



11-19-1915

The Semi-Weekly News November 19, 1915

W. W. Pegram

Stewart L. Cassels

J. H. Williamson

Follow this and additional works at: <https://digitalcommons.winthrop.edu/chesternews1915>



Part of the [Journalism Studies Commons](#), and the [Social History Commons](#)

Recommended Citation

Pegram, W. W.; Cassels, Stewart L.; and Williamson, J. H., "The Semi-Weekly News November 19, 1915" (1915). *Chester News 1915*. 40.

<https://digitalcommons.winthrop.edu/chesternews1915/40>

This Newspaper is brought to you for free and open access by the The Chester News at Digital Commons @ Winthrop University. It has been accepted for inclusion in Chester News 1915 by an authorized administrator of Digital Commons @ Winthrop University. For more information, please contact digitalcommons@mailbox.winthrop.edu.

MILLIONS SUFFER LACKING CLOTHES

Unmade Stuffs Especially Dismal, Commission for Relief Says. Chance for Them Grievous.

New York, Nov. 16.—Over three million persons in Belgium and northern France, mostly women and young children, must be clothed and shod by Christmas. If the garments and shoes for these destitute people are not forthcoming at once their sufferings during the winter will become desperate.

Such is the note of an urgent appeal issued to the people of the United States by the Commission for Relief in Belgium in Belgium. The New York committee has received from Herbert Hoover, chairman of the commission, the following statement:

"It appears to me that it is necessary for us to go frankly to the American people and ask them to clothe the destitute in the occupied areas of Belgium and northern France during the coming winter."

"There are 3,000,000 people in these areas and of these one or one-third are now either in the trenches or in the hospitals, are today receiving their food either wholly or partially without payment."

"As you know we have set up economic measures based on the ability of a portion of the population to pay for their food which, with the aid of the government, enables us for the present to find the bare minimum of food supplies for the whole 3,000,000 people, but we have no reserves with which to provide clothing for the destitute. We now plead for help on their behalf. There are those 3,000,000 people who have money they could not import cloth or the raw materials with which to manufacture them, through the blockade into an area under military occupation. While the better classes have some clothing with which they can get along, the destitute are composed of the working classes which naturally had little reserves of clothing when the war broke out. The only additions they have received since then have been the generous contributions from America, Canada and elsewhere by Christmas time all the clothing which we have in our various establishments will be exhausted."

"It is a certainty that the undue exposure of unclad men, women and children to the winter weather will greatly increase mortality. The clothing for these people can be provided only if we receive gift supplies for the purpose. We must depend upon the American people."

"We have arranged that the cost of transportation of clothing from any central point in the United States to Belgium and northern France and of the distribution will be paid out of funds which have been especially provided so that the whole American contribution will reach the destitute without one cent of deduction."

"In the matter of the character of clothing for these people, we are surrounded with a multitude of difficulties. In the first instance the drastic sanitary arrangements made by the governments through whose territory we must pass make the introduction of second-hand clothing, especially in the areas of the operating armies where the want will be greatest, practically impossible."

"We therefore, must ask frankly for new clothing and more particularly for unmade, and in fact, every article in the garment and clothing. It seems to us that there must be on the shelves of the stores and in the houses of the United States a large amount of remnant cloth materials and now ready-made clothing which would be contributed or could be purchased in the various committees interested in our work on terms of the greatest possible economy."

"It seems to me that with the generosity of the American merchant and manufacturer our local committee can purchase the various commodities to them for their purchase can purchase such material at far more advantageous rates than can be obtained in any commercial transaction."

"It is our hope that we may have large consignments arriving by Christmas and we do not believe that there is any manner in which the American people can better show their inherent instinct of philanthropy and kindness than by answering this appeal from millions of helpless, destitute people."

MRS. PANKHURST ON BETRAYAL OF SERBIA

Criticizes Prime Minister and Sir Edward Grey as Unfit for Their Positions.

London, Nov. 16.—A "Patriotic meeting" organized by the Women's Social and Political Union over which Mrs. Emmeline Pankhurst was to preside Thursday in Royal Albert Hall, and which was to demand loyal and vigorous conduct of the war, had been cancelled by the Home management. Premature announcement by Mrs. Pankhurst of the real purpose of the meeting, caused the cancellation. In her announcement which took the form of a letter, Mrs. Pankhurst said:

"The betrayal of Serbia has come as a final, tragic proof that neither the honor nor the integrity of the British Empire are in the present hands, and that in particular the Prime Minister and Sir Edward Grey are unfit for the great and responsible positions they hold. In order to give expression to the prevailing indignation a great meeting is to be held."

Mrs. Pankhurst, commencing the order cancelling the meeting said: "This inspired attempt to deprive the Nation of its right to protest will not succeed. The meeting will be held at a time and place to be announced later." Simultaneously the Women's Social and Political Union announced that it would hold its usual weekly meeting at the London pavilion on Thursday, where Mrs. Pankhurst would deal with the situation, but this project also was defeated, the manager of the pavilion notified Mrs. Pankhurst that the theater was engaged and, therefore, not available.

GOVERNOR WOULD RECEIVE \$3,000

Columbia, Nov. 15.—Mr. John J. McMahon, of Columbia, will introduce legislation proposing the establishment of a bill to provide better salaries for governor and other state officers and judges.

The scale proposed is: Governor \$6,000; lieutenant governor, \$1,000; secretary of state, comptroller general, attorney general, state treasurer, and inspector general, state superintendent of education, members of the railroad commission each \$3,000; justice of the supreme court and judges of the circuit court each \$3,500.

The new salaries would become effective at the beginning of new terms.

clothing is all distributed free through our local central committees after they have made a careful investigation of the necessities of each recipient. There are today between 30,000 and 40,000 of the nobles and gentry of Belgium and France giving their surplus services in the volunteer conduct of their people's committees, endeavoring with the greatest possible devotion and under the greatest strain to take out of their utmost usefulness the meagre supplies which we are able to furnish."

"What we urgently need is new woollen clothes for women and girls and boys, woollen and cotton materials for babies' clothing, baby's stockings, jerseys, awneters, blankets, boots and shoes, underclothes, overcoats, petticoats and suits of all descriptions, and, in fact, every article in the garment and clothing."

"It seems to us that there must be on the shelves of the stores and in the houses of the United States a large amount of remnant cloth materials and now ready-made clothing which would be contributed or could be purchased in the various committees interested in our work on terms of the greatest possible economy."

"It seems to me that with the generosity of the American merchant and manufacturer our local committee can purchase the various commodities to them for their purchase can purchase such material at far more advantageous rates than can be obtained in any commercial transaction."

"It is our hope that we may have large consignments arriving by Christmas and we do not believe that there is any manner in which the American people can better show their inherent instinct of philanthropy and kindness than by answering this appeal from millions of helpless, destitute people."

WHAT DOES YOUR TOWN KNOW ABOUT ITS CHILDREN

Children's Bureau of the Department of Labor Issues Bulletin on Child's Welfare Exhibits.

Washington, Nov. 16.—Child Welfare Exhibits in the title of a children's Bureau of the Federal Department of Labor. This has been prepared in reply to the many inquiries received by the Bureau about exhibits, and single copies may be had for the asking. The bulletin will give those who expect to observe the nation-wide baby week next March or those who are planning to do so, a glimpse of the children's health condition, or any other part of the exhibit, and a general reference to successful exhibits.

The bulletin is full of suggestions for communities of all sizes. It describes effective small exhibits of one or another phase of child protection. It defines a child welfare exhibit in the title of which the name of the city or town appears as a well rounded presentation of the whole question of the welfare of the community's children, and founds a warning against undertaking such a general exhibit without the aid of the child welfare committee of the city or town.

The results of child welfare exhibits are emphasized. "A health secretary inspector in Kansas City a health inspector in Louisville a 225,000 school building in a congested city of Cleveland, in recent years, in connection with a health survey, where the real supply of the town was maintained, are types of results which have been secured in practically every community that has devoted sufficient time and thought to the planning of a child welfare exhibit. Cities where no organized combination of social agencies exists to interpret and carry out the legislative program suggested by an exhibit, the exhibit organization itself is often a first step toward a combination."

The bulletin includes a complete list of all child welfare exhibits owned by State departments, January 1, 1915, and a copy of the record blank used by the Children's Conference of the Children's Bureau.

PIG CLUBS FOR OTHER MINORITY

Good Roads Movement Not Spent in Upper South Carolina.

Gaffney, S. C., Nov. 17.—The agricultural agent of the Southern Railway has selected Cherokee as one of the counties in which boys pig club shall be organized. The railway company will offer advice and will work in conjunction with the Department of Education and the farm demonstration agent in promoting the clubs. The agent will spend a week in Cherokee County during the first part of December for the purpose of organizing the clubs.

An evidence that the good roads movement is still alive in Cherokee County, a good roads rally will be held at Antioch church here, Blackburg, next Friday. A number of speakers have been engaged for the occasion and the movement is expected to gain a new impulse, as Antioch is one of the most progressive communities in Cherokee County.

Rev. J. R. Pentuff, who has been temporarily in charge of the Cherokee Avenue Baptist Church as superintendent, has accepted a call to the pastorate.

MAY BRING SUIT AGAINST JUDSON

Suit for Damages Alleged by Black List Contemplated by Former Employee of the Greenville Mill.

Columbia, Nov. 16.—It is commonly reported on the streets that suit for damages will be brought against the Judson mill by several of the strikers, who will, according to the report, allege a black list has been formed. A member of the mill struck last week was in a contemplation to papers have been filed.

President Geer has stated that an allegation of a black-listing scheme was groundless. The strikers have stated informally, and presumably they have sought work in other mills, but could not secure a position. Rumor has it that the aggregate sum of the suits will be considerable, perhaps a hundred thousand dollars.

AGED KING PETER SEEKS DEATH AT FRONT

Tells Serbians Wife He is Killed They Can Live or Surrender. Plight Desperate.

Slipkij, Nov. 16.—Via London.—After heavy fighting with the renegade Bulgarian troops in southern Serbia the French were compelled to retreat. Two points in the vicinity of Gradiska, 112 miles from the Greek border, a Bulgarian attack along the Cerna River was repulsed, with heavy losses to the attackers.

The battle of the Cerna was waged along the left bank of the river. Two or three Bulgarian divisions were engaged and a desperate attempt was made to pierce the French center. The engagement was in progress with furious intensity for 36 hours, after which the Bulgarians were beaten back and fled.

The situation in Macedonia is developing rapidly. Large reinforcements have been brought in by the Bulgarians, who are making renewed efforts to force Babuna. The Serbians are still holding out, but the movement has to be stopped and Monastir. Many inhabitants of Monastir are preparing to depart. The members of the diplomatic corps have evacuated their posts and intend to proceed to Sarajevo, Albania instead of Monastir.

The Greek army is in a precarious condition in the opinion of M. J. A. White, secretary of the Russian Legation in Greece, who arrived here yesterday from Mitrovitsa, where he served with the army.

The secretary of the Serbians at Babuna has found that only out much longer, and that the only hope was that the Serbians would concentrate at Mitrovitsa would proceed to be strong enough to take the offensive and advance through Teovo towards Monastir.

"The morale of the Serbians is splendid," he continued. "The trained recruits march to battle singing like veterans. Their battle King Peter is fighting in the trenches, clad in the uniform of a private. He seeks death, saying: 'When I am killed you can live or surrender.' 'Famine and misery prevail. There is no bread at Mitrovitsa. The people are reduced to eating herbs.'"

Rossville News.

Rossville, Nov. 18.—The Rossville Consolidated schools has recently given the first of several attempts by the newly organized Parent-Teacher Association to secure funds for improvements needed. The box supper held last Friday night at Mrs. Ella Ferguson's was quite a success for first effort; and the large crowd present was greatly enjoyed. The proceeds of the supper, which amounted to \$19.35, the teachers of the school are Misses Belle Howell and Kate Dixon.

