

WAR SPEEDS UP COALING SHIPS

No Port in World as Well Equipped as New York to Handle Work.

SAVING IN TIME IS SHOWN

High Speed Coal Dumpers and Lighters Simplify Work—10,000 Tons Can Be Loaded in Sixteen Hours.

New York.—War has speeded up coaling of ships in the port of New York until no other port in the world at the present time is as well equipped to handle this important task.

So fast has become the coaling of big vessels that enormous liners like the Emperor can have their bunkers filled to their capacity of 10,000 tons in 16 hours.

The reason for the increased speed is largely high-speed coal dumpers and fuel lighters. Each one of the latter is able to give a ship 1,000 tons of coal in eight hours, an achievement due mainly to special coal elevating machinery.

But ships requiring 1,000 tons or less are in the big majority, whether transatlantic or coastwise trade is considered. And it is not essential that for such ships there should be a loading device separate from the coal barges to enable a continuous stream of barges to ply to and from coal dumping stations.

In a Single Day.

For the average vessel a total of 300 tons is usually sufficient, and this means that a ship of this sort may discharge a cargo and take on a new one all in the course of a single day. With the adoption of the modern lighter it is an easy matter to load coal while the cargo is being unloaded and a new one taken on. One modern high-speed lighter can coal three such ships in an eight-hour day.

This development of modern lighters is equalled by better facilities for transferring coal from cars to barges. Huge steel dumping machines now take up a 50-ton car bodily, elevate it and empty its contents into the barge by tilting the entire car on the side—a great improvement over the process of unloading a trapdoor in the bottom of the car and letting the coal slide through. These machines have a capacity of 9,000 tons each a day.

Saving of time to the shipowner here is shown by comparison with Cardiff, the English port where the largest tonnage of English coal is loaded for export. In loading a vessel, for example, the English shipper uses a railroad car of ten or twelve tons, while the American uses one of fifty to ninety tons capacity, so that the Cardiff docks must discharge from five to ten carloads to every one discharged in New York in order to maintain the same speed.

Carried by Steel Colliers.

Steel colliers ply between Boston and Hampton Roads, a distance of 600 miles. Each one of these ships is capable of making a round trip every week and transporting 350,000 tons of coal a year. A vessel of the same tonnage, however, carrying a cargo of coal from Cardiff to a port 600 miles away would take a week at Cardiff to load its cargo and another week at its destination to discharge it. Thus New York laden ships can make three trips to one for a Cardiff laden vessel.

Such things as these are what places New York as the greatest port in the world and makes American coal operators feel that there is a great opportunity for exporting American coal. Five different companies within recent months have established fleets of specially designed carriers of the type that with our tremendous coal supply and superior port facilities it will only be a question of time before America is shipping her coal to all parts of the globe.

HE WALKS 35 MILES TO ENLIST IN ARMY

McAlester, Okla.—Just because he mistrusted the Missouri, Oklahoma & Gulf railroad, John F. Dunham walked 35 miles to reach the Rock Island lines on his journey to enlist. When Dunham reached here he was sockless and coatless. He made his journey in three days.

13 NATIONS WAR ON GERMANY

Twenty-two Governments Have Severed Diplomatic Relations With Berlin.

London.—An official statement from the foreign office recently informed the British public that 22 countries had severed diplomatic relations with Germany.

"Of these," the statement added, "thirteen are at war with Germany and may be considered in alliance for that purpose." The list of the 22 is as follows:

Russia, France, Belgium, Great Britain, Serbia, Montenegro, China, Brazil, Bolivia, Guatemala, Honduras, Nicaragua, Japan, Portugal, Italy, Roumania, United States, Cuba, Panama, Liberia, Haiti, San Domingo.

IS DISPENSER OF COMFORT

One Englishwoman Does "Her Bit" by Keeping Open House for Wounded Men's Visitors.

There is a large class of Englishwomen, writes a London correspondent, who have to keep their own homes going, but who manage to take time to help to ease the war strain. She visits soldiers' wives and families in dark and dirty streets, as do most of her friends and hundreds of other women. She never goes empty-handed. To pay for these luxuries she dispenses with help in the housework, rising earlier in the morning to do it herself. Here is the experience of one:

In the course of her visit to a hospital a tall, sad, young Scotchman won her sympathy. He was grievously wounded, but what he seemed to suffer from most was homesickness and a wild longing for his own people, especially his mother. "She can't afford it," he said when asked why she did not visit him. "She could get a half-fare warrant, I know, but even then she's not accustomed to travel, and she'd be lost in a strange town."

This gave her an idea. She would ask the mother to come to Leeds and stay with her! She met her at the station and took her up to the hospital, where the excited boy lay.

For a few days the old Scotch woman stayed with her, and then returned to Scotland full of gratitude and delight at having seen her son. She was the first of many guests entertained by this warm-hearted Englishwoman. Soldiers' wives came, sometimes bringing with them a baby—once or twice it was a baby the father had never seen before, born while he was at the front; soldiers' sisters, sweethearts, mothers, all poor women who could not afford to have come without her offer of hospitality. They arrived tired, anxious and sad, and she comforted them and cheered them, and they went away happier to know that their dear ones had so kind a friend at hand.

CAMELS ARE IN BIG DEMAND

Great Numbers of Beast of the Desert Used by the British in Defense of Egypt.

