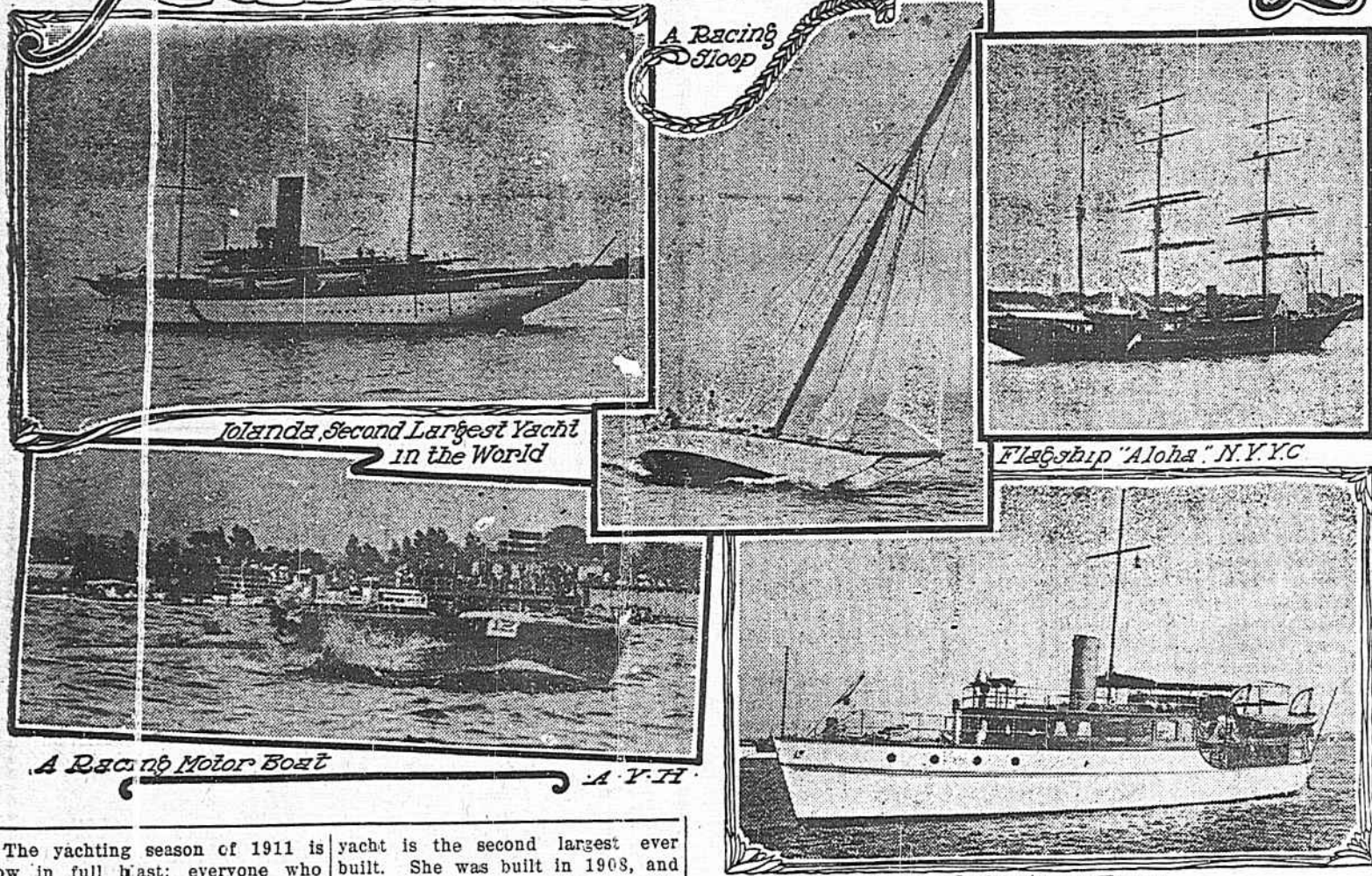


Yachts and Yachting



Volanda, Second Largest Yacht in the World

Flagship "Aloha" N.Y.C.

A Racing Motor Boat

Motor Boat of Cruiser Type

The yachting season of 1911 is now in full blast; everyone who owns a pleasure craft whether it be a 16-foot motor boat or a 250-foot ocean going steamer, is enjoying the delights of being on the water. It is the time of the year when the year when the yachman comes in for his own and enjoys the sport of kings and the king of sports.

During the past few years, owing to the perfection of the gasoline motor, the sport of yachting has grown by leaps and bounds. There are in the United States nearly 600 yacht and motor boat clubs, with an average membership of close to 200.

There is a wide range in types and sizes, ranging from the big, graceful, square rigged Aloha, owned by Commodore J. A. Esch, of the New York Yacht Club, and magnificent steam craft as large as the biggest coasting steamers to 16-foot motor runabouts. The sailing fleet, sloops, schooners and yawls, number hundreds, while there are innumerable craft of other rigs, such as cats, ketches, canoes, etc.

Yachts of today may be divided into general classes, such as steam, motor auxiliary and sail, but in the latter class there is a gradual falling off, the installation of motors converting them into the class above.

Interest in yachting has always been in races, aside from the international events, and ocean racing has always been popular. The annual events from New York to Bermuda for craft of less than 60 feet water line are notable. The annual race from California to Honolulu, 2,232 miles, is of much interest to the Pacific yachtsmen.

The international contests between the United States and Canada, sailed on the Great Lakes have done their share in the development of the small yacht, while the Sonder-class events between this country, Germany, and Spain have been entertaining and productive of good-fellowship, to say the least. Every yacht club holds at least one regatta each year.

The history of steam yachting in this country dates back only to 1851 when the Colonel John Stevens was built at Philadelphia by Capt. R. F. Loper. She was 92 feet long; but it was the paddle wheeler, Firefly, that was built in 1854 that had the honor of being the first steam craft to be properly classed as one of a fleet belonging to a recognized yacht club.

Following the Civil War the advance in steam yachting was quick and there were built crafts like W. K. Vanderbilt's Valiant that is 332 feet long and registers 1,823 tons. Today there are fifty or more yachts of this type, all of them capable of making cruises around the world. Indeed, most of them have.

A notable steam yacht is the Volanda, shown on this page. This

yacht is the second largest ever built. She was built in 1908, and she is 305 feet long. She has five decks and a flying bridge. Every possible comfort and convenience is on her, including wireless. She carries 6,000 tons of coal and, at 12 miles an hour, has a steaming radius of 6,000 miles. When at her best she makes 21 miles an hour.

Yachtsmen have taken the turbine engine, too, and in Mr. C. K. G. Billings' Vanadis is a splendid example of the ocean cruiser. She is 277 1-2 feet long and makes 16 1-2 miles an hour.

The Little Sovereign 133 feet long with a speed of 33 miles an hour, is a splendid example of the express steamer, embodying many of the comforts of a home afloat.

At the outbreak of the Spanish-American war the Government was in dire need of small craft of speed, and the authorities looked to the yachtsmen. A dozen or more steam yachts were purchased. Among them, J. Pierpont Morgan's handsome Corsair, a vessel of 204 feet on the water.

This yacht fitted with small guns was renamed the Gloucester, and her part in the battle of Santiago is too well known to more than men-

tion that she fought two Spanish torpedo boats and crippled them. Other yachts converted into fourth-class gunboats and under the command of naval officers did splendid service. Even a tugboat, the Hudson, manned by revenue officers, was made to perform heroic service at Cardenas in dragging off the torpedo boat on which Lieut. Bagley lost his life.

With the development of steam yacht came the demand for speed and the express type was evolved. This brought out such boats as the Arrow that was turned out just ten years ago and which reached the phenomenal speed of 40 miles an hour, a speed record that yet holds good for yachts, though torpedo boats have equalled it.

The fastest steam yacht of her size is the Cero, a 31-footer built last fall at Cleveland. She made a mile in 1.32, which is a fraction more than 39 miles an hour.

With motor craft as with sailing

craft there has been a great advance not only in shape but in refinement of lines and in the incandescence of power until boats of 40 feet, like the Dixie, can make 36 miles an hour. Then there is the hydrophobia that skirts on the surface and is capable of greater speed. Sixty-shooters like the Ursula have been crudded with 45 miles, a speed that is wonderful for a boat of that length. An English motor boat is now being built to make 55 miles an hour.

The next development was the sea going cruiser of 50 feet and over. The first motor boat to cross the Atlantic was the Seth B. Low, a 50-footer. Her crew suffered great hardship, but they were successful. In 1907 the first motor boat race from New York to Bermuda was held between 50-footers. The Ailsa Craig won the race and also the race of 1908. In 1909 the victory went to the Heather, a 58-footer. In 1910 the 60-footer, Ilys, was victorious. Not satisfied with the 650 mile

course of the New York to Bermuda race, the Philadelphia yachtsmen last year held a race to Bermuda and return. The outward race was won by the 60 footer, Berny, and the 60-footer, Caliph, won the race home.

Motor boats are not only taking the place of sailing craft, but they are displacing steam yachts. They have not only the advantages of all ways being ready, but they have the

speed and endurance as well as the comfort. The express steamer is replaced by the express motor boat that can make 17 to 20 miles an hour.

In size the motor boats are growing. Steel is entering into the construction of their hulls. There are a number of these crafts of 90 feet, while there are two 125 feet long. One of these is of 1,000 tons register and is driven by three motors of

120 horsepower each. This motor boat has her own lighting and refrigerating plant and has a cruising radius of 1,500 miles at 20 miles an hour.

Yachts of this type are equipped with everything possible for comfort and convenience, such as bathrooms with hot and cold water and sea intakes, running water in staterooms, etc. Indeed on these larger boats there are all the comforts of a first class hotel and lucky is he who can afford to go down to sea in such a ship.

The Best Buggy on Earth.
is what we claim ours is. We don't care what you pay you cannot get a handsomer, easier riding, better built carriage... Take a look at it. The more you know about buggies and their values, the more you will admire ours and the more you will appreciate the moderation of our prices.
We have just received a car load of Buggies... Also another lot of Batteries... Call and get your supply before they are gone.
L. E. RILEY.

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ZEIGLER & DIBBLE
INSURANCE ONLY.
Special Agents of the Equitable Life Assurance Society of New York.
Strongest in the world.
Prompt Attention. Quick Adjustment of Losses.
ORANGEBURG - SOUTH CAROLINA

Five or six doses "666" will cure any case of Chills and Fever. Price twenty-five cents.
The Times and Democrat has the largest circulation of any county paper in the State.
The merchants of Orangeburg will be glad to see you in their city.

Have You Seen Everything worth seeing in the world? If not, be glad that there is so much to live for, and read "Gloria," by G. Frederic Turner. Formerly published at \$1.50; now FIFTY CENTS, at Sims Book Store.
Get the J. M. batteries at L. E. Riley's and you get the best.

RED MEAT
Take it from the oldest man in the bunch, "Red Meat" tobacco is the chew for men. No spice—no excessive sweetening—nothing to hurt your stomach—just good old North Carolina tobacco, properly aged and perfectly sweetened. That's why it won't give you heartburn.
It's our treat to put you on to the real thing in good chewing. Cut out this ad, and mail to us with your name and address for attractive FREE offer to chewers only.
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An Anonymous Sensation.
An unforgettable romance that first startled, then fascinated the fiction-reading world. You can't afford to go without it. "The Inner Shrine," by ? Formerly published at \$1.50; now FIFTY CENTS, at Sims Book Store.

She Hesitated—But Was Saved.
A story is told—and very beautifully—of a lady who, though she hesitated, was not "lost" according to the old adage, but was saved. "She That Hesitates"—by Harris Dixon. For sale at Sims Book Store, seeing.

MEETING ENJOYED

OPEN AIR SERVICE SUNDAY NIGHT HAS EFFECT.

Many Prominent Citizens Thank Committee For the Splendid Occasion it Turned Out To Be.

The following cards will explain themselves and needs no introduction. An account of the open air song service has already been published, and the card immediately following is an appreciation addressed to the committee in charge by a number of people of this city. Following that, the committee's response.

Aug. 14, 1911.
Col. Mortimer Glover, Chairman, Orangeburg, S. C.

Dear Sir:—The undersigned in the name of the good people of this city thank you, and your excellent committee, for the unique and splendid outdoor religious service afforded all our citizens on Sunday evening, Aug. 13, 1911. We voice the universal sentiments of the people present on that occasion, when we say that every moment of the time was enjoyed.

We venture to say that no larger crowd of the citizens of Orangeburg was ever present on one occasion as were present on the Court House Square last evening. We would thank you for your pertinent remarks, Rev. Geo. E. Davis, for his timely and excellent sermon, Rev. J. L. McLees and Rev. B. M. Foreman for their part in the service. Mrs. Gilbert and Miss McMichael delighted our people with their solos. Everybody knows that the Orangeburg Military Band is the pride and delight of Orangeburg. And again these competent and excellent men have the thanks of a grateful public for their inspiring music.

Now let us make a request. Do repeat these services every Sunday evening that the weather will permit, till the evenings become too cool. We believe that you will have the gratitude of all our people from the oldest to the youngest children. And in our humble opinion you will be doing God's service and helping your fellow man.

With respect, we are your fellow citizens: I. W. Bowman, W. W. Crum, S. H. Archer, M. N. Langston, P. G. Josey, A. D. Fair, Mrs. M. L. C. Glover, Mrs. B. J. Mixson, C. W. Prescott, W. M. Sain, Jas. P. Doyle, John Durr, A. C. Duke, W. R. Bryant, T. B. Fersner, C. H. Williamson, Chas. F. Huchet, John Wannamaker, John Schacte, J. L. Reeves, Mrs. I. L. Reeves, B. F. Muckenfuss, Chas. Copes, J. A. Craig, G. L. Salley, C. A. Reneker, R. H. Jennings, J. X. Weeks, J. Cutbert Shecut, Miss M. A. Butler, Miss Florence M. Shuler, A. D. Webster, B. H. Moss, Robert Lide, J. M. Hughes, C. P. Brunson, F. A. Lathrop, H. Spahr, Simon B. Rich, J. S. Bowman, Andrew C. Dibble.

Orangeburg, S. C. Aug. 16.
To Messrs. I. W. Bowman and others:

We appreciate the sentiment expressed in your communication. The service was for the glory of Our Father and the good of the citizens, and was held with the approval of the ministers of the city. We shall gladly refer your communication and request to the Ministerial Union for such action as it may deem proper.
Mortimer Glover,
Chairman, for the committee.

News From Midway.

Midway, August 10th—Special: Mrs. C. W. Hungerpillar and children, of Augusta, are visiting friends and relatives here.

Mrs. B. E. Cuttino and Miss Hatie Smith spent a few days last week with relatives at Columbia and Sumter.

Master Lewis Smith, one of Calhoun counties' young farmer boys, has cotton open in his extra.

We had the pleasure of seeing a very good address last Sunday by Prof. J. C. Guilds, of Clemson College at Jerico.

The revival meeting will begin at Hickory Grove next Sunday and continue one week.

Mrs. M. H. Jackson and granddaughter, Miss Minnie Stroman visited relatives at St. Matthews Sunday and Monday.

Messrs. Emmett and George Hungerpillar are spending sometime at Mount Pleasant.

Misses Emma and Maggie Smith have gone to Silver to spend sometime.

It was quite a treat for us to see the "Orangeburg Boosters" pass on yesterday afternoon.

Little Eoline Olive came yesterday to spend sometime with her grandmother, Mrs. M. H. Jackson.

Miss Lula Smith has returned to her home after an extended trip to relatives at Holly Hill. X. Y. Z.

Branchville's First Bale.

The first bale of new cotton was sold at Branchville Tuesday by Primus Martin, a colored farmer, on the place of Mrs. J. B. Henderson, about three miles from town. The bale was bought by Mr. J. B. Henderson for 12 cents, and will grade strict middling. Several bales are expected in this week. This is the earliest that a bale of new cotton has been on the market at Branchville for years.

Second Bale Sold.

Mr. John Cart, local cotton broker, bought the second bale of cotton yesterday from George Murph, a colored farmer of the Limestone section. It was 500 pounds even, strict middling, at 11.30.

"Company "L" Attention.

Attend meeting of company Saturday, August 19, at four p. m. Object of meeting is to arrange for target practice. By order J. H. Claffy, Capt., D. C. Hayden, 1st Sergt.

MARKET CROP SLOWLY.

The Amount of Cotton Made This Year Overestimated.

Mr. W. J. Wingate, of Meigs, Ga., writes the Atlanta Constitution as follows:

"I don't see the warnings in the newspapers to the farmers to hold and market the crop slowly that I commonly see at this season of the year. Even the Farmers' union people are not heeding much to say on this line. I would like very much to see the Constitution and all other leading newspapers that are friendly to the cotton producer, fire some hot shot in that direction; for no doubt there is one of the greatest efforts being made to get the present crop for almost nothing that has been made in a long time.

The bear crowd will succeed if the newspapers and farmers don't put up a long strong, hard fight for the next sixty days, because, on account of the early maturing variety of cotton of the early bottom crop. But the bottom crop is practically all that is made, and this crop will only be a twelve million bale crop in spite of the government's fine condition reports.

Rain has been plentiful since the latter part of June, and for the past thirty days there has been too much hot sunshine miled with the rain. Today there are great fields of cotton in this section with not a green leaf on it. If it had only continued dry through the growing season there would have been a fifteen million bale crop.

This no doubt, will sound very foolish to people who don't know that it takes a hard dry year to produce a heavy crop of cotton. Refer back to the year 1904, the driest year the cotton belt has ever known, and you will see that we produced the largest crop in our history. I trust you will vigorously handle this matter."

THE NEXT WAR CRY.

What the Republicans Will Face in Next Campaign.

During the debate in the Senate in the cotton bill Tuesday, Senator Cummings, an Insurgent Republican from Iowa, speaking on the amendment which he proposes to offer reducing the duties on iron and steel, declared that the war cry of the next campaign would be "are we to have protection for the manufacturer and free trade for the farmer?" He declared the Republican party would have to answer that question to the country.

"The great fight in the coming National Convention," he predicted, "will not be over a candidate, but over the platform as to what protection is."

Mr. Cummings made light of the tariff board, declaring he "could prove by evidence far superior to the conclusions of any tariff board or any outside investigating body, that the reductions he proposed in the iron and steel schedule of the tariff law were reasonable."

Senator Dixon, of Montana, expressed the opinion that the Republican party would not be able to write a tariff law which the people would accept, granting protection to one part of the nation and placing the other part on a free trade basis.

CLEVER WITH FINGERS.

Mail Clerk Could Tell What Letters Contained Money.

Postoffice inspectors say over 1000 letters, containing small sums of money, have been taken from the mails by Franklin B. Scott, a negro, a night distributor at the post office in Cleveland, O. Scott had six unopened letters in his pocket when arrested, the officials say.

Scott was able to pick out letters containing currency with astonishing accuracy. His finger tips were abnormally sensitive and he had trimmed his nails so that the nerves were nearly exposed. It was his slender, tapering fingers that led inspectors to suspect Scott.

He pleaded guilty before United States Commissioner Walther and was held on \$2,500 bond. Scott is 30 years old and has been in the postal service four years. He has a wife and an eight-year old son.

LIST OF LETTERS.

Those Remaining Unclaimed in the Orangeburg Post Office.

The following are the list of letters remaining unclaimed in the Orangeburg Post Office for the week ending August 15, 1911. Persons calling for same will please say that they are "advertised." A. D. Webster, P. M. Henry Carter. T. H. Delaney. J. E. Fairer. Charlotte Franklin. Mrs. William Frederick. Caleb Glover. Mrs. Ly Goodwin. John Grooves, (2). R. M. Hawkins. Rena Kennerly. Charlie Kennerly. Ana Lowman. Willie Matha. Rosalee Scott. Rosa Sistrunk. B. W. Williams. Mrs. M. A. Wilson. Mrs. Kate Wilson. Zoe Zeigler.

Fatal Thunder Bolt.

A dispatch from Rogersville, Tenn., says Thomas Kyle and Miss Venable were instantly killed and eight other persons seriously injured during an electrical storm in Hawkins county, while attending a picnic of the Modern Woodmen at Strahl, Tenn. The picnickers took refuge in a church and the lightning struck this building.

The Advantage You Have in Trading in My Store.

is that you can always find what you want while out shopping. Now is the time for you to fix up your boy or girl for college.

We can show you a full line of what you will need for them.

Now, you will need sheets, spreads, pillow cases, blankets, towels and comforts. We can show you a full line. All we ask is that you come in and inspect this line before you buy.

We can sell you the best cambric and bleach now at a very low price.

Just received a new lot of waisting and shirting for school wear. Special lot of linen towels. Ask to see them.

I want to tell you about my Ladies Suit Department. I have received a big shipment of new fall suits that are the newest and most stylish shown in the market. I have enlarged this department very much and can show you a full line of suits and skirts.

If you will see this line I am sure that you will be well pleased. New ones are coming in every day.

Mr. Moseley is now in the Northern markets and is sending new goods every day. We are always glad to show you when you come in.

Will be glad to send you samples in every line. Write for them.



COLUMBIA
DISC RECORDS ARE
Double - Discs

2 records at a single price 65c

Don't spend another cent for talking-machine records till you have seen and heard Columbia Double-Disc Records. They fit any machine, and outwear any other records in the world. Double value for your money! Call in! Get a catalog!

KING'S FURNITURE STORE
Orangeburg, S. C.



Vacant Scholarships in The Citadel, The Military College of South Carolina, Charleston, S. C.

Two (2) vacancies in the Beneficiary Scholarships in The Citadel from Orangeburg County will be filled by competitive examinations on August 11th, 1911.

For full information concerning these scholarships address The Superintendent, at The Citadel, Charleston, S. C.

Next session begins September 20th, 1911.

The Citadel offers courses in Civil Engineering, English, Chemistry and Physics. Degrees of B. S. and C. E. conferred.

It is designed by the War Department as one of the distinguished military institutions, one of whose graduates receives a commission in the U. S. Army. 7-4-t.