

Probate's

UNION'S ADVANTAGES.

One cotton mill, one oil mill, one knitting mill under construction, a 62,000 spindle mill nearing completion.

THE UNION TIMES.

POPULATION OF UNION

U. S. Census 1890 --- 1,67
" " " 1885 --- 2,50
Estimated now --- 3,50

VOL. XXVII.--NO. 41

UNION, SOUTH CAROLINA, FRIDAY, OCTOBER 9, 1896.

\$1.50 A YEAR

WHEN YOU WANT

CLOTHING,

SHOES AND HATS,

SEE

THE CANNON CO.

COMING!

In the next few days, a beautiful line of Fall Goods. Fine China, consisting of Tete-a-Tete Sets, Solitaire Sets, Oyster Plates and other things that you should see.

Pictures and Medallions, the very latest subjects. BRIC-A-BRAC for the home in any quantity or quality you desire. The people of Union want the

CHOICEST GOODS ON THE MARKET, and they can get them at

Allan Nicholson's.

"Strictly Cash; No Credit."

NEW FALL GOODS

Arriving Daily,

BOUGHT FROM

HEADQUARTERS

And will be sold lower than the lowest.

Full to the Top!

Our store is filled from bottom to top with the big bargains that our buyers picked up while North. These goods are coming in every day and we are marking them DOWN! DOWN! DOWN!!!

Come in and see us—we will tell you more next week.

Graham & Sparks.

UNDER THE FIFTH RIB.

VICE PRESIDENT ST JOHN'S REPLY TO PRESIDENT SPENCER.

The Force of His Reply Beginning to be Felt—Statements of Interest to the South.

Railroad men all over the country are still talking about Vice President St John's recent letter to President Spencer, of the Southern. When Mr. Spencer wrote his letter he courteously sent copies of it to most of the leading daily papers in the South, with the request that it be published, the day after Mr. Trammell, to whom it was directed, was to receive it. It was a reply to Vice President St. John's letter to the same gentleman, in which certain charges had been made against the Southern Railway system. Mr. Spencer replied to Mr. St John, and retorted with many charges against the Seaboard and its management. The letter was published in full by the papers, and in this way gained a wide circulation. When Mr. St. John replied copies of his letter were not sent to the newspapers outside of Atlanta; the accounts of it published in that city were not complete, and the press dispatches sent out were badly garbled. For some little time it looked as though Mr. Spencer had the best of it, but since then full copies of Mr. St John's letter, have found their way into print, and it is found to be not only a convincing reply to Mr. Spencer, but it is pronounced by prominent railroad men to be one of the most forceful utterances upon the recent rate war and the course of the Southern system that has yet been heard.

The letter is very long. It would make about five columns in The News and Courier. Long extracts from it have already been published, but there are some points not yet touched upon which will be of interest to the general public. It will be remembered that Mr. Spencer stated that the Seaboard Air Line had been offered to him for sale, and that he had refused it. In this connection Mr. St. John says:

"I note what you say concerning the controlling part of the capital stock of the Seaboard Air Line having been offered to you for sale. Permit me to say to you that whatever offer may have been made and declined by you, you were misled into believing that it was an offer of the majority of such capital stock. No person controlling or able to deliver a majority of such stock has ever made you any such offer. If you believed that the person from whom the offer came was able to make the delivery the purchase have been far more desirable than some of the other purchases of competitive lines which have been made by the Southern Railway and not a whit more violative of law or public policy."

Mr. Spencer also alleged that the Seaboard had been losing money, and he laid particular stress upon the unprofitableness of the Georgia, Carolina and Northern line, that branch of the Seaboard which runs through his State. To these assertions Mr. St. John replies as follows:

"You have seen fit to controvert my statement that the Seaboard Air Line was making more net per mile than the Southern Railway, and for purposes which I do not care to discuss, but which must be manifest, you have seen fit to publish a comparison between the figures of your annual report for 1895 and certain figures claimed to show the earnings of the Seaboard Air Line. The correctness of these latter figures I have not had time to investigate. You also see fit to attack the earning capacity of the Georgia, Carolina and

Northern Railway. It should be well known to you, as a railroad man, that no new railroad, running through such territory as exists in the South without unusual conditions, could realize its natural earning capacity until after some years of operation.

The Georgia, Carolina and Northern Railroad has not been operating more than four years. Its earnings have been increased regularly and satisfactorily during every year of its operation. Its expenses have been decreasing as the road-bed becomes older and more settled. It has now arrived at a point where it can properly be classed as a self-supporting road. Its capacity for increase and development is such that it promises to be one of the best railroads in the Seaboard system, and no critical observer of its operations would have classed it as a 'dead road.' But to come to the present time, since you challenge figures let us take the earnings of the Southern Railway and the Seaboard Air Line for the year ending June 30, 1896. Turning to your report and accepting your basis of net profits as the true result, I find that your system has, during the year, on a mileage of 4,654.33, without paying any dividends whatever upon any of the preferred stock, \$555,458.19; the Seaboard Air Line with 950 miles, \$182,432.92, which is over and above all fixed charges, interest, rentals and other like deductions. Of this amount it has paid out \$24,346.50 as dividends upon stock, and has carried to surplus account \$158,076.52.

