

**START OF HANS WAGNER.**

**Real Beginning of Honus Has Been Unearthed by Writer.**

Joe Nolan, of the Cincinnati Enquirer, has, through a correspondent, found the story of old Honus Wagner's real start in professional baseball, and an interesting tale it is.

"In the spring of 1895," writes Nolan's informant, "the Interstate league was formed, consisting of Wheeling Canton, Kenton, the Twin Cities (Urichville and Dennison) and two others. They signed players for the Twin Cities team, which worked out at Urichville, and was finally selected there.

"Al Wagner, brother of Honus, had made quite a record with the St. Luke amateur team of Carnegie, Pa., and he was signed for the Twin Cities team. When he reported he brought Honus along. Honus was signed as utility man, but could not make good, but Al was such a star that the owners were afraid to let Honus go, for fear Al would quit, too.

This league applied for protection, and thought they had it, but on a trip to Wheeling Frank Bowerman played such a good game that a scout for Ned Hanlon, of Baltimore, took him away from the team, and the club went away without him. The attendance in the Twin Cities was poor, so finally they had to let Honus go, Al giving his consent.

"We took up a collection and bought him a new suit and arranged with a freight conductor to take him in the caboose on his train to Carnegie. When the freight stopped at Steubenville for water Honus got off and hung around there for a day or two until they finally gave him a trial.

"So Wagner had his first contract as a professional there, and he was released on account of failing to make good. A complete record of these early incidents in the career of Wagner is held by Harvey Carr, of Dennison, and Al Wagner states that his history of Carr's is the only correct one published.

"I know this is true, as I had fifty cents in that suit of clothes given Honus to get out of town in."

**Profit and Number of Acres.**

The size of business often has much to do with making the farm profitable. Farm management records show that farms are often either too small or too large for the most successful farming. There may be too few as well as too many acres. A man may not have enough land or he may be "land poor," thereby rendering all his acres unprofitable.

About 30 years ago a Wisconsin farmer with a large family was deeply in debt. His farm consisted of 120 acres, half of which was under the plow. The remainder was woodland, and expensive to clear. For twelve years the farmer had not been able to meet his interest. To him the whole farm consisted of unprofitable acres. He finally decided that the farm was too small for efficient use of the labor available. Having an opportunity he bought an adjoining eighty acres of cleared land, going in debt the full amount of the purchase price. From that time on the farm was prosperous, and in ten years the entire farm was paid for and enough additional money saved to build a good house and barn. During this period there had been no great change in prices of farm products. The smaller farm had been unprofitable because the overhead expenses were too high for so small a business. In this case, acres were made profitable by increasing their number.

In the early nineties a North Dakota farmer owned three quarter sections of land. His farm was quite heavily mortgaged, and for a number of years he had not been able to pay interest in full. His family was small, and for most of the work he had to depend on hired help. He concluded that under the circumstances he was working, or trying to work, too many acres. Finally he sold a quarter section and paid his debts. Seven years later he had \$5,000 in the bank. Increased prices of farm products during this period only account in part for this farmer's increased prosperity. In this case all the acres had been unprofitable because there were too many of them.—J. C. McDowell, in 1915 Year Book.

**No Place for a Mere Boy.**

The business man had advertised for a boy. One likely applicant was accompanied to the interview by his mother.

"You think your son would make a good messenger?" said the business man.

"I do," she replied. "Whatever Jim does he does quickly."

"Very well, I will test him," said the gentleman. "Here, take this letter to the Commercial bank and be back here in 20 minutes."

"Come along home, Jimmy," she said.

"It ain't a boy they want here, it's an angel."—Philadelphia Ledger.

**SOCIOLOGY IN THE "ADS."**

**They May Furnish Most Interesting Reading in the Future.**

That delightful book, "A Summer in Skye," by Alexander Smith, was published in 1865. In it the author tells of reading on a windy rainy day odd volumes of the old Monthly Review, "dingy literary catacombs," dated at the end of the eighteenth century. The advertisement sheets had been bound up with the magazine proper. "And just as the tobaccoless man whom we met at the entrance of Glen Sligachan smoked the paper in which his roll of pigtail had been wrapped so when I had finished the criticisms, I attacked the advertisements, and found them much the more amusing reading. Might not the magazine buyer of today follow the example of the unknown Isleman? Depend upon it, to the reader of the next century the advertising sheets will be more interesting than the poetry of the essays, or the stories."

