

RECIPES CONTRIBUTED BY THE LADIES OF THE VAN WYCK HOME DEMONSTRATION CLUB.

Easter Lily Cake
This cake is nice for parties or luncheons. It requires but two eggs and will almost melt in your mouth...

Soft Gingerbread
The fine old soft gingerbread is a thing of the past. For a small family have the recipe as follows: one cup sugar, one cup butter and lard...

Ice Cream Cake
One cup milk, whites five eggs, 1-2 cup butter, three cups flour, one teaspoon baking powder, one and three-quarters cups sugar...

Caramel Filling
Two cups granulated sugar, 1-16 teaspoon of tartar, one cup boiling water. Mix well and stir ten minutes...

Mrs. Oscar Potts' Unique Method of Keeping Milk and Butter Cool
Mrs. Potts has a box 6 feet long, 2 1-2 feet wide and 3 feet deep which has been sunk in the ground...

in a shady place. This box has a very heavy hinged lid on it and is buried up to this lid. The inside of the box is white washed and the cracks stopped up with putty or cement...

To Keep Cut Worms From Bothering Tomatoes
To keep cut worms from bothering tomatoes, wrap plant up to first two leaves in newspaper, being careful that paper extends as far as roots...

To Keep the Hot Sun From Withering Tomato Plants
Cover tomato plant with newspaper, making a tentlike arrangement. Fasten down with rocks or clods of earth so that the wind may not blow it away...

THE VAN WYCK HOME DEMONSTRATION MET WITH MRS. J. A. HYATT, WEDNESDAY, MAY 10, 1916.

A large percentage of members were present. The ladies were first shown into the kitchen where the fireless cooker was begun. After this, the meeting was called to order by Mrs. Edwin Nesbit, the president of the club...

MRS. K. M. YODER, Secretary Van Wyck Club.

LOCAL DOTS

The quarterly conference of the First Methodist church which was to have been held last Sunday night has been postponed until Wednesday afternoon, May 24, at six o'clock.

In connection with "Baby Week" which will be held in this city June 1 and 2, each mother is required to supply a baby blanket and towel to be used in the examination of her child.

The members of Dixie Camp No. 28, W. O. W., will meet with the members of Red Hill Camp, W. O. W., next Saturday night, May 27, about 8 o'clock. All members urged to attend.

Mr. Toy Gregory, a former resident of Lancaster who now resides in Greenville, was a visitor in Lancaster, Saturday. Mr. Gregory holds a responsible position with the Piedmont & Northern Electric Railway.

The annual Tirzah picnic will be held at the Tirzah parsonage Friday, May 26, this date being the birthday of the venerable and beloved pastor, Rev. W. W. Ratchford. The public is invited to attend and to bring well filled baskets.

In connection with "Baby Week" which will be held in this city June 1 and 2, each mother is required to supply a baby blanket and towel to be used in the examination of her child.

Continued on page 5)

ANTIOCH CLUB HAS INTERESTING MEETING

A most enjoyable and helpful occasion was the meeting of the Antioch Home Demonstration Club at the home of Mrs. Coleman Robinson on the afternoon of May 13. Shortly after the arrival of the members, Miss Martha Creighton, Home Demonstration Agent, led the way to the kitchen where, in a quick and capable manner, she demonstrated in detail the preparation of food for the fireless cooker. The ladies then repaired to the porch and after a call to order by the president, a most interesting and instructive talk on "Home Conveniences" was given by Miss Creighton...

At the conclusion of her talk, a general "round table" discussion was engaged in, and questions asked and answered. Plans for organizing a community club in the near future were discussed with much interest.

In connection with "Baby Week" which will be held in this city June 1 and 2, each mother is required to supply a baby blanket and towel to be used in the examination of her child.

CRISIS FOR ROADS IN THE MOVEMENT FOR HIGHER WAGES

Would Add Millions to Expense of Southeastern Lines—Public Vitality Interested.

Washington, D. C.—"The railways of the southeast are facing a critical situation if the proposed demands of the engineers, firemen's, conductors and trainmen's Brotherhoods which have joined in a nation-wide effort to force the railways of the country to grant further wage concessions, which would add millions of dollars to the payrolls of the railways without enabling them to earn a cent more than under present conditions or to in any way give better service to the public," declares a statement given out by the executive committee of the southeastern railways.

