

DIED AT ROCK HILL

Alexander Young Was Native of Kershaw County.

Alexander A. Young, pioneer citizen of the business, social and religious life of Fort Mill, S. C., died after an illness of several years, early Sunday at the home here of his son, Dr. A. A. Young.

The funeral was conducted here this afternoon and the burial services, under the Masonic rites, will be held at the family burying ground at Fort Mill. The honorary pallbearers were W. Kimbrell, W. B. Meacham, E. Shannon, A. O. Jones, B. F. Grier, J. C. Halle, Col. T. B. Spratt and L. A. Harris of Fort Mill.

Mr. Young was 76 years of age, having been born in Kershaw, S. C., in 1844. On November 29, 1866, he was married to Miss Elizabeth Baskins, dying shortly afterwards at Fort Mill, where he was identified with the best interests of the town for nearly half a century. He was one of the founders of the Baptist church there and was a member and deacon for 40 years, in addition to being a faithful and energetic member of the Masonic order, he was affiliated with the Woodmen of the World. He was the inventor of several successful farm implements and labor saving machinery devices which have been universally set for years.

In addition to his wife he is survived by one sister, Mrs. James Price Lancaster, S. C., and one brother, William C. Young, St. Augustine, Fla., the following children also survive: Mrs. J. E. Bruce, Wimsboro, S. C.; Mrs. J. B. Mills, Fort Mill, S. C.; Mrs. E. V. Macon, Macon, Ga.; Mrs. E. E. Baker, Rome, Ga.; J. T. Young, Fort Mill, Dr. A. E. Young, Rock Hill, and J. S. Young Concord. Twenty-six grandchildren and one great-grandchild also survive. Among the grand children are Misses Louise and Arthur the Young, Richard Young, Mrs. J. J. Martin, with her infant.—Rock Hill record.

TO CROSS NATION

Convoy to Visit South Carolina on Long Trip

Washington, June 12.—Final plans are completed for the start Monday of the army motor transport convoy to the Pacific coast over the Bankhead National Highway. J. A. Roundtree, director general of the Bankhead Highway, will be master of the ceremonies which will precede departure of the convoy from the Ellipse, near the White House.

Speakers will include Secretary Baker, Secretary Daniels, Governor Harding, of the Federal Reserve Board; John Skelton Williams, Comptroller of the Treasury; Major Gen. H. L. Rogers, Quartermaster Gen., and Col. Kenneth Cameron, of North Carolina, president of the Bankhead Highway association.

The convoy will consist of 54 different types of vehicles, with 20 officers and 100 men under Col. John A. Rankin, from Washington, to go to Richmond and then to North Carolina, South Carolina, Alabama, Tennessee, Arkansas, Texas, and then to the Pacific coast, ending at Los Angeles about the middle of September.

Makes Handsome Contribution

Col. Leroy Springs of Lancaster has given \$50,000 to the \$1,000,000 endowment campaign being conducted by the Presbyterian synod of South Carolina. This is the largest individual contribution to date except that of J. M. Graham of Greenville, who gave the original \$100,000 to the fund.

Colonel Springs recently gave \$25,000 to the fund and a few days ago made it \$50,000 by giving the additional \$25,000 to this very worthy cause.

The million dollar endowment is for our institutions under the South Carolina synod. One half of the money goes to Presbyterian College of South Carolina; one-fourth to Clemson college and the remainder is divided equally between Columbia Theological seminary and Thorswell orphanage.

Numbers of smaller contributions are being received and there is every indication that the campaign will be a success.—Tuesday's State.

WORLD'S FIRST RAILROAD

Was The Line Between Hamburg and Charleston Built in 1833

A. W. Dellquest writes the following interesting history of the first American railroads to the Augusta Chronicle of a recent date:

One October morning in 1833 a queer looking contrivance rolled into the town of Hamburg, South Carolina, opposite Augusta. It consisted of an upright iron boiler and smoke-stack form, and chained behind it were a couple of wagon coaches filled with passengers. A crowd of amazed spectators looked on with mingled feelings of credulity and humor.

There are many points about this event of special significance to a student of history. Here was the beginning of a new epoch in the industrial progress of the nation. The pioneer trip over the first long railroad in the world had been successfully made.