Catholic Young People's Society will hold a meeting next Saturday night for Mission Study, using the book "The Catholic Missionary Survey" as a basis of study. The place to meet is Mr. J. M. Boulware's to which home all the young people of the community are cordially invited.

Stover Community Young People who are to meet at Mrs. J. A. Boulware's home on Saturday, November 13th, at 8 o'clock. The November issues of Missionary Survey Friday night at 8 o'clock. The new Mission Study book to be used is "Home Missions in Action", R. Roy Brown Leader.

Miss Ivor Bell visited Pleasant Hill last week. She was in the home of Mrs. M. E. Wiley, as she was passing in going to the Patrick wedding this week. Miss Brown teaches in the Gaffney school this year.

Union Thanksgiving service for Pleasant Grove and Hopewell congregation at Hopewell church, Thanksgiving Day, 11 o'clock. Special offering for Orphanages.

MYSTERY OF LEG DETACHED IS MADE CLEAR BY SURGEON

Atlanta, Nov. 16.—The police investigation finding a woman's leg in the city dumping ground was cleared when a surgeon identified the member. The woman, who was run over by a trolley, her leg was mangled and amputation was necessary. The leg was given to the woman's husband to bury and found its way to the dumping ground.

PATRICK-GRIER.

Beautiful Wedding at Wm's Oak Wednesday Evening—Bride's Great Favorite in Chester.

(Written for the News)

A pretty wedding was that of Miss Gladys Patrick, of White Oak, and Rev. R. C. Grier of Louisburg, Ky., which was solemnized Wednesday evening at six o'clock at the lovely home of the bride's father Mr. T. G. Patrick, at White Oak. Rev. W. P. Grier, of the Oak brother of the groom, being the officiating minister, assisted by Rev. Frank Grier, of Louisburg.

The home was beautifully decorated with flowers and Christmas tinsel, and the stars were only in white and green with the bride of the foot, through which the bride and groom were seated. The bride wore a white and green gown, and the groom, where the ceremony was performed.

Mr. Joseph Lee Grier was best man, and Mr. M. M. McDonald, of White Oak, was groom's man. Miss Carrie Patrick was maid of honor, and were a beautiful party of pink and white. Miss Mary Moore was the bridesmaid, and Miss Moore was the flower girl.

The bride wore a white and green gown, and the groom, where the ceremony was performed. The bride wore a white and green gown, and the groom, where the ceremony was performed.

Just preceding the ceremony Miss Barbara Grier, sister of the groom, sang "All for You," and Miss Sanders, of Monroe, N. C. played Mendelssohn's and Loebner's wedding march, preceding and during the ceremony.

After a short repast on the bride and groom boarded the Southern for a trip to points South, after which they will be at home in Louisburg, Ky., where the groom is pastoring the A. R. P. church.

Miss Gladys Patrick the bride has been one of White Oak's most popular young ladies, and she has hosts of friends in Chester, where she has frequently visited. She is a graduate of the Woman's College of Dixie, and is an attractive and accomplished young woman. Mr. Grier is a son of Prof. and Mrs. P. L. Grier, of West, and is a bright and promising young minister.

Among the out-of-town guests present for the ceremony were the following: Prof. and Mrs. Paul Grier, Mr. Joe Grier, Miss Barbara Grier, Dr. West, Rev. and Mrs. B. Grier, of Camden, Ala.; Mrs. and Mr. Walker, Louisville, Ky.; Rev. and Mrs. W. P. Grier, of Clover, N. C.; Mrs. J. Matthews, of Charlotte; Miss Saunders, of Monroe; Elizabeth Colburn, of Greenwood; Harper, of Patterson, N. C.; Isabel Gooding, of White Oak; Dr. R. B. White, M. H. White, Tom W. P. Grier, and Mrs. J. K. Henry and family, Dr. and Mrs. H. E. M. Coyle, Miss Bernice Barr, Mrs. D. G. Phillips, and Miss Julia Phillips, of Chester.

"THE TRAIL OF THE LONESOME PINE"

One of the great stories in Eugene Weller's dramatization of "The Trail of the Lonesome Pine" is held in Judd Tolliver's cabin, Young Davy, Jimmie's own cousin, who is in love with her, is a fugitive accused of shooting Beckley, Jack's chum and partner. Jimmie hides him in her bed. Her father catches in her lover's wounded comrade, while Jack, who follows him, demands from Jimmie the surrender of the fugitive. Jimmie refuses, and Mr. Walter has devised a heart-gripping scene between the primitive mountain girl and the educated man, wherein love and duty battle. The Will E. Culhae Amusement Company have had special attention to the set, music, scenery and scenery, and each act is a gem of stage presentation. It comes to the Chester Theater Saturday night. No number 23 with clever Billy O'Connor in the role of Judd Tolliver.

BALKAN SITUATION BECOMES CRITICAL.

Seem to Have Good Chance of Forcing Serbs and Franco-British Expeditionary Troop's Break Across Frontier of H. A. Unit Greeces.

London, Nov. 17.—Both the military and diplomatic situations in the Balkans in the Balkans are becoming more and more critical, and it is not at all doubtful that the Serbs and the French expeditionary troops will break across the frontier of H. A. Unit Greeces.

The main Serbian army is now in the Greek mountains, and the French expeditionary troops are in the south of the Balkans. The Serbs have been ordered to retreat, and the French expeditionary troops are in the south of the Balkans. The Serbs have been ordered to retreat, and the French expeditionary troops are in the south of the Balkans.

The British government has taken further action by the issue of an order that no Greek vessel, except those loaded or loading, may proceed to its destination, while Demis Cochin, member of the French cabinet, who was given an audience at the reception at Athens, by the municipal authorities and the people, is expected to express firmly the French view of what is considered the unsatisfactory reply of Greece to the entente powers' request for the safe conduct of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

Lord Kitchener, the British war secretary, who it had been stated, was to back M. Cochin, is reported in Gallipoli, although according to former statements of both Serbian and allied forces should they be compelled to retire into Greece.

GOOD ROADS AND FARMERS

Town and Country Should Work For Better Highways, SCIENCE AND RURAL LIFE.

With the Improvement of Road Systems the Monotony of Farm Life Will Disappear and a New and Better Day Will Dawn For the Farmer.

With the advent of the auto and other motor driven vehicles has come the necessity both for the restoration of abandoned towns and wayside inns and neglected roads and for the erection of new towns and hotels and highways, says Edwin House Crumple in the New Northwest.

From every consideration for the public welfare, both the nation and the state, the farmer and the townsman should work together for the construction of a great system of national and state and community highways connecting farms and towns and metropolises and providing for a safe and rapid means of transportation for the indispensable business to town with the perishable products of farm and dairy and orchard, for the physical training for the children of the country, for the children of the consolidated rural schools, as well as for tourists bent on beholding the wonders and beauties of lakes and mountains. The making of good roads has again become a national necessity.

With the making of better roads dwells a new better day for the farmer. "Back to the farm" has been for a generation past the cry of the statesman and the economist, but a vain cry. It has been the cry of ever increasing numbers of the children of the country, long pointing their cities. Preaching alone will not turn

INFORMATION ON MILEAGE

Facts Being Collected by the Department of Agriculture. COST OF OUR HIGHWAYS.

Results of the Canvass Will Serve as a Basis For Estimating the Value of the Different Kinds of Highways Throughout the Country.

The United States department of agriculture is now gathering information which, when complete, should not only give the total mileage of public roads in the United States and their cost, but should serve as a basis for estimating the relative value of the different kinds of highways. Some 15,000 sets of inquiry blanks have already been distributed throughout the United States and some of these are now beginning to come back to the department. Each set consists of four cards.

Of these the first asks for information on the mileage of different classes of roads in the county to which it is sent. The mileage does not include, of course, streets in cities and towns. The roads are divided into ten classes as follows: Brick paved, concrete, macadam, with the addition of some sub-classes such as asphalt, oil or tar, clay, sandstone, gravel, shell, other hard surfaced roads, and all clay masonry properly graded and drained, ordinary earth roads and unimproved roads.

The second card asks for information in regard to the tax rate for the roads and the amount of work and money expended on them. The third card is concerned with the names of local road officials and the fourth with facts in regard to the local taxes and the indebtedness of the county for their road systems.

As there are approximately 3,000 counties in the United States, in many of which the mileage has never even been estimated, it is hardly probable that this preliminary survey will be exact. The department, however, will be able to detect any excessively inaccurate reports, for the road mileage per square mile of territory, does not vary excessively. Even in the most developed country less than half a mile of public road to every square mile of territory is rare, while in the most thickly populated rural sections the maximum is no more than two and one-half or three miles. Thus in France there is an average for the entire country of 1.70 to a square mile. In Italy, however, this has fallen to 0.85, possibly on account of the mountainous character of much of the peninsula and of Sicily and Sardinia.

In America the average is approximately 0.80 mile, which in view of the fact that much of the country is sparsely settled seems unduly high. An explanation, however, is to be found in the fact that in many states the law provides that each section line shall be a public road. Thus, for example, there are in the state of Iowa alone more than 104,000 miles of legal highways, manifestly a much larger mileage than is required by traffic.

When the information in regard to the existing roads which the department is now seeking is complete it is expected that the department will be able to continue the inquiry year after year in order to ascertain the desirability and economy of the various highways. The data thus collected should be useful to road engineers all over the country, and it is hoped that county agents and others interested in improvement of agricultural lands will do their best to facilitate the collection of the desired information.

CONCRETE ROADS DURABLE.

Wayne County, Mich., Replaces Macadam Roads With Cement.

Cost of maintaining all the highways in Wayne county, Mich., outside of the city of Detroit, was reduced to \$25,749 over the previous year, according to the eighth annual report of the board of county commissioners. This reduction is credited to the replacement of certain macadam roads with cement concrete pavement.

Ample justification for the adoption of the concrete as the standard type of construction is found by the commissioners in the fact that there has been a saving of \$25,749 in Wayne county, some of it in its sixth year of service, without the semblance of a rut and without a single twenty-foot section having been taken up and replaced since the county has been building and developing this type of road. It is comparatively low in first cost; it is free from dust; it furnishes good traction for all types of vehicles; it is not slippery; it is durable; it does not require excessive yearly maintenance charges; it is usable 302 days in the year irrespective of weather.

As a result of the success of the Wayne county roads the city of Detroit built or let contracts for 129,197 square yards of concrete streets previous to 1912 and had eight similar streets built this year aggregating 2,302 square yards. Wyandotte, Mich., Oakland county, adjoining Wayne, and Windsor and Walkerville, Ontario, have all built or contracted for a considerable mileage of concrete streets and roads. It is estimated that \$25,000,000 worth of this type of construction will be built this year in this country and Canada.

SHORTENS THE HAUL.

By establishing good roads the highway becomes an inducement to the farmer to transport farm produce in motor trucks, which make possible more trips to market each day when the distance is not too great. It also has the economic effect of expanding the farming area from which a city may draw its produce. By thus drawing more lands into its garden area it increases the value of those lands and enlarges the supply of produce in the market. This exerts a twofold influence—first, by increasing the supply of produce in the market, and, second, by reducing the transportation cost. The logic may be explained as follows: To make a rough and soft road smooth and hard is the equivalent to reducing a railroad curve to a straight line—it shortens the haul—further distance may be shortened as well by hours and minutes as by miles.—E. A. Jones, Pennsylvania.

AVOID GRADES IN ROADS.

By Relocating Many Old Highways Cost of Hauling Can Be Reduced.

According to a government report, the average life of horses and automobiles may be increased and the cost of hauling reduced by relocating many old roads and the more scientific laying out of new ones. The natural tendency is to build a straight road whether it goes over steep grades or hills or not. Pulling over these grades naturally adds to the wear and tear on horses and vehicles.

