



4-22-1919

## The Chester News April 22, 1919 (Part 2)

W. W. Pegram

Stewart L. Cassels

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Finish the Job by buying Victory Bonds

SUPERVISORS QUARTERLY REPORT

Table with columns for supervisor name and amount. Includes entries for J. E. Trussell, H. C. Wells, Cato Sims, etc., ending with J. S. Agnew, Hands & Mules on Road Work.



"We'll be glad we did it in the days to come"

"Yes, it takes some sacrifice now, some scrimping and saving. But every penny of it will come back, with interest."

"In the days to come we'll be glad we did it—glad that we did our share for our country and ourselves—glad that we put our money into the safe investment in the world—glad that we bought our share in the Victory Liberty Loan."



Victory Liberty Loan Committee

LATHAN GROCERY COMPANY

BETHEL PRESBYTERY TO MEET IN CHESTER. Important matters discussed... Wednesday, April 23. Tuesday, April 22, 8:30 P. M. Opening sermon by Rev. F. H. Wardlaw...

"STAY AT HOMES" TO FINISH WORK. Soldiers Have Done Their Part in War. Cleveland, Ohio, April 19.—The secretary of the National Reserve District loan workers, in an address here tonight, approvingly 1,000 Cleveland bankers, manufacturers and Fourth Federal Reserve District loan workers, expressed the situation of the district by saying that the entire country is ready and that the success of the last Liberty Loan is assured...

LEWISVILLE TOWNSHIP. 28.—J. E. Wages, Road Bridges, west. 29.—The National Bank, borrowed money. 30.—Nathan Price, road work. 31.—Chester Hardware Co., road supplies. 32.—Archie Franklin, Lumber and bridge work. 33.—F. B. Hopkins, road work. 34.—E. McCollum, road work. 35.—Dave Felton, road work. 36.—C. Wilks, road work. 37.—F. S. Kishel, road work. 38.—P. D. Cunningham, Bridge Lumber. 39.—Allen Wilks, road work. 40.—David Smith, road work. 41.—Richard Franklin, road work. 42.—A. A. Bennett, lumber and building bridge. 43.—H. W. Strator, road work. 44.—Sam Wright, road work. 45.—N. H. Stone—Hallway lumber and bridge work.