As early as the year 1822, a patent railway was brought to Charleston, but from the lack of a suitable motive power, it was never used. The eagerness of the south for a solution of the transportation problem is well explained by Mr. Edward C. Durand, U. S. Director of Census:

"The existing equipment of dirtroads and the narrow, rapid, shallow, and obstructed rivers made both the marketing of crops and the securing of supplies heavily expensive and distressingly burdensome in the competition with the more fortunate southwest. Accordingly the people of the southeast were on the alert for some invention which would solve the transportation problem and bring them economic salvation."

In 1827, shortly after George Stephenson in England had successfully applied steam power to railroads, Alexander Black of Charleston and his associates petitioned the South Carolina legislature for a charter to organize a railroad company. The charter was not obtained until the following year, and the South Carolina railroad company was formally organized at the Charleston city hall on the 12th of May, 1828.

The work was promptly started and one year, ten months and twenty-one days later the road was opened for public travel as far as to Branchville, a distance of sixty-two miles. In October, 1833, the trains ran to Hamburg, on the Savannah river about 135 miles from Charleston. The total cost of the enterprise amounted to \$951,148.39.

The first locomotive constructed in the United States for regular service on a railroad was built in New York for the South Carolina Rail-Road and arrived in Charleston in October, 1830. It was christened "Best Friend," weighed four tons, and moved on four wheels with spokes. Most of my readers will recall the incident related in their school histories about the tragic fate of the "Best Friend"—how the negro fireman became annoyed by the noise of the escaping steam, and sat upon the safety valve, which action caused the "Best Friend" to explode, and the unlucky fireman was hurled heavenward. Following this accident the patrons of the road became alarmed at the prospects of another explosion; and to allay their skepticism the directors caused a flat-car loaded with bales of cotton to be interposed between the engine and the passenger coaches. With the introduction of this "barrier-car" the popularity of railroad travel soon revived.

The second locomotive received for this road was the "West Point," which reached Charleston in June, 1831, and was the last locomotive constructed on the principles of George Stephenson's "Rocket."

The railroad between Charleston and Hamburg enjoyed the distinction of being the first continuous one hundred miles of railroad in the world; the first road in the world to be constructed from the very beginning for the use of locomotive power; and the first also to transport the mail. William H. Brown in his "History of the First Locomotive in America" pays a well-deserved tribute to the founders of this road.

The following paragraph selected at random from the early newspapers, may here be of interest:

"On the 2nd instant 141 passengers went up by the steam-car 'William Aiken,' yielding \$607.38.

"A free boy of color was killed on the railroad near Hamburg on the 10th inst."

"Sunday trips are discontinued on the South Carolina Rail-Road."

One editor to illustrate the "success of the railroad experiment in South Carolina," cites the following data:

"In the month of January 1834, the receipts of the South Carolina Railroad company amounted to \$4,229; the past January (1836) the receipts totaled \$13,290. The number of barrels of coal shipped at the rate of nine or ten miles an hour."

On March 20th, 1830, one of the cars was actually rigged with sails in the

presence of a large gathering near Charleston. With fifteen men on board the car was shoved off, and maintained a speed of fifteen miles an hour until suddenly the mast and rigging collapsed and fell overboard together with several of the crew. After this unfortunate mishap was passed, the car was soon under way again and "Charleston Courier" assures us that the experiment "afforded high sport."

In a letter written two years after after the completion of the railroad a prominent Charleston lady describes her first ride to Augusta:

"We rose at drum-beat to depart in the rail-road car for Augusta. Those who travel with the desire of seeing social life, will of course be disappointed here. Our plantation residences are rarely stationed on the public road, but if time could be spared to cross that field and penetrate beyond those woods, many a chaste building, blushing garden and family, would be no longer like a stranger. But the car darts on like a rocket, and we leave Woodstock. We hurry our breakfast; and we have just time to gather a pretty snowdrop from the garden wall, and away. We pass a few cotton fields and rice plantations. Aiken, at the inclined plane, is a romantic spot. Several Charleston children in the car were quite wild at the prospect of a real hill. We not only had no accident but no tendency to one in our 135 mile flight between sunrise and sunset; and it was like magic to be seated with a dear circle of friends at Augusta, sipping a quiet cup of tea at twilight. There was but one thing to make us sad on the way, and that was the numerous temptation to intemperance, the sickening display of gin and brandy decanters in the heart of a wilderness. Must it be so?"

The earliest roads of rails are tracked back to the latter part of the eighteenth century, when they were used to haul coal in the mining districts of England. The first in America appears to have been constructed in the Lehigh coal districts of Pennsylvania not later than 1825. Of course horsepower was used to draw the cars.

