



The greatest exponent of the smile, Douglas Fairbanks, assisted by Anita Loos, his popular leading lady in "Down to Earth", will play the humorous titles: John Emerson director; Fairbanks wrote the play himself. Everybody says that it is the cleverest Fairbanks release to date. You will have more quiet chuckles and satisfying snickers than to date. You will see it at The Majestic Wednesday Sept. 19th at the regular Artercraft admission 10 and 20c.

MIGRATION OF BIRDS

Beginning Annual Pilgrimage South Destroying Insects on The Way.

The annual heira of the northern birds has begun. A great tide of these migrants flows over us every year, the first ripples of the flood touching our shores in August, the last passing before the snow and bitter cold of December. At the very beginning of August, when it seems as if the summer were all ahead of us still, come the black tern from their breeding grounds in the flowerdotted tundra about Great Slave Lake. Vacation days are at their height, the best of them yet to come, summer's heat is at its greatest, but the swiftly silent wings of the black tern, fleetly southward along our shores, remind us that the winter night with its Arctic cold is already pressing toward us from the far north. In August the gora rails, bred in the delta of the Mackensse, come to chuck in the marshes. The yellow-bellied and olive-sided flycatchers fit in looping flight from point to point along the pond and river banks, snatching insect food from the air at every leap. The warblers, golden-winged, Canadian, Blackburnian, magnolia, black-throated blue, black-throated green, the Tennessee, the Nashville, born some of them in New England woods, others in the stubby spruces and the reindeer moss of the Hudson Bay region, twitter softly in the tree tops, flying by night by day, yet ever moving southward.

A hundred other species following the vanguard, some of them numbering uncounted millions, sweep down upon us and pass on. The robins, most numerous and most familiar of our summer birds, breed north even to the ultimate treeless plains of the Arctic slopes. From the northern limit they are already flocking southward, the last of them garnering the fog end of the crop of mountain ash berries as they come. The mid-summer bird life of the Canadian forests and plains

to north of us in gathering its cohorts for the mysterious migratory movement which will scatter its members all the way from our own southern New England limits to the very shores of the Antarctic continent itself. The Arctic terns, breeding from Maine to Greenland, will winter between Patagonia and the South Pole, the Canadian warblers in Peru. The barn swallows, some of them summering up under the Arctic Circle, others in our own barns, will swing through the winter in swift flight from Southern Mexico to Argentina and back.

So as we study them, species by species, the wondrous story grows. We may guess shrewdly at its unknown promptings, at the deep meaning of it all, which we may never surely know, but out of it all one fact stands plain. That is the vast benefit to mankind which these southerly onrushing hosts bring. No tree in our orchards, or woodlands, no foot of ground in pasture or hayfield, but is, day after day, swept clear of its insect life by the birds, finding food there to sustain them in their flight southward. The migrating birds give our fields and forests an autumn house cleaning as thorough and as persistently energetic as could be suggested by any New England housewife. Insect life is at the height of its vigor in August. The resident birds, feeding their clamorous young, have taken care of great hosts, but they cannot altogether keep down the increase. Then come the marching millions from the north and bug, borer and beetle, aphid, worm and grasshopper and countless other species are swept up by them. The autumn migration is in a large measure a labor-saving device. The birds linger through pleasant days in good feeding grounds, and their house-cleaning work is the more thorough. For this good work alone if for no other reason our migrant birds deserve all the study and protection which with increasing knowledge of their usefulness we learn to give them.—Boston Transcript.

Mr. Purdy Dead.

A short time after Judge R. O. Purdy had left last Friday for his old home in Lawrenceville, Va., word came that his father, Mr. James Purdy had passed away. The funeral services were held Sunday morning.

Mr. Purdy had arrived at the ripe old age of ninety years, and had up to within a short time before his death, enjoyed excellent health. He was the father of Judge R. O. Purdy of this city, and Messrs. T. N. and L. S. Purdy formerly of Camden.—Sumter Herald.

Dudley Malone Quits Job.

Washington, Sept. 7.—Dudley Field Malone, customs collector at New York, tendered his resignation to President Wilson today in protest against the failure of the President to advocate passage of the federal suffrage amendment and because he permitted the imprisonment of women who have been picketing the white house.

Mr. Malone, who as counsel defended the first of the militants arraigned in police court here, told the President in his letter of resignation that inasmuch as he had promised the women of the suffrage states that he would exert all his energy to have the national democratic administration endorse suffrage by constitutional amendment he felt obliged to resign and devote himself to redeeming that promise.