- 70.—W. A. Cassels, Filling Holes on Road. 71.—J. S. Agnew, Hands & Mules on Road Work. 72.—J. B. Lowe, Hands & Mules on Road Work. 73.—Edward Lewis, Hand, Lumber, Nail, Road Work. 74.—W. A. Cassels, Draining Roads. 75.—N. A. Cassels, Salary as Township Supervisor. 76.—J. A. Boyd, Self Hands & Team on Road Work. 77.—Chester Township. 80.—Murphy Hardware's Store. 81.—L. R. Wells, Road Work. 82.—H. Wade, Road Work. 83.—White Bank, borrowed money. 84.—Phoebe Hardware Co., Road Supplies. 85.—J. H. Hill, Road Work. 86.—A. P. Atkinson, Hands & Team on Road Work. 87.—A. L. Fleenkip, Hands & Team on Road Work. 88.—F. R. Hall, work on road. 89.—Hardin Minter, Hands & Team on Road Work. 90.—W. W. Smith, Hands & Team on Road Work. 91.—J. H. Wade, Hands & Team on Road Work. 92.—F. R. Hall, work on road. 93.—W. H. Estes, Self, hand and team on road work. 94.—F. R. Hall, Draining roads. 95.—W. H. Estes, Hand & team on road work. 96.—A. M. Cantwell, work on Road. 97.—J. T. Pressley, Hands & team on Road. 98.—E. L. Presley, Hands & team on road work. 99.—Geo. Steele, Hands & team on road work. 100.—J. W. Simpson, Hands & team on Road Work. 101.—Harlan Minter, Hands & team on Road Work. 102.—L. M. Wooten, work on road. 103.—W. W. Smith, Hands & team on road. 104.—Richard Franklin, Hands & team on road. 105.—A. H. Gregory, Hands & team on road. 106.—W. W. Smith, Hands & team on road. 107.—W. A. Turner, Hand fixing holes on road. 108.—J. W. Wilks, working on road. 109.—A. A. Bennett, self & hands on road. 110.—L. M. Wooten, self & hands on road work. 111.—Jessie H. Harden, self & hands on road. 112.—J. L. Brown, self & hands on road. 113.—Graham Darby, self & hands on road. 114.—G. B. Minter, salary as T. S. supervisor. 115.—Chester Township. 116.—J. E. Wages, Road Bridges, west. 117.—The National Bank, borrowed money. 118.—Nathan Price, road work. 119.—Chester Hardware Co., road supplies. 120.—Archie Franklin, Lumber and bridge work. 121.—F. B. Hopkins, road work. 122.—E. McCollum, road work. 123.—Dave Felton, road work. 124.—C. Wilks, road work. 125.—F. S. Kishel, road work. 126.—P. D. Cunningham, Bridge Lumber. 127.—Allen Wilks, road work. 128.—David Smith, road work. 129.—Richard Franklin, road work. 130.—A. A. Bennett, lumber and building bridge. 131.—H. W. Strator, road work. 132.—Sam Wright, road work. 133.—N. H. Stone—Hallway lumber and bridge work. 134.—Joseph Wylie & Co., Road supplies. 135.—J. M. Mills, Road work. 136.—Bill Baker, borrowed money. 137.—Bill Baker, Road work. 138.—Chester Hardware Co., Road Supplies. 139.—J. E. Douglas, Road work. 140.—R. A. Stevenson, Road work. 141.—W. H. Campbell, Road work. 142.—J. E. Campbell, Bridge work. 143.—W. M. Mills, road work. 144.—W. H. Barnes, Road work. 145.—W. H. Barnes, Bridge Lumber. 146.—W. H. Stevenson—Salary as T. S. Supervisor. 147.—Turner Jackson, road work. 148.—E. N. Killian, Self, hands & team on road work. 149.—E. N. Killian, Fodder for mules. 150.—R. H. Fudge, Road supplies. 151.—National Exchange Bank, Borrowed money. 152.—R. H. Fudge, Road supplies. 153.—Chester Hardware Co., Terra Cotta pipe. 154.—J. W. Farris, Tiling. 155.—Port Lown Live Stock Co., Supplies. 156.—W. H. Morrison, Road work. 157.—E. N. Killian, Hands & Team on Road work. 158.—Jordan & Jordan, Supplies. 159.—E. N. Killian, Hand, hands on road work. 160.—E. N. Killian, Road work. 161.—E. N. Killian, Salary as T. S. Supervisor. 162.—J. E. White, Supplies for T. S. Mules. 163.—J. G. Cousar, Supplies for T. S. mules. 164.—W. H. Crooks, Fodder for T. S. mules. 165.—A. G. Westbrook, Lumber and work on Road. 166.—W. A. Barnes, Self & hands on road work. 167.—The National Bank, Borrowed money. 168.—L. M. Wooten, Self, hands & team on road work. 169.—John Brown, Road work. 170.—Chester Hardware Co., Road Supplies. 171.—Chester Hardware Co., Self, hands & team on road work. 172.—J. P. Carpenter, Self, Hands on Road work. 173.—J. L. Taylor, Self, Hands filling holes on road. 174.—Westbrook & McMill, Road Supplies. 175.—L. M. Wooten, Road work. 176.—L. M. Wooten, Road work. 177.—L. M. Wooten, Road work. 178.—P. A. Grant, Road work. 179.—A. H. Wherry, Road work. 180.—Rossville Township. 181.—J. M. Buiwary, Hands on road work. 182.—J. M. Buiwary, Salary as T. S. Supervisor. 183.—Chester Hardware Co., Road Supplies. 184.—H. T. Swett, Draining road. 185.—Chester Hardware Co., Terra Cotta pipe. 186.—H. T. Swett, Hands & Team on Road Work. 187.—M. H. Green, Hands & team on road. 188.—J. W. Andepp, Paving in bridge. 189.—J. W. Brown, Road work. 190.—J. M. Buiwary, Salary as T. S. Supervisor. 191.—J. W. Brown, Road work. 192.—Chester Hardware Co., Road Supplies. 193.—H. T. Swett, Repairing bridge. 194.—E. H. Gregory, Work on bridge by Arthur Thomas. 195.—M. H. Green, Right of way for bridge. 196.—D. W. Wisnary, Building bridge. 197.—McAulley Bros., Clearing public road.