"The net earnings of your system per mile has been \$119.19; the net earnings of the Seaboard Air Line, excluding dividends, \$196.35; deducting the amount paid for dividends, \$166.39 per mile. From the 1st of July to September 7 your statements show that your earnings have decreased upon the Southern Railway alone \$192,550 below the corresponding period of 1895-96, while the net earnings of the Seaboard Air Line increased for the month of July, 1896, over those of July, 1895, \$11,495.01. I have not the reports for August at hand, but there has been a corresponding increase for August and the first week of September. These figures speak for themselves.

"I notice that you do not challenge my statements as to the far greater capitalization of the Southern Railway over the Seaboard Air Line. It is perhaps wise that you do not, as this comparison would be quite as striking."

In another place Mr. Spencer said in his letter that it was only recently that Mr. St. John and the Seaboard had been opposed to pools, and in proof of this he instanced their connection with the traffic associations. Mr. St. John refers with the story of how the Seaboard broke up the old association and resigned from the existing one, because it was nothing but a tool in the hands of the Southern. In the course of this paragraph he makes a statement which will be of particular interest. He says that Mr. T. K. Scott, of the Georgia Road, had the proxy of Col. Averill, of the Port Royal and Augusta Road, at the meeting of the Association which declared the 10 per cent. cut, and that Mr. Scott absented himself in order that the two votes which he held should not frustrate the action proposed by the Southern and the Association. It was after that that the case was made before Judge St. John on behalf of the Port Royal and Augusta.

On these several points Mr. St. John writes as follows:

"Your attempt to give attention to the real merits of the matter presented by insisting that the Seaboard

W. A. NICHOLSON & SON,

BANKERS

UNION S. C.

Respectfully solicit your FIRE INSURANCE, REPRESENT COMPANIES WITH \$40,000,000.00 OF ASSETS.

TAKE A POLICY

WITH THE "NATIONAL LIFE,"

And feel Secure in that you wont die Leaving you wife and Children in Want.

CHEAP, EQUITABLE, SAFE!

We write Impaired Risks—Ordinary and Under Average. We are stronger than

ALL OTHER COMPANIES COMBINED

Writing these risks,

AGENTS WANTED.—Big money for those who will hustle. Correspondence solicited.

JAMES E. HUNTER,

General Agent for South Carolina Union S. C.

NOTICE TO TAXPAYERS.

The Tax Books will be open for the collection of State, County, School and Road Taxes in Union county for the fiscal year 1896 at the following places and dates:

- Union C. H., from October 15th to 21st inclusive.
- West Springs, October 22.
- Union C. H., October 24.
- Seaford, October 27, Forenoon.
- Carlisle, October 29.
- Union C. H., October 31.
- Lockhart Mills, Nov. 3, Forenoon.
- Sarratt's Old Store, Nov. 5.
- Dragonville, Nov. 9.
- Asbury, Nov. 10, afternoon and 11 Forenoon.
- Jonesville, Nov. 12.
- Linder's Store, October 23.
- Cross Keys, October 25.
- Black Rock, October 28, Forenoon.
- Sumner, October 30.
- Mr. Talbot, November 2.
- Kelton, Nov. 4.
- Wilkesville, Nov. 6.
- Timber Ridge, Nov. 10, Forenoon.

Union C. H., the remaining time for collecting.

The tax levy is as follows—

- For State..... 1-1/2 mills.
- For School Tax..... 3 mills.
- For Ordinary County Tax..... 1 mill.
- For Interest on Railroad Bonds..... 3 mill.
- For Sinking Fund on Bonds..... 2 mills.
- For Road Tax..... 1 mill.
- For Special School No. 11..... 2 mills.

The time for paying the above mentioned taxes will expire on 1st day of January, 1897. Notice is given that persons who are liable to pay a poll tax. All persons, when they receive their taxes, will please call for the different townships in which they have property.

I understand that a list of names, by which no receipts are expected to be made out, but are to be accompanied with money to pay some of the party sending same, is ready to settle when receipts are written. I cannot write the receipts and then allow them to be loosely around in the other hands they are called for.

PLEASE MEET ME EARLY AT APPOINTMENTS.

J. H. BARTLES,

County Treasurer.

The only whole number of the Philadelphia Post by subscription John Sherman in years is his residence, under the charge, proven beyond a shadow of a doubt, that he made the silver loan-making bill through the Senate surreptitiously and clandestinely.

It is said that Governor Morton of New York has determined not to pardon John V. McCane, the Gravesend election manipulator.

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