LOAD CARS TO CAPACITY

Shippers and Receivers Should Co-Operate With Railroads.

Columbia, S. C., September 10.—David R. Coker of Hartsville, chairman of the State defense council, has issued the following statement to the people of South Carolina:

"Many of the industries of the United States are threatened with heavy losses due to the fact that the railroad equipment of the country is inadequate to take care of the tremendous volume of business which the country is now doing in addition to moving large bodies of troops and their equipment. Our people can do much to relieve this situation, if they will carry out the following suggestions:

"All shippers of carloads of merchandise should load cars as soon as placed and load them to full capacity.

"All receivers of carload shipments should unload and release cars immediately.

"The coal situation is especially acute and there is some complaint of slow movement of coal cars. The railroads are urged to see that there is no further cause for complaints of this nature.

"Cotton ginneries should press bales to the minimum size allowed by their equipment, so that more bales can be loaded per car.

"Cotton and other merchandise should be accumulated in minimum car lots before being shipped, and cotton exporters and mills should buy in maximum car lots instead of in lots of any number of bales.

"The railroads have already issued rules forbidding the shipment of compressed cotton in less than full carloads, but it is especially important to load uncompressed cotton to capacity.

"We trust that the buyers and sellers of cotton and other merchandise will see to it that wherever possible merchandise is tendered for shipment in full carload lots and in the most compact and uniform packages."

Gambling With Death.

Recently it has been so that every paper contains an account of a horrible automobile accident. Mostly of automobiles colliding with trains.

Everyone knows that a railroad is a great help to a city. In fact the town that hasn't a railroad is off to itself. It doesn't contain progressive people and is hidden among the hills of an unsettled district, away from the activities of the world. The city that has the most railroads is the one that becomes a mecca for trade. The railroad is a corporation unjustly treated. When anyone is hurt on a train—no matter whose fault it is—the first idea that occurs to them is to sue the railroad. Nearly always the jury will award a verdict in favor of the plaintiff—instead of being sued the railroad should be suing them. Those kind of people are leeches on modern society.

When an automobile collides with a train the engineer receives the blame, when the driver of an automobile is committing suicide in trying to beat a flying train across the track.

The instinct of any animal is great enough for it to get off a track when a locomotive is occupying the same track, and here comes man who is supposed to have more common sense than all other things combined taking his life in his own hands gambling with death—no, it's not even a gambling chance. If you succeed in beating the train across what have you accomplished? If you lose, you have sacrificed your life. The railroad track is stationary, and we can't understand why people who know the track is there will flirt with death, just to gain a few seconds.

The railroads in every way have tried to avoid accidents. For the safety of the public they have put up "Stop! Look! Listen!" posts and bells that ring when the train is approaching in a radius of several hundred yards. And in some instances they have gone to the extra expense of putting underground passages in some places, but automobile collisions with trains still occur. It is human nature for people to live on excitement, but it has gone several notches below excitement when people try to beat a flying locomotive across the track. Such people need their attic remodeled.

It's perfectly all right with us if people want to continue gambling with death by trying to cross ahead of the train, because we get paid for publishing obituaries, and one of our best friends is an undertaker.—From the Greensboro Herald-Journal.

A bachelor all his life and a suicide at sixty-five, Harry Frost of Elyria, O., left his entire estate of \$20,000 to the old ladies' home in his town.

A Plant that Grows with the Times

About five years ago we conceived a tremendous idea—the idea of giving to America a soft drink such as it had never before tasted. A new kind of soft drink in flavor and in its cereal ingredients—a soft drink that should be nutritious as well as delicious—pure and wholesome.

The idea took root—it was cultivated, experimented with, tended with all the care and skill that science could apply. For four years this work went on and then finally about a year ago there sprang into being, Bevo—the drink triumphant.

Less than two months after its introduction Bevo had leaped into such popularity that even our already large facilities could not supply the demand.

The result is that soon will be completed (built by public demand) the largest plant of its kind in the world—daily bottling capacity, 2,000,000 bottles.

You will find Bevo at all places where refreshing beverages are sold. Bevo is sold in bottles only—and is bottled exclusively by

ANHEUSER-BUSCH—ST. LOUIS

BUSCH DISTRIBUTING CO.
Wholesale Dealers
WORKMAN GROCERY CO.
Local Dealers

COLUMBIA, S. C.
CAMDEN, S. C.

Bevo—the all-year-round soft drink

A MILLIONAIRE SOLDIER

Col. Cornelius Vanderbilt is Stationed At Spartanburg.