This was written when the pages of advertisements in magazines were not anywhere so numerous, nor were they so fully illustrated, if they were illustrated at all. Was it not Kipling who in this country threw away the pages of "literary matter" and eagerly read the advertisements? The student of sociology a hundred years from now, yes, 50 years from now, will study the advertisements in magazines as important documents. He will throw away the pages of puffs by publishers of books, but he will study carefully the advertisements of plumbers, motor car makers, tailors, makers of hosiery and collars and of others that supplied wants, real or fancied, in the life of men and women.—Boston Herald.

**SITES FOR NEGRO COLONY.**

**One Near Charleston, Second Near Beaufort and Third Near Savannah.**

Charleston, Aug. 18.—According to a letter received by the News and Courier from Mr. John T. Patrick, one of the promoters of a scheme to launch a great colony exclusively for negroes, the community is not unlikely to be established near Charleston.

Mr. Patrick and his party, investigating suitable sites for such a colony, were in Charleston recently on the Savannah steamboat Attaquin, having inspected sites near Beaufort on the way here from Savannah. Mr. Patrick, while here, was taken by a representative of the chamber of commerce, into the adjacent country.

Mr. Patrick, in his letter to the News and Courier from Spartanburg, says: "I am able to say definitely that the great negro industrial town enterprise will be located in South Carolina. The three places to choose from are to be near Charleston, Beaufort and a point about fifteen miles from Savannah, Ga., but on South Carolina soil.

"The kind treatment of your chamber of commerce people had its influence and Charleston was included.

"It now depends on the most favorable prices as to lands and the desirability of the lay of the land. High lands preferred to the rich farming land.

"The first thing to go into after the lands are secured is the publicity department which will have with it a large printing outfit to do all lines of printing. This department alone will give employment to more than one hundred clerks, printers and helpers.

"The money to purchase lands and to establish the various enterprises that are to be put in during the first two years is in hand."

**Negro Troopers' Marksmanship.**

The fight between Mexican soldiers and negro troopers of the 10th United States cavalry at Carrizal, proved one thing, at least. The official report of the surviving Mexican commander shows that the negro troopers were pretty good marksmen.

Lieut. Col. Genovevo Rivas, reporting to his government, shows that thirty Mexicans were killed and thirty-three wounded. He also shows that the Mexicans put five squadrons in action against the two troops of Americans, and also that several machine guns were used by the former.

Col. Rivas places the strength of the opposing American force at "between eighty and ninety men." Of course four were officers not equipped with rifles and at least a dozen were horseholders, who did not engage in the fighting.

Thus it appears that, with sixty-three Mexicans struck by bullets, each of the American troopers engaged must have accounted for one enemy, on an average. This is good shooting, especially under the conditions of repulsing an attack by an overwhelming force on ground selected by the latter.—Memphis News-Scimitar.

**GUARD RECALLS DEEDS.**

**R. M. Haddon Talks of Confederate Submarine Exploits.**

Mr. R. M. Haddon, of Abbeville, one of the best known merchants in upper South Carolina, has been spending a few days in Charleston and on Sullivan's Island, on his annual pilgrimage to the seacoast, and he was especially interested yesterday, in strolling about Charleston, in the monument to the brave men who lost their lives in the submarine exploits in Charleston harbor during the War Between the States.

The inscription on the monument recalled to Mr. Haddon a very interesting experience of his own boyhood. He was in Charleston during a part of the war, as a boy of 16, and he recalls well the excitement which ran through the city in the fall of 1863, when the word flew about that the Hunley, which had gone down several weeks before and for which a vigilant search had been made, had been discovered and raised to the surface.