The doctrine of the government is that the roughest way across may often be the shortest and most economical.



AN UNNECESSARY GRADE.

way home and that frequently by building a highway around a hill or grade but little appreciable distance is added, while more than offset by the reduced strain of hauling. The chief drawback from the farmer owner's point of view is that the laying out of roads on this principle of avoiding grades necessitates in some cases running the road through good farm land or orchards or pastures instead of going around the side line and building the road through old, worn-out fields and over rocky knolls. The individual landowner will naturally raise a question as to whether cutting up of his property by a road will yield individual advantages and so benefit his community as to offset the use of the old route.

In this connection the government points out that the rounding of a road and the resulting traffic through a good farm, where there are good crops, cattle, horses, grain, fruit or vegetables, has a certain advertising value and in many instances makes the land more valuable. In other cases the importance of such a level road to the community is so great it might well repay those using the road to give the farmer the equivalent in the form of a grant in place of what he has sacrificed to the common welfare.

At any rate, the government is now taking special pains to make clear the economic advantage of avoiding steep grades in roads, even at some sacrifice of better land. Investigation shows that the laying out of such roads over hills has resulted more from attention to the preservation of farm lands than from scientific attention to the problem of road building.

According to the testimony of farmers consulted, where a horse might be able to pull 4,000 pounds on a level road it would have difficulty in pulling 3,000 pounds up a steep hill. The size of the load, therefore, tends to be measured by grade, or by the weight of the load to market. In many cases actual experiment shows that the relocating of roads around hills has been accomplished either with no addition in road length in some instances or with the adding of only a few feet to the highway in others.

Main Prisoners Work on Roads. For the first time in the history of New England prisoners have been put to work on the roads. Maine has taken the initiative in the movement, and recently twenty prisoners from the Cumberland county jail were put to work on the highways. So far the experiment appears to be a success.

Chester Opera House

CASSELS & WILLIAMSON, Lessees

SATURDAY, NOVEMBER 20th

EUGENE WALTER'S MASTERPIECE

A Scenic Production

"The Trail

OF THE

Lonesome Pine"

A MAGNIFICENT CAST

A MAMMOTH PRODUCTION

Dramatized from John Fox's, Jr. Novel of the Same Name with Miss Eily O'Conner as "June"

Tickets on Sale Wednesday at Chester Drug Store
50c, 75c and \$1.00

Out-of-Town Patrons May Secure Tickets by Mail

Take the road to the top!

"The road to the bottom of the slope leads also to the top. You can take the down grade without effort, but you'll have to work back to the level."

A Bank Account in this Bank, started with a dollar, puts you on the road to the top. It makes the ascent easy and the going is good.

Which end of the road are you headed for?

Start the Saving Habit!

The National Exchange Bank

Chester, S. C.

CAPITAL \$100,000.00 SURPLUS & UNDIVIDED PROFITS \$54,000.00

J. L. Glenn, President. I. R. DYE, Cashier.
B. M. JONES, Vice President. W. M. MCKINNELL, Assistant Cashier.

CORNBRIGHT METAL SHINGLES

Have lasted 28 years. Stormproof and Fireproof all the while and still in good condition. That's the kind of roof you want.

"Use them and do away with Roof repair bills."

THE DURABLE ROOF

For Sale by

W. H. MURR. Chester, S. C.

HOW IS YOUR STOCK OF LETTER HEADS, NOTE HEADS, BILL HEADS ENVELOPES, STATEMENTS AND ANY KIND OF OFFICE STATIONERY.

We Can Supply Your Every Need Promptly.

The Semi-Weekly News

THE ADVENT OF THE AUTO.

The title. The movement from farm to town depends upon causes deep seated as the longures and continuities of men causes beyond the reach of the preacher or the orator. As long as men love the companionship of their fellow men, so long will they and their children turn from the loneliness and desolation of the isolated farm to find fellowship in cities. As long as they love life and laughter and social changes, so long will they turn from the deadening drudgery, the soul destroying monotony that has blighted the open stretched down the hearts of men and women and children on the farm. Conditions so sad have not, of course, been universal. In former times life in country settings there were, with good roads and good schools and good churches and abundant opportunity for social life. But with the coming of the railroad men grew restless. They traveled, saw the world, found old life in the country too slow, moved to town, renting their lands and leaving their greater loneliness their former friends and neighbors. But the tide is and for years in some sections has been turning, and the movement back to the country is and has been gaining ground. With the construction of good roads, the development and extension of the telephone, the return of auto trucks, the autos and trucks and motor propelled vehicles of ever increasing variety and adaptability to human needs; with the improvement of farm machinery and the application of science to the problems of rural life, a day of unimagined glory will soon dawn upon all tiers of the soil, and men will make use of the new knowledge now so generously spread abroad by the agricultural colleges and the experiment stations of the states and of the national government.

Road Building in Florida. A scheme is on foot in Florida to build a trunk line over the Everglades and so connect the east and west coasts. Within the next two years between west and east miles of trunk highways now under construction will be completed. About twenty counties in Florida have banded themselves together and will expend from \$100,000,000 to \$125,000,000 for good roads. This will give to the tourist the advantage of excellent motor trips in the winter.

LOOK!

In order to make room for a few new cars we are expecting to arrive we are in position to offer you at a

Real Bargain

- One Second Hand Maxwell Touring Car
- One Second Hand Baby Maxwell
- One New Carnation Roadster
- One Used Carnation Roadster

We carry a complete stock of the best that can be had in the Auto Accessory line. Service Station for the Goodyear Tires. All Sizes Carried in Stock.

Look Us Up When In Need Of Repair Work.

Jones Motor Co.

DRAUGHON'S

Is the largest Business College in South Carolina. Places over three times as many young people in positions every year, as any other Business College in the State; operates an Employment Bureau for the benefit of its students.

Has superior Course of Study, most modern equipment and the best instructors at the head of our Departments, that money can procure.

With the national reputation of Draughon Training and the unexcelled facilities afforded for assisting graduates to positions, endeavors to give more in point of training and service to its students than other institutions.

Note.—Over 75 per cent. of the official reporters in the United States use the System of Shorthand which we teach and endorse it as BEST. A practicing Certified Public Accountant is head instructor in our Bookkeeping and Banking Department and teaches our students daily.

Write for Free Catalogue—If Interested.

Draughon's Business College

"Largest Because Best"

1626 Main Street.

Columbia, S. C.

The most severe test of an incandescent lamp is the shock of firing a broadside on a man of war.

BUCKEYE National Mazda Lamps

have stood this test repeatedly—the same kind of lamps you may buy here for your home.

Proved by Broadside

Fill every socket today with these current-saving, shock-resisting lamps.

PRESENT MAZDA PRICES

10 Watt 25c.	60 Watt 30c.
15 Watt 25c.	100 Watt, Type C 90c.
25 Watt 25c.	200 Watt, Type C \$2.00
40 Watt 25c.	300 Watt, Type C \$3.00

Southern Public Utilities Co.

131 Gadsden Street.

Phone 50

See Me and See Best

I advise and furnish glasses only when they aid or improve vision, holding your Eyes and my profession above selfish interest.

DR. H. W. LEWIS, Optometrist

Walker-Henry Building, Gadsden, St.

Chester, S. C.

WOMEN'S ROAD CREED.

Iowa Federation of Women's Clubs For Improved Highways.

It is not left to man alone to champion the cause of good roads, this being indicated by the interest taken in the subject at a recent meeting of the Iowa Federation of Women's clubs. This federation of women has adopted a good roads creed designed to advance the cause of improved highways. Following is the complete text of this creed:

I believe in good roads.
I believe in systematic road work.
I believe good roads will make better schools.

I believe good roads will make better living conditions in the town and in the country.

I believe the women of Iowa should enlist in the fight for better roads while we are here to use them.

I believe that the last \$50 spent upon the proper finishing of a road will do more good than any \$100 that preceded it.

I believe that no road should be built or allowed to take care of itself. There should be a system of road patrol.

I believe that the weeds should be cut along the roadside and will use every effort to see that the proper road officials have this done if the landowner neglects to do it.

I believe no road work should be commenced that cannot be finished in better shape than it was when it was started.

I believe in building roads, not working them.
I believe in roads for women.

I will work for better roads for Iowa. Too much enthusiasm cannot be worked up on the subject of good roads.

Road improvement is generally advocated as an economic necessity because it improves marketing facilities. That it is a social necessity is indicated by the interest taken by this body of women. It will be noted that the "road patrol" system is recommended.

This plan of road improvement is rapidly coming into favor. It means the placing of one individual in charge of a given mileage road for furnishing him with drug and other road weapons.

What we are now spending on roads in a hit or miss fashion would pay the cost of the patrol, and unquestionably if the new plan were tried out it would be a step in advance.

I believe women show their practical insight in requiring the men whom they refer to the weed question on the road sides. Their instinct for orderliness is shown here, and officers should be strict enough to see that fair soil the compliment of giving heed to their wise suggestions.—Iowa Homestead.

NEW YORK HIGHWAYS.

State Now Stands First in Good Roads Construction.

Its system of improved, concreted highways in New York state's greatest asset today, assesses ex-State Highway Commissioner John N. Carlisle in his annual report for 1914, just issued. Besides the direct value of the road system to residents, the improved highways attracted thousands of automobile tourists in great numbers, conservatively estimated at more than 250,000 cars, during the year, and millions of dollars were left in the state by these tourists.

The state now stands first in highway construction, having completed and accepted 82 miles of road last year and contracted for 1,148 miles, a large amount of which is now open to traffic. Fully half of the whole system of nearly 12,000 miles of state-owned county highways laid out for improvement under the \$100,000,000 bond is now being completed. If extended in a single line, the finished roads would reach from New York to San Francisco.

The policy of the department has been to construct only heavy substantial roads in the vicinity of large cities—either of brick or concrete or with a concrete base and where stone roads are designed to handle them with very heavy base. Nearly ninety-four miles of concrete and more than eighty-one miles of brick roads were built last year. Just half of the total of 802 miles improved were of bituminous construction and 258 miles were water-bound macadam. The maintenance of the great system of macadam and bituminous roads is now considered the most intricate problem connected with the state highway work.

State Control of Local Roads.

The realization has become quite general that in order to render maximum service state highway departments should be given some measure of control over the construction and maintenance of local roads. For this class of roads an amount exceeding \$100,000,000 is expended annually, with comparatively little result to show in the form of improved road mileage for this great outlay. The state of Iowa has met this situation by placing all the road work in the state under the direction of the state highway department.

Traffic is increasing so rapidly as to cause excessive wear upon the roads, especially in the vicinity of congested centers of population. This results in a heavy maintenance cost, averaging in the large eastern states not less than \$750 per mile per annum. Many experiments have been made in the great variety of road which can be maintained at relatively low cost. This far, aside from the cheaper forms of construction, the states are depending upon the various forms of bituminous macadam, concrete and vitrified brick road.—Year Book, United States Department of Agriculture.

WAGON HAULS FOR FARM PRODUCTS

Great Benefits Accrue to Farmers From Better Roads.

RAILROADS CUT DISTANCES.

Cotton States Have the Longest Hauls to Market and New York State Has the Shortest—General Improvement Marks Recent Years.

It would require about 9,358,000 days for one wagon, or that number of wagons for one day, to haul from the farms of the country the portion of the corn crop that is marketed in an average year. It would require one wagon 9,877,000 days to haul the average wheat crop to the market or to shipping points and 2,532,000 days to haul the cotton crop.

These figures are contained in a farm bulletin just issued by the department of agriculture, which deals with the subject of wagon hauls for farm products. According to this bulletin, the average distance of the farms of the United States from market is over six miles, while those farthest away from market average more than eight miles. The average distance of farms in New York state from the market is five miles, while the average for the more remote farms is seven miles. This means that the general average New York farmers are one and one-half miles and those more remotely located 1 1/2 miles nearer market than farmers generally throughout the country.

