



3-21-1916

The Chester News March 21, 1916

W. W. Pegram

Stewart L. Cassels

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Recommended Citation

Pegram, W. W. and Cassels, Stewart L., "The Chester News March 21, 1916" (1916). *Chester News 1916*. 23.
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MR. J. B. DUKE TO BUILD IN SOUTH

A Second Somerville, N. J. Place Not Unlikely Although on Much Smaller Scale.

Charlotte, March 20—That Mr. J. B. Duke, founder of the American Tobacco Company and affiliated interests, and owner of the magnificent Somerville, N. J. estate, which is one of the show places of the country, is to build a huge in Piedmont Carolina is the high interest news that has just developed here. It is to be located, according to present plans, which however are subject to change, near Great Falls, S. C. on an island in the Catawba River, where it will command a wonderful view of three of the largest hydroelectric developments in the Southeast and is to be surrounded by roads, park places and flower gardens that will be second to none in the country. Mr. Duke has already had a rough sketch of the plans drawn and he has gone so far as to have Mrs. Duke visit the site in order to get her views on the subject. Mr. Mrs. Duke has their little daughter who lives at Great Falls for the past several days.

This announcement is one of the most significant that could be imagined. It is not so much that a splendid mansion and an estate pre-eminently probably in the South is to be provided in this section but, instead, that Mr. Duke is to spend more of his time in Piedmont Carolina, that he is to keep closer and more intimately in personal touch with the development of this general section and this after all is the primary consideration. Mr. Duke is a constructive force of dynamic energy and wherever he is something has to be doing. He could no more retire or withdraw from active business than he could breathing. It is the soul of his life, indeed, his very life to see things in motion, to plan the work and then work the plan and it is a man of vision sufficient and wealth adequate to achieve anything. Mr. Duke is profoundly interested just now in promoting Southern development and he is eager to get a little closer to his field of major operations. Hence his determination to build down here.

The site that has been chosen is known locally at Great Falls as "the Mountain Island." The Catawba here makes its last series of great plunges before it leaves the country for the lowlands at Wadesboro and in a distance of approximately 4 miles falls more than 200 feet. The stream twists and turns in seeking its level and in the bend of one of these great turns, an island of several hundred acres has been formed. The heights of this island are well wooded and it commands a view of the splendid hydroelectric developments at Rocky Creek to the south, Great Falls to the west and Fishing Creek to the north. On the top of the big hill one can look down upon the three lakes, power houses and generating stations and at the same time command a view of the entire section.

At this time the island is limited to its natural beauty—a site that lends itself to artistic treatment such as Mr. Duke and his millions will give. For several years Mr. Duke has had his eye on this spot and at last he has reached the point where he is going to develop it.

The tentative drawings call for a hotel to cost \$100,000 occupying the commanding knoll of this Mountain Island and leading up to it will be laid out a series of winding roads, flower gardens, park places, etc., somewhat after the fashion, although on a much smaller scale, of that at Somerville, N. J. This estate is not to be used for a two-round residence as is the Somerville N. J. place but it is to be occupied by Mr. Duke and his friends for several months probably in the winter or at other times as desired.

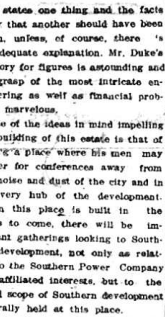
Heterotopia Mr. Duke has been coming South several times a year and spending probably a month or two at each of the great man's conferences with his lieutenants and has the faculty of asking more questions to the hour than any man alive. And his questions are such that the officers to whom they are given cannot evade or postpone.

Who states one thing and the fact shows that another should have been given, unless, of course, there is an adequate explanation. Mr. Duke's memory for figures is astounding and the most intricate engineering as well as financial problems narrows to him.

One of the ideas in mind impelling the building of this estate is that of having a place where his men may gather for conferences away from the noise and dust of the city and in the very hub of the development. When this plan is built in the years to come, there will be important gatherings looking to Southern development, not only as relating to the Southern Power Company and affiliated interests, but to the broad scope of Southern development generally held at this place.

Those who know Mr. Duke best desire that their work as this—building of a magnificent country estate, the laying out of roads and improvement of park places, is a form of amusement diversion or dissipation that he follows instead of slipping off to Europe buying yachts, running down to Palm Beach and elsewhere, as do many other important "show people." He goes out to Somerville from New York and there he works away at some of the things that are so essential in the handling of the gigantic problems confronting him.

He will run down from the North to cover the Southern Power system and then have long conferences with the "show people" as his Mountain Island estate. He will then not have to live at hotels and be subject to the annoyances that accrue therefrom. And the indications are that the Southern Power interests in the future will command more of his time and thought than in the past.



Pryor Hospital Before Addition of Porches and Annex

PRYOR HOSPITAL COMPLETELY DESTROYED BY FIRE YESTERDAY

Discovered About Ten O'Clock--Adjoining Property Damaged--Will Build New Hospital.

The most exciting time in the recent history of Chester was caused yesterday morning about ten o'clock when it became known that the Pryor Hospital, on Saluda street, was on fire. Places of business and homes were deserted. The occupants hurrying to the scene of conflagration with the view of rendering any assistance which they might be able to offer.

The flames was first discovered in the south corner of the main building, the origin of which is not definitely known. Some think it possibly caused from a spark from the stove line of the kitchen, which is separate from the main building, but those reaching the fire early are of the opinion that its origin was in the attic of the roof and, from all appearance, had gained considerable headway before bursting through. There were several calls made for the fire department but the first source of the fire was from Whiteside's Cafe, which is located in the Valley, a considerable distance from the hospital.

The flames, upon reaching the scene, realized they would have to put up a stubborn fight and stretched many lines of hose, both from York and Saluda streets. They put up a hard fight and deserve much credit. Naturally they tapped the first hydrants, which are located on a four foot water main which for a considerable time gave them low pressure. The roof of the residence of Mr. W. W. Coogler, adjoining the hospital, was considerably damaged by fire while the damage to the interior from water was very heavy. The damage to the residence of Mr. D. Cross was similar to that of Mr. Coogler's.

With the exception of the nurses' home, in the rear of the main building, and which was recently added, the hospital was a complete loss along with the larger part of the furnishings, fixtures and instruments. Dr. Pryor had within the past eight months added about \$5,000 worth of new equipment in the way of an X-ray machine, etc. While quite a number of surgical instruments were saved by the greater part, which were very expensive.

There were twenty-two patients in the hospital at the time of the fire and all were safely carried out with, out any real casualties. Many patients were carried out by citizens, the others being brought out by the nurses who were commended on every side for their coolness. The Chester Sanatorium promptly offered its services and a number of patients were carried there, those remaining were taken to the home of Dr. Pryor. The DeVega residence on Wylie street has been rented temporarily by Dr. Pryor, and was on yesterday fitted up to take care of a number of patients who will be taken there today.

The Chester Sanatorium has very kindly offered the use of their operating room to Dr. Pryor until he can get the necessary instruments, etc. for another. While the loss of the Pryor Hospital by Doctors Pryor, Malone, McFadden and Hennis is very heavy it does not mean the loss to Chester of the well and widely known Pryor Hospital as they have already decided to build another, which will be modern and up-to-date in every particular.

The exact location of the new hospital has not as yet been decided. They own several admirable locations and others have been offered. Before the flames had been extinguished Dr. Pryor was receiving flattering offers from various sources of the State, some offering to build him a hospital and it should be gratifying news to Chester people to know that Dr. Pryor has no intention of leaving Chester. Chester has always felt a pride in the Pryor Hospital and the completion of a greater Pryor Hospital will be awaited with eagerness.

TUESDAY MORNING. Dr. Pryor has rented the residence of Mr. R. L. Horne, on Saluda street, adjoining the residence of Dr. R. H. McFadden and will connect them with a passage way as soon as possible. This will be used as a hospital until the erection of a new building. The DeVega house on Wylie street will not be used as was contemplated yesterday. Dr. and Mrs. McFadden will make their home at Dr. Pryor's until the erection of the new hospital building. Mr. and Mrs. R. L. Horne, and daughter, Miss Magabelli, will leave at an early date for Washington, D. C. where they will spend the summer. Mr. and Mrs. Horne have three sons who are now located in Washington.

All of the patients who were in the hospital yesterday are reported as doing nicely and seem none the worse from the experience.

FIELD DAY EXERCISES.

