

PROPOSED LINE MUST BE PUSHED TO SUCCESS

I. F. Jacobs, Chairman of the Finance Committee, Gives Out Interview—Says People in the Three Counties Must Give Full-est Co-operation in Order to Bring Results.

The proposed electric railway from Spartanburg to Clinton will eventually be built and built along lines of which the people will be proud, says J. Ferdinand Jacobs, chairman of the finance committee of the board of corporators, in the accompanying article which has been contributed to The Journal.

Mr. Jacobs is sanguine over the prospects for every success of the venture and is entirely gratified with the present progress of the work in general.

The following is the interesting article contributed by Mr. Jacobs:

"Mr. Reid Tull, formerly with the Piedmont and Northern railroad, was employed by the finance committee of the board of corporators, Carolina Rapid Transit company, as chief engineer, and has been given authority to organize a surveying corps and to survey the line to connect Spartanburg, Clinton, Union and Laurens.

"A commission was issued by the secretary of state some time since to the board of corporators, and the finance committee is operating under instructions from the general board of corporators to have the line surveyed and to make up an engineering report, secure rights of way, etc.

Mr. Tull has employed a right of way agent who works with the surveying squad.

"Two lines or more will be surveyed and rights of way will be asked on all lines that are surveyed. The final adoption of a route will depend upon the degree of cooperation secured from the people on the routes; at least in a large degree their cooperation will be effective in locating the line. If the people on a given route do not give the rights of way and fail to otherwise support the road from the standpoint of stock subscription, it is very certain that they will not secure the location of the road, for this line must be built by the people of Spartanburg, Union and Laurens counties if it is built at all.

"There will be no difficulty in floating bonds to the amount of several millions of dollars provided the rights of way can be secured and a stock subscription with the territory covered approximating \$500,000.00. It will be necessary therefore for all sections and for all of the terminal points to do their part and to do it liberally if the line is to become an accomplished fact. The proposition to build a combined freight and passenger line of good grades and easy curvatures and to equip it with first class equipment for the handling of fast passenger service and heavy freight service originated with the people of the three counties.

"Financiers in the North and West are already interested in the proposition. Proposals have been made by several concerns, but in order to make the line the success which it ought to be made it would be absolutely necessary for the people to finance it strongly, and their best interests will be conserved by having the road owned, built and operated by the people of the three counties, with no stock issue other than the common stock subscribed by the people and with no obligations other than the bond issue necessary to secure the bulk of the money with which to build the line.

"This article is written in order that the people of the three counties may understand that the line will not be in a position to buy rights of way, and that impediments put in the way of the development of the proposition will tend to kill it, or at any rate to divert it from the routes in which the impediments occur.

"It is the purpose of the finance committee to put this road on paper and then lay the whole proposition before the people of the three counties with full data upon which to act. The engineering report will show the probable income and cost of operation, and the probable earnings gross and net, with the probable cost of construction, fixed charges and likely surplus of deficit in operation.

"Now in order to make a success of the proposition, it will be necessary for the citizens of the three counties

to realize that the heartiest cooperation will be needed by the line on every point; first, on the matter of free rights of way; second, on the matter of liberal stock subscriptions; third, on the matter of free franchises; fourth, on the matter of promises of business.

"The line, if it is built, will be an independent proposition, cooperating with all other railroad lines which it touches, with no special support from any line. Its greatest success and largest earning capacity will be conserved adhering to that policy. It is highly probable that the line will be received in a friendly way by all railroads with which it connects, provided only that it is not dominated by one of the lines competing in the Piedmont section. It must be a people's railroad, owned, constructed and operated by the people. If the people do not give this cooperation, the line will not be built. If they do give the cooperation indicated above it certainly will be built and built along lines of which the people will be proud.

"It is the writer's judgment that it will be a very profitable property, but the degree of its success will depend upon the cooperation of the people. If they do not own it, it will not be anything like as great a success. This article is intended to demonstrate that the Carolina Rapid Transit company will live by the favor of the people of the three counties and will exist by their activity and cooperation, and without it that activity and cooperation will not exist at all."—Spartanburg Journal.

ENGINEER FANT AT SANTUC.