# SOLDIERS & SAILORS WELCOME HOME

Mother, Wives and Sisters

Use Our Rest Room

Chester Chamber Of  
Commerce

# WELCOME HOME

Conquering Heroes

Of

The Fighting and Victorious  
30th

Our deepest recognition of the glorious achievements of victory, a great portion of which all posterity must credit to your valor and vigor. All America is beholden to you for the magnificent position in history which our country will occupy for all time as the saviors of humanity, the perpetuators of freedom and liberty and as a people inspired and imbued with those qualities which reflect the highest type of manhood in peace and in war.

AGAIN WE SAY WELCOME HOME TO  
LOVED ONES AND FRIENDS

# The Hot Hustler Racket

D. E. ESTES, Proprietor

# Vice-President Thos. R. Marshall

SPEAKS AT

Opera House, Chester, S. C. May 8th, 8:30 P. M.

Reserved Seats on Sale May 1st, 9 A. M.

AT

CHESTER DRUG COMPANY

T. P. A. CONVENTION

BIG BASEBALL GAME FRIDAY MAY 9th 3 P. M.

AT

Chester County Fair Grounds

Davidson College vs University South Carolina

## BUSINESS OF SALVAGING.

Like Everything Else, It Must Be Flavored With Common Sense.

Esther G. Babson in Boston Transcript.

Among the many useful lessons which the war has taught us is one of salvage. Using the articles which formerly we threw away has become a habit with some of us, and there is an immense amount of satisfaction to be derived from utilizing success-fully something which has been thought hopeless. Of course, many of us even before the war, used to save the secondary of having our shoes tapped once or twice, our hats retanned and our clothes furished up year after year. Many an old fashioned housewife had sniffed scornfully and remarked: "Hoover, nor anybody else can tell me anything about saving. I saved fat, and made soap out of it before he was born." Bread crumbs, served fat, sour milk, potato water have all been saved and made into more or less palatable dishes by the frugal house-keeper, so, these many years. But probably many a batch of "war bread" and "war cake" was thrown away last winter, being absolutely inedible, thereby wasting what good material it contained.

Real salvage is making something actually usable or wearable out of what was considered lost. The term used to be applied in commerce to the saving of a wrecked ship with its stores, but since the war we have learned what wonderful things have been done in the way of saving uniforms, supplies, etc., which at first might seem hopeless.

It is a joy to see pretty little dresses for a two year old child made out of men's discarded shirts. They may not wear quite so long as new material, but they are welcomed for present needs in France and Belgium. The salvage edges of unbleached bandage cloth was knit by Red Cross workers into serviceable floor cloths. Old kid gloves were used for vests. Odd bits of gay worsted made up into afghans for convalescent men and young and dainty stoves saved by us all for gas masks. We dug down into our piece bags for bits of old linen and cotton, made aprons out of fadedingham dresses, and caps for children out of stocking legs. The tin foil around yeast cakes had a purpose, and paper and string of packages fully rolled up and saved by fiber ones.

Shoes generally pay for a little judicious cobbling and backing, and so perhaps it would be a wise thing to look over last summer's low shoes and have the man at the corner furish them up for 50 cents, rather than over with \$12.50 of war hat and earned money for a new pair. A made over garment does not always pay for time and money spent on it. Last summer, I had a dress made over from well worn material by a cheap dressmaker. The result was so hideous and appalling that even I, with economic tendencies, had to pass it up, and give it to the washerwoman, whose joy was tempered on close inspection. That an extravagance, but that hat made from an old velvet sleeve and a penwiper proved to be a triumph of the milliner's art and was worn an entire season. (The penwiper was a bunch of violets sewed on an ornamented velvet circle; a failure as a penwiper, but effective on a hat.)

## PENNY COLUMN

Old Mr. Cost Says—A few days ago a farmer came into Blain's shoe works with a package and said he had a pair of shoes and wanted them right now, that his wife was sitting at home bare-footed. So we do it quick, we unwrapped the shoes he said he had and low and behold he only had a pair of stumps and wanted them half-soled. Well, we rebuilt shoes, so we waded into them. In less than fifteen minutes the strings left Blain's Shoe Works with a pair of shoes to them. For shoe repairing see Blain, we are on the job. I mean we deliver the goods. Any good feller knows that. Goodysar repairing is the best. We call for and deliver when requested. Parcel Post paid, one way. Phone 258. J. H. Blain. We lead them all. 11-15-18-22

For Sale—Early and late varieties Tomato plants, also Egg plants and Salsify plants. Mrs. H. S. Hoyman, Phone 41.