Program to be Carried Out at Armistice on Friday, the 21st. Schools of Bates Rouge Township to Participate. The following is the program of the Field Day exercises that the schools of Bates Rouge township are to hold at Armistice Friday, March 21, beginning promptly at ten o'clock: Assembly of all school children of Bates Rouge township at the Armistice schoolhouse at 10 A. M.

1. Prayer—Rev. J. H. Yarborough. 2. Address of Welcome—Mr. Walter Simpson and Principal J. W. Anderson. 3. Response—Mrs. Eva W. Bramlett. 4. Song, "Carolina" by School Children. 5. Address—County Superintendent W. D. Knox. 6. Educational Parade. 7. Song, "America" by School Children.

8. Best Collection of Industrial Exhibits by each school (sewing, cooking and fancy work). 9. Fancy articles—Centerpieces, edged towels, yokes, handkerchiefs, laundry bags, soap bags. 10. Plain Sewing—Aprons, caps, pillow cases, corset covers, shirt waists. 11. Cooking—Omelette, toast, cream milk biscuits, one-half dozen waffle milk biscuits, plain cake, chocolate cake, coconut cake.

12. Judge. 13. Cooking—Mrs. Robert Abell, Miss Virginia Mayfield, Miss Camilla Abell, Nancy Work and Sewing—Miss Kathleen Wilson, Mrs. C. M. Custer, Mrs. E. H. Wise. 14. Literary Tests. 15. 11.00 A. M.—4 and 5th Grade Spelling, Mr. W. D. Knox. Hill's Book. 16. 11.00 A. M.—4 and 5th Grade Spelling, Mrs. S. S. Abell. Hill's Book I, Part II.

17. 11.00 A. M.—4 and 5th Grade Spelling, Mrs. Lizzy Lewis. 18. 11.15 A. M.—4 and 7th Grade Arithmetic, Mrs. S. S. Abell. 19. 11.30 A. M.—4 and 5th Grade Arithmetic, Mrs. Olive Ferguson. 20. 11.35 A. M.—2 and 3rd Grade Arithmetic, Miss Violet Anderson. 21. 11.50 A. M.—5th and 6th Grade Reading, Miss Virginia Mayfield. (Stepping Stone, 8th.) 22. 11.50 A. M.—4 and 5th Grade Reading, Mrs. P. T. Wade, (Hill's 4th.) 23. 12.00 P. M.—4 and 5th Grade Reading, Mrs. J. P. Carter. (Stepping Stone, 2nd.) 24. 12.00 P. M.—Map Drawing, T. 8. S. 25. 12.30 P. M.—Recitations, G. H. H. and 10th Grade. 26. 12.30 P. M.—Declamations, T. 8. S. and 6th Grade. 27. Dinner.

Athletics. 28. 2.30 P. M.—50 Yard Dash. Open to all boys. 100 Yard Dash. Open to all boys. 250 Yard Dash. Open to all boys. 500 Yard Dash. Open to all boys over 10 years of age. 1000 Yard Dash. Open to all girls over 10 years of age. 50 Yard Dash. Open to all girls over 10 years of age. 200 Yard Race. Open to all girls. Potato Race. Baseball Throw. Open to all girls. Running High Jump. 100 Yard Dash. Open to all girls. Standing Broad Jump. One-half Mile Relay Race. 4 from each school. 2.45 P. M.—5 from each school. Reception—Mrs. L. Klatt. Delivery of Medals and Prizes. 4.00 P. M.—Baseball Game.

Prayer for Declarations—Mrs. J. F. Wadsworth, Mr. I. H. Glenn, Mr. John M. Hemphill, Rev. Waddy T. Duncan, Mr. J. A. Riley, Mr. W. D. Knox.

ARMENIA NEWS

Armistice, March 20—Everybody is busy at Armistice. The farmers are plowing every day, getting ready for planting everything looking lively. And what do we see at the school house? Why, of course, the children are practicing for Field Day, which is to be held there on March 21.

News! Understanding the busy time in this section, the social circle has also been quite busy. We were all glad to see Miss Grace Anderson, who is teaching at Fort Leno, and who she stayed with us only a few days.

Miss Margaret Kidney, was the guest of Miss Grace and J. J. Atkinson and worked. Miss Hattie Yarborough is just at home for the vacation. She has for the past session been teaching at Mount Pleasant School. Mrs. R. O. Atkinson left last week for Clermont College, where she will spend a few weeks with her daughter, Mrs. Boyd Brandon. Mr. S. H. Harkin, Jr. spent a few hours in the Armistice community Sunday.

Miss Ruth Atkinson who has been teaching school at Fairfield, is now at home for her vacation. Mr. and Mrs. J. Weaver Darby, of Orr station, spent the week-end with her parents, Mr. and Mrs. M. H. Goodson.

Mr. C. W. Atkinson spent Sunday in the Bates Rouge community. Miss Mary Hudson expects to leave in a few days for the Magdalen Hospital, where she will enter training.

The farmers of Armistice met as usual last week. The subject of the session being "Grading crops." This year was considered a bumper year by our efficient county superintendent, Mr. J. A. Riley. Every farmer is interested and the organization gives promise of being of great benefit to the community.

Mr. J. H. Yarborough, Jr., left Monday for Yafaria where he is to attend the physical and mental examination for filling the Cadetship at West Point Military Academy. Mr. and Mrs. Tracy Walsh spent Sunday with her parents, Mr. and Mrs. Alan Gray.

Miss Katie Premsley spent Saturday with her parents, Mr. and Mrs. E. L. Pressley. The Ladies' Community Club of the Armistice section was inaugurated yesterday by Mrs. J. H. Yarborough. After an interesting and instructive program was carried out, a sweet treat was served. These meetings are held monthly and prove to be helpful as well as interesting to the house-keepers.

We all enjoyed the concert given by the young people of Comderville. Mr. J. Harkin, President, of Harkinsville spent the week-end with his parents, Mr. and Mrs. E. L. Pressley. Mr. Pressley after finishing a course at the University of Wisconsin last year, is now doing farm demonstration work in Burlington County, Armenia contributor.

James W. Jr., the fourteen months old son of Mr. J. W. Bigman, of the Furka Mill village, died Saturday afternoon of pneumonia and was buried in Evergreen cemetery Sunday afternoon.

Miss Willing May Adams, young lady winner of Mr. and Mrs. W. W. Adams, of Rock Hill, was guest here at Laurelwood cemetery, in that city, Saturday afternoon. An ample omelette, labeled carbolic acid, sold the sad story of her death. No reason can be assigned for the rash act.

Belgium to the Youghs. This was in the death of the Alamo where a German attack against a small French post southeast of the Bois de Buttes was repulsed. Constantinople reports that the Bulgarian army has been ordered to retreat from the Polish region with the Turkish vigorously pursued.

The hard fighting between the Italians and Austrians continued at various points, especially in the Isonzo region, but no important changes in positions have resulted. Little fighting of importance is taking place on the Russian front. Petrograd reports the capture by the Russians of the town of Minsk. German troops are being sent to the front. Only one infantry column had taken place along the entire line.

STABLE AND RESIDENCE BURNED AT YORK

The corrugated iron stable building of Mr. A. S. Barron, on West Madison street, Yorkville, and the two-story dwelling on the lot adjoining, also the property of Mr. Barron, were destroyed by fire during the early hours of this morning. The fire was discovered in the stable at about 2:30 o'clock, after the flames had begun to boil on the inside of the roof and it spread rapidly, owing to a draft which spread rapidly, and it was fifteen minutes or more before the fire men arrived with their hose and fire fighting apparatus. In the meantime the flames had deeply spread to the dwelling house and there was little hope of saving it to do except devote their efforts to the saving of the adjoining buildings.

All the livery horses were saved by Mr. Barron having taken them to Chester yesterday. The dwelling house was occupied by Mr. and Mrs. Truman D. Turner and Messrs. A. S. and Campbell Barron. Mr. A. S. Barron was out of town. The other occupants of the house barely had time to save themselves, and Mr. and Mrs. Turner lost most of their household effects.

Although only a small part of the fire department was on, including Chief Youngblood, these present-day incident work in preventing a spread of the flames that might easily have led to other buildings.

PEARL WHITE AT DREAMLAND

If you missed the episode of the "Iron Claw" you will understand all about it by reading the account episode story of the play is as follows: Epoch Golden, multi-millionaire plantation owner, accused his wife of betraying his confidence, and sent her from their beautiful home, Alton, on an island off the Carolina coast. Dr. Jules Legar, who rescued Golden's daughter, was set Golden's daughter.