Engineer D. J. Fant of Atlanta will deliver a series of addresses at the Presbyterian church at Santuc on Friday and Saturday before the 2nd Sunday in August. He will speak both morning and evening.

MR. J. E. HANCOCK MOVES TO HICKORY, N. C.

Mr. and Mrs. J. E. Hancock, who moved from Calisto to Edgmont, N. C., at the beginning of the summer, have closed their hotel and at an early date will move to Hickory, N. C. The recent floods played havoc with the summer resorts and Mr. Hancock had severe misfortunes—a portion of the hotel in which they were living was washed away and the railroad track for several miles was torn up, thus cutting them off entirely. They are on a visit to relatives in this county at present.

BAPTIST W. M. U.

The Union County Baptist W. M. U., held its eleventh annual meeting here Tuesday and Wednesday of this week, at the First Baptist church and a large and enthusiastic number of delegates and visitors were present.

Mrs. Ora B. Fant is county superintendent and it is largely through her earnestness and untiring efforts that the work has grown to such proportions.

Dinner was served each day in the dining room of the church and the meeting was harmonious and inspiring.

A full and complete account will be published next week.

MARRIAGE ANNOUNCEMENT.

Mr. and Mrs. Robert Harrison Black request the pleasure of your company at the marriage of their daughter Mary Ethel to Mr. Benjamin Lampley Berry on Thursday afternoon, August the seventeenth at half after one o'clock at home Gettysburg Adams County, Pennsylvania.

The above announcement will be read with cordial interest in Union as both young people are well known and much liked by folk here.

Miss Black has been with Wilburn Bros. for several seasons and drew around her a warm circle of friends, who rejoice that she is to make her home among them.

Mr. Berry is superintendent of the telephone exchange and is one of the company's trusted and efficient employees and is held in the highest esteem by the business and social world of Union.

FOUND DEAD ON PORCH.

Mary Littlejohn, a colored woman about 60 years of age who lived on W. T. Hart's place, five miles above Jonesville, was found dead July 30. Her body was found on the porch about 1 o'clock that day. Coroner Godshall went up, but found it unnecessary to hold an inquest. It is thought she died from apoplexy.

Mr. Richard P. Morgan has purchased a Ford touring car.

German Submarine Passes Out to Sea

Norfolk, Va., Aug 2.—The German merchant submarine Deutschland passed out the Virginia capes at 8:30 o'clock tonight apparently unobserved by the allied warships waiting for her, and so far as known here, is now safely on her homeward voyage. No untoward incident marked the departure of the giant submarine. She was accompanied only by her tug and a newspaper dispatch boat when she began an 18 mile dash from lower Chesapeake bay to the capes. After proceeding slowly most of the way down, she increased her speed at 6:30 and reached the capes just after dusk.

None of the allied cruisers was visible as she passed through. Whether she submerged before reaching the three mile limit is unknown. The two accompanying boats report that she disappeared unharmed and apparently had a clear field ahead to a point where she could submerge in safety.

Within half an hour after the last light of the Deutschland disappeared, her tug, the Thomas F. Timmins, hove into sight seeming satisfied with her work and headed up Chesapeake bay in the direction of Baltimore, from which place the Deutschland sailed yesterday, 23 days after her sensational arrival from Bremen.

The Bremen, sister ship of the Deutschland, reported due here with the Deutschland's departure, thus far has not appeared.

The Deutschland started for the capes after arriving early today at a cove up Chesapeake bay.

For several hours prior to the Deutschland's final dash for the capes she was hidden near Tangier island, 50 miles above Cape Henry. The steamer Somerset and the government buoy tender Ivy reported during the afternoon that they had passed her at that point. The press boat then took a position near the dividing point of the Old Point and Cape Henry channels and awaited the coming of the undersea vessel.

Shortly before 6 o'clock the first sight of the craft was obtained. Apparently she was about five miles away and was low in the water, only a few feet above the surface. The minis was a short distance behind her and they were running about seven miles an hour.

When near the entrance to Mobjack

bay the Deutschland sighted the press boat and immediately reversed herself and appeared to be making for the bay. After running for about two miles she again headed south and was abreast of the Timmins and then both vessels put on full steam ahead towards the press boat. Suddenly they turned off as if to go down the Old Point channel but when the dispatch boat made for the same channel they again changed their course and headed directly for Cape Henry.