Lost—On last Saturday evening a young nie Polled chain with flapped ear. If found and returned I will give reward. John Alexander, 138 McLure Street, Chester, S. C.

For Rent—Five room dwelling house on Harris street, known as Donahoe house. This property can be seen for very reasonable rent. Apply to Marion & Marion, Attys. 77.

## TELEPHONE STRIKE IN NEW ENGLAND SETTLED

Employees to Return to Work Pending Consideration of Wage Scale.

Boston, April 20.—The telephone strike that has crippled New England service since last Tuesday was settled today at a conference of

# Your Business and My Business

The following points are of vital interest to the people of this nation, and will be discussed in greater detail in separate advertisements appearing in this paper at intervals until the start of the Victory Liberty Loan:

1. This nation—your country and mine—owes approximately \$10,000,000,000 in unpaid war bills—for a Victory that we are now enjoying.
2. The nation must pay this debt—if it is to continue to exist as a nation among the nations of the world.
3. There are only two ways that the nation can secure the money—by bonds and by taxes.
4. Taxes are already high and yet insufficient to meet our outstanding war obligations.
5. Therefore bonds must be sold.
6. Again, there are only two ways that several billions of dollars of bonds can be sold—to the banks of to the people.
7. If they are placed with the banks, industry, commerce, your business will suffer. The banks would be unable to purchase several billion dollars of Liberty Bonds and continue to loan money in sufficient quantities and at a fair rate to the business man. You cannot have your pudding and eat it, too.
8. It is, therefore, your business and my business to prepare for the Victory Liberty Loan, that we may then invest as largely as each of us individually can—for America's welfare and for our own.

VICTORY LIBERTY LOAN COMMITTEE

This space contributed by

## SPRINGSTEIN MILLS

strikers and company officials, according to a formal announcement by the company.

"An understanding has been reached," said the announcement, "by which telephone employees will return to work and the service will be restored pending detailed consideration of wage schedules."

Following the conference, which lasted for eight hours, a meeting of the general strike committee was called for eight o'clock tonight. It was understood that the operators might return to work tonight.

### THREE TANKS TO TOUR SOUTH CAROLINA CITIES

In Connection With Victory Loan Drive—First Appearances Will Be at Columbia, Charleston and Greenville.

Columbia, S. C., April 20.—South

Carolina is to get three tanks to be taken en-tour over the state that the people may see the workings of the "whippers" that broke the morale of the German army. There has been so much of romance and of mystery about these crawling fortresses that the people have a great curiosity to see them.

These tanks will cover the entire state, beginning at Columbia, Charleston and Greenville. The sergeants in charge are Blankenship of Richmond, Va., at Greenville; Wells, of Michigan, at Charleston; and Yaffee, of New York state, and Landis, of Cleveland, Ohio, in Columbia. These young men, who have seen so many wonderful things on battlefields in France, will accompany the tanks and demonstrate them. Each of these tanks is mounted with a French one-pounder gun.

### BETTER DAYS IN INDIA

Improvement Now Noted in Situation.

London, April 18.—Improvement in the situation in India is indicated in an official statement issued tonight. At Lahore three agitators have been arrested and the shops are reopening. At Gujranwala, north of Lahore, 20 leaders have been arrested. Europeans there are reported safe. In rising at one of the staff injured. At Delhi the situation is unchanged and no further trouble has been reported from Bombay. Normal conditions have been restored in Calcutta.

There are some threats of strikes on the East Indian and Great Peninsula railways.

FULL FOR CHESTER

# PRINCE ALBERT

the national joy smoke



Tasty red bags, like red lips, handsome, refined and like the heavy, practical, annual cigarette case, make the Prince Albert cigarette the most perfect condition.

Copyright 1924 by P. A. Marden

PUT it flush up to Prince Albert to produce more smoke happiness than you ever before collected! P. A.'s built to fit your smoke-palette like kids fit your hands! It has the jimmidantest flavor and coolness and fragrance you ever ran against!

Just what a whale of joy Prince Albert really is you want to find out the double-quickest thing you do next. And, puff it down how you could smoke P. A. for hours without tongue bite or parching. Our exclusive patented process cuts out bite and parch.

Realize what it would mean to get set with a joy's jimmy pipe or the papers every once and a while. And, puff to beat the cards! Without a comeback! Why, P. A. is so good you feel like you'd just have to eat that fragrant smoke!