Legar, who was rescued by a mystic and desperate enemy of the underworld, known as the Laughing Man. In the same city lived her father, who was the owner of many thousands of acres. David Manly, who occupied the palatial home to which the Laughing Man brought Margery, with Stein's Electro-Ray Projector, Legar set fire to several of Golden's tenements. Manly learned of Stein, and from the latter's home he stole a diagram showing the location of the Projector. The police captured Stein and two of his accomplices, but the mystery criminal easily made his escape. Manly, thinking to prevent the further destruction of her father's properties, returned to Legar. Will Legar return her to David Manly? This feature is extra every Wednesday at Dreamland.

SHELL FOW SHELL ON BATTLE FRONT

Turks Continue the Drive Around in Mesopotamia—British Army Captured Town on Euphrates.

Again the intensity of the fighting around Verdun has dwindled perceptibly. Only the artillery arms of the opposing sides are active. No infantry attacks or counterattacks are being engaged in.

Around the Meret Homme where former battles have recently been fought, the fighting is quiet. Even the bombardments here are only intermittent. There also has been a slackening in the fire of the big guns in the Woerze region to the southeast of Verdun.

Near the front, however, several important and promising developments are being made. The French positions but the French are vigorously counteracting. North of Verdun, near the right bank of the Meuse, important German ammunition depots have been blown up by the French guns at Champanelle, and the British are only one infantry column had taken place along the entire line.

NEWS
Published Tuesday and Friday,
at Chester, S. C.

W. V. PEARSON
STEWART L. CASSELL
Owners and Publishers.

Subscription Rates in Advance
One Year . . . \$1.50
Six Months75
Three Months40

Advertising Rates Made Known on
Application.

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

TUESDAY, MARCH 21.

SORE SHOULDERS OF HORSES AND MULES.

The cause of sore shoulders can almost invariably be traced to ill-fitting or filthy collars. Owners as a rule pay little attention to the fitting of collars and their care, and consequently, most farmers have one or more horses or mules with sore shoulders during the winter season.

The chafing of ill-fitting and filthy collars causes inflammation and abrasion of the skin and, in many instances, injury of the deeper tissues. Quite frequently deep-seated abscesses form above the shoulder joint at the lower part of the collar. These abscesses and the growth of fibrous tissue which form in this region require surgical treatment, but simple abrasions and inflammations of the skin yield readily to treatment if treated promptly. In this, as in all diseased conditions, it is necessary to remove the cause. This can be done by keeping collars free as often as removed from the animal while accumulations are soft and easily wiped off and by seeing that they fit so the shoulders will not be chafed and bruised. The practice of repeating collars and botching shoulders at intervals is one of the best preventive measures that can be adopted. As soon as the skin of the shoulders appears irritated, it should be washed several times daily with a solution of salin or other astringent solution. Removal of pressure from the inflamed skin is absolutely necessary and if this can be accomplished by hanging the style of collar or other method, the animal should be rested until the shoulders heal.

Abscesses which occur at the point of the shoulder should be opened as soon as they form, sprayed daily and kept open by dressing with a solution of salin until the discharge ceases. Failure to do this will result in the formation of hard fibrous tumors which can only be removed by operation.

THE BUSINESS WOMAN.

There are some women who cling to old ideas about various things. They seem to think these new ideas are all "bosh." Nothing to them—the old way is good enough for me.

Well, they are not! I assure you, entitled to their opinion and about the best and only thing to do is to let them have their say. However, times and things are changing and, if you keep your eyes open you don't have to wait a thousand years to see these wonderful changes.

Only a few years ago the woman or girl who went out into the business world to make a living was not thought so well of—her chum would, to a certain extent, cut her acquaintance. Not so today, the other girls are becoming envious of her.

Today the rich girl is entering the business world. She wants to get in the game. From a recent issue of a New York paper we notice where an ambitious college girl, daughter of a very wealthy man, is engaged in wrapping bundles in a Fifth Avenue department store, where she went immediately after graduating from college. She wants to learn the business from A to Z with the idea of buying a department store of her own.

The day is coming when the young man will be forced to hustle to compete with the women in business.

FARMERS SHOULD DEPOSIT ALL RECEIPTS IN BANKS.

We not only remedy no doubt in the world of the wisdom of the advice just given by the Virginia State Farmers' Union—namely, that "farmers should put themselves on the same footing as other business men" in dealing with banks. The idea is that if farmers will deposit all the money they get and follow the business man's rule of paying all bills by check, it will be easier for the farmers to borrow money when needed as other business men do. In other words, banks like other business houses, are disposed to loan after their acquaintances, friends, patrons, and customers, and the farmer needs to put himself in this class. If the average town business man kept his money at home or in his safe when he had a little surplus and never went to a bank except to borrow, he would stand mighty little chance of borrowing at all. And if he lacked such help and had to pay "time prices" or borrow from loan sharks, he would come go into bankruptcy.

Consequently Mr. Town Business Man puts every cent he gets in the bank, and though he may never have balance worth mentioning, yet the bank knows him, appreciates his patronage, and helps him. We believe the Virginia Union is wise in urging farmers to "get on the same business footing." The Progressive Farmer.

GRACE CINARD

"THE MADCAP QUEEN" THURSDAY

Auto Transfer
Phone us for night or day service.

Prompt attention given to all calls.

Chester Cafe
Phone 381

PROFESSIONAL.

Until the completion of my house on York St., I will be at Mrs. L. H. Metcalf on Wylie St. Telephone 327.

Dr. W. R. WALLACE
Physician. All modern and complete. Reside only to Robt. Froy, Jr.

FOR RENT—

From house on Pinchey Street. All modern and complete. Reside only to Robt. Froy, Jr.

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Ordinance

BE IT ORDAINED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF CHESTER IN CONVENT ASSEMBLED, AND BY THE AUTHORITY OF THIS RAILROAD THAT IT SHALL BE UNLAWFUL FOR ANY PERSON WITHIN THE CORPORATE LIMITS OF THE CITY OF CHESTER, owning or having in charge, chickens, or other fowls, to allow such fowls to trespass upon the premises of another.

Provided, That this ordinance shall not apply to persons concerned whose consent is granted.

Upon complaint from persons of value from such premises, the Mayor is hereby authorized to summons all violators of this ordinance for trial and, upon conviction they shall be fined not more than Ten (\$10.00) Dollars and be imprisoned for not more than Ten (10) days, in the discretion of the Court.

Done and ratified in Council this 20th day of March 1916.

Z. V. DAVIDSON, Mayor.

JAMES HAMILTON, Clerk.

DREAMLAND

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ROAD WORK IN RURAL SECTIONS

Suggestions to Communities For Improved Highways.

DRAINAGE AN ESSENTIAL.

The Right Man in a Community Should Be Placed in Charge of Road Work.

An Earth Road Properly Cared For Satisfactory in Rural Sections That Cannot Afford Better Type.

(Revised by office of public roads.)

That full value may be realized for the money appropriated for road purposes and that the best results obtainable may be secured it is essential that the right man shall be placed in charge of road work. He should be selected not only because he actually knows more about good roads than any other person in the community, but also because he can get the best results from the money furnished. It is not sufficient, however, to let the matter rest with the appointment of a road overseer. He should receive the whole-hearted support of the community in the work. It should be seen that under the conditions and with the money furnished the community is getting the best results in the way of road improvement. It is well to remember that if for any reason it should be realized that the responsibility of failure rests upon the community. There should be no other consideration therefore in selecting a road overseer than that of securing a man with the ability to perform the duties required. He should be a man who will always have much to do with the prosperity of a community and that united action in the right direction is the sure and quickest way to secure them.

Where the road overseer has had but little experience in road work or where some new and difficult problem is presented to the experienced man of the office of public roads and rural engineering of the department of agriculture when requested will offer advice and suggestions for carrying on the work and how best to overcome the difficulties.

To secure a satisfactory road of any kind it has a variety of conditions to be met—first, drainage, second, earth road, and third, drainage. The earth road, properly cared for, will answer satisfactorily for the traffic of many rural sections that cannot afford the better type of road. The earth road must be well drained. After this it will be well understood that other requirements may be taken up—the location of the road and the relative grades to a general average of 5 per cent.