It would require one farm wagon 53,400 days to haul to market an average wheat crop in New York state, while the marketed portion of an average corn crop could be hauled by one wagon in 3,400 days.

The bulletin is based on reports received from county and township crop correspondents by the bureau of crop



HAULING COTTON TO MARKET.

estimates. These reports show that the longer hauls to market generally are in cotton states or in the Rocky mountain region. The smaller roads also are in the cotton states. The average size of a wagon load of cotton is three bales, or 1,500 pounds, while the average wagon load of wheat is 52.5 bushels, or 2,390 pounds.

However, while the size of the cotton load is much smaller than that of the corn load, the value of the former is larger. The average value of a load of cotton, based on farm prices Dec. 1, 1913, was \$181; wheat, \$43; corn, \$28.

The bulletin states that wagon hauls are much shorter this year than last, when the last similar inquiry was made.

"Railroad building," it is stated, "during the past nine years has brought some farms nearer to shipping points and markets and has helped to shorten the hauling distance hauls and to increase the average number of trips per day."

"During the seven years following 1904 more than 21,000 miles of new railroad were built, and several thousand more miles have been added since 1910, so that there are at least 150 per cent more miles of steam railroads in the United States now than in 1900."

"In addition to this new mileage of steam railroads the hauls of some farmers have no doubt been shortened by new freight carrying electric railroads."

The figures indicate a considerable rise in the average cost per day to the farmer in hauling his products. However, this higher cost per day is offset partly or wholly by the larger quantities hauled per day in 1915 compared with 1906.

Highway Legislation in Arkansas.

Among the enactments affecting road work made by the legislature of Arkansas is a proposed amendment to the constitution which will have a very marked effect upon road work of the state, according to reports. The amendment has been adopted by both branches of the legislature and has been approved by the governor, but must be voted upon by the people of the state at the next general election. It permits counties to issue bonds for the construction of roads up to an amount that can be cared for by a three mill levy on all taxable property within the several counties. The life of the bonds not to exceed thirty years.

It is reported that no opposition to the adoption of the amendment is expected.

NEW ENGLAND VERY ACTIVE.

Rural Sections in Many States Opened Up by Highway Construction.

New England is taking an active part in a program of highway improvement which will give to that section a greatly improved system of roads. With the exception of Rhode Island, where the legislature made no provision for roads this year, all the New England states will make great advances during the year. Maine has expended \$114 a total expenditure for the twelve months of approximately \$3,000,000. Of this sum \$2,000,000 obtained by bond issue will be expended on poor roads in the far western part of the state, a heavy transportation facilities long have been inadequate.

In addition Maine will spend this year under the direction of her highway commission and in co-operation with the counties, about \$700,000 on state highways, \$150,000 on the small towns, and approximately \$75,000 under various special bills passed by the legislature.

New Hampshire is witnessing a revival of public roadway improvement which will increase the rural transportation facilities of the state, under several acts of the legislature.

In Vermont the most interesting outgrowth of highway improvement under a system of state aid, encouraged by Governor Chase, is the completion of a dream of twenty-five years for cross state transportation facilities. The "Jitney" idea has been adapted to a peculiar use and recently there has been inaugurated a fast automobile line between Rutland and Bethel connecting on schedule with the railroads at both terminals, while now links the western and western slopes of the Green Mountains and places a heretofore isolated rural population within stopping distances of the great city centers.

The auto line cuts four hours off the time between Rutland and Randolph and Bethel and reduces the fare by more than \$2. Vermont expects that a freight and express line shortly will follow after the inauguration of the passenger line.

"GOOD ROADS DAY."

Extends Knowledge and Creates Enthusiasm For Construction.

Not much can be done in a scientific road building in one day even if every unskilled man in the state should engage in it, says the Philadelphia Press. The grading, the draining, the foundation laying and the graduation of large stones and small ones with careful rolling cannot be accomplished by sudden spasmodic effort. What can be done on good road day is extending the knowledge of what good roads mean for the people who dwell near them and creating an enthusiasm for the high quality construction everywhere that will fit public opinion so strongly against the unimproved roads that their retention as the high-



A WORKER ON GOOD ROADS DAY.

ways between any two considerable towns in the state will become impossible.

Arbor day has its use. We have three of them in this state, two appointed by us through the governor's proclamation and one named by the superintendent of public schools. They serve to kindle and spread an interest in tree growing, through the reforestation of the state would not proceed appreciably in a millennium if the increase in trees was limited to those planted on Arbor day. Good roads in the same way can best serve its purpose by being used to increase the appreciation and demand for good roads. The actual work of constructing good roads must be done by experienced road builders under the direction of skilled engineers working all through the year when weather conditions make road construction possible.

"An Economic Question." The road question is an economic one and not one purely of sentiment. It is a question of real benefit, pleasure, profit and progress. There may be some who explain the fact that it is nevertheless true, that in the improvement of our public roads the United States has lagged behind in the progress of civilization to such an extent that every other great power in the world is in advance of us in the general average condition of public roads.

The Semi-Weekly News
Published Tuesday and Friday,
at Chester, S. C.

W. W. PEGRAM
STEWART L. CASSELS
J. H. WILLIAMSON
Owners and Publishers.

Subscription Rates in Advance
One Year \$1.50
Six Months75
Three Months50

Advertising Rates Made Known on
Application.

Entered at the Postoffice at Chester
S. C., as second-class matter.

FRIDAY, NOVEMBER, 19

GOOD TIDINGS.

The Board of Health has passed a resolution asking the city council to pass an ordinance providing for the registration of washerwomen and placing them under the jurisdiction of the health officers, so to speak.

This is a step in line with the most progressive cities of the State and the entire country, for that matter. The News has mentioned this matter several times and has copied articles from various sources with the view of showing our readers just what is being done in other localities.

Any step taken for the prevention of disease is a forward one and the people of Chester should feel grateful to their board of health for the recommendation they have made. The idea of the council failing to pass the ordinance is not entertained.

ORGANIZED LABOR.

It is only a matter of time until the people of this State will have to face organized labor in the cotton mills.

The right of laborers to organize is conceded. There can be no reason why a man should not place a value on his labor, however, if the employer does not see fit to accept his services at the price asked, the laborer has no right to destroy the property of the employer.

The laboring people may count on the support of most of the people everywhere, of any reasonable demand but the moment that disorders become rampant is the time when public sentiment will turn against them, and public sentiment is a strong enemy to any cause. Guided by wise leadership, it becomes the locomotive of civilization. But without the staying hand of reason upon the throttle, the train of progress is derailed and the pages of its history drip with blood.

DON'T LET HIGH PRICED COTTON FOOL YOU

As this is written cotton is bringing over eleven cents a pound all over the South, and the price seems to be still going up. This of course, where a man has fixed his home this year he should, means good times; but there is a danger that high-priced cotton will make us forget all about the war, low prices, and all our brave resolutions, and lead us into our old-time cotton follies.

Let's look at this thing squarely, friend: Isn't the number of bales of cotton we make that counts, but our net profits who the year's work is done. Nor in figuring our net profits must for a moment forget that we are soil-building rather than soil-robbing farmers; we are not following the most national profitable system. In other words, regard less of how much cotton we may make, it is as certain as death and taxes that, unless we raise plenty of corn, meat and hay, along with clovers, peas and beans to make our lands rich, we are on the downward grade that ends in failure.

We are sounding this warning because now is the time to plan next year's work, and any plans are faulty that do not include living at home, soil-building, a rigid economy in all expenditures. For this

reason, even if cotton goes to twenty cents, it is nothing more than good business sense to plant a big acreage in oats this fall, with a cover crop of oats, rye, clover or vetch on every possible acre.

What good does your cotton give you if you already own it (or don't, or mean, hay and fertilizers? Don't ever again be fooled into an all-cotton program, regardless of how high prices may go.—The Progressive Farmer.

NEXT YEAR'S CROP.

This year's cotton crop is going to be around 12,000,000 bales with the price, so far ranging around 10 to 12 cents and with the larger part gathered we begin to speculate as to the crop of next year.

It is generally admitted that a 12,000,000 bale crop next year will demand a better price than the year's crop since in all probability the surplus to be carried over into next year's crop will not be as large as the surplus carried into this year. However, this is a matter of speculation.

We do not believe next year's crop will be as large as this year's even if the acreage is increased 20 per cent for this reason: Commercial fertilizer will be higher next spring than for many years. Fosh will be very scarce, since German shipments have been cut off. Acid phosphate has increased in price almost 50 per cent which is attributed to the extraordinary demand for sulphuric acid on the part of manufacturers of explosives. Nitrate of soda is also advanced, one of the causes being the closing of The Panama Canal on account of the sides in Chile cut. Many cargoes of nitrate from Chile will have to be sent across the Isthmus by rail or sent around the cape at a greatly increased expense.

Doubtless one is safe in figuring an increase of 33 per cent in commercial fertilizers and this being the case there will not be much fertilizer used next year.

THE MAN WHO QUILTS

The man who quilts has a brain and hand as good as the next; but he lacks the sand.

That would make him stick with a courage stout.

To whatever he tackles and fight it out.

He starts with a rush and a solemn vow.

That he'll soon be showing the others how;

Then something new strikes his roving eye.

And his task is left for the bye and bye.

It's up to each man what becomes of him;

He must find in himself the grit and vim.

That brings success; he can get the skill.

If he brings to the task a steadfast will.

No man is beaten till he gives in;

Hard luck can't stand for a cheerful grin;

The man who fails needs a better excuse.

Than the quitter's wailing, "What's the use?"

For the man who quilts loses his chances slip,

Just because he's too lazy to keep his grip.

The man who sticks goes ahead with a shout.

While the man who quilts joins the "down and out."

LOVE AND ARITHMETIC.

He was teaching Eli's arithmetic.
He said that was his mission.
He kissed her once, he kissed her twice,
And said: "Now, that is addition."
And so he added smack to smack
With joyful satisfaction;
And soon he took a frow from her.
And said: "That is subtraction."
And still they sat there side by side
In mutual admiration,
He said, while saying back tenfold:
"That is multiplication."
But father came and raised his foot
And snorted in derision.
The chap struck earth three miles away.
Pa said: "That is long division."
—Edgar C. Stuber, in the Pathfinder.

UNCLE CY INTERESTED IN SPEED LAWS.

Uncle Cy says, "Well, I'll be darned if this here country ain't in a hurry. The fastest people and the fastest everything I ever did see. Most every town in the country has what they call speed laws. Automobiles, horses and such must keep to right, not over four miles an hour and stop at corners. But see out in California they don't put one over these here Eastern fellows. Some of them high society folks do take to driving motorcars hitched to little light wheel cars, sorter like a race car, and they do run 'em some one through the streets of Pasadena, California, at a speed estimated at forty mile an hour, but the horse to flight and bowled over a big fat woman. A meeting of the town council was held immediately and an ordinance passed again such "saunt's." The reasons stated for the ordinance was like this: The first place as to the speed laws. They are dangerous and likely to kick in any direction. They can and do swipe oranges. They are a menace to traffic being liable, with their well known fondness for hardware, to eat automobile accessories, licenses, tail lights, etc. and are contrary to the peace, quiet and dignity of the people. I sure would have liked to see that guy "buse" that town open with that ostrich.

A MASCAL.

A Sacred Musical will be held in the First Presbyterian church Thanksgiving night. A splendid program consisting of appropriate Anthems, Solos, Duets, and Violin numbers will be rendered. This public is cordially invited to attend, and a free will offering will be taken. Miss Givins' choir is in charge of this Musical, and a splendid evening's entertainment is assured.

Keeping Roads in Order.

Macadam, concrete and other strong surfaced highways for the present are primarily for the main roads, says the Lapeere Herald. The thousands of side roads, which are little traveled, will have to get along without expensive pavements for many years.