As the Deutschland came on it was apparent that she was carrying a false superstructure, sloop lower than her conning tower. It was straw colored and blended with the oil skin coats worn by her crew who crowded the deck. When about a mile from the press boat the submersible began to clear away the false superstructure and take soundings as if preparing to dive. The Timmins moved ahead of the undersea liner and signalled that she intended to pass on the starboard side. Immediately both vessels increased speed and put over to the starboard.

The voyage of the Deutschland down from Baltimore to Hampton Roads was uneventful. A press boat which followed her out of the Baltimore harbor last night was the only craft that accompanied the submarine and the Timmins down the bay and it became disabled and had to give up the chase early today.

The Timmins came to Norfolk tonight. Capt. Hinson, in a jubilant mood, told how the submarine submerged about a mile from shore, and declared that one of the last acts of the crew was to give three cheers for "America and the American people."

"Well, she's off and well on her way back to the old country," he exclaimed.

The captain also declared that the submersible again will go through the English channel.

"There is no chance of the English cruisers finding the Deutschland," he said.

Confidence was expressed by the captain that the Bremen, the Deutschland's sister ship, soon would make her appearance.

Capt. Hinson said that one United States torpedo destroyer was the only warship sighted by the Deutschland before she submerged.

COUNTY CAMPAIGN OPENS AT MONARCH

Saturday Afternoon, August 5—Candidates Must File Pledge August 4.

All candidates in the county campaign which opens at Monarch Saturday afternoon, August 5th, at 2 o'clock, p. m., must file their pledges on the day before, August 4th, by noon with Hon. Macbeth Young, county chairman of the Democratic county convention.

The following is the schedule of the county meetings:

County Campaign. Monarch—2:00 p. m., Saturday, August 5th.

West Springs—11:00 a. m., Wednesday, August 9th.

Buffalo—2:00 p. m., Saturday, August 12th.

Jonesville—11:00 a. m., Tuesday, August 15th.

Kelton—11:00 a. m., Thursday, August 17th.

Lockhart—2:00 p. m., Saturday, August 19th.

Cross Keys—11 a. m., Monday, August 21st.

Black Rock—11 a. m., Wednesday, August 23rd.

Carlisle—11:00 a. m., Thursday, August 24th.

Santuc, 11 a. m., Friday, August 25th.

Union—10 a. m., at School Grove, Saturday, August 26th.

Union—7:00 p. m., at Monument, Saturday, August 26th.

Congressional and Judicial Meetings. Where candidates for congress and for solicitor will address the people: Buffalo—7:00 p. m., Monday, August 7th.

Jonesville—11 a. m., Tuesday, August 8th.

Kelton—11 a. m., Wednesday, August 9th.

Lockhart—7 p. m., Wednesday, August 9th.

THIRTEEN MILLION BALES IN PRESENT COTTON CROP

Government Report Indicates Sudden Decrease in Prospects Owing to Damage During July—Condition in South Carolina Placed at 55.

Washington, Aug. 1.—Heavy damage to the growing cotton crop between June 25 and July 25 has caused a reduction of 1,350,000 bales in the prospective production. The August cotton report of the department of agriculture, announced today, indicated a production of 12,916,000 equivalent 500 pound bales compared with 14,266,000 bales forecast from the condition of the crop June 25. The condition during the month dropped 8.8 to 72.3 per cent of a normal.

Reviewing cotton conditions for the month, the bureau of crop estimates said: "The month ending July 25 has been only fair for cotton in most of the belt west of the Mississippi river and in Tennessee and unfavorable east of the river and in Louisiana."

"Rains in the drought stricken southern coastal region of Texas permitted the planting of a considerable late acreage. The crop in the Western belt is well cultivated and moisture conditions have been favorable, although the need for rain is now beginning to be felt.

"East of the Mississippi a severe tropical storm through portions of Florida, Alabama and Mississippi early in July and an extremely heavy downpour at mid-July in the Carolinas, together with heavy and almost constant rains during July throughout the entire Eastern belt have put the crop badly in the grass, leached out much of already deficient amount of fertilizer and greatly facilitated the activity of the boll weevil, where present, and its continued spread. The rains at the close of the period in the Eastern belt were preventing much needed cultivation."