With the exception of sandy roads, which are easiest for traveling when damp, all roads must have proper side drains to carry away the surface water. In order to let this surface water to the ditch the road surface must be graded to carry away the surface water in the center and sloping down the side ditches. A very easy and satisfactory way to keep earth, clay and gravel roads drained is by the use of the split log ditches explained in Farmers' Bulletin 507, copies of which may be obtained upon application to the department.

After the road has been graded and it is in a level condition but the wise use of the road drag it should be used so that ditches are kept free from weeds etc. and that they are deep enough to carry off the water which runs into them. In most cases a wide, shallow ditch is best. Deep ditches are dangerous to traffic. At spaces of every few hundred feet along the roadway a culvert of some kind should be placed to carry away the water which has gathered in the ditches.

A road properly built generally will not have an average of more than 5 per cent. By "per cent of grade" is meant the number of feet the road rises or falls for every 100 feet of its length. On a road of 1 per cent grade the horses need pull the load a distance of only 1 foot for every 100 feet they travel. It has been found that where a horse can pull a full load 100 feet on a 1 per cent grade only one-half that load on a 5 per cent grade and only one-fourth that load on a 10 per cent grade. More trials must be made to find from market on a road with just one bad hill in order to haul the same amount that can be hauled at one trip on a level road.

EARTH ROADS IN KANSAS.

Movement to Surface Them With Durable Materials.

That more cities in Kansas have paved their streets with best class materials during the last few years than in any other state in the Union is the result of the efforts of the State Highway Engineer. These cities have taken their work very seriously. They are making definite plans for a rolling system of roads in this world, but almost no month ago "the bottom dropped out" and the most important dimension of these highways has been their depth. The weather conditions in 1913 and 1914 were favorable for the maintenance of earth roads and many Kansas people to think that present graded earthroads would answer any purpose.

However, it is now clearly evident that if these main roads leading to the market centers and connecting cities were to be maintained in the eastern part of the State on 20 day grade, it will be necessary to surface them with more permanent materials than the present earth roads.

Eastern Kansas is especially adapted to general farming and dairying and the kind of first class highways leading to the market centers is one of the first essentials in the successful carrying out of this type of farming.

The kind of road to construct in any locality depends essentially upon the following: the kind of surface material available in that community and the kind and amount of traffic for which the road is being built.

"Choosing the type of road for a locality should be done by an expert engineer. The construction of a road should be placed under the supervision of a corps of expert engineers who have been given the power to see results."

Paved Roads For Iowa.

The Greater Iowa association, says the Farm and Poultry, is out for a program to see to the building of 2,000 miles of paved roads at a cost of \$10,000,000, or \$20,000,000 in all by 1920, or \$100 million in total. Therefore the most that can be hoped for would be the equivalent of the best roads and dirt roads north and south. The average farm would be twenty-five miles from one of these highways. This seems some distance when the \$20,000,000 is considered.

Last of New Jersey's Toll Roads.

The last of the New Jersey toll roads was closed to existence recently upon the board of Freeholders of Bergen county took over the Bergen Turnpike. The Public Service corporation of New Jersey, which operates a trolley line on the turnpike, decided to take care of the bonded indebtedness of the road amounting to \$2,000,000. The road was built by private subscription in 1802. There were four tollgates on it.

SCHOOLS OF COUNTY.

Mr. S. E. Wylie, county treasurer, has received a check for \$1,300 from the Comptroller General as state aid for a number of Chester county rural, graded schools. The money will be apportioned among the following schools: Edgemoor No. 11, \$200; Greensboro No. 15, \$200; Richburg No. 18, \$200; Pleasant Grove No. 20, \$200; Armons No. 29, \$200.

FOR RENT—

From house on Pinchey Street. All modern and complete. Reside only to Robt. Froy, Jr.

FOR RENT—

From house on Pinchey Street. All modern and complete. Reside only to Robt. Froy, Jr.

RAPS TOWNSHIP SYSTEM.

County Engineer Says Settling the "Weak Does Not Get Good Roads."

The present system of permitting towns to petition for a road is a poor system when the results are taken into consideration is the declaration of County Engineer A. W. Straub and Chief Deputy C. A. McClung of Spokane, Wash., in a report on road conditions for the year recently completed.

The report in part says: "Spokane county has fifty townships, each with its set of officials who have absolute charge of all road work to their respective townships, except in the case of state and permanent highways. They decide on all the roads to be built in their townships and they are required to act according to the recommendations and frequently disregard them.

"These townships levy over \$100,000 a year for road purposes, which is all used for maintaining old roads and building new, with what average increase the automobile user can testify. The majority of the township supervisors are to be best of their kind. But under the old system of electing them every year a good official was scarcely broken into the duties of his office before his term expired and a new man had to take up the work.

"Many of the townships have no value received for their money, but some of them have fallen a long way back."

Interstate Highways Would Aid in Mobilizing Troops, Advocates Say.

A bill providing federal aid for main line interstate highways, which will have the support of national good roads organizations, has been prepared for congress to pass upon it. A strong argument to be used in favor of the measure will be in connection with the proposed interstate highways, by means of automobiles and motor trucks, troops could be mobilized rapidly. Construction of three transcontinental highways east and west and north and south will be provided for if the bill becomes a law.

Several new features have been incorporated in this bill to avoid some of the objections and problems of the past. One of these is designed to reduce to a minimum the amount of money to be expended upon whatever part of the transcontinentals is in the hands of the state in question. Construction of three transcontinental highways east and west and north and south will be provided for if the bill becomes a law.

Another feature in the bill of operation is the provision that the government assisting in the main line routes it is said that the states will have more money to build lateral or feeder highways, so that the proposed highways would be the backbone of a system of roads that would greatly reduce cost of transportation from the farm to the nearby market and thus be the introduction of a new national economy.

Millions For State Roads.

A total of \$4,800,000 was expended by the states for road building in 1915, according to a circular issued by the secretary of agriculture at Washington. In the list of states New York was second with \$1,000,000, Next came Pennsylvania with \$2,000,000, Maryland stands fourth, \$475,000. Other states that spent over \$200,000 are Ohio, \$3,000,000; Washington, \$2,100,000; Massachusetts, \$2,437,000; Illinois, \$2,100,000.

Improved roads to the extent of 55,477 miles had been completed under state supervision at the outset of 1915. It was about twenty years ago that state governments began to make appropriations for road improvements; up to Jan. 1, 1915, the grand total set aside by the states for road improvements amounted to \$211,850,000. Showing the wise policy of the states has grown in recent times, the circular states that \$104,000,000 of the total was appropriated by the states since the beginning of 1914.

100,000,000 FOR ROADS.

Many of the townships have no value received for their money, but some of them have fallen a long way back."

FOR RENT—

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FARMERS AND HIGHWAYS.

- Farming is a business and like any other business the farmer must consider the important problem of transportation.
- Unfortunately farmers are forced to traverse their crops with the roads with perils.
- Good roads not only enable the farmer to take advantage of the favorable conditions in disposing of his crops, but reduce the cost of hauling at least two-thirds, according to competent authorities.
- They also have a direct bearing upon the cost of living, which is a most important consideration for the consumer. We frequently hear of the normal conditions in Europe in normal years, and when we consider that our average cost of hauling per ton mile is 35 cents, compared with 8 cents to 12 cents in Europe, we can see that we are paying a heavy tribute to bad roads. A reduction in the cost of transportation means—slowing the market price.
- Also the supply of farm products, while generally dependent upon the condition of the country's roads, a shortage sends the prices soaring and the consumer must dig deep into his pocket to make the purchase.—E. M. Williams.

100,000,000 FOR ROADS.

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From house on Pinchey Street. All modern and complete. Reside only to Robt. Froy, Jr.

WE HAVE JUST RECEIVED THE FOLLOWING ARTICLES IN

Gent's Furnishings

Bonar Straw Hats
Hart Schaffner & Marx Clothing
Geo. P. Ide Shirts
Howard & Foster Oxfords

A beautiful line of Neckwear.
Coming: Edwin Clapp Oxfords

A PLEASURE TO SERVE YOU

Rodman Brown Co.

Didn't Expect to Live

In a letter to the Pinus laboratories, Mrs. G. O. Walker, of Walker Lane County, Oregon, writes:

"I have been taking Furtrala and it has been a great relief. I suffered so with gallstones, my family and friends didn't expect me to live."

