

**MUCH LIQUOR IS SEIZED IN OCOONEE**

Seven Men of That Section Face Charges in State and Federal Courts. Greenville, Dec. 13.—Capt. R. Q. Merrick, who on December 1, became chief of the field forces in this state under the national prohibition enforcement law, returned to Greenville yesterday from Walhalla, where he and other federal officers assisted Oconee county authorities in the arrest of several persons charged with violation of the prohibition law.

On Sunday morning, according to authoritative information received here, Rural Policeman Mitchell, of Oconee county, and others, arrested five men, driving two Buick automobiles, and seized the cars and 67 gallons of whiskey which were being transported therein.

Both state and federal warrants were issued against them, they waived preliminary hearings and gave bond in the sum of \$1,300, of which \$300 was for their appearance in the state court in Oconee county, and \$1,000 was for their appearance for trial at the federal court, probably at Rock Hill.

On Monday night, a Hupmobile roadster was seized, together with 40 gallons of whiskey and George Syracuse and Waco Stegall, both understood to be from Greenville, were arrested. Both federal and state warrants were sworn out against them, and they are being held in the Walhalla jail, pending the furnishing of bond for them.

Mr. Merrick and other federal officers went over into Georgia during the early part of the week and seized one of the largest distilling plants located in some time. The outfit included 20 "fermenters" and about \$140 worth of meal had been prepared for fermentation. The plant was apparently deserted, and no arrests were made.

Federal authorities here declare that a great deal of liquor has been brought into South Carolina from beyond the Georgia line.

**TWO MILLION FOR SOUTHERN CAMPS**

House Approves Expenditure of Two Million Dollars for Camps and Fields.

Washington, Dec. 12.—Expenditures of more than \$2,000,000 at army camps and aviation fields in southern states were approved tentatively today by the house in considering a bill mak-

ing funds available for the war department to complete military projects scotched throughout the country. None of the items carried in the bill for southern camps was rejected.

Final action on the bill was delayed until tomorrow by a demand for the reading of the engrossed measure, and before the vote on passage of the bill effort will be made to restore a provision for the purchase of the Dayton-Wright Airplane Plant and adjoining field at Dayton, Ohio, for \$2,740,000. By a tie vote the purchase of the Dayton Plant was tentatively rejected today, through previously the house had approved government purchase of a plant at Buffalo, N. Y., for \$1,804,000.

Effort to amend the bill so as to prevent or delay the abandonment of Camp Eustis, Va., was defeated, but it was agreed to by the house that \$2,000 more should be spent for the purchase of land. The land purchase was authorized to preserve government investments in improvements, now on the land. The refusal to order that abandonment of withheld until the activities planned there may be transferred elsewhere carried with it a direction that the camp be salvaged "to the best advantage of the government."

For Camp Bragg, N. C., the house approved the largest single expenditure at any of the southern camps. There, the department was authorized to spend \$1,120,000 in carrying out plans for buying land. Construction of a road between the camp and Fayetteville, costing \$25,000, also was provided, as also \$20,000 for buildings, now partly completed.

Among the land purchased, those in southern states, were at Miami, Fla., Chapman Field, \$71,500; Richmond-aviation depot, \$5,100; Langley Field, Va., \$12,000; and Camp Humphreys, Va., \$20,400.

**RULES REMOVED, TRAINS RETURNED**

Atlanta, Dec. 12.—Suspension of all restrictions on the use of fuel and reinstatement of train service curtailed during the nationwide strike of bituminous coal miners was announced here tonight by the Southern regional coal committee, acting on authority received from Washington. Bunkering of vessels being given preference, then coastwise shipping, ships flying the American flag in overseas service and last ships flying foreign flags.

**FLYERS ADVOCATE AIR DEPARTMENT**

Acc and Noted Alrmen Urge Creation of Aeronautical Department by U. S. Washington, Dec. 12.—Five American aces, credited with having brought down more than fifty German aeroplanes, advocated today before a house sub-committee the creation of an aeronautical department of the government to co-ordinate all aerial activities. The group included Capt. "Eddie" Rickenbacher, officially credited with twenty-seven air victories in France; Major Charles J. Biddle, Philadelphia; Capt. F. E. Kindley, Gravelle, Ark.; Major, J. A. Meissner, Birmingham, Ala., and Capt. J. A. Healey, Washington. All asserted that the air forces in France would have been much more efficient if administered by a department of aeronautics. Grenn L. Martin, Cleveland, veteran aeroplane designer and builder; J. K. Robinson, Greenwich, R. I.; Col. H. L.

Arnold, Can Francisco; Archie Miller, Washington; Capt. Walter R. Lawson, Langley Field, Va., and Lieut. Commander P. U. L. Bellinger, commander of the NC-1 during the trans-Atlantic flight, also expressed their views, Commander Bellinger testifying as to the advantages of a united air service from the standpoint of the naval fliers, said that the naval air forces, while working well, were not up to the full efficiency and could be improved through the proposed consolidation.

Speaking for civilian fliers and aircraft manufacturers, Mr. Martin said the American aircraft industry would soon become extinct without early and substantial aid from the government. He urged extended use of aeroplanes to the postal, fisheries and forest reserve services. Recommendations made during the

hearings included establishment of a national flying academy, government subsidies to manufacturers and preliminary training of army and navy fliers under the same system.

Major Biddle declared vital aerial activities in France were often seriously delayed by lack of equipment. The order to stop work in this country on Spad planes, issued in December, 1917, was "regrettable," he said, and would not have been issued had aviation officers had anything to do with it.

The committee expected to conclude hearings Monday and start work on framing a bill.

conditions is effective immediately and trains will be restored at 12:01 a. m., Monday. In cases where resumption of passenger train schedules would interfere with movement of coal will not be put back until the situation clears up.

The orders mean that thousands of industries throughout the South which have been shut down because of lack of coal will be in operation again in a short time and that stores which had to observe short hours where their light, heat or power came from consumption of coal, wood or gas, may return to normal hours in time to take care of the Christmas shopping. The railroads too, would be put in a position to take care of the rush of holiday travel.

In issuing its announcement of suspension of fuel restrictions, the committee thanked the "people of the South who have observed so loyally" the regulations and at the same time asked that coal still be conserved as much as possible. As a result of the strike the country lost production of between 30 and 35 million tons of coal.

Atlanta, Dec. 12.—In connection with the announcement tonight by the regional coal committee of removal of restrictions on coal and train service reinstatements, it was said that the question of lifting the embargo on shipments of export freight from inland points to Southern ports would be taken up for consideration by Regional Director Winchell tomorrow.

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