Condition of the growing cotton crop on July 25 indicates a total production of 12,916,000 equivalent 500 pound bales. That compares with 14,266,000 bales forecast last month by the bureau of crop estimates basing its calculations on the condition of the crop on June 25, and with 11,191,820 bales, last year's final production, 16,134,930 in 1914, 14,156,486 bales in 1913 and 12,703,421 bales in 1912. The final output, however, will be larger or smaller than above forecast according as conditions hereafter are better or worse than average conditions.

FORMER UNION M... DIES IN OKLAHOMA

GIRLS 'CANNING CLUB.

The girls' canning clubs of Union county held its annual meeting here last week and about forty young ladies were in attendance.

Miss Alsie Smith, county demonstration agent, spared neither time nor pains to make the institute a success and it was voted such by the membership. An attractive and instructive program was furnished each day and addresses were delivered by Hon. L. L. Wagnon and Rev. J. F. Matheson.

The young ladies were entertained by the members of the Home Economics club. A reception was tendered them by Mrs. B. G. Clifford at the Seminary; and an automobile drive over the city was given them and the Edisonia theatre opened its doors wide for the honored guests.

MARRIAGE OF MR. JORDAN AND MISS ARMSTRONG.

The many friends in Augusta and throughout Georgia and Carolina of Mr. John Jordan, formerly of Union, S. C., now of Augusta, and Miss May Armstrong of Sandersville will be greatly interested to learn of their marriage, which occurred at the home of the bride in Sandersville yesterday morning at 10 o'clock. Their engagement was an open secret with their friends, but the marriage was not to take place until the fall. However, Sunday the young couple decided to surprise their friends and were quietly married at 10 o'clock, leaving immediately after the ceremony for Charleston and Sullivan's Island, where they will remain for some weeks, returning then to Augusta to make their home.

Mrs. Jordan is the daughter of Mr. and Mrs. Armstrong of Sandersville, and is well known and cordially admired in Augusta, where she has often visited Miss Mattie Pitcher. She is considered one of the most beautiful girls in Georgia and is not only noted for her striking brunette beauty, but for her brightness, fascination and charm. She has been a belle wherever she has visited since her debut, and will receive a most cordial

Mr. Jordan belongs to a prominent South Carolina family and comes originally from Union, S. C. He has been located here in Augusta for some years now, however, and has won countless friends in both social and the business world. He is highly esteemed by both men and women and his lovely bride will be the recipient of as cordial good wishes as ever fell to the lot of a bride and groom. Mr. and Mrs. Jordan will be with Mrs. Thomas Pitcher until they move into their apartment on Cumming street in the fall.—Augusta exchange.

MRS. PAUL WILBURN ENTERTAINED THURSDAY.

Mrs. Paul Wilburn entertained Thursday afternoon in compliment to Mrs. Guy Wilburn, a mid-summer bride, and Mrs. W. B. Gillespie of Effingham. Tables were placed in the parlor for food and a series of games were enjoyed. Mrs. Wilburn served a sweet course and tea.

VIRGINIA LIFE INSURANCE COMPANY'S LIABILITY

Mr. W. C. Alverson, superintendent of the Life Insurance Company of Virginia at this place, is in receipt of a copy of the following telegram, which is self-explanatory.

Richmond, Va., July 29, 1916. Hon. R. I. Manning, Columbia, S. C.

We extend our deepest sympathy to the flood sufferers in your State and request you to draw on us for \$250 as a contribution to the relief fund.

Life Ins. Co. of Va., John C. Walker, Pres.

ATTRACTS ATTENTION.

Mr. Evans Tinsley has received a request from the South Bend Watch Co., asking for a detailed description of the unique wireless device which he rigged up in his office for telling the time and for photographs of same. This description is to be published in the "Purple Ribbon" magazine which the South Bend Watch company issues monthly with a view to getting more jewelers to adopt the system.

Mrs. J. Frost Walker and sons returned home Sunday afternoon after an extended visit to Mr. and Mrs. J. C. Walker, Sr., in Columbia. Master Frost Walker spent sometime at Camp Moore with his father, Capt. J. Frost Walker.