Furtrala is a powerful intestinal lubricant and acts on the rectum, expelling the hardened particles that cause so much suffering, expelling the congested waste in a easy, natural manner, to the sufferer's great relief. A single dose is usually sufficient to clearly indicate its efficacy. To build up and restore the weakened, run-down system, Traxo is highly recommended as a stimulative that acts on the liver and kidneys, stimulates the flow of gastric juices to aid digestion and removes bile from the general circulation.

Furtrala and Traxo are prepared in the Pinus Laboratories at Montclair, Ill. and arrangements have been made to supply them through representative druggists. In this or they can be obtained at Steider Drug Co.

I BEG TO ANNOUNCE

To my customers and friends that I have in my livery now for general use Two Hand-some New Landaus. I will appreciate your patronage.

W. F. MOORE

Phone 442 Chester, S. C.

What's the use of carrying a complete stock unless folks know what you've got? ADVERTISE!

FOR BENEFIT HOSPITAL NURSES

The Kaiserbocker Stock Co. will play at the Opera House tomorrow night part of the receipts going to the nurses of the Fryer Hospital.

Several of the ladies of the city will entertain the opera with tickets.

This Company consist to Chester might recommend "Tonight and Tomorrow" and "The Kaiserbocker Stock Co." will play at the Opera House tomorrow night part of the receipts going to the nurses of the Fryer Hospital.

Several of the ladies of the city will entertain the opera with tickets.

This Company consist to Chester might recommend "Tonight and Tomorrow" and "The Kaiserbocker Stock Co." will play at the Opera House tomorrow night part of the receipts going to the nurses of the Fryer Hospital.

Postponements usually end in postmortems!

"The day that has slipped away can't come back the old gentleman with the scepter and hourglass doesn't make round trips!"

What have you to show for last year? Start now to make the coming year fruitful. Start to put money in our Bank.

The National Exchange Bank
Chester, S. C.

Don't postpone starting!

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

J. L. Glenn, President.
G. M. JONES, Vice President.

J. R. DYE, Cashier.
WM. MCKINNELL, Assistant Cashier.

RIGHT PACKAGE FOR BUTTER.

Pound Prints Most Suitable for Home Dairy—Old Way of Mold is Quite Unsanitary.

The style of package in which butter is offered for sale depends largely on the market, the amount of butter manufactured and the frequency with which it is sold. The old way of molding from butter in cakes, balls and rolls is unsanitary and out of date, and a neater form of package is now used in its stead. The style of package has much to do with the sale and price of butter and on this account it is given much attention.

When butter is made on a small scale on the farm, earthen crocks are often used and give good satisfaction. They are often objected to on account of the weight and the ease with which they are broken during transportation. When viewed from the standpoint of the keeping quality of butter there is possibly no container that equals the earthen crock. In view of this fact it is the best to use when the butter is made for home use.

Wooden tubs and boxes are used for packing butter. The tubs are of different sizes, 10-pound, 20-pound, 30-pound and 60-pound the boxes are usually all of the latter size. These, however, are only suitable for the larger dairies. When used they should be lined with parchment as per after both have been thoroughly washed and steamed. Parchment is cut to fit the package is carefully furnished with the tub or box.

For the home dairy one-pound prints or bricks of butter are coming more and more into favor. Each print or brick of butter should be neatly wrapped in parchment paper. The parchment paper may be plain, but more often the wrapper has some decorative design on it. This latter is the best form in which to put up butter if supplying to a special trade. It is risky, however, to put up butter of the best quality in pound prints.

INADEQUATE FINANCING.

One of the most discouraging aspects of civic life and uplift is manifested in the artificial and inadequate financing of the city and the people who seek civic improvement. They have these aims, but work without accomplishment. The other type of civic group seeks to increase funds or maintain the city without the contribution of civic beauty. A combination of the two would be the best. The great advantage of wide organization lies in the fact that one can get more done with another.

Every advance in physical improvement has to be paid for. The money may come from the city treasury or by subscription. In the first it comes from the same pockets. Indirect taxation is the best, but the improvement is not done at once by the other American city.

PREVENTION OF LITTER.

Organizing Corps of School Children in Cleveland to Further Clean Streets.

The prevention of litter in streets has been carried farther, perhaps, in no other city than has yet been necessary in Cleveland, writes G. H. Hanna, commissioner of street cleaning of Cleveland, O., in the *American*. It is in our most crowded quarters the streets and sidewalks are rarely used as thoroughfare for garbage and ash cans, so one fruitful source of trouble in certain eastern cities is minimized in our case. They are reasonably clean.

FISH HAVE NOVEL WEAPONS.

Among Them is the Power to Generate Electricity to a Most Remarkable Degree.

Fishes that discharge electric currents from their jaws, other denizens of the deep who entrap their prey by enveloping it in an electric fluid and sea turtles who generate electricity as a means of defense are among the most remarkable of the fish. Dr. Ulric Dahlgren, member of the Franklin Institute in Philadelphia, has been talking on "Production of Electricity by Animals." He pointed out that it was only by fish that electricity was produced by living organisms for any apparent use, with the single exception of a mollusk found in Asia.

The fishes mentioned as capable of shocking other members of the finny crew are the electric eel, the electric ray and the electric catfish. The electric eel lives along the coast of New Jersey, he said. Some of the electric eels in South America were captured by Dahlgren. Explained, were capable of generating a current of more than 500 volts, enough to stun a human being, but not more than 250 volts, because of the resistance of their own bodies.

Certain torpedo fishes were described by Dahlgren as capable of generating electricity in sufficient quantities to submerge themselves and also to facilitate the capture of their prey.

Schools as Civic Centers.

Every school building in the United States was pictured as a potential center for civic education. The American Civic Association in Washington, at which Miss Margaret Wilson, daughter of the president, presided.

Miss Wilson described the social center movement as a plan whereby each school building, now idle eight hours or more each day, is to be placed at the disposal of the district, associated in one nonpartisan, nonexclusive organization, to deliberate questions and to carry on work and to promote in more direct ways the life and happiness of the neighborhood and the city.

The idea that it was proposed to make the school social centers for public amusement or to the children open free to whatever public organization might for the moment interest the board of education, she said, was a misconception.

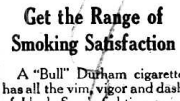
"Bull" Durham is the mildest of all cigarette tobaccos.

Its unique aroma and distinctive mellow-sweet flavor is duplicated by no other tobacco.

It has been the great American smoke for three generations.

Learn to "roll your own" with "Bull" Durham—you can do it with a little practice—and learn new smoke enjoyment.

GENUINE "BULL" DURHAM SMOKING TOBACCO



A "Bull" Durham cigarette has all the vim, vigor and dash of Uncle Sam's fighting men. That's why the American Army is an army of "Bull" Durham smokers. For a virile, lively, manly smoke, "roll your own" with "Bull" Durham.



"Bull" Durham is the mildest of all cigarette tobaccos. Its unique aroma and distinctive mellow-sweet flavor is duplicated by no other tobacco.



THE SOUTH AWARENEDED.

Reference to the South as the great cotton-producing area of the nation has been made so frequently and for so long a time that the impression that cotton is the basis for all Southern activity. As a matter of fact, however, the South, according to recent figures collected by the Manufacturers' Record, produced \$1,000,000,000 of agricultural products last year.

PUT END TO FOOLISHNESS.

Lawyer Who Knew Human Nature Settled Squabble Over Line Fence in a Few Minutes.

A good lawyer learns many lessons in the school of human nature, and there it is that Lawyer Hackett did not fear to purchase the tract of land which, says the *Lawston Journal*, had been "labeled over for years."

Some of the people wondered why he wanted to get hold of property with such an incubus of uncertainty upon it, but he thought that perhaps he wanted some legal uncertainty-work, and would pitch in hot red to fight that line-fence question on his own head.

"That's what the owner of the adjoining land thought. So he braced him best at first when he saw Hackett coming across the fields one day."

Said Hackett: "What's your claim here anyway as to this fence?"

"That your fence is over on my land two feet at one end and one foot at the other end."

"Well," replied Hackett: "you go ahead just as quick as you can and set your fence over at the end where you say that I encroach on my two feet set the fence on my land four feet. At the other end, push it on my land two feet."

But persisted the neighbor: "That's twice what I claim!"

"I don't care about that," said Hackett: "There's been fight enough over the land. I want you to take enough on you are perfectly satisfied with the use we can get any pleasantly. Go ahead and set yourself!"