Sunday afternoon some newspaper men came across an officer seated in a fly tent in the edge of a cotton field on the west side of Camp Wadsworth. There was no floor in the tent, and the furnishings consisted of two camp chairs. Nothing more.

The officer looked up pleasantly and greeted his visitor with a smile. He was a rather tall, slender man, with a neatly trimmed Vandyke beard and a mop of black hair inclined to be curly. He had clear blue eyes and a ruddy skin which proclaimed plain and sane living.

The officer was Colonel Cornelius Vanderbilt, commanding the Twenty-second regiment of engineers, a millionaire a good many times over—one of the wealthiest men in the country and by odds the wealthiest in the United States army today. There was nothing to indicate wealth or luxury in his surroundings, but he seemed to be contented; and in fact, happy.

Colonel Vanderbilt has been in the habit of riding around over the country in a private car, and if he has been in any particular hurry he has simply ordered out a special train, for he is a railroad magnate. He owns railroad stocks and bonds by the bale, and he owns more than one entire system outright. But he came to Spartanburg from New York on a troop train, which made considerably less than 20 miles an hour, and he did not have any special or extra accommodations. And he said he enjoyed the trip.

Colonel Vanderbilt has always been fond of outdoor life, and the National Guard appealed to him on that

account. He liked the spirit of it, and after he got started into it he soon won promotion. It was largely a pastime with him, at first, but he gave a good deal of time and thought to the work and he became a very efficient military man, just as he is efficient at everything else to which he gives attention. That he is qualified for the position he holds goes without saying, for if he were not fully capable he would not be colonel of the crack regiment of engineers of the army, with all of his wealth.

The position of colonel of a regiment is a bigish position, as positions go, but it is by no means the biggest position in an army division. And Colonel Vanderbilt receives and obeys orders just as he gives them. He is every bit a soldier, and the first duty of a soldier is obedience. If his superior officer should tell him to take a walk of 200 miles and come back and make a report on the topography of the country, he would salute and start on the job. It is his way.

And the men of his regiment are devoted to him and they are proud of him. As a corporal remarked yesterday afternoon, as he stopped for a breathing spell while grubbing a stump, "Somebody has to have wealth and I had as soon Colonel Vanderbilt would have it as any man I know. He has the quality that ought to go with money, and that is more than can be said for some wealthy people."—Spartanburg Herald.

J. H. Evans, of Newberry, a son of H. H. Evans, was accidentally shot at a hotel in Barnwell Sunday afternoon by a pistol in the hands of James Epting. The bullet entered Mr. Evans' left hip and went entirely thru his body. The wounded man was taken immediately to a hospital in Sumter and the extent of his injuries could not be foretold.

Railroads Will Help Sale.

Washington, D. C., Sept. 11.—Fairfax Harrison, Chairman of the Railroads' War Board, authorizes the following:

At the request of the Treasury Department the railroads of the United States will co-operate in the publicity campaign that is being planned for the second Liberty Loan.

Colored posters advertising the new issue of Liberty Bonds will be placed in the waiting rooms of every railroad station in the country. Through these posters the Treasury Department will be able to reach the millions of persons who use the railroads and present them with timely information concerning the second Liberty Loan.

The 1,750,000 employees of the railroads will have the subject called to their attention by a series of posters that will be placed in the railroad shops and all other places where employees assemble.

More than \$26,000,000 worth of the first issue of Liberty Bonds were purchased by railroad employees.

Berkman Charged With Murder.

New York, Sept. 10.—Alexander Berkman, the anarchist convicted of conspiracy against the selective draft law, released here today on furnishing a \$25,000 cash appeal bond, was immediately rearrested on a warrant issued by the San Francisco authorities accusing Berkman of murder in connection with the preparedness day explosion in that city last year.

May Close Mails To Them.

Washington, Sept. 10.—Exclusion from the mails of certain influential German language newspapers printed in various sections of the United States is under consideration by the Postoffice Department as a part of the government's determination to prevent circulation of anti-war propaganda.

CITY BARBER SHOP

Adopts this method of thanking the public for the patronage they have received since opening up business in Camden.

Their patronage has steadily increased and every effort will be put forth to

Please Our Customers

We are gratified with the patronage bestowed upon us, and respectfully solicit the patronage of those who have not as yet become regular customers. We are here to stay and we want your business. We employ only white barbers.

W. J. Hopkins,
Proprietor

One Door Above Baruch-Nettles

BLACK WHITE TAN 100

EXTRA FINE SHINE

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SHOE POLISHES

"EASY TO USE"

Give a quick lasting shine and preserve the leather.

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BUFFALO, N. Y.