Misses Annie Ruth and Grace Fant have returned to their home at Santuc from a visit to their sisters, Mesdames Jolly, Fant and McFall, at Anderson. They were accompanied home by Mrs. W. C. Fant, who will spend sometime with her parents, Mr. and Mrs. D. B. Fant.

George G. Buchanan Died at Chickasha, Okla., on July 9—He Was a Gallant Soldier and Was Captain of the Palmetto Sharpshooters During the War Between the Sections.

In the death of George B. Buchanan, which occurred at his home in Chickasha, Okla., July 9, The Times has lost a true friend. He often contributed articles for publication in our columns and was known throughout Union county. He was held in the highest esteem by the old Veterans, to whose number he belonged. A letter from his wife to The Times recently received, informed us of his death. The letter is as follows:

Chickasha, Okla., July 23, 1916. Editor Union Times, Union, S. C.

Kind Friend: Will write you a few lines to tell you of the death of my husband, Mr. G. G. Buchanan. He was born Nov. 16, 1844, and died July 9, 1916. Was married to Ammie Gross Jan. 30. He passed away so peacefully; closed his eyes and went to sleep like a baby. He told his family Sunday morning he was going to rest, to see his mother. He left a widow and seven children, two boys and five girls: Mrs. W. B. Harris of Fort Worth, Tex., Mrs. John Haffner of Kingfisher, Okla., Mrs. C. E. Adams of Espanola, N. M., Mrs. Amos Looney of Chickasha, Okla., Miss Eva Buchanan of Chickasha, Okla., Mr. Fitch Buchanan of Anadarko, Okla. and Mr. James G. Buchanan of Chickasha, Okla. He suffered an illness of seven months. He was a member of the Methodist church and a Mason. The Masons and old Confederate soldiers had charge of the funeral.

Mrs. G. G. Buchanan. The Spartanburg Herald of recent date contained the following announcement of the death of Mr. Buchanan:

A letter recently received by W. Dillard, of this county, and handed to The Herald by ex-Sheriff John M. Nicholls, contains news of the death of G. G. Buchanan, captain of the Palmetto sharpshooters during the Civil war. The notice follows:

"Chickasha, Okla., July 10.—G. G. Buchanan, of this city, died last night and was buried today. Buchanan was a captain in the Confederate army and fought with Lee at Gettysburg. For ten years he was commander of the local U. C. V. post. He came to Chickasha from Texas 20 years ago. He leaves a wife, three daughters and five sons."

Mr. Buchanan was a native of Union county, having been reared in the Goshen Hill section of the county. He left here several years ago for Texas. From Texas he moved to Oklahoma and has been a citizen of that state while it was being moulded and made into a state.

Mr. Nicholls, commenting upon the death of this Veteran, said that Captain Buchanan, Bill Taylor of Texas, W. Y. Dillard of this county, and he had always met together at Confederate reunions, when they all could go, and that when they assembled at these conventions there was never lacking a most enjoyable time.

"FAMILY OF SIXTY YEARS AGO."

There will be a play given at the Excelsior reading room on Friday evening at 8 o'clock entitled "A Family of Sixty Years Ago." A small admission of 10 cents will be charged and the proceeds devoted to the Baptist church. You are cordially invited to come.

STRUCK BY MOTOR CAR.

Reuben Gilliam, a colored man who was struck by a motor car on the Seaboard railway July 20 near Carlisle, died July 31. He was carried to the hospital at Chester, but his life could not be saved. Coroner Godshall went down to hold an inquest on Monday.

REVIVAL AT FAIRVIEW.

A series of revival meetings will begin at Fairview Baptist church on the second Sunday, August 13th, and continue for several days. It is expected that the pastor, Rev. J. M. Trogdon, will be assisted by Rev. A. T. Stoudenmire of Buffalo and two services held each day with dinner on the ground.

Master Paul Childers brought several pods of okra to The Times' office that are on exhibition in our show window. The pods measure twelve inches in length and have created quite a deal of interest. Paul says he worked this crop himself and tried hard to see how big he could make it grow. He bids fair to be the champion gardener of Union.