The man passed abashed. He had been ready to continue the old struggle of line tooth and nail, but this move of the new neighbor stunned him. Yet he was not the outcome in generosity. He looked at Hackett.

"Square," said he: "that fence isn't going to be moved an inch. I don't want the land. There wasn't nothing in the fight anyway—not the principle of the thing"—identified.

HE WANTS TO BE A CITY PLANNING AND MAINTENANCE, ETC.

The utilization of shade trees has proved very advantageous in European cities as the trees in affording shade increase the attractiveness of the street. They also reduce the amount of heat that enters the building, improve the air and conduce to the healthfulness of the city. Shade trees should be planted two or three feet from the curb and an earth surface of from two and a half to three feet in diameter left around the trunk for natural growth.

In addition to this, a desirable method of shading a street is to place a wide ledge on the curb, provided by a grating and the water table, and run through the earth to the roots.

In some European cities waste paper is placed in metal boxes and placed on the sidewalk around the trunks of shade

trees and the bases of lighting poles. The bottoms of such baskets are some two feet above the surface of the street and the tops two feet or higher, leaving the tops of the poles and of the individual cities to see that no garbage is thrown on the sidewalks or into the streets, since the baskets, being conveniently placed, afford a place for such rubbish. The streets are thus much more easily cleaned and do not so quickly become cluttered with rubbish.

In wide streets, in which vehicular traffic is heavy, so-called safety islands should be placed to facilitate crossing. Such islands should be edged with granite curbing, some six inches above the crown of the street and should be about eight feet in width and of suitable length. They may be placed at the side of the street car tracks or in the center of the street and added improvements may be given to them by ornamental plantings.

All important foot paths are placed such structures for supplying meteorological information. On the outside weather charts and forecasts are displayed, and the meters and barometers with continuous records of their fluctuations are provided. Conduits for water, gas, and electric lines, and trains and vessels are shown.

An additional feature found in such structures are the means for recording the number of persons passing the point, and one which would prove of great value in the case of a fire would be the means for recording the number of persons passing the point.

The hydrants, especially in the case of streets, if not placed against the building wall, should be sunk below the surface, not only for the sake of the appearance of the street, but to avoid danger of freezing in winter. Covers for such hydrants should be marked, and the covers should be marked. Objection may be made that in case of fire such hydrants would be difficult to place on the buildings directly over the hydrant in the form of a platform, but this may be overcome with arrows pointing both ways, giving the number of meters to the hydrant.

The name of streets should preferably be placed on the corners of buildings and each of the corners of the block should have the name of both streets. This is a cheaper and more effective method than the old-fashioned signs on posts, which obstruct the sidewalk and, which owing to the expense, are usually only placed on two of the corners. The post method is, however, at times a necessity. The construction of white letter boxes is being given a great impetus by the best management of colors.

IMPROVING CITY STREETS.

Cultivation of Shade Trees a Paying Policy.

WASTE PAPER BASKETS.

Safely, easily, Advertising Regulations, Will Hydrants and Utility Signs Greatly Add to the Safety of the Public and the General Appearance of City Streets.

HE WANTS TO BE A CITY PLANNING AND MAINTENANCE, ETC.

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To make the matter plain, the percentage of increase in the cost of the country in 1915 over 1914 was only 5.35 per cent.

The South is growing more cotton. It is growing more live stock than ever before in its history. It is advancing industrially. Not only is its own future assured, but the South is adding to the prosperity of the whole nation.—Washington Post.

NATIONAL MAZDA

THIS LIGHT IS GOOD FOR BOYS

Boys and girls need the best light you can give them. Their eyes are growing like the rest of their bodies. Do not put children's eyes under strain by bad lighting.

Use National Mazda Light. It's better. It's brighter. It's three times as bright as carbon lamp-light and costs no more. It's the best light for reading, study, work or play. May we talk with you about the lighting of your house, store or building?

SOUTHERN PUBLIC UTILITIES CO.
131 Gadsden Street Phone 50

The Right Time for the Right Watch is Now

And the right watch at all times is the Hamilton, because the Hamilton tells the right time all the time. We can show you a variety—at various prices.

H. K. HOUGH
Undertaker and Embalmers.
Successor to Childs & Barron
Phone 119 Chester, S. C.

Auction Sale

AUCTION SALE—On Monday March 27th, the East Chester Methodist parsonage, six rooms, large hall, 2 Porches and two acres land, good well water and outbuildings, near church and good school, will be sold at public auction to the highest bidder for cash, near Great Falls a growing section of the county. The household goods will also be sold. Sale to take place on the grounds.

For any further particulars see or write W. B. Stevenson, Birmingham, R. F. D. G. H. Ligon, Hieburs, R. F. D. W. H. Stroud, Fort Lawn, R. F. D. C. P. Ford, Blackstock, R. F. D. 2.

Governor Manning, late Friday, requested a parole, during good behavior, to James Jackson, of this county, who was convicted and sentenced to two years on the chain-gang.

Capt. Allen Jones, who at one time was a resident of Rock Hill, and who in 1874 married Miss Augusta H. Percher, of Winnsboro, died at his home in Columbia last Friday from a stroke of paralysis.

JUST RECEIVED, a car of Iron, Bronze and Brass Beds that were bought at low prices and can be sold at prices to suit you. Come first and make your selection before it is too late. Mr. W. D. Robinson was awarded the price 2-18.

Lowrance Bros.
153 Gadsden Street.
Phones Store 292 Residence 136 and 356
Undertakers and Licensed Embalmers.

What's the use of carrying a complete stock unless folks know what you've got? ADVERTISE!

The Only Grand Prize (Highest Award) Given to Dictionaries at the Pan-American-Pacific Exposition was granted to WEBSTER'S NEW INTERNATIONAL

Superiority of Educational Merit. This new creation answers with final authority all kinds of puzzling questions such as "How is Progress pronounced?" "Where is Flamingo?" "What is a bacterium?" "What is chicle made of?" "How is shot pronounced?" and thousands of others. 50,000 Geographical Subst., 12,000 Biographical Entries, Over 6,000 Illustrations, 2700 Pages. The only dictionary with the defined page.

Webster's New International Dictionary
The only dictionary with the defined page.

Semi-Weekly News Only \$1.50

THE BUREAU OF RECORD

Very Few Like It in Our Broad Republic... Home Testimony for Doan's Kidney Pills...

Doan's Kidney Pills... The International Series... Lesson XIII—First Quarter...

Lesson XIII—The A-warding Book, Acts 1:1-14... Lesson XIV—The Spirit of Life, Rom. viii. 12-23...

Lesson XV—The Lame Man Healing, Acts xiii. 6-12... Lesson XVI—The Boldness of Peter and John, Acts iv. 8-21...

Lesson XVII—Humbled and Exalted, Phil. iii. 1-11... Lesson XVIII—The Seven helpers, Acts xv. 1-7...

Lesson XIX—The Death of Stephen, Acts vi. 1-7... Lesson XX—The Faith of Stephen, Acts vi. 1-7...

Lesson XXI—Philip and the Eunuch, Acts xvi. 1-40... Lesson XXII—The Conversion of Saul, Acts ix. 1-19...

Lesson XXIII—The Conversion of Saul, Acts ix. 1-19... Lesson XXIV—The Conversion of Saul, Acts ix. 1-19...

Lesson XXV—The Conversion of Saul, Acts ix. 1-19... Lesson XXVI—The Conversion of Saul, Acts ix. 1-19...

Lesson XXVII—The Conversion of Saul, Acts ix. 1-19... Lesson XXVIII—The Conversion of Saul, Acts ix. 1-19...

Lesson XXIX—The Conversion of Saul, Acts ix. 1-19... Lesson XXX—The Conversion of Saul, Acts ix. 1-19...

Lesson XXXI—The Conversion of Saul, Acts ix. 1-19... Lesson XXXII—The Conversion of Saul, Acts ix. 1-19...

SUNDAY SCHOOL

Lesson XIII—First Quarter, For March 26, 1916.

THE INTERNATIONAL SERIES.

Text of the Lesson, Rev. vii. 9-17, Quarterly Review—Golden Text, Rev. vi. 17—Commentary Prepared by Rev. D. M. Biggers.

Lesson I.—The A-warding Book, Acts 1:1-14... Lesson II.—The A-warding Book, Acts 1:1-14...

Lesson III.—The A-warding Book, Acts 1:1-14... Lesson IV.—The A-warding Book, Acts 1:1-14...