R. J. Reynolds Tobacco Company, Winston-Salem, N. C.

## SAVE FUEL, TIME, FOOD, LABOR, BY WIRE



### What

a world of service can be had from an electric wire.

Just think of the many different kinds of help you can get from a lamp socket, base board or wall outlet.

Housework, in the planning—the directing—is a joy, a pleasure to any woman. The hard, discouraging part is the physical effort—the work, the drudgery.

What woman continues to wear out her mind and body on mental drudgery and monotonous routine if she knew that Electricity would relieve her of all this disagreeable part of house keeping?

But many women still think that Electrical helps are expensive luxuries—only for those who have great means.

**THAT IDEA IS ENTIRELY FALSE.**

Electricity is so capable of being divided into "small" parts and so dependable that it can be applied to the smallest as well as to the "big" home needs—even to those of the individuals.

And in every instance a saving is accomplished—a **SAVING THAT IS FAR BEYOND, AND MANY TIMES REPAYS THE COST.**

Once women fully appreciate this they will do nothing by physical labor they can turn over to Electricity.

Let us help you work out your problem—apply Electric helps to your individual needs. No obligations on your part.

No cost will be incurred in asking us for assistance.

Phone Manager  
Fox

Southern Public Utilities Co.

### IMPROVED HIGHWAYS BRING ADVANTAGES

Economical Benefits Discussed at Session of United States Good Roads Association.

Mineral Wells, Texas, April 16.—Advantages of improved highways and their economical benefits were discussed at today's session of the United States Good Roads Association in annual convention here. The speakers, including United States Senator Morris Sheppard of Texas, Gov. R. G. Pleasant of Louisiana, and former Gov. George W. Donnelly of Arkansas. The day also was marked by committee meetings and parades by rival factions in the contest for the route of the "Bankhead National Highway" from Memphis, Tenn., to El Paso. The convention

expects to select the route Friday after receiving reports of pathfinders.

Governor Pleasant in his address said America must build its own "delivery wagons" to carry its products to the nations of the world. Manufacturers, cut production according to market demand, he said, and "this points a moral to the cotton farmer." The Louisiana executive digressed from the road subject to the cotton prospect and urged the organization of the proposed \$100,000,000 cotton export corporation.

The Texas delegation today organized a club to work for the adoption of a constitutional amendment for a \$75,000,000 roads bond issue to be submitted to the voters of Texas in May.

### WILL VOTE SATURDAY.

Spartanburg to Decide on High School Building.

Spartanburg, April 17.—Whether or not Spartanburg will in the near future have a new high school building at a cost of \$200,000 will be decided Saturday by the qualified electors of this city. The election is held for the purpose of ratifying or rejecting the bill passed at the recent session of the general assembly giving to this district a new high school building. But little interest is being manifested in the election, and it is believed that the vote will be light. No opposition has appeared and it is expected that the vote will be overwhelmingly in favor of the proposed bond issue.

### ANSELL FINDS FAULT WITH WHOLE SYSTEM

Former Acting Judge Advocate General Says Military Justice is Poorly Administered.

Baltimore, April 19.—Lieut. Col. S. T. Ansell, whose criticisms of the Army court-martial system have evoked him in a controversy with high officials in the war department, in an address at the luncheon of the City Club here today discussed the military code, which he said had been described by some as "archaic, non-American, oppressive and that it had led to intolerable injustice. In short, that it is a system of organized injustice."

It was upon this side of the question that he stood, he said, adding: "There are others, however, in high and responsible positions, who defend the system, who stoutly insist that it is modern, liberal, but not resulted in injustice and these have taken almost every means to assure the people that this system is worthy of the highest public confidence. I am led to believe that the people themselves, upon the information they have are impressed with the injustice of the system."

"There are many investigations about the system. It is announced that a judge advocate has recently been dispatched to Europe to investigate the European system of military justice, a field which I covered last year ago, and made a report which was never read. A committee of the American Bar Association is making an investigation. So far as I can discover from the press I think that investigation is likely to prove beneficial. They seem to have called the available major generals of the regular army, and I understand they intend to call

all living former secretaries of war. It is rather a pity that Gustavus Adolphus, from whom came a considerable part of our code, could not also appear before them, to formulate the system which he administered."

**MAY EXPORT COTTON TO FAR COUNTRIES**

Plans Considered for Movement to Bohemia and Possibly to Finland and Poland.