But even these need not be in bad shape or impassable, as some of them are in rainy weather. The modern cheap machine or grader, when used in the spring, is a great thing for roads and the tempers of those who have to use them.

More than this, the road drag can be used after each rain; the results are satisfactory wherever used. This, of course, applies to earth or gravel roads. A drag keeps them in fine shape throughout the year. What ails some of our dirt roads is not that they are inherently bad, but that nobody takes care of them. If they are properly looked after with drags they won't be the butt of so many jokes.

Thousands of miles of them are going to be with us for a great many years; might as well see that they are as good as drags can make them. Even a macadam road doesn't amount to much in a few years if it isn't taken care of.

The Oiled Earth Road.

The oiled earth road has proved generally satisfactory in Kansas, according to W. S. Gearhart, state engineer of that state. In the construction of such a road the earth from a strip in the center of the roadway from fifteen to eighteen feet wide is thrown to one side and the subgrade carefully crowned and rolled. Oil at a temperature of 250 degrees F. is then applied at the rate of from one and one-quarter to one and one-half gallons per square yard, and enough earth to absorb the oil (usually a layer about four inches deep) is graded back on to the road. The roadway is then thoroughly sprinkled and the earth, oil and water mixed by means of a disk harrow and a drag. The roadway is then compacted by a tamping roller, after which a second application of hot oil is made at the rate of about one and one-half gallons per square yard. Another layer of about four inches of the earth is graded on to the road and the mixing and tamping repeated. On completion the wearing surface is from five to six inches thick.

Congress and Good Roads.

"Congress will have the good roads question to answer at its forthcoming session, and the accumulating demand from all sections of the country makes clear that the issue must be met," asserts President John A. Wilson of the American Automobile association. "With the 2,000,000 automobiles in use the motorists now make up an army of road users entitled to equal consideration with all other citizens," says Mr. Wilson. "But we have finally obtained nearly all those rights which belong to the average citizen. It is my belief that comprehensive highway improvement has only begun, for it is now receiving deserved attention from a growing number of men who have most to do with the affairs of the nation."

THE OLD RELIABLE
PLANTER'S
C & C OR BLACK
CAPSULES
REMEDY FOR MEN.
AT YOUR DRUGGIST.

Sell Old Hens Off 'Ere Yem Before They Eat Their Heads Off ...

Now that the old hens have ceased to be productive the farmer should begin a systematic culling of his poultry flock. All hens not to be held over for next year should be sold. While the cost of keeping hens is seldom realized, they are eating valuable food. This expense with no production is cutting down the profits. Hens are rarely profitable producers after they are two years old according to H. L. Kemper of the University of Missouri College of Agriculture. All old hens, especially those which lag down or "crop" behind, should be sent to market. This year's young stock should be marked with leg bands, toe marks or otherwise so that next year the age of the hen will be known.

Hens in laying condition will have bright red combs and will show their pin bones well spread apart. This test is a sure indication. The pin bones are located just above the vent. If three or four inches apart the hen is probably laying. These points will assist materially in culling out the unprofitable producers.—Missouri College of Agriculture.

Tokio, Nov. 16.—As far as can be ascertained no information has been received in official circles here to bear out the recent dispatches from America reporting revolutionary troubles in India. Advice to America from Calcutta, and Japanese advice from consuls in India give no indication of such disturbance.



GET YOUR NEW FALL SUIT NOW

DON'T WAIT TO BUY YOUR NEW FALL SUIT. GET IT NOW AND HAVE JUST THAT MUCH LONGER TO USE AND ENJOY YOUR NEW CLOTHES. THIS IS THE BEST WAY TO OWN YOUR CLOTHES CHEAPLY.

WE MAKE THE PRICES ON YOUR GARMENTS LOW WHEN WE FIRST MARK THEM SO THAT THEY WILL SELL FAST AND BRING YOU BACK TO US ALL YOUR LIFE.

RODMAN-BROWN COMPANY

JOS. WYLIE & COMPANY



To Business Men

You gentlemen who know how great a business asset it is to be well dressed, really owe yourselves a visit to this store of ours.

Don't let the idea that you cannot be fitted with ready-to-wear clothes deter you. Come and see.

Unless you are very abnormal, we can fit you every bit as well as the average custom tailor.

What's more--no matter what your age or figure, we will show you clothes that will be becoming and suitable.

MICHAELS-STERN

made these suits and overcoats--there's a whole world of meaning to that statement to men who know our clothes.

To those who do not, we say--"Come in and see if you ever before saw such values at \$10.00 \$15.00 \$18.50, and up, as you can here."

JOS. WYLIE & COMPANY

HOW IS YOUR STOCK OF,
All Kinds Of
Doll
Furniture
LETTER HEADS, NOTE HEADS, BILL HEADS ENVELOPES, STATEMENTS AND ANY KIND OF
OFFICE STATIONERY.
We Can Supply Your Every Need Promptly.
Clark Furniture Co.
The Semi-Weekly News

BLANKETS and COMFORTS

Have you bought your supply of Bed Covering yet? If you haven't, now is the time to buy; the nights are getting colder and you will need more cover.

We have got a complete stock of Blankets specially priced from 75c to \$7.50 a pair, and Comforts from \$1.00 to \$10.00 each.

Call and See Them.

THE BIG STORE

The S. M. Jones Company

MARKETS

Cotton Market Today.

Cotton 11 1-16 cents.
Seed 51 cents.

LOCAL and PERSONAL

ARRIVED TO-DAY—A car of mules and brood mares. Call and see them. Wylie & Co.

Rev. A. T. Lindsay, president of Linwood College, Gastonia, spent yesterday in the city.

The regular fall term of court will convene in York next Monday morning with Judge H. F. Rice presiding.

Miss Hattie McLean of Rock Hill, visiting relatives in the city.

Mr. Harrison Stricker, who was operated on recently for appendicitis is improving rapidly.

Mr. Sam Alexander underwent an operation for appendicitis Wednesday.

MULES AND MARES—We will have a car of mules and mares today. Wylie & Co.

Misses Rebecca Walker and Wilma White, who are attending Linwood College, are spending a few days in the city with their parents.

Miss Sadie McKee has returned to the city after visiting relatives in Charlotte.

Miss Josephine Winn is very ill at the Chester Sanatorium. Miss Winn was taken suddenly ill while attending the W. M. U. convention at Spartanburg last week.

Mrs. S. C. Carter attended a meeting of the D. A. R. in Greenville, this week.

Mrs. F. M. Hicklin and daughter, Miss Frances, are visiting in Greenville.

THE RODMAN-BROWN Co. is headquarters for the best in men's and boys' clothing. Let us show you.

Mr. and Mrs. G. C. Barber of Union spent several days here this week.

Mrs. Bernard Craig and baby went down to Chester Wednesday afternoon for a visit to relatives.—Rock Hill Record.

FOR GENERAL utility you men should try a pair of our work shoes. They'll give you the wear. Rodman-Brown Co.

A good many turkeys have been brought into the city this week and in most cases were disposed of without any trouble. The prevailing price seems to be from 12 1/2 to 15 cents per pound.

The Rock Hill Record of yesterday states that Mr. T. M. Whinnant

is very sick at his home in that city.

NECKWEAR—The most stylish and up-to-the-minute neckwear in the city at the Rodman-Brown Co.

Mr. Sam W. Klatt is in Columbia today on business.

HATS—Let us fit you up in a hat. You should see our fall and winter line of latest colors and shapes. Rodman-Brown Co.

Mrs. B. D. Williams, of Salisbury, who has been the guest of her sister, Mrs. R. C. Love returned to her home Tuesday evening.

SEE "Jims" in Trail of the Lonesome Pine at the Opera House Saturday night.

Mrs. Adelaide Hood has returned to her home after visiting Mrs. W. E. Thayer in Sumter.

This is the season of the year that the mail order houses are putting in their best strokes. What about the local merchant who is sitting down with his hands folded and saying nothing. If business is worth having—it's worth going after.

Mrs. Clarence Brock of Anderson, returned home Monday after visiting Mr. and Mrs. I. Clarence Crox.

JUST RECEIVED big lot Ladies' Silk Waists. Special value \$1.00 Rodman-Brown Co.

Misses J. K. Johnson and W. C. White have returned from Atlanta, Ga., where they went to purchase stock. The former buying for Jos. Wylie and Co. and the latter for his large farm north of Chester.

FOR RENT or SALE—House sad lot on Hemphill Avenue. All modern conveniences. See J. W. Wylie, if.

A fire in Charlotte last night destroyed the entire stock of groceries of W. I. Henderson, a wholesale grocer, and the furniture stock of A. W. Smith. The total loss was about \$27,000.

"Trail of the Lonesome Pine" at the Opera House Saturday night.

KNOX'S Sparkling Gelatine, all flavors at Richardson's.

KNOX'S Sparkling Gelatine, all flavors at Richardson's.

ATTEND the Bankrupt sale of Wise's stock of jewelry. Goods at your own prices. H. K. Housh.

The Coover property, which was sold Wednesday morning, was purchased by Messrs. R. E. T. A. John G. and John W. Coover.

Mr. J. E. Roddey, of Rock Hill, died at his residence in that city Wednesday night. He was a native of Fairfield county and for a number of years was President of the Roddey-Poe Mercantile Co.

There will be services at East Side Presbyterian church Sunday evening at 7:30 o'clock. Mr. John Hafner will have charge of the services.

ATTEND the Bankrupt sale of Wise's stock of jewelry. Goods at your own prices. H. K. Housh.

Mrs. I. Clarence Cross entertained at a most enjoyable theater party Tuesday afternoon complimentary to Mrs. Authur Evans. After enjoying the pictures at Dreamland the guests were served an ice course at one of the popular drug stores.

Mr. W. F. Caldwell of Columbia is visiting friends in Chester today.

Mrs. Robert Gage entertained the Forty-two club Wednesday afternoon in a most delightful manner. The attractive home was thrown en-suite and ten tables arranged for the occasion. By means of Thanksgiving score cards the guests found their places at the tables. After an hour spent in the interesting game the hostess was assisted in serving a salad course and coffee by Misses A. G. Smith and George W. Gage and Misses Mary Darnott and Annie May Pryor. Those serving help out were Messames R. M. Strange, H. B. Malone and Hill and Miss Annie Hardin.

FRESH GRAHAM FLOUR at Richardson's.

"TOWN TALK"—Flour, the best for cake baking, just received, at Richardson's.

An Executive meeting of the Woman's Auxiliary Union Auxiliary to the Chester Baptist Association will be held in the Annex of the First Baptist church on next Thursday morning, eleven A. M. Nov. 23.

All officers composing Executive Board are urged to be present or send a substitute. Important business to be transacted. Mrs. J. R. Moore, Supt.

Mrs. J. L. Davidson spent Tuesday in Columbia.

For the benefit of those who may be interested, we wish to state that the financial statement of the National Exchange Bank, of Chester, which appears in this issue, does not include any business which may have been transferred from the Citizens National Bank. This statement calls for business with the closing of November 10th, and the transfer of the Citizens National Bank was not made until Nov. 11th.

FRESH GRAHAM FLOUR at Richardson's.

Master Jennings Refo, who has been at the Pryor Hospital, is improving and has been taken to the home of his parents on Hemphill avenue.

"TRAIL OF THE LONESOME PINE" at the Opera house Saturday night.

CASTORIA For Infants and Children In Use For Over 30 Years Always bears the Signature of *Chas. H. Fletcher*

NEW SUNDAY SCHOOL BUILDING ASSURED.

Purty Presbyterian Church to Build Excellent Sunday School Building.—Meeting of Committee.

At a joint meeting of the building and finance committee of Purty Presbyterian church, which was well attended by many citizens, last night it was found that about two-thirds of the \$20,000 subscribed for the erection of a new Sunday school building had been paid in. The balance of the case it was decided to have Mr. Robinson, the architect, of Richmond, Va., make his tentative plans permanent and the building committee was instructed to get in touch with Mr. Robinson at once.