Lesson V.—The A-warding Book, Acts 1:1-14... Lesson VI.—The A-warding Book, Acts 1:1-14...

Lesson VII.—The A-warding Book, Acts 1:1-14... Lesson VIII.—The A-warding Book, Acts 1:1-14...

Lesson IX.—The A-warding Book, Acts 1:1-14... Lesson X.—The A-warding Book, Acts 1:1-14...

Lesson XI.—The A-warding Book, Acts 1:1-14... Lesson XII.—The A-warding Book, Acts 1:1-14...

Lesson XIII.—The A-warding Book, Acts 1:1-14... Lesson XIV.—The A-warding Book, Acts 1:1-14...

Lesson XV.—The A-warding Book, Acts 1:1-14... Lesson XVI.—The A-warding Book, Acts 1:1-14...

Lesson XVII.—The A-warding Book, Acts 1:1-14... Lesson XVIII.—The A-warding Book, Acts 1:1-14...

Lesson XIX.—The A-warding Book, Acts 1:1-14... Lesson XX.—The A-warding Book, Acts 1:1-14...

Lesson XXI.—The A-warding Book, Acts 1:1-14... Lesson XXII.—The A-warding Book, Acts 1:1-14...

Expert Advice: For the Automobile Owner

Queries and Replies Covering Matters of Importance to the Man Who Runs a Car

Why does my clutch make a grinding noise when it is pushed out in coasting down hills? How can I prevent it from slipping?

You probably have a broken ball on the thrust-bearing back of the clutch spring. Try the lower ball with clean foot oil and then try roughing up the matted surface of the leather with a small saw blade.

When I throttle down the motor of my car for two or three minutes and then open the throttle the motor seems to take a moment to get going again. Can you tell me the trouble?

Your trouble is in the carburetor. Wash it out by spraying a new auxiliary air valve spring. Also inspect that float valve and note if same work freely and properly.

The other day I started to operate my car after having had it in the garage for four months during which time the battery ran down. A man told me that it would do no harm to the electrical and to go ahead and run the car without having a battery in it to take care of the current, saying that if I had one battery to receive the current it could not generate any.

Latter day the man said that I should not run my car a mile without a battery in it. He said that I would burn the wiring out of the dynamo, because I was generating current and without the battery there to receive it would put my electrical apparatus all out of commission.

In the first place, you were wrong in the first place, saying that in a period of four months, during which time the battery was allowed to run down. The battery should have been given an extra charging at occasional intervals in order to keep the specific gravity up to the standard.

In laying up the storage battery for the winter it must be remembered that the battery is an electrolytic cell, and that it should be electrically insulated from the ground.

Every car owner should have anhydrometer springs used for testing the battery fully charged, and it will also be found convenient in filling the battery with water.

Two weeks ago every two weeks and a grocery store had a sale of automobile parts. I bought a spring to determine the strength or capacity of all cells.

What can I do to the lining of my brakes to make them hold when they are wet? It is necessary to be sure that the brake linings are properly adjusted.

When I adjust valves should there not be just enough room for a piece of paper to slip between the tappet and the cam? It is necessary to be sure that the tappet and cam are properly adjusted.

When I have a good setting of my valves, and I am sure that they are properly adjusted, and I am sure that they are properly adjusted.

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Why does my clutch make a grinding noise when it is pushed out in coasting down hills? How can I prevent it from slipping?

You probably have a broken ball on the thrust-bearing back of the clutch spring. Try the lower ball with clean foot oil and then try roughing up the matted surface of the leather with a small saw blade.

When I throttle down the motor of my car for two or three minutes and then open the throttle the motor seems to take a moment to get going again. Can you tell me the trouble?

Your trouble is in the carburetor. Wash it out by spraying a new auxiliary air valve spring. Also inspect that float valve and note if same work freely and properly.

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SPRING OPENING!

We cordially invite all of the ladies of Chester and surrounding community to attend our Spring display of Stylish Hats

WEDNESDAY AND THURSDAY MARCH 22nd AND 23rd

A Cordial Welcome awaits you

Miss Chick Marshall

NORRIS CANDIES WATERMAN'S FOUNTAIN PENS

Cowan Drug Company

Corner Main and Wylie Streets

Hardware Groceries Dry Goods Everything in Toilet Articles and Drug line.

Our Soda Fountain Service is the Best

Cowan Drug Company

"SATISFACTION MUST FOLLOW"

USES QUICKLY RELIEVED. Many people cough and cough—through the beginning of Fall right through to Spring when colds come cold. Take Dr. King's New Discovery and you will get almost immediate relief.

THE PALM BEACH CLUB ENTERTAINS. Along the water front, near the famous arch bridge in one of the most picturesque spots in Old Venice, occupies the old world city, within sight of St. Mark's Cathedral and the Palace of the Doges.

Large Vials Were Always Obtained. The Rothamsted Station was interested in the permanent improvement of land and the part played in this by the use of fertilizing materials.

Twenty Years Experiments on Same Plots. Among many other things that were done, experiments were conducted with fertilizers, mineral salts, and many forms of ammonium, also with animal manure, to determine just what soils needed to grow the most crops.

Many experiments were conducted with hay, and some of these with the following results: The plots that had no manure had an average in twenty years, 2,383 pounds of hay.

Plot 1. Unmanured. Plot 2. Fourteen tons farmyard manure. Plot 3. Ammonia salts, comprising 200 pounds sulphate ammonia and 400 pounds pure sulphate of ammonia.

Plot 4. Five hundred and forty pounds Peruvian guano, as Plot 2. Plot 5. Two thousand pounds rape cake.

Plot 6. Mixed mineral manure, 300 pounds sulphate of potash, 300 pounds sulphate soda, 100 pounds sulphate ammonia, 250 pounds superphosphate lime.

The results of six years of experiments follow: The greatest increase in yields was obtained in the manure plots, which was about four or five bushels increase of dressed corn. In Plot 2, where only the mineral salts were used, the increase was about one bushel more than in Plot 1 and it was greater, and in 4 greatest. It seems that the mineral manure needed the effect of the ammonia salts in order to help them become available.

Plot 7. Fourteen tons farmyard manure. Plot 8. Ammonia salts, comprising 200 pounds sulphate ammonia and 400 pounds pure sulphate of ammonia.

Plot 9. Five hundred and forty pounds Peruvian guano, as Plot 2. Plot 10. Two thousand pounds rape cake.

Plot 11. Mixed mineral manure, 300 pounds sulphate of potash, 300 pounds sulphate soda, 100 pounds sulphate ammonia, 250 pounds superphosphate lime.

The great object in giving the above information is to bring to the attention of farmers and business men that the question of fertilizing the soil is a very important one, and that the use of fertilizers is a very profitable investment.

Notice is hereby given that on the 27th day of March, 1916, I will make my final return as Administrator of the Estate of Mrs. Jane V. McCosh, Deceased to Hon. A. W. Wiles, Judge of Probate, and will apply for a discharge as such Administrator.

EDGAR M. ALEXANDER, Administrator of the Estate of Jane V. McCosh, Deceased.

Barron Steele. 2. Organ: (a) "Wetlanded" (b) "Baptism Song" (c) "The Lord's Prayer" (d) "The Lord's Prayer" (e) "The Lord's Prayer" (f) "The Lord's Prayer" (g) "The Lord's Prayer" (h) "The Lord's Prayer" (i) "The Lord's Prayer" (j) "The Lord's Prayer" (k) "The Lord's Prayer" (l) "The Lord's Prayer" (m) "The Lord's Prayer" (n) "The Lord's Prayer" (o) "The Lord's Prayer" (p) "The Lord's Prayer" (q) "The Lord's Prayer" (r) "The Lord's Prayer" (s) "The Lord's Prayer" (t) "The Lord's Prayer" (u) "The Lord's Prayer" (v) "The Lord's Prayer" (w) "The Lord's Prayer" (x) "The Lord's Prayer" (y) "The Lord's Prayer" (z) "The Lord's Prayer" (aa) "The Lord's Prayer" (ab) "The Lord's Prayer" (ac) "The Lord's Prayer" (ad) "The Lord's Prayer" (ae) "The Lord's Prayer" (af) "The Lord's Prayer" (ag) "The Lord's Prayer" (ah) "The Lord's Prayer" (ai) "The Lord's Prayer" (aj) "The Lord's Prayer" (ak) "The Lord's Prayer" (al) "The Lord's Prayer" (am) "The Lord's Prayer" (an) "The Lord's Prayer" (ao) "The Lord's Prayer" (ap) 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Abuses of Fertilizers

By Prof. R. N. D. Loeb, Director of Georgia Experiment Station.

