vessels could make round trips and be encouraged to stay in this service. Then, with knowledge in advance that a certain vessel was to arrive at a Southern port with coffee from Brazil or nitrates from the west coast, it would be more practicable to concentrate a return cargo, and, in the same way, if it were known in advance that a vessel from a Southern port would arrive on a date at Buenos Aires there would be a better chance of getting a return cargo including hides for Southern tanneries. This employment of vessels of known capacity for round trip service would obviate one of the practical difficulties encountered in trying to obtain cargoes for tramp steamers, which is that, when the exact carrying capacity of a ship is not known, there is danger of not getting a full cargo and having to pay higher charges than if the vessel were loaded to its capacity or of concentrating at the port more goods than it can carry, and then, in order to prevent undue delay, the surplus must be reshipped by rail or coastwise steamer to some other port where it can go by a regular line.

While some increased business might be built up by thus systematizing the use of irregular steamers, the establishment of regular lines is of supreme importance. At the outset it might be found impracticable to develop enough traffic to support regular lines with but a single port of call at each end of the voyage, but there are various combinations that might be made. Vessels might stop at two or more ports of the United States, discharging part of their cargo and receiving part of a return cargo from each. In the same way, vessels engaged in the River Plate trade might also call at Brazilian ports. In some cases ports in the West India Islands might advantageously be included in a round trip voyage. Thus, Cuba buys large quantities of sun-dried beef, known as "jerker beef," from the River Plate countries. The vessels carrying this beef to Cuba get no return cargoes from that island, but only a short voyage would be required to bring them to South Atlantic or Gulf ports for such a cargo.

If this trade is to be developed to the utmost and is to be made of the greatest possible value to our Southern people, earnest efforts must be made to build it up. One thing that might be suggested is the establishment at our Southern ports of houses devoted to handling export business directly from these ports. Such a house handling Southern cotton goods, for instance, would not only be of assistance in developing the Latin-American trade, but could make direct exportations to the Orient and other parts of the world as well. Another thing of importance is direct representation in the countries in which it is sought to sell goods and a careful study of the wants of each particular market. This is particularly desirable in selling such articles as cotton goods and furniture, in which different markets require different grades and styles. The importance of this is shown by the decline of the exports of cotton goods from the United States to Brazil. The Brazilian market for these goods was formerly one of great promise. In 1905 it took 9,689,055 yards of American cotton goods. Each year since has shown a steady decline, until, in the last fiscal year, the amount was only 2,453,460 yards, a decrease of nearly 75 per cent. in four years. This is partially explained by the fact that Brazil, under a high protective tariff, is building up a cotton manufacturing industry, using native cotton. But English mills, in most of the years of this period, increased their shipments to Brazil by having their expert representatives on the ground to study the needs of the market and to supply those grades of goods not

made by the Brazilian mills. In the fiscal year ended June 30, 1908, Brazilian purchases of American cotton goods amounted to but \$373,545, as compared with purchases of British cotton goods for the calendar year 1908 to the value of \$8,357,766.

The total purchases of American cotton goods by all the South American countries for the fiscal year 1908 amounted to but \$2,760,231. In the calendar year 1908 the values of cotton goods bought by these same countries from the principal European countries were as follows: United Kingdom, \$38,330,205; Germany, \$13,832,000; France, \$5,702,000; Italy, \$8,332,764, and Spain \$2,030,282. In other words the United States sells to these countries less than four per cent. of the total value of the cotton goods they buy from the six countries above mentioned. This poor showing can not be improved merely by supplying better steamship service, important as that is. If a larger share in the South American trade is to be had it must be sought earnestly and be won in the face of sharp competition. Otherwise it will be impossible to develop sufficient traffic to warrant any improvement in the present limited ocean transportation service.

There is much practical information of great value as to foreign markets, the tariff laws of foreign countries, etc., that can be obtained from the state department, the bureau of the American Republics, bureau of manufactures, and other government offices in Washington. All this information is readily accessible to the Southern Railway Company, and, with a view of being of practical assistance to our manufacturers and merchants desiring to develop export business, this company will take pleasure in securing and supplying any of this information that may be desired.

Correspondence on this subject should be addressed to the president of this company.

Yours very truly,
W. W. FINLEY,
President.

DENVER GAMBLERS LOSE.

Sports \$60,000 to the Bad Through Trick Worked at Latonia.

Denver, Col., Nov. 10.—Denver and Salt Lake City bookmakers yesterday lost \$60,000 on horse races at the Latonia race track near Cincinnati, through cleverly executed tapping of telegraph wires near the Latonia race track. The odds on Howard Pearson, the winner of the sixth race yesterday at that track, were boosted from 7 to 1, to 20 to 1, and even as high as 40 to 1.

Handbook makers reluctantly admitted tonight that they lost heavily on the race and many of the Denver bookmakers today refused to pay bets on the race. Two of them, it is said, were forced out of business.

According to a local bookmaker, the odds apparently were changed before post time and "the boost" from 7 to 1, to 20 to 1 did not cause suspicion. When the wire was tapped, the post odds were held back, and the false odds were sent out. Then the plunge was made. It is said that the operations extended to Chicago also.

PREACHING IS A LOST ART.

The narrow-minded, out-of-date preacher is the real and direct and immediate cause of more "freethinking," skepticism and agnosticism than any other factor in today's life, writes a correspondent in The delineator for December. Preaching seems to have become a lost art. Droning has taken its place. I suppose I've been to church thirty times in the past year, and the only sermon I've had the patience to hear out from beginning to end was a "Talk given by Miss Jane Addams on settlement work. That was realized Christianity, not idealized slush.

Now I am not more critical than the fellow beings with whom I associate, nine-tenths of whom would probably bear witness to this truth—that the reason why church-going is dying out is because the ministers do not make the right effort to hold and interest their congregations.

We want the vital, living, everyday truth from the pulpit. We want to know how to meet the temptations that face us during the week. We want to know how to live—now; and how to die when our time comes. We want preachers who will help us to work out our own salvation, and not wooden images who have had no experience of life and who are satisfied to shout out a few galvanized commonplaces at our heads every Sunday and sit down satisfied in their studies all the rest of the week, imagining they have done their duty by us.