The exact plans of the new building has not yet been exactly decided upon but the new building will be one of the most modern Sunday School rooms in the State. The plans are expected to be completed by the first of January so that bids from contractors can be received. It was positively decided to begin breaking dirt by the first of March with the expectation of having the building completed by early fall.

Realizing the urgent need of the building, the members of Purty Presbyterian church have cheerfully subscribed the necessary funds and it will be very gratifying to Chester people in general to know that the new building is now in sight.

One of the lovely parties of the autumn season was given Tuesday morning when Miss Lola Sample entertained in honor of her sister, Mrs. Authur Evans of Waynesboro, Ga., and Mrs. B. D. Williams of Salisbury, N. C. The spacious hall, living room and dining room where tables were arranged for the enjoyable game of Forty-two were converted into a "certain" box with quantities of yellow champagne and tents. The tables on which the morning's scores were kept were also in yellow bearing the Thanksgiving emblems. After places had been found at five tables, the absorbing game of Forty-two was entered into with keenest interest, the first crispness of the Fall in the air, additional zest to the game.

At the conclusion of a series of five games and domino had been laid aside and the tables spread with luncheon cloths. Mrs. I. Clarence Crox assisted the hostess in serving a delicious hot luncheon.

DREAMLAND TO-DAY

Lillian Lorrain and Wm. Courtleigh in "NEAL of the Navy" EPISODE NO. 5

FOR A LIMITED TIME the Shefter Drug Co. will sell a \$1.00 box of Cherokee Lint and Kidney Tonic for 45 cents. This is to introduce this wonderful remedy. Money cheerfully refunded if not satisfied.

PENNY COLUMN FOR-LEASE or RENT—8 room residence, all modern improvements, on Columbia Street. Apply to W. F. McCullough, 77.

FOR A SQUARE DEAL, and the protection of all honest buyers and sellers—The Blue List. Subscribers protected against Deats. We want a young man to represent us in this locality. Will pay him well for his spare time. Address: The Blue List, Crestfield, Md., 19-23-26-30-7.

THE STEEL PROPERTY at Lowryville has been cut into eight tracts, containing from thirteen to twenty-nine acres each, located in front of the graded school fronting north—the best located property in the town—will be sold at Auction to the highest bidder Wednesday, Nov. 24th, at 11 o'clock, on the grounds. Will be sold on good terms. Sold by Sims and Carter and R. R. Hatcher.

FOR SALE—One Remington Typewriter in good order. Cheap. W. F. Stricker.

"TOWN TALK" Flour, the best for cake baking, just received, at Richardson's.

A heavy wind and rain storm struck Chester and vicinity last night playing havoc with the electric wires. The town was without lights practically all night and the Southern Public Utilities force was kept on the move repairing broken wires.

ATTEND the Bankrupt sale of Wise's stock of jewelry. Goods at your own prices. H. K. Housh.

Hon. D. E. Finley, of York, spent yesterday in Chester.

Trail of the Lonesome Pine" at the Opera House Saturday night

MEDICO'S MEETING. Drs. Jno I. Barron and M. J. Walker attended a meeting of the fifth District Medical association held in Gaffney yesterday. Members of the medical profession were present for the occasion from York, Chester, Lancaster, and Kershaw, and the meeting was a most successful one in every respect. A pleasant social feature of the meeting was the entertainment of the visiting physicians at an elaborate luncheon by Dr. R. T. Ferguson. The following interesting program was carried out: Address of welcome, by S. B. Sherard, Gaffney; Reply by E. W. Presley, Clover; "The Care of the Child," W. Payne, Charlotte, N. C.; paper by Dr. R. H. McFadden, Chester; "Interesting Cases Occurring at Camden Hospital," J. W. Corbett, Camden; paper by Dr. Asbury Gordon, Columbia; "Results of Nine Months of Vital Statistics," Dr. J. W. Payne, Columbia; "Plea to Physicians to be More Careful in Their Diagnosis and More Scientific in Their Treatment," Jno. I. Barron, York; "Diagnosis and Treatment of Cholera," C. B. Earl, Greenville. Other York county doctors who attended the meeting were: E. W. Presley and J. W. Campbell of Clover. By special invitation the next meeting of the association will be held in Lancaster some time during next May.—York News.

Summarized briefly, the essentials to successful state highway administration, as demonstrated by the experience of the various state highway departments, are as follows: The elimination of politics as a factor in state highway work; the control by the state highway department of all work on which state funds are expended; adequate appropriations for continuous maintenance of highways under excellent supervision from the day the highways are completed; state supervision as to surveys, plans, and specifications of roads and bridges constructed under bond issues and supervision of such other road and bridge work as requires considerable cash outlay and the exercise of engineering skill and knowledge.—Year Book, United States Department of Agriculture.

SCHULZ Pianos and Organs

Terms to Suit Purchaser—Clark Furniture Co.

AT THE PEARL THEATRE

Every Monday The most famous characters of modern fiction have come to life in the new adventures of J. Rutus Wallingford. You will miss a wonderful picture if you fail to see this. Our Dramas and Comedies each day will interest you. Don't fail to see "The Man from the Desert," here Saturday, in 3 parts. "Leaving of Lawrance," 1 Part Comedy.

VISIT OUR SHOWS

Another Man!

We have recently added another man to our force.

You don't have to make long steps in our Barber Shop.

The service we render is unexcelled.

A trial will convince you.

Atkinson Tonsorial Parlor ON THE HILL

Auto Transfer

PHONE 12 PROMPT SERVICE!

JOHN WALKER

Good Things to Eat

100 Lbs. Stone's Fruit Cake Cheaper Than You Can Make It. Only 30 Cents Per Pound

Mince Meat, Cranberries, Celery, Asparagus Tips, French Peas, Mushroom, Olives, Olive Sandwich, Plum Pudding, Shelled Peas, Walnuts, Almonds, Raisins, Currants, Citron, Self-Rising Buckwheat Flour, Graham Flour—Anything for the table.

CALL AT THE RELIABLE

Jos. A. Walker

GOOD ROADS FOR EVERYBODY

Farmers Depend On Them to Get Produce to Market.

NECESSARY TO THE CITIES.

Adequate Highways Are of Highest Importance to Both Country Producers and City Consumers—How Ohio Has Solved Its Road Problem.

In the early days good roads were not altogether necessary because family needs were supplied by family work, says William A. Hite in the American Agriculturist. Things are different today. The farmer depends on roads, and upon good roads, to get his products to market, and cities depend upon good roads to get their products to the country. The road, therefore, while of most interest to the owner of adjoining premises, is of just as vital interest to his neighbors.

Where roads are bad the farmer markets his products before the roads break up by freezing and thawing. To see, it is impossible to get crops to the railroads through mud. Rushing to market at the end of the harvest destroys natural drainage by allowing farmers to depress prices in the fall because of excessive wet weather. In the winter, the farmer is unable to get his produce to market because of the supply can't be controlled. This is a vital factor, showing that good roads are not only country producers and city consumers. Farmers have demanded good roads to get their children to school, to church, and for themselves and their families to enjoy what modern civilization has dealt out to them.

Bad roads mean isolation, and isolation and bad roads condemn the boys and girls from the farm, who solved these problems through legislation providing for state aid and encouragement in road building. It did this by ascertaining, first, that approximately 8,000 miles of road were in the state. It found also that 9,000 miles of approximately one-half mile roads in the state and cities every where. With this network of highways every section of the state was connected with every other section. This every city and village of any size in the state is reached and every township is crossed. The cost of building these roads was divided equally between the state and the county in which the road was built. Of the county's half 10 per cent is paid by the adjoining property owners and 10 per cent by the township in which the road is situated. A levy of one-half mill on all the taxable property of the state produces approximately \$3,500,000 a year. This plan avoids the objections urged by many against a state bond issue. It is the policy of the state to pay it as it goes. A bond issue is extravagant. This plan is sufficient to convert at least 700 miles of summer ruts and winter holes into good all year round highways.

There is also in Ohio a system of intercounty roads. Three-fourths of the money raised is divided equally among the eight counties, giving to each county about \$20,000 a state aid each year. In addition to this, the county raises \$50,000 for the same kind of road. The state also provides for main market roads, twelve in number, that run across the state from east to west and from north to south and also diagonally from northeast to southwest. These roads connect all the principal cities of the state. About 2,000 miles of main market roads are included in the Ohio system. Contracts may be employed on these roads, but they are to be used as a state charge that contributes to state improvement and thus avoids competition with free labor in other pursuits.

I believe that Ohio has entered upon an era of road building that will not stop until every mile of the intercounty system has been improved. Only will these trunk lines be improved, but innumerable features will be built to them. Every mile of improved road means another mile, and when the movement is started it is sure to continue because improved roads are their own press agents.

Money Well Spent. Every dollar expended in increasing road building and every dollar employed to carry expert advice and reliable information on road construction into the various sections of the country makes a distinct contribution to the welfare and happiness of the people.

Good roads save money because: They cheapen transportation to the markets. They reduce the drain upon capital invested in horses. They prevent waste of time, and "lose" money. They add to the joy of living and joy adds to the effectiveness of life. Good roads may be had by drugging. Use the drug.

GOOD ROADS. Good roads save money because: They cheapen transportation to the markets. They reduce the drain upon capital invested in horses. They prevent waste of time, and "lose" money. They add to the joy of living and joy adds to the effectiveness of life. Good roads may be had by drugging. Use the drug.

Money Well Spent. Every dollar expended in increasing road building and every dollar employed to carry expert advice and reliable information on road construction into the various sections of the country makes a distinct contribution to the welfare and happiness of the people.

NOTICE OF SALE OF UNCLAIMED FREIGHT

SOUTH CAROLINA.

Notice is hereby given that pursuant to law the Seaboard Air Line Railway will sell at Public Auction on the 23rd, day of November, 1915 at 12 o'clock noon, at the freight station of said company on Wylie Street in City of Chester S. C.

TWO FARM WAGONS

Said articles having been shipped from John Deer Plow Co. of Atlanta, Ga. Sept. 2, 1914 consigned to W. L. Abernathy, and arrived at Fort Lawn, S. C. on or about Sept. 6th, 1914, notice in writing having been required by law and said shipment having been by law and said shipment having been on hand the length of time required by law. The proceeds of sale are to be applied to the payment of transportation charges and demurrage accrued on same and all expenses of said sale, and the surplus, if any, to be held for the party entitled thereto.

Seaboard Air Line Railway,
By J. C. CORNWELL, Agent.

RHEUMATISM AND ALLIED PAINS THEY MUST GO!

The congestion of the blood in the flow causes pain. Sloan's Liniment penetrates to the congested and starts the blood to flow freely. The body's warmth is renewed; the pain is gone. The man or woman who has rheumatism, neuralgia or other pain and fails to seek Sloan's Liniment in their home is like a drowning man refusing a life preserver. Why suffer? Get a bottle of Sloan's Liniment and see. \$1.00 bottle hold six times as much as 25c at a do.

"THE OLD RELIABLE"
PLANTER'S C & C OR BLACK CAPSULES
REMEDY FOR MEN.
AT YOUR DRUGGIST.

Auto Transfer

PHONE 12
PROMPT SERVICE
JOHN WALKER

CASTORIA

For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Dr. J. C. Westfall*

SCHOOL TEACHER

Wards off Nervous Break Down
Alburtis, Pa.—"I am a teacher in the public schools and I got into a very nervous run-down condition. I could not sleep and had no appetite. I was tired all the time. My sister asked me to try Vinol. I did so, and within a week my appetite improved. I could sleep all night and now I feel well and strong."
ROSA M. KELLER, Alburtis, Pa.
We guarantee Vinol, our delicious cod liver and iron tonic, for all weakened run-down conditions and for chronic coughs, colds and bronchitis.