INTELLUENT USE OF FERTILIZERS IN GERMANY.

The Second of a Series of Six Articles.

All state institutions have fostered the fertilizer trade since its origin in the early fifties. State organizations of all kinds have taken a lively part in the building up of the trade, and in later years the states have taken it upon themselves to grant that the trade is profitable to farmers and merchants alike, and have thereafter framed laws to regulate its manufacture and sale. In every case where a state has set up a fertilizer control, the laws have been framed exacting certain requirements of the manufacturer, as to analyses, grades, etc. Besides the trade, over-ambitious might forget its obligation to the consumer and to the state, under the name of the farmer, for the farmer himself is largely responsible for the rise and volume of the fertilizer trade.

It has long been recognized that Germany leads the world in many lines of science. This is perhaps true in regard to the use of fertilizers in early years. Germany discovered that mineral salts applied to crops would increase the yields, and gave time and study to the underlying causes, and has suggested to the other parts of the world many valuable lessons on her findings. Von Liebig, through his studies, has furnished the modern agriculturist, but more so, the farmer, with the name of the fertilizer. In the early history of the use of commercial fertilizers, Liebig says that the Kuhlman, a German agricultural chemist, applied sal ammoniac to a meadow in the years 1845 and 1846, and that on a hectare 173 lbs. of it increased the yield of 810 pounds of hay more than on the same kind of meadow, where he did not use the sal ammoniac. He secured this result by using about 20 pounds of sal ammoniac.

In commenting upon this, Von Liebig has the following to say: "It is quite certain that in the action of the guano which produced the crop next highest after the Guano is better, an assimilable part, as played by the ammonia contained in it. On the other hand, however, the experiments with carbonate and nitrate of ammonia show that a quantity of ammonia, or nitrate, equivalent to that in 20 pounds of guano and employed under the same conditions, was also sufficient to produce the same result."

Fertilizer Experiments in Germany.

A little farther along he says: "The most recent observation on the composition of the soil towards the foot of plants shows how slight is the knowledge we possess of them, and how little we know of the part which the soil, by its physical condition, plays in it. The composition of the salts of ammonia, of chloride of sodium, and of nitrate of soda, towards the earthy phosphorus, and towards the other elements, is very different in some light on their action, or of their effects, on the growth of plants." This statement was made because it was always found that when common salt was added to certain mineral manures, greater yields were obtained, and Von Liebig came to the conclusion that this was due to the relation of this added material to the liberation of potash in the soil.

Only a short time after the war between the States the German potash beds were discovered and rapid loads and bound the soil, and the use of potash salts with planters as well as experimenters. The necessity for finding a combination to liberate the potash in the soil was not removed and through scientific study it was found that the use of soda and potash salts, however, that Tribas phosphate of lime, etc. into the formula and found it efficient, and very significant and suggested to do so.

Today mineral salts, per acre, to her crops than any other nation in the world, and partly as a consequence gets higher yields of farm crops than any other nation. It is significant that these facts are so, and that we must not be misled by the fact that Germany has learned the lesson of good tillage—deep plowing, the proper use of vegetable matter in the soil, and the dangerous practice of continuous cropping, with any kind of fertilizer, and that the most money can be cleared without any kinds of fertilizers.

ROADS FOR PREPARATION.

The Bureau was should teach this country more lessons than any, but one of the most obvious and the most neglected is the lesson of good roads.

We have no immense standing army. We have few forts. Our coast defenses are small and would be practically impotent against a general and concerted attack. Our navy is small, and we have one place at a time, and we have the longest coast line of any nation in the world, some 22,000 miles of water. But give us the means of putting men in front numbers on either coast, and with facility, give us the Lincoln highway completed, hard surfaced, connecting the metropolis of our east coast with that of our western coast, and give us a means of rapid transit across the continent and our boundaries are as safe as though they were made of iron.

MILLIONS WASTED ON ROADS

Lack of Intelligent System Has Caused a Millions of Dollars' Loss.

Millions of dollars have been lost on road building because there has been no continuity of purpose, no plan, no system, no coordination of the work according to the American Highway Association. The plan for the road building there has been any plan, has been the "blatantly pigmy" plan, and there is little or no continuity of purpose and no system of disposing results. The government does not see the need of a continuous construction of roads, except those built on government lands, and until recently the state government has not seen the need of a continuous construction of roads.

HOW WIDE IS A ROAD?

Much Waste Land Upon Which Waste Grow.

In the middle states a road is four rods wide—sixty-six feet—says the County Gentleman. It is made so by order of the government survey. Of course any man with a reasonably big car can drive a small automobile comfortably on a strip of land one rod wide. If two men are quite sober they can pass safely on one rod of road. Indeed, the makers of macadam for state roads rarely pretend to build roads more than sixteen feet wide, of which the marginal two feet may be counted for setrags.

A four inch wagon is four feet eight inches wide from wheel to wheel—that is, a foot for good measure. Add one foot for the axle with three inch wheels, can be placed abreast in the sixteen foot road. In the four rod approach highway, with a little extra on the sides, the four rod government highway with a little extra on the sides, is four rods wide.

It sounds extravagant, and it is. Each mile of government roadway contains eight acres of land. Much of it is perfectly good land, capable of growing 500 bushels of corn to the mile. Counting one rod as enough for proper road uses, six acres in each mile of road are left for the farmer. The best highways in England, France and Germany are only one rod wide, but that seems too wide for your Uncle Samuel call it two rods for us, and we are still throwing away four acres on the side of the road.

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This unused space serves only to crowd the roads. The roadways are often the greatest weed museum in a good farming country. Each year they produce enough seed to keep the unfertilized farms perpetually supplied in many places, to be sure, the owners of highland farms take into their own hands the care of the roadways. It is the weeds. Sometimes they even grow hay in place of roads and roads. Occasionally one plows the dirt roadside and plants it to corn along with the adjoining field.

TEXAS PLANS HIGHWAY.

The good road building movement which has swept the world since the inauguration of the Dixie Highway association movement has spread into Texas with the same fervent activity and interest that has been displayed farther east. So true has been the case in Texas that the Texas Good Roads Association, just as the Dixie Highway Association, is determined to see that the attitude of "strict neutrality" in the selection of the route for highways which will be known as the San Antonio-Houston highway. The first link to be completed is that of a part of the southern national highway. So warm has been the competition between the various points between the two termini of the highway that the Texas association has deemed it advisable to issue a card stating its position of "strict neutrality." It must be said for the Texas association, however, that it has gone the other highway in Texas and is better. In that it has gone the other highway in Texas and is better. In that it has gone the other highway in Texas and is better.

New Shell Road in Texas.

Benjamin and Konize, Tex., soon will be connected by shell road worth \$75,000. The road already is shelled from Pine Island town to the coast. The road is being shelled from Pine Island town to the coast. The road is being shelled from Pine Island town to the coast.

GOLDEN ROADS PREPAREDNESS

State and Government Aid Advocated For Highways.

THE NATION'S ARTERIES.

A. G. Batchelder Says That the Country Must Have a Maximum Opportunity For the Maximum Transport of Men and Materials by Means of the Motor and Road.

Roads of America may mean the very existence of the nation, according to A. G. Batchelder, chairman of the executive board of the American Automobile Association. Roads that are in perfect good condition are the backbone of the nation, according to A. G. Batchelder, chairman of the executive board of the American Automobile Association. Roads that are in perfect good condition are the backbone of the nation.

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CONGRESS AND ROAD BUILDING.


At a meeting of its executive board the American Automobile Association went on record as favoring federal aid in a good roads movement which has been drafted by the executive committee of the American Association of State Highway Officials. Briefly, the bill provides for national and state cooperation on the highway department in order to have a centralized direction in construction and maintenance of roads.

Cost of Hauling Contrasted.

In 1908 France expended \$600,000,000 on her roads. In Europe, about \$15.35 per capita.

It costs 7 cents a ton per mile to haul a ton of material one mile on a road of 25 feet per ton per mile in the United States. It costs 10 cents a ton per mile to haul a ton of material one mile on a road of 25 feet per ton per mile in the United States.

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Manager of Baer's Millinery Department
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