Washington, April 17.—Exportation of American Cotton to Bohemia and possibly to Finland and Poland may begin in the near future. This was indicated today in a telegram received by Charles J. Brand, chief of the bureau of markets, from Bernard Baruch, American member of the interrelated economic council, saying that arrangements for such exportation were being made.

"Arrangements are being made," Mr. Baruch cabled, "the result of which I think will be getting of cotton into Finland and Poland and wherever possible. No amount of any size, as yet. The opening up of trade is considered of the most importance."

**SPECIAL NOTICE.**

The men's Bible Class of the Associate Reformed Presbyterian church meets in the basement of the church every Sabbath morning at ten o'clock. Col. J. H. Marion is the leader. You are cordially invited to attend.

(Class Committee.)

Dray—For auto truck dray, light or heavy hauling, call Phone 271 or 422. J. F. Faulstich. 11-18 pd.

## The 30th Broke The Hindenburg Line

### The Overland Broke The World's Non-Stop Record

A few days ago a stock Model 90 Overland touring car again proved its stamina by smashing completely the world's non-stop high gear record. The official records prove it to be one of the greatest reliability records ever made by any car. The distance covered was 129 miles better than the best previous showing.

This test was made in Oklahoma. It was not staged on boulevards. The daily average was over 600 miles through the severest weather, and over every kind of road from country highways to crowded city streets. The distance was equal to a trip from New York to Los Angeles, and back to Oklahoma City.

The car was sealed in high gear and the shift lever was removed. Not once was there the slightest mechanical trouble, the least hesitation, or the faintest break in the smooth, even action of the Overland motor.

At the end of seven days and seven nights of grueling test the Overland Model 90 finished in as perfect running condition as when it started, and this standard car is an exact duplicate of the Model 90 we will be glad to show you.

This test does not make the car any better, it merely proves in a dramatic way what owners already know about this wonderful car.

### WHERRY'S GARAGE

Valley Street Chester, S. C.

### GOOD ROADS MEETING.

Columbia, April 10.—County supervisors of South Carolina will meet in Columbia, Wednesday, April 23rd, for the purpose of forming a state association. The meeting has been called by the South Carolina Automobile Association which is constantly working in behalf of better roads in South Carolina. The Association felt that an organization of the supervisors for the exchange of ideas on road building, plans, etc., would do good and wrote each of the supervisors of the state asking if they would attend a meeting in Columbia. Practically every supervisor in the state replied in the affirmative and the meeting has been arranged for April 23.

One of the features will be a good roads film. Addresses will be made and officers of the association elected. The meeting will last only one day.

### TO SUCCEED MANNING.

Atlanta, April 17.—Gov. Hugh M. Dorney was notified today of his election as chairman of the house of Southern Governors of the Southern Commercial Congress to succeed Richard I. Manning, former governor of South Carolina, whose term has expired.

This information was contained in a letter received today by Governor Dorney from Clarence J. Owens, managing director of the congress.

## GOOD OLD "THIRTIETH"

YOU SURE DID "TREAT 'EM ROUGH"

AND IT ONLY TOOK Twenty-nine minutes for you to "BUST" through old man Hindenburg's line

# BOYS, The old Town is YOURS

## H. L. SCHLOSBERG

"In The Valley"

## Moore Motor Co.

"America's Finest Line of Automobiles."

See the Moore "30" Model C, Five-Passenger Touring Car, the Moore "30" Sport Model, and their line of trucks, before you buy. The Moore Cars have the Reputation and Brains of the combined Engineering Force of one of America's leading Automobile Manufacturers. Shipment of cars will arrive within a few days. Ask for Specifications of Moore "30" also demonstration of cars when they arrive:

Five-Passenger Touring Car	\$850.
Moore "30" Sport Model	\$875.
Valtor Delivery Truck	\$825.
Valtor Delivery Truck-Closed	\$1025.

All prices F. O. B. Danville, Ill.

### M. C. FUDGE, Dealer

CHESTER, SOUTH CAROLINA.

## Welcome Boys

YOU'VE DONE YOUR BIT-YOU DARED AND WON

Your deeds can never be forgotten and from the bottom of our hearts we bid you

# WELCOME

## Clark Furniture Co.

## A Little Philosophy

That city in which business is successful is the community which attracts the interested attention and careful consideration of those seeking a more favored locality.

On the other hand, a city in which business is not eminently successful is shunned when a home is being sought.