Along the banks of the Suez canal and thence along the old coast road to the east you will find today between the endless series of British encampments caravans of camels passing to and fro with their burdens or lying patiently at their mangers and chewing the cud with that tranquil expression of the beast which no stress of war can disturb, says the Manchester Guardian.

There are more camels gathered here than ever were assembled in the bazaars of Cairo or Damascus. Though the defense of Egypt has been carried forward from the canal itself to the hills and dunes of the Sinai desert and to the Land of Promise beyond, the camel is still an integral part of the defensive scheme. Roads and railways, it is true, run out here and there eastward from the bank, but there remains a vast hinterland unclaimed from the desert, waste, in which our troops continually move.

The World on Wheels.

According to a report by the office of public roads, which takes notice of such matters, there were 3,512,996 automobiles and motor trucks and 250,820 motorcycles registered in the United States in 1916. This is an increase of 43 per cent over the registry of cars and trucks for the previous year. The gain was greatest in the Southern states, where it reached 86 per cent. On the estimate of the present population there is now an automobile for every 29 people in the United States. On the basis of comfortable seating capacity, this makes room for one-sixth of the inhabitants, says Thomas F. Logan in Leslie's. Or, in other words, if properly apportioned, every sixth or seventh family would be found supplied. The total license revenue derived from this source for 1916 was \$25,865,370, which represents an increase of \$7,699,659 over the receipts of the same character for the year before.

For Old Linoleum.

An old linoleum, if not worn into holes, may be refreshed and made almost as good as new with little trouble. First, be sure that it is stretched and tacked as closely as possible. Then paint it all over with two coats of any good wash paint, letting the first one dry before supplementing it with the second. When this is quite dry, give the floor a coating of orange shellac. After this is dry, go over it with a second coat. This gives an excellent finish to the floor and will make the linoleum not only look well, but add greatly to its wearing qualities. An oil mop will keep it clean.


Why Cherries Are Red.

It was the theory of Darwin that nature made cherries beautiful to the eye for a definite purpose. Red, he said, was the most prominent and attractive color. Cherries turned to that hue in order to attract birds. Birds, noting the brilliant globules, tasted them, found them to their liking, told other birds and consumed the crop, swallowing seeds and all. In this way the cherry stones were carried far and wide over the country and dropped where they might grow into other cherry trees.

Wouldn't Wait That Long.

"So you're a bill collector, eh?" "Yes, sir." "Do you believe in a hereafter?" "I certainly do but I'm not going to wait until then to collect this bill."

Southern Railway System



An Ambition and a Record

The needs of the South are identical with the needs of the Southern Railway; the growth and success of one mean the upbuilding of the other.

The Southern Railway asks no favors—no special privilege not accorded to others.

The ambition of the Southern Railway Company is to see that unity of interest that is born of cooperation between the public and the railroad; to see perfected that fair and frank policy in the management of railroads which invites the confidence of governmental agencies; to realize that liberality of treatment which will enable it to obtain the additional capital needed for the acquisition of better and enlarged facilities incident to the demand for increased and better service; and, finally—

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NOTICE!

To My Friends and the Public Generally:

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Edgefield, S. C.

Notice of Final Discharge.

To All Whom These Presents May Concern:

Whereas, L. G. Watson has made application unto this Court for Final Discharge as Administrator in re the Estate of H. C. Watson deceased, on this the 28th day of July 1917.

These Are Therefore, to cite any and all kindred, creditors, or parties interested, to show cause before me at my office at Edgefield Court House, South Carolina, on the 30th day of August 1917, at 11 o'clock a. m., why said order of Discharge should not be granted.

W. T. KINNAIRD,
J. P. C., E. C., S. C.
July 28, 1917.

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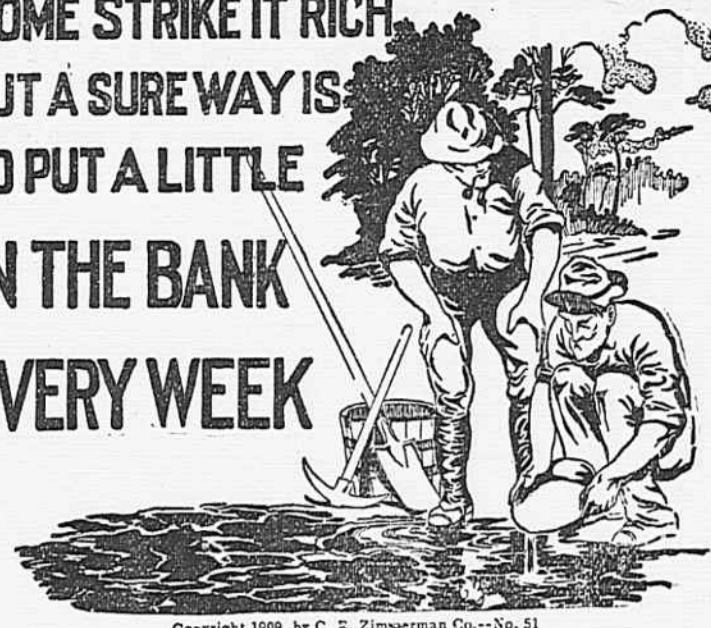
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Jas. D. Mathis,
Trenton, S. C.
July 25, 1917.

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The Old Standard general strengthening tonic. GROVE'S TASTELESS chill TONIC, drives out Malaria, enriches the blood, and builds up the system. A true tonic. For adults and children. 50c

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