Tried to Go Under the Indian Chief. The Hunley sank, as those who are familiar with the story of this incident will recall, October 15, when the inventor of the submarine, Mr. H. L. Hunley, of Mobile, with a crew of seven men undertook to dive under the receiving ship Indian Chief in the endeavor to prove that the officers of the Confederate navy were mistaken in condemning the boat. The vessel never came to the surface and Mr. Hunley and all the crew were drowned.

Mr. Haddon was off duty when he heard the news that the Hunley had been raised, and he hurried at once to the wharf at the foot of Calhoun street, he thinks it was, where a great crowd had gathered. He made his way to the front of the crowd and was close by when the hatch was lifted.

"The inventor of the submarine," Mr. Haddon said, "was standing upright in the boat, with both hands raised as if in an effort to open the hatch from the inside. He was taken out and the crew were then removed one by one. Officers who were in charge of the work took from Mr. Hunley's pocket the massive gold watch which he carried and a quantity of gold coins, greenbacks and Confederate money. He was placed in a hearse and carried to an undertaking establishment where his remains were prepared for shipment to his home. My recollection is that the members of the crew were buried in Magnolia cemetery.

**Undeterred by Accidents.**

As those who are familiar with the exploits of the Hunley know, Lieut. Dixon and another crew, within a few months took the little craft out again, undeterred by the accidents which had happened to it, and on the 17th of February, 1864, sank the Hoosatic at the mouth of the harbor.

It is especially interesting to know, however, that Mr. Haddon recalls vividly that even before the inventor and his crew had been removed from the wharf, it was generally understood in the crowd that seven or eight others had already volunteered on the spot.

Mr. Haddon was also familiar with the Little David. He was one of those detailed to guard the boat while repairs were being made, after it had been hauled on the wharf.

"One of the officers of the boat came down to superintend the repairs," Mr. Haddon said, "and while there he gave me a description of the trip and the experiences through which they passed when they were approaching the Ironsides. The object, of course, was to blow up the Ironsides, which was the great bugbear in Charleston harbor. It was in fact the main spoke in the wheel of blockade, because of its position, which was between Fort Sumter and Morris Island. In approaching the Ironsides one of the men was standing on the little deck and as they approached he was hailed by the sentinel on the Ironsides. He answered with a shotgun and that, of course, caused the sentinel to call for the corporal of the guard. The lieutenant stood at his post and returned the fire of the Ironsides. The concussion filled the little boat with a great deal of water, the hatchway being open, and put the machinery out of business.

"Either one or two of the men were hanging on to the boat in the water, but climbed back into the boat, and after lighting a match and discovering very little wrong with the machinery, got the fire started again, steamed out, and came back to shore. Only two men came back, the others were captured—four men making up the crew, if I remember correctly. He said that he believed that, but for that incident, the man getting excited, the torpedo would have been low enough to have blown off the side of the Ironsides and put it out of business."

Boston \$1 pencil sharpeners at Herald Book Store.

**Keeping Track of Baby.**

"My dear," said Mr. Hemmandhaw, according to the Washington Post, "I hope you are not planning to buy a lot of new furniture."

"I am not," replied Mrs. Hemmandhaw, "and I don't know what gives you the idea."

"This shopping list gives me the idea."

"What shopping list?"

"On this paper which I just picked up off the floor are written, 'wash stand, parlor chairs, dining room table, writing desk, refrigerator, piano stool, pedestal, stepladder, cedar chest, music cabinet and garbage can.'"

"Oh, that is just a record I was keeping of the things the baby has fallen from this week."

**No. 666**

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\$2.95 to Sullivan's Island.  
Tickets on sale for all trains on each Saturday and for forenoon trains on each Sunday from May 27 to September 1, inclusive, limited returning to reach original starting point prior to midnight of Tuesday next following date of sale.

**SUMMER EXCURSION FARES**

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\$4.15 to Sullivan's Island.  
\$11.70 to Myrtle Beach.  
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Schedules and further particulars cheerfully furnished upon application to M. T. JOHNSON, Ticket Agent, Bamberg, S. C.

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