It were better that we foster and encourage existing business enterprises, owned and operated by those who know and whose business methods are above suspicion, than to seek to induce unknown and untried industries to come among us.

The city in which business grows big attains a preeminence which naturally attracts new people of the right sort. But the community of nameless struggling enterprises does not present an inviting picture. Let's build Chester into a great community by cooperating with and encouraging every legitimate business enterprise within its borders.

## Bought Home the Bacon-Didn't You?

We knew You Would When You Went Away THAT'S WHY

We're Proud of you and Welcome You Back Home



WELCOME SOLDIERS, SAILORS AND THEIR FRIENDS AND RELATIVES

The "OLD BURG" will be yours THURSDAY.

We cordially invite you and yours to make your headquarters at our store. Come in and rest when you feel like. We are at your service.



The News Is Only \$2.00 A Year

## THE NEW ARMY.

Political conditions, domestic and international, will doubtless determine how far the General Staff plan for the United States Army after the war will be carried out. But the plans themselves seem good; and while everybody hopes that we shall not need an army of 500,000 men, it would be rash to say, in view of the present world situation, that we can do with less in the immediate future.

One important particular the War Department has reversed itself. The first seven of the twenty-one divisions of the new army are to be numbered from 1 to 7 consecutively, and to continue the organization of the seven "regular" divisions now in France. But the other fourteen are to take the numbers of National Guard or National Army organizations which made brilliant records in the war, and have been scattered over the country, so that each will have a regional character, and consequently regional officers who will be particularly interested in its standing warfare. The one cavalry division provided in the new plan is to be named the 42d, and like the present 11th is to be drawn from the whole country. Captaincy of the numbers made famous in this war, says General March, "keeps the military history of these units, which is always an inspiration." Making the 26th definitely a New York division, and so on, stimulates local pride and the corresponding esprit de corps.

Of all this the authorities would have nothing in 1917. They did their best to break up the esprit de corps of old organizations, so far as convenient they tried to make each unit a composite of troops drawn from all parts of the country. There were some good reasons for this method, but many more against it; and it appears that the authorities now realize the advantage of engaging the soldiers in an organization which has a heart beat, and which can make its soldiers feel that they are representing not only the United States in the eyes of the world, but their own State or city in the eyes of the rest of the country. Perhaps the rivalry of the marines with the army, though high officers disapprove of this factor in morale. Present numbers are to be retained not only for divisions but for brigades and regimental continuity, as a sacrifice to preserve the history of famous units. The aviation service is to have 1,700 planes actively in service, with a minimum of 3,400 in reserve; forty-two squadrons are assigned to defensive purposes, twenty to pursuit and battle, twenty-five to observation and bombing. The next year, if better should be a next year, will be won in the air; it will certainly be won in the air if one combatant is aerially prepared, and the other is not. The General Staff wants to make sure that we shall not lose it before it is well started.

The artillery organization gives full recognition of the extremely increased importance of this branch of the service; we shall never again, it is to be hoped, be as badly off as before the war. Among the artillery units are four railway regiments, which will serve guns mounted on railroad tracks and will operate as a mobile coast defense, and some special anti-aircraft organizations for the protection of cities. One weapon which played a large part in the war just before, and which now goes back to a humbler place, the trench mortar became so important in the war of positions that there was a mortar battalion with each division, but since those conditions are not likely to be duplicated in any fighting in the Western Hemisphere and perhaps not at all since Bogy and Hattler showed how to break trench lines, there is now only one mortar battalion to each field army. The plan shows full technical appreciation of the lessons of the war, and it is to be hoped that the people will decide that if they are to have an army at all it shall be kept efficient.—New York Times.

## READS THE ADS

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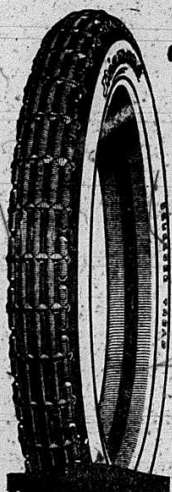
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## PROFESSIONAL CARD.

Dr. Robt. E. Abell, having been discharged from the U. S. Army, has returned to Chester to resume his hobby. Practice limited strictly to surgery.

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## Diamond SQUEEGEE TREAD Tires

Why their treads are black and their sides are red

Color cuts no figure in making the treads of Diamonds. For a tire tread must resist the mauling of rough and stony roads—the grid of macadam and brick.