"The demands of the Brotherhoods are generally referred to as demands for an eight hour day and time and a half for overtime, but they are not in reality for an eight hour day in the sense in which that term is commonly understood," the statement continues. "The employees are not asking that they be relieved from service at the end of eight hours, as they realize that this is not practicable in road service, and the form in which the demands have been made clearly shows this."

More Pay For Overtime
"Thus the language of their own proposed demands is that on runs of one hundred miles or less overtime will begin at the expiration of eight hours. This simply means that if a freight train requires, as it usually does, at least 10 hours to run 100 miles, the train and engine employees shall receive their day's pay for eight hours of work and shall receive time and a half for the two additional hours."

"There is not a line in the proposals concerning road service that in any way limits the number of hours the employees are to work, and their proposition simply resolves itself into fixing the period at which overtime begins to accrue and after which they shall receive time and a half instead of their regular hourly rate."

"In a discussion of the proposed demands in the official journal of the Trainmen's organization, the following explanation of the demands is given by one of the vice-presidents of that Brotherhood:

"There appears to be some difference of opinion as to what such a proposal involves, therefore it may be reasonable to say that there is quite a difference between an eight-hour workday and an eight-hour basic workday."

"The first contemplates that eight hours shall be the maximum working time, and as a rule where the eight-hour workday obtains through contract relations between employer and employee, it is the constant endeavor to prevent working overtime except in cases of necessity. It appears that some of the men in the train service are of the opinion that this is the proposal of the organizations. However, this is not the case. The second, the eight-hour basic workday contemplates that eight hours shall be the basis for a day's work and any time in excess thereof shall be paid for as overtime. Consequently under such a provision there is no limit to the hours worked. The latter system is the one proposed by the train service Brotherhoods and is in accord with the action taken by the delegates at the Eleventh Biennial Convention of the Brotherhood of Railroad Trainmen."

Same Work, More Money
"The proposals of the employees, as in reality formulated and officially explained in the above citation simply mean that they shall be paid more money than at present for the same work they are now doing. The matter, therefore, resolves itself primarily into a question of wages and consequently of increased cost."

"Applying the proposed demands to the present conditions of work would mean an increase ranging from 12 to 40 per cent in cost, as the roads would be compelled in most cases to continue the present hours of operations since changes to escape the payment of overtime would cause a higher percentage of increase than the figures already given."

"The railways of the southeast are in no condition to stand any increase in their operating expenses, much less such increases as would result from granting these demands. They already pay higher wages to train and engine employees than are paid in other sections of the country where traffic is much more dense, and they have had no part in the rate increases which recently have been granted by the Interstate Commerce Commission to railways in other territories."

"Preliminary estimates show that on some lines the increases asked by the employees would more than wipe out all income after payment of operating expenses, fixed charges and taxes. The railways would be forced either to secure increases in their rates or to lower their cost of operation by curtailment of train service and reducing the outlay for maintenance and improvement necessary to meet the transportation needs of the rapidly developing southeastern territory."

"This is a question in which the public has a direct and vital interest. The railways of the south thereby ask of the public that it determine itself of the real nature of the proposed demands, and of the ability of the roads to meet them."

LEGAL NOTICES

NOTICE OF DISCHARGE
Notice is hereby given that the undersigned will, as administratrix of the estate of Robert M. Small, deceased, on the 16th day of June, 1916, make her final return as such administratrix and apply to the Probate Court of Lancaster county for letters of discharge.

NOTICE OF DISCHARGE
Notice is hereby given that the undersigned will, as administratrix of the estate of J. A. Love, deceased, on the 2nd day of June, 1916, make her final return as such administratrix and apply to the Probate Court of Lancaster county for letters of discharge.

NOTICES FOR LETTERS OF ADMINISTRATION

STATE OF SOUTH CAROLINA, COUNTY OF LANCASTER:
By J. E. STEWMAN, Judge of Probate.
WHEREAS J. M. Hilton has made application to me to grant him Letters of Administration of the Estate and effects of Mrs. Dean Gardner, deceased, and I have cause to believe that she and almost all and singular heirs, legatees and Creditors of the said Mrs. Dean Gardner, deceased, that they be and appear before me in the Court of Probate, to be held at Lancaