

For Those in Mourning



There is considerable difference of opinion among people as to the propriety of wearing mourning apparel. It is a difference that cannot be settled one way or the other so long as mourning does not signify to some people what it does to others. The wearing of mourning is not a matter of fashion, but an expression of sentiment, and therefore each person is privileged to decide for himself whether it is fitting and appropriate or not.

Mourning hats must always be conservative in size and in style, avoiding all extremes. They require the most exact and painstaking workmanship and are made of distinctive materials. For first mourning crepe, in black or white, is used, and since it is not used for any other kind of apparel it has become the insignia of mourning. It appears in combination with other silk fabrics in garments and in millinery and is shown here in three of the four hats pictured. One of these has a medium wide drooping brim and soft, draped crown of black crepe, with brim facing of white crepe. There is a small embroidered flower motif set on the front of the crown as a trimming.

A combination of crepe and dull finished silk appears in a toque with flexible top—crown of crepe and the sides of the shape covered with bias folds of the silk. A flat, symmetrical bow of ribbon makes a trimming in keeping with the precise, even folds and perfectly fitted brim facing.

Another combination of black and crepe is shown in a narrow-brimmed shape that has a bandeau at the back. The underbrim and bandeau are covered with the white crepe and the upper brim with black crepe. The soft crown is formed by draping one end of a crepe veil over the shape and knotting it at the front. The veil is then caught to the bandeau in the back and falls from there as far as the waist line.

Either black or white beads, in a dull finish, are used in mourning millinery. In this hat white ones have been chosen to edge the brim.

Grograin and other dull-finished silks and ribbons are used for making mourning hats to be worn later than the first period of mourning or by persons who do not wish to wear crepe. The sailor shape illustrated has its crown entirely covered with loops of grograin ribbon. The narrow brim is covered with silk and serves to support a wide border made of rows of ribbon set about it with spaces between them. Georgette crepe and malines are used in hats for mourning wear—and any other materials that have the right sort of surface. Crepe is usually replaced, after a short period, by hats of these other materials.

Julia Bottomley

Youthful Riding Habit for Fall



Of all seasons of the year autumn is the most alluring to the woman or girl who rides horseback; cool, bright days, without the fickleness of spring or the heat of summer, a world arrayed in gorgeous colors and air that stimulates and caresses, make it a joyous time for horse and rider.

Some of the riding habits for fall seem to interpret the season in their colors and texture. The bronzes and browns of oak leaves are translated into warm, rough fabrics that give a sense of comfort for frosty mornings. A youthful model in a riding habit for fall is shown in the picture above. It is made of a heavy, rough-surfaced cloth, tweed apparently, in a brown check. The coat sets snugly with a flaring skirt that is quite full in the back and is shorter than usual. It has flap pockets and fastens with three buttons at the front below narrow revers. The riding breeches that button below the knee do not reveal any change in style. A tan skirt with soft

collar, and a brilliant-hued, four-in-hand tie contribute their share to a costume that is beyond reproach. The soft felt hat has a high crown and brim that rolls upward. Brown leather boots and heavy kid gloves in the same color are items that put the finishing touches to this well-turned-out habit. There are several weaves in sturdy wools that are represented in each season's showings of habits. For older women plain cloths make the best choice, and covert cloths or whipcord always prove reliable. Brown and dark blue are favored colors. Black and white in small checks always has a following in spring and summer and makes a snappy outfit with black boots and hat. But when one has a single habit that must serve the year round a plain dark color is altogether better than anything else.

Julia Bottomley

TEN LIVES LOST IN GREAT AIRCRAFT RACE

Mineola, N. Y., Oct. 18.—The grim spectre of death winged its tragic flight with the army's great transcontinental air derby. Ten lives had been the toll to the time Lieutenant Maynard crossed the finish line. Seven had died actually in the contest and three in connection with it.

From New York to San Francisco the route of the flight was dotted with disabled planes which were forced to land and quit the race, or crashed to destruction from the air. Many fliers were injured, and the twenty control stations between terminal points saw first aid work from day to day as the derby progressed.

Sixty-two contestants started the big race—the most adventurous peaceful undertaking the world has known. Only seven took the air from Mineola and fifteen from San Francisco on Wednesday, October 8, for the 5,200 mile round trip, high speed aerial journey.

Before the first plane shot into the air for the start, two aviators had met their deaths while on the way to participate in the contest. At Bustleton Field, Colorado, Townsend F. Todd, fell to his death on Sunday while making ready to fly to Mineola. The day before Major Patrick Frissel was killed in the wreck of his machine near Port Jervis.

On the first day of the race three more met their end, and five machines were wrecked. Major Dana H. Crissy and Sergeant Virgil Thomas, his me-

chanician, were killed when their plane crashed in landing at Buena Vista Field, Salt Lake City, and Sergeant W. H. Nevitt, mechanic for Colonel Gerald C. Brandt, died from injuries sustained in the smash of the Brandt plane at Deposit, N. Y.

Lieutenant E. V. Wales died on Friday, October 10, from injuries received when he drove his craft into the side of the mountain in the haze at Overt Pass, Wyoming. Worth D. McClure, a passenger in Major A. L. Sneed's plane, was killed when the machine crashed in landing at Curtiss Field, Buffalo.

Lieutenant French Kirby was instantly killed when his plane fell near Castle Rock, Utah, last Wednesday, and Lieutenant Stanley C. Miller, his observer, died shortly afterward. Lieutenant Cameron Wright was killed at the landing field at St. Paul, Neb., when a plane in which he went up as passenger dropped out of a tallspire 200 feet up and was demolished.

The great race was marked by many incidents of interest. With virtually simultaneous starts from Mineola and San Francisco, westbound and eastbound fliers strove to win the honor of crossing the continent first. News of Lieutenant Maynard's arrival, Saturday, Oct. 11, at the Pacific terminal was followed in two hours by word that Major Carl Spatz and Lieutenant E. C. Kiel had reached the Atlantic terminal within half a minute of each other. Captain Lowell H. Smith then followed with a claim to first place in actual flying time.

Maynard's actual flying time from Mineola to San Francisco consumed little over 25 hours, and the flying time of Spatz and Kiel came within the 27-

hour limit, they said. Army air service authorities computed Smith's actual flying time, however, at 30 minutes better than Maynard's.

At North Platte, Neb., Lieutenant Maynard and Captain Smith met, landing within five minutes of each other, the first fliers to greet each other from east and west. Both had been flying at a rate of close to two miles a minute. Maynard led his field by a generous margin but Smith was hotly pursued by Major Spatz and Lieut. Kiel.

On the return journey the "flying parson"—Maynard—got away from San Francisco handily a day or better in advance of Kiel, Smith and Spatz at Mineola. He winged it fast and furiously, allowing himself no more than the required 30-minute stops at control stations.

The snapping of a crank shaft within forty miles of Omaha, day before yesterday, held him back. He worked on repairs all night and yesterday climbed into the air again and headed "home".

In the first 13 hours of his flying time Maynard reeled of 1,696 miles, estimated. Smith, driving eastward, rased 1,460 in the same number of hours also estimated.

At Chicago on the way out Maynard led his nearest competitor by better than 200 miles.

Arrangements for the transcontinental air race were worked out thoroughly by the army, with the co-operation of the American flying club. Every precaution for safety first was provided in regulations governing planes at the chain of 20 control stations between terminals, and supplies of food, fuel, oils, greases and

NOTICE TO STOCKHOLDERS.

A meeting of the stockholders of the Commercial Bank of Clinton, S. C., will be held on Tuesday, November 11th, 1919, at 4:30 o'clock p. m., at the office of the bank, principally for the purpose of deciding upon an increase of the capital stock to \$50,000 and to transact such other business as may come before the meeting.

H. D. HENRY,
President.

NOTICE.

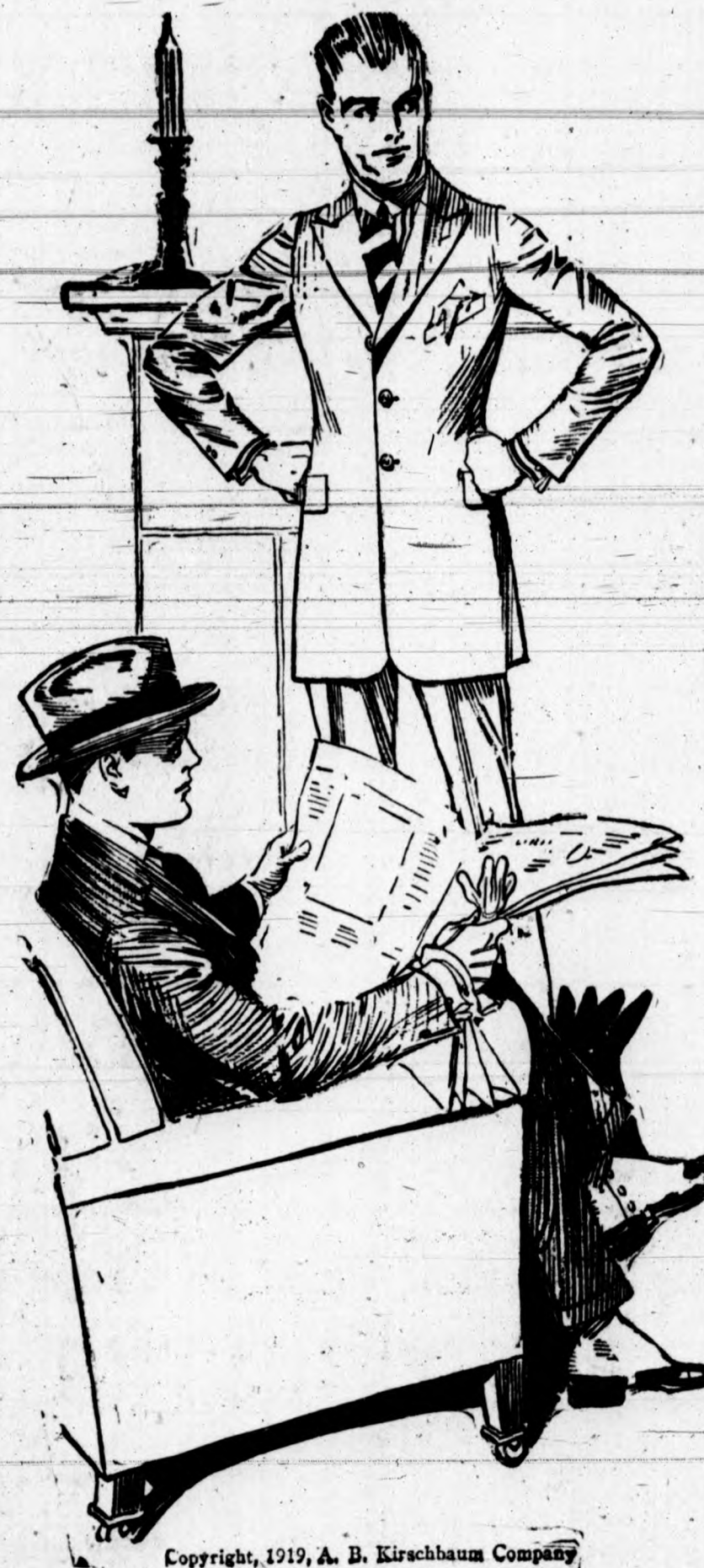
Pursuant to the order of the Court, all parties having claims against the estate of E. Lee Pitts, deceased, are required to present and prove said claims at a reference to be held by O. G. Thompson, Probate Judge for Laurens County, S. C., at the office of the said Probate Judge in the City of Laurens, S. C., on Friday the 21st day of November, 1919, at ten o'clock A. M.

STANLEY L. PITTS,
Administrator.

spare parts on hand for aviators and machines at all times. Instructions were to hold fliers at control stations if daylight time would not allow them to reach the next station before sundown. Wind and weather reports were furnished constantly for the information and guidance of the racers.

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