When the toughest, most grizzly road that could possibly be made for Diamond Treads was made, it was naturally CAME BLACK! Black it will be always unless a tougher rubber is discovered.

But the sides of Diamonds are made red purposely—because Diamond Red Rubber admirably resists side wear, and those red sides make Diamonds distinctively beautiful.

Watch those red-walled Diamonds—they're rolling up 5,000 to 8,000 miles for our customers as often as any other tires, and they COST YOU LESS than most other tires.



CHESTER HARDWARE CO. Chester, S. C.

# Government Loans and Prosperity or Taxes and Tight Money

THE United States has ten billion dollars of unpaid war bills that must be paid if the nation is to maintain its credit standing before the world.

And it must get the money with which to pay them from us—in either loans or taxes.

There's only one choice—to oversubscribe the Victory Liberty Loan how, or to pay even higher taxes later on.

And anybody would rather subscribe to a Victory Loan than pay a tax.

But granting that you would rather pay taxes, the matter doesn't end there.

The consequences of such a choice would affect the prosperity of this country—your individual prosperity—for years to come.

## Figure It Out for Yourself

The Government has already had to borrow from the banks a large part of the money with which it is meeting current bills.

If we don't raise the money now to pay off those borrowings by oversubscribing the Victory Liberty Loan, the banks in turn cannot lend to American merchants, manufacturers and exporters the money needed for the expansion of American business and the payment of good wages.

Each bank has only so much money to lend. It can't lend it to business men and to the Government at the same time.

The business men MUST have bank loans in order to start industry humming, pay good wages, and bring about the period of prosperity we are all looking forward to.

THE VICTORY LOAN MEANS BUSINESS, new enterprises started, factories enlarged, business expansion, export trade secured, plenty of employment and good wages.

TAXES MEAN TIGHT MONEY, business curtailed, credits cut down, building plans held up, export opportunities lost, factories shut down, and an ever-increasing army of unemployed.

There's no question of patriotism or sentiment involved in that—just hard-headed business sense.

It is true, we want to "finish up the job." We want to see that every last one of the boys who fought or prepared to fight for us is brought home, the wounded cared for, good jobs found for all. We want to go over the top in the Victory Liberty Loan. As we have each time the Government has called on us.

We want to do all these things BECAUSE WE ARE AMERICANS!

It just happens, in the matter of the Victory Loan vs. Taxes, that it is also to our best interest to do so.

## Victory Liberty Loan Committee

BALDWIN COTTON MILLS

*This space contributed by*

### Successful Dairymen Are Are Those Who Beat the Average

One must beat the average in any line of business to win success worth of note. The average dairy cow giving 100 pounds of butter fat is not a profitable dairy cow. The man who makes 17 or 18 bushels of corn or 150 to 185 pounds of live cotton per acre, the average yields in the South, is not a successful farmer, no matter how much money value he may have transferred from his soil to his bank account.

In the more difficult, complicated or highly specialized lines of endeavor, the greater the intelligence that is required to beat the average, dairying is perhaps the most highly specialized line of livestock production. The same large crop production and skill in breeding are required, as in other lines; the care even more knowledge and careful attention than are required for other animals; but in addition, a product requiring knowledge, care and business ability to handle properly must also be taken care of.

Dairying will pay better compensation for labor and knowledge put into it than any other line of livestock production, but good compensation can only be obtained from good dairying. Success in the dairy business is not going to come easy, because it is a complicated, highly specialized business in which special knowledge, hard work and careful business methods are required; but the man who gets the vision of what there is to be known and done in dairying and sets about it with a determination to beat the average has laid the foundation on which success is built.

Most Southern dairymen do not take their business seriously enough, that is, they have not fully comprehended the possibilities in the business, nor gotten a clear, full vision of what there is to be learned about it.—Progressive Farmer.

**Notice to Debtors and Creditors.**  
All persons indebted to the Estate of J. H. McC. Gladden, deceased, are given a clear, full vision of what there is to be learned about it.—Progressive Farmer.

All persons to whom said estate is indebted will present their claims duly verified to the undersigned. If such claims are not presented within one year from date, then this notice will be pleaded as a bar to the payment of same.

J. HENRY GLADDEN,  
Administrator of estate of J. H. McC. Gladden, deceased.  
Chester, S. C., April 11, 1919.  
11-18-24.