Don't Be Foolish

and pay \$10 and \$12 for a pair of Glasses.
Remember we fit Glasses From \$1.50 to \$5.00 for the most up-to-date. Examination Free.

Graduate Two Largest Optical Schools in U. S.

We have the credentials to show. 20 years at the business.
W. F. STRICKER
OPTOMETRIST
Opposite Commercial Bank.

GET RID OF THOSE POISONS IN YOUR SYSTEM!

You will find Dr. King's New Life Pills a most satisfactory laxative in releasing the poisons from your system. Accumulated waste and poisons cause manifold ailments and pains, rheumatism, dizziness and a miserable feeling generally are indications that you need Dr. King's New Life Pills. Take a dose tonight and you will experience grateful relief by morning. 25c.

Low Round-trip rate for every body offered by the

SEABOARD AIR LINE RAILWAY,
"The Progressive Railway of the South."

TO ATLANTA, GA.
Georgia Harvest Festival, November 15th to 20th, 1915.

TO CHARLESTON, S. C.
Southern Commercial Congress, December 13th-17th, 1915.

CHRISTMAS HOLIDAY EXCURSION FARES.

For specific rate, schedules or other information, call on Seaboard Agents or write

C. S. COMPTON,
T. P. A., S. A. L. Rwy.,
Atlanta, Ga.
FRED GEISLER,
Asst. Gen'l. Passenger Agent,
Atlanta, Ga.

Invitations Sent Out

To every gentleman to call and see the Prettiest Woolens that have ever been shown on the market. Smaller prices than ever before. A misfit is not known in our trade. A dissatisfied customer of ours is not known. Ask any person about.

THE J. M. MURRAY TAILORS

Walker & Henry Building

J. A. BARRON

Undertaker and Embalmer.
Successor to Childs & Barron
Phone 119. Chester, S. C.

STOMACH Out Of Fix?

'Phone any grocer or soda fountain in Chester for one dozen pints of Shivar Ginger Ale. Drink one pint with each meal and if not promptly relieved instruct your grocer to charge it to the manufacturer, as authorized.

SHIVAR GINGER ALE

Toxic—Digestive—Delicious
Is prepared with the celebrated Shivar Mineral Water and purest alcohol. Absolutely guaranteed to relieve any case of dyspepsia or indigestion, or any money refunded.
Bottled only by Shivar Springs, Shelton, S. C.
If your dealer has none in stock tell him to telephone
LATHAN GROCERY COMPANY
Distributors for Chester and Territory.

Auto Transfer

Phone us for night or day service.
Prompt attention given to all calls.
Chester Cafe
Phone 381

ROUTES AND LAND VALUES.

The building of a great deal of well paved roads in Manatee county, Fla., has shown how good roads affect land values. From 1911 to 1912 land along the roads increased on the average \$20 an acre, while lands a mile from the road increased only \$10 an acre. Dinwiddie county, Va., is another instructive case. The building of 125 miles of fine roads caused land adjacent to the roads to increase in value from \$34.25 to \$30 an acre, while lands ten miles away increased an average of \$1.52 an acre. The state builds the road, and the landowner sells it if he sells the land. That would look queer to a man from another place. The state, in building the roads, builds roads, and the people along the pipe get the selling value of them. Rather queer, too, when the state builds it for a few minutes. The figures are a powerful argument for good roads and also for a better way of apportioning the burdens and benefits.—Farm and Fireside.

INCREASE OF CONVICT LABOR.

Different System of Using Convicts in Thirty States.
Thirty states at the beginning of the present year had on their statute books laws providing for the employment of state prisoners in road building. Arizona, Arkansas, Idaho, Louisiana, Maryland, Massachusetts, Nevada, New Jersey, New Mexico, Ohio, Oregon, Virginia and Washington follow practically the same system, providing that the convict work shall be vested in the state highway commission. The highway commission or state engineer makes requisition to the state prison authorities for such number of prisoners as he can use effectively, and the prison authorities turn over to him such prisoners as are suitable for the road work.

The prison commission or board of control of state institutions is held responsible for the development of the convict road work in some nine states—Colorado, Indiana, Iowa, Kansas, Michigan, Missouri, North Dakota, Oklahoma and Wisconsin. State prisoners are turned over to the county authorities to be worked on the county roads in Florida, Georgia, North Carolina and South Carolina. This system is not approved by the national committee on prisons and prison labor, which holds that the state under no circumstances is justified in delegating the responsibility for its convict wards to county authorities.

The system in New York state divides the responsibility for the construction and maintenance of the camps between the state highway department and the commissioners of the counties in which the roads are to be built, with the state superintendent of prisons in dual authority. In Utah, West Virginia and Wyoming the highway department and the prison department co-operate in the control of this work. The prison department is fully responsible for the care and discipline of the prisoners, while the road department is called upon to provide the work which it is equipped to do, the building of roads.

The committee has found this latter system to be the most effective in the development of convict road work. The prison department is in a position to care for the prisoners and to handle such matters as food, clothing, housing, medical attention, the affording of educational facilities and recreation.

DIXIE HIGHWAY MOVEMENT.

Influence Bids Fair to Bring About Better Conditions in the South.
The influence of the Dixie highway movement continues to spread and now it bids fair to bring about a marked improvement in road conditions all over the south. Four new highways tributary to the Chesapeake road already are under consideration.

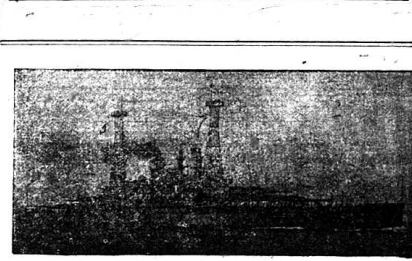
Immediately after the Dixie highway plan was established as a certainty a highway which looked upon as being already as good as built is from Miami westward across the state of Florida to the gulf coast. A bond issue of \$1,000,000 has been voted to include the cost of the part of the Dixie highway near Miami.

A second highway is proposed to run from Miami to Cape Sabal, Fla., the southernmost point of the Atlantic seaboard. Bonds already have been voted. This will carry the Dixie highway from the great lakes to the gulf of Mexico. In North Carolina there has been a revival of a plan made several years ago and partially executed to build a road and finally across the state of North Carolina and into Tennessee. Since the Dixie highway idea has come into being the general assembly of North Carolina has memorialized the general assembly of Tennessee upon this plan, and the Tennessee legislature has answered that it is ready to co-operate at any time. In addition the Dixie highway will cause the construction of many more miles of good road, because half a dozen or more connecting sections will put their roads in the best possible condition as an inducement for obtaining the route of the highway. Sections adjacent to the connecting territories are offering to build small tributaries if the Dixie highway will come within 50 or 100 miles of them.

CASTORIA

For Infants and Children.
The Kind You Have Always Bought Bears the Signature of *Dr. J. C. Westfall* In Use For Over Thirty Years

ALCOHOL 3 PER CENT. Average Preparation for Simulating the Food and Requiring the Stomach and Liver of INFANTS & CHILDREN.
Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Other NARCOTIC.
Signature of *Dr. J. C. Westfall*
A Perfect Remedy for Constipation, Sour Stomach, Flatulency, Worms, Convulsions, Feverishness and Loss of Sleep.
The Safe Signature of *Dr. J. C. Westfall* NEW YORK.
At 6 months old 35 Doses—35 CENTS.
Guaranteed under the Food and Drug Act.
Exact Copy of Wrapper.



BIG DOINGS AT CHARLESTON

DECEMBER 13th to 17th, 1915

The Southern Commercial Congress will be held at Charleston December 13th to 17th, 1915. This is an Association of prominent business men from all over the South and meetings are held each year for the purpose of discussing business welfare, both of manufacturers and of the farmer. Last year a Congress was held at Oklawaha, a city and the year before at Mobile. This year the meeting is to be held at Charleston and very many men of prominent business, social and public life have already accepted invitations to be present.

Prepayment Saved This Policy

Mr. Claude Westfall, of Clarkeburg, W. Va. signed an application for Mutual Benefit insurance on July 17, 1915, and paid the first quarterly premium of \$6.10 to the agent, taking in exchange therefor the Company's binding receipt. He made an appointment for examination the following day, but his wife, for whose benefit the insurance was to be taken, tried to dissuade him from adding to his insurance. The agent, however, finally prevailed upon him to be examined and on July 22nd examination was made. It proved favorable in every respect. The application, which was for a Life-Accelerative Endowment policy, \$1,000 at age 31, was received at the Home Office July 28th. In accordance with the Company's usual custom in such cases, however, an inspection was called for which was approved by the Medical Board and passed on to the policy Department. Policy was issued and mailed on August 3, 1915. In the meantime, on July 30th, Mr. Westfall was taken sick and his trouble was diagnosed as acute peritonitis. On August 3rd he died. It will be noted that this was the same day that his policy was mailed from New York; but the first premium having been prepaid the insurance was in force, and the policy issue was never delivered to the insured. The proceeds were paid to the wife on August 10th. Prepayment of the quarterly premium saved this insurance.

JOSEPH LINDSAY, District Agent
Chester, S. C.
A. M. SIMSON, Agent
Richburg, S. C.
M. M. MATTISON, General Agent
Anderson, S. C.

You Need a Tonic

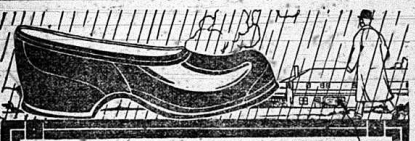
There are times in every woman's life when she needs a tonic to help her over the hard places. When that time comes to you, you know what tonic to take—Cardui, the woman's tonic. Cardui is composed of purely vegetable ingredients, which act gently, yet surely, on the weakened womanly organs, and helps build them back to strength and health. It has benefited thousands and thousands of weak, ailing women in its past half-century of wonderful success, and it will do the same for you. You can't make a mistake in taking

GARDUI

The Woman's Tonic

Miss Amelia Wilson, R. F. D. No. 4, Alma, Ark., says: "I think Cardui is the greatest medicine on earth for women. Before I began to take Cardui, I was so weak and nervous, and had such awful dizzy spells and a poor appetite. Now I feel as well and as strong as I ever did, and can eat most anything." Begin taking Cardui today. Sold by all dealers.

Has Helped Thousands.



"DRY feet each day keep the Doctor away." Coughs and colds are caused by wet feet, and often develop into serious illnesses.

These well-fitting, light weight, long wearing Hub-Mark Rubbers cost very little. Buy a pair today.

Hub-Mark Rubber Footwear is made in a wide variety of kinds and styles to cover the weather needs of men, women, boys and girls in town or country.

The Hub-Mark is your value mark.



HUB-MARK RUBBERS

The World's Standard Rubber Footwear

The S. M. Jones Company

Cleanse The Blood Banish Rheumatism

Rheumatism Due to Bad Blood. S. S. S. Your Remedy

Thousands have been made well. People in the poorest health, suffering from Rheumatism, with whom pain was constant. Who believed that their vitality was sapped beyond repair. It was proven to them that the cause of their trouble was the blood; that Uric Acid, the most faithful ally of Rheumatism, had gripped them. The poison in the blood had sapped their strength. The weakened blood had allowed poisons and impurities to accumulate, and all energy was gone. They felt 'poorly,' were listless, pain was ever present, with poor digestion and dyspepsia. They tried S. S. S., nature's blood tonic. They gave up drugs. This compound of nature's remedies of roots and herbs did what drugs failed to do. It literally washed the blood free from poison, and with the flow of pure blood, came health, strength, vigor and happiness. Get S. S. S. from your druggist. Insist upon S. S. S. If yours is a long standing case, write for special advice to S. S. S. Co., Atlanta, Ga., but begin taking S. S. S. at once.

Fruit Cake

35 Cents Pound

Ready Baked Containing Raisins, Currants, Citron, Lemon Peel, Orange Peel, Almonds, English Walnuts, Cherries, Eggs, Butter, Sugar and Flour.

Fresh Cream Puffs Every Day

Catawba Steam Bakery

Phone 281

Gadsden Street

The Semi-Weekly News, \$1.50 Year

WHAT GOOD ROADS MEAN.

The problem of improving our roads is practical and can be solved. What's more, it ought to be solved. It is of immediate and pressing importance. Road building is one of the most important factors in the increase of population; increase of wealth, increase in church and school attendance, increase of social amusements and shortening of the joy of living.—Champlin Clark.

WHY COUNTY ROADS FAIL.

Road Specialists of Department of Agriculture Place the Responsibility.

Where a county builds a good road and soon lets it become rutty, washed out or uneven, who or what is principally to blame? As a result of a study of conditions in a number of counties, road specialists of the department are inclined to place the responsibility upon the following defects in road management, some or all of which are found in all counties where good roads are not properly repaired and maintained.

First.—County boards, although having full administrative authority, appear not to touch to their official capacity the matter of the maintenance of legal effect which it should have.

Second.—County boards do not generally have a sufficient accounting control of road funds to know where the money has been or where it is being expended.

Third.—Local road building practice in hand most counties carry out only a few miles a year and persistently make a poor job of making funds available for the maintenance of roads.

Fourth.—Local road building practice in hand most counties carry out only a few miles a year and persistently make a poor job of making funds available for the maintenance of roads.

Fifth.—Local road building practice in hand most counties carry out only a few miles a year and persistently make a poor job of making funds available for the maintenance of roads.

Sixth.—The lack of skilled supervision in construction and the effect of building in haste at the expense of effective maintenance, especially in the case of new roads.

Seventh.—The county authorities are commonly not so forthcoming in suggestions for a maintenance that involve trying up road funds in any way, such as purchasing materials in advance to store along the road for making repairs or maintaining the road surface.

ROAD PROBLEM AND FARMERS

Improved Country Highways Means Cheaper Transportation.

Each year the importance of good roads becomes more manifest to every intelligent farmer, says the Home and Farm. The expense of the crop is not washed with the harvest. You have to transport the cotton, or your meat, or your wheat, or whatever you have raised to the market. You must arrange to meet the nearest road station at the least possible cost.

That means that, in order to reduce this transportation charge, you must have the best carrying vehicle.

What that vehicle will be will depend upon a great many considerations—your distance from the railroad station, the character of your crop and the character of your farming.

But whether you haul your goods to market in a wagon drawn by horses or whether you carry it to market in an automobile truck your roads must be in good order if you are going to do this work at the least possible cost.

You do not waste money in improving your roads, but where money is wasted in neglecting your roads, paying your taxes or employing your labor unwisely, ineffectively. In many cases roads are no sooner finished than their defects become apparent.

There are two road expenses—the building of the road first and the maintenance of the road. It cannot be too often repeated that good roads are not luxuries. They are necessities, and to build the best roads at the least possible cost you must have the work done intelligently, scientifically and constantly.

If you do not attend to your roads your officers will not. Watch and complain. Use the roads and then report to the proper authorities, and if you have not any proper authorities form a local committee, or road vigilance committee, and in this committee discuss your own special problems and work out some form of relief.

Landowners will find the lands in a country of bad roads steadily depreciated. They ought to depreciate. They are less valuable than lands elsewhere because the result is to the man who tills them is less in a country of bad roads than in a country of good roads.

Brick Roads Grow in Favor. Brick roads are growing in favor in the United States. They are expensive to construct, but they are durable, easy to repair and keep clean, and they afford a moderately good foothold for horses.

NOBILITY RAPIDLY DYING IN BRITAIN

Ranks of the Peerage Being Thin—Titles Being Lost.

London, Nov. 15.—The war is making fearful incursions on the "Norman blood" of Great Britain. Nowhere else the mother country has so many of its finest nobles and aristocrats. The English nobility and the casual lists daily contain many names of ancient stocks.

The ranks of the peerage are being thinned in an alarming manner. Many families are threatened with extinction in the main line.

It is certain that if the war continues to the end of the three-year period which was a favorite guess of its duration in the early stages, special measures will be necessary to fill up the ranks of the peerage of the upper class here and in the United States.

Another result of the slaughter is that titles will be lost through it by many families. In the usual English practice of nobility the title only descends to "heirs of the body male."

There have been exceptions made by parliament in the case of a few where Lord Roberts' peerage descended through his daughter. This favor was granted because of the great services Robert had done for his country. Earl Kitchener occupies a similar position and his title expectancy in the peerage may be he may and have a child, will descend to his brother or his brother's children.

The war has made a serious inroad in the higher nobility that it has been proposed a special law should be passed providing for a "heir" in the case of a noble whose title is lost in the service, it is argued he might well descend to "heirs female" or "heirs general."

Today it would be hard to find a noble house in England which is not in mourning for a father or a brother, lost in France or the Dardanelles, or on the high seas.

THE BEST PROOF

Given by a Doctor's Citizen.

Doan's Kidney Pills were used by me and they brought relief.

The story was told to the doctor's friends.

Time has strengthened the evidence.

I have proven the merit of the pills.

The testimony is home to many.

The proof convincing.

It can be investigated by Chester residents.

Mrs. H. B. McKeown, 1811 Home No. 10, Chester, says: "I was a dizzy, blind, nervous and at times I became almost blind. I had fainting spells. The action of my kidneys was irregular and the kidney secretions were unnatural. My feet and ankles were swollen. I had back-ache and headache and if I turned suddenly, I had to grasp hold of something to keep from falling. I used doctor's medicine and different remedies, but nothing helped me much. Then I saw Doan's Kidney Pills advertised and got a supply from the Chester Drug Co. They made me much better." (Statement given Feb. 29, 1911.)

A LATER STATEMENT.

On May 19th, 1914, Mrs. McKeown said: "The cure Doan's Kidney Pills made is still lasting and I can now gladly confirm my former statement."

Get 50c at all dealers. Don't step shy away for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. McKeown had. Foster-McBirney Co. Props. Buffalo, N. Y.

No. Six-Sixty-Six

This is a prescription prepared especially for MALARIAL CHILLS AND FEVER. Five or six doses will break any case, and if taken then as a tonic the fever will not return. It acts on the liver, spleen, stomach and does not grip or irritate. 25c

Sewing Circle With Much Whispering

Before the stork arrives there is much to talk about. The mother of the expected child is the best person to know. It is a surprise to be someone who has used or knows of Sloan's Liniment.

Friend! It is applied to the abdominal muscles, gently rubbed in and has a most pronounced effect as a lubricant. It soothes the network of nerves, enables the muscles to expand naturally, relieves strain on the ligaments and gives every muscle a rest on the organs involved. And it does this with the least delay. Pleasant, non-toxic and through the eyes with comparative ease and comfort. Knowing mothers who have used Sloan's Liniment know how to relieve the absence of morning sickness, absence of strain on the stomach and a freedom from many other distresses.

You can get "Mother's Friend" at any drug store or they will mail you a copy of the book today to Bradford Regulator Co., 491 Lamar Street, Atlanta, Ga. For you see the book of great value to all expectant mothers. It contains a valuable expectancy chart, rules on diet and in brief of suggestions that all women will appreciate.

BIDS FOR SHIPS

BEYOND THE LIMIT

Private Yards Estimate for New Ships Higher Than Limit Set by Congress.

Washington, Nov. 17.—Because of the apparent failure of private bidders to meet the proposals within the \$7,500,000 limit of cost set by Congress for the bills and machinery of battleships Nos. 43 and 44 bids for which were opened today at the Navy Department, construction of both vessels may be under taken at Government Navy Yards. Three Government plans submitted estimates within the appropriation limit, but only one of them, the New York Navy Yard, is equipped to build vessels now.

The lowest private bid was that of the Fore River Shipbuilding Company, Quincy, Mass., which submitted four alternate proposals. Each was made under stipulated modifications which apparently would bring the total cost far above the \$7,500,000 maximum.

The bids of the other two private bidders, the Fore River Shipbuilding and Drydock Co., and the New York Shipbuilding Company, also proposed modifications and a careful study will be necessary to determine the exact cost of the ships can be determined under each plan.

Reading the result of the study Secretary Daniels was willing to say tonight what course he would follow should the private bids be outside the limit set by Congress. It is understood, however, that an effort will be made to "squeeze" the bids before they are decided. Secretary Daniels made it clear that he believed it necessary to equip two more Government yards for battleship building regardless of the final decision as to the building site. The New York yard, the Philadelphia and Mare Island yards can be made ready for the big bids at relatively small cost.

EXCURSION FARES TO CHARLESTON, S. C. RETURN VIA SOUTHERN RAILWAY

Account meeting Gen. Temple, A. O. N. S. Tickets will be sold November 24th, and 25th, with final limit November 27, 1915. Fares from Chester will be \$7.95. Proportionately reduced fares from other points. For information apply to local agents or communicate with S. H. McLEAN, Dist. Passenger Agent, Columbia, S. C.

TURKEYS FOR SALE—I have eight turkeys for sale—Good size and in good shape. Address: S. C. Crawford, Blackstock, Route 2.

Buffets, China Closets, Extension and Library Tables in all styles and sizes at prices to suit everybody. Its worth your time to see our goods before buying elsewhere.

Lowrance Bros.

153 Gadsden Street.

Phones Store 292 Residence 136 and 366

Undertakers and Licensed Embalmers.

War upon Pain!

Pain is a visitor to every home and usually it comes quite unexpectedly. But you are prepared for every emergency if you keep a small bottle of Sloan's Liniment handy. It is the greatest pain killer ever discovered.

Simply laid on the skin—no rubbing required—it drives the pain away instantly. It is really wonderful.

Sloan's Liniment

for RHEUMATISM, SPRAINS, SORE MUSCLES

PRIEST'S BODY FOUND

Father Favard of Norfolk Believed a Suicide.

Norfolk, Va., Nov. 15.—The body of Father Benoit F. Favard, the priest who mysteriously disappeared from St. Joseph's Colored Cathedral, was found floating on the Elizabeth river yesterday morning in a partly decomposed condition. No marks of violence were on the body, and it is believed that he committed suicide by drowning while temporarily insane. Father Favard was a native of France and had been in Norfolk for several weeks. He had also brooded much over the great loss of his parish, as his people in the European war and the, together with his illness, a thought to have caused temporary insanity.

STRIKE IN POSTOFFICE

Clerks and Carriers Refuse to Work Longer.

Fairmont, W. Va., Nov. 17.—Clerks from neighboring towns were stranded here late today to take the places of 25 clerks and carriers on the Fairmont postoffice, who struck today to demand a 10 per cent increase in pay. The strike was the result of a dispute over the discharge of W. H. Brand as postmaster, and three other employees. Postmaster Charles R. Malloy said tonight that no dispute would become normal tomorrow.

NEGRESS OWNS UP TO BURNING

Anderson, Nov. 16.—Furned the truth in the case of a 14-year-old girl who was charged with starting a fire in the home of a neighbor.

It is stated that the girl had stolen some money and had been spanked by her employer for the same. She became enraged and started out to wreak vengeance on Mrs. Acker. Mrs. Acker being away from home at the time.

The case will come up before the court of general sessions this week.

A PINE WHOOPING COUGH REMEDY.

Mother, Dr. Bell's Pine Tar-Honey is just the remedy for your children's cold ailments. The fact is that pine is a quick remedy of cold conditions. Its qualities loosen the mucus in the throat, soothe the lungs and open up the air passages. The combination of honey, soothing and pleasant, with the superior pine quality makes this an ideal cough remedy for children. Each passing year brings for it, new friends. A family of growing children cannot afford to be without it. 50c a bottle.