In 1826 another horse-car railroad was opened at Quincy, Massachusetts and hauled granite from the quarries to the seashore. This road was probably used to carry the granite for the construction of the Bunker Hill monument. In 1829 an English locomotive was run over the Carbonate and Honesdale route in Pennsylvania by Mr. Horatio Allen.

When the Baltimore and Ohio railroad began construction on the fourth of July 1828, stone cross-ties were employed, and wooden rails topped with heavy straps of iron. Thirteen miles was opened for traffic in 1830, and 135 miles in 1835. The Baltimore and Ohio railroad continued to be worked by horse-power until 1832, although experimental trips had previously been made with locomotives on that road.

The advance of mechanical science have been constructed in the Lehigh coal districts of Pennsylvania not later than 1825. Of course horse power may be likened to magic. Today the United States is embraced by a network of shining steel; and huge locomotives rush across the continent at a speed of sixty miles an hour. The value of American railroad properties may be reckoned in billions. Touched by the wind of modern progress, towns, cities, and industries have sprung up wherever the railroads have pushed the way.

The "Rocket" and the "Best Friend" have been replaced by the Twentieth Century Limited, but let us not forget that debt of gratitude we owe to those far-seeing men of the thirties, pioneers in the march of civilization by whose faith and perseverance trains were first placed upon the rails.

In spite of that opposition with which society always meets a new idea, those men toiled on; and with their fortitude, brain, and labor laid the foundation for a hope fulfilled and a vision realized.

Killed in Boxing Bout

Charleston, June 11.—Harold E. Smart, a young boxer of this city, who was badly injured last night, in a bout with Johnny Ray of Washington died early this morning at Roper hospital, and Ray is being detained with his manager, Tommy Lowe, also of Washington, in the custody of Coroner Mansfield, for the inquest of tomorrow afternoon. A post mortem will be held to determine the cause of death. The boxers were in their second round when blows to Smart's side killed him. He arose but collapsed and was unconscious several hours before his death. Smart had appeared in several bouts here this spring, and was a popular fighter. His death is generally deplored.

Cecil Salmon, aged seventeen, of Conway, was drowned at Myrtle Beach, Saturday morning where he had gone on a camping trip with a party of friends. The young lad was buried at Ohio Sunday.

EDITORS AT ROCK HILL

Georgetown and Spartanburg Extend Invitation For Next Meet

Rock Hill, June 10.—Election of officers, passage of a resolution sympathizing with President Wilson in his illness and wishing him a speedy recovery, the delivery of a number of well prepared addresses and a musical tonight featured the last day's session of the South Carolina Press Association.

A. B. Jordan, of Dillon, was reelected president; H. S. Osteen, of Sumter, first vice president; J. Rion McKissack of Greenville, second vice president; H. C. Booker, of Columbia, secretary, and August Kohn, Jr., of Columbia, treasurer. The executive committee consists of Mason C. Brunson, of Florence; B. H. Peace, of Greenville; O. K. Williams, of Rock Hill, and W. W. Smoak, of Walterboro.

The resolution sympathizing with the illness of President Wilson was introduced by William Banks, of Columbia, and was unanimously adopted by a rising vote. It declares that it is the wish of the members that the Executive be soon restored to full health and affirms the belief that he will be "numbered among the immortals" by the historians of the future. A copy of the resolution was wired the President in the name of the association.

The association received two invitations to hold its 1921 annual meeting, one from Georgetown and the other from Spartanburg. The selection was left to the executive committee.

Women Govern Town

Jewett, Tex., June 8.—Women who now hold the reins of government in Jewett have mapped out an energetic program for their administration. They came into power at the spring election. Mrs. Hattie Adkisson is mayor and she has five sister aftermen. The only man remaining in office is the town marshal. He used to be supported by fees but the new regime put him on a salary. The women have already started a cleanup campaign. They are considering street improvements and the collection of back taxes, or new taxes if necessary, to pay for them. Revision of the traffic laws and enforcement of the stock law are also projected. The women came into office by slight majorities, 20 votes in several instances being sufficient to overturn traditions.



Some Speed!

Let a frosted bottle of sparkling

Chero-Cola

run circles around that thirsty feeling, leaving a long trail of smiles and contentment.

Refreshing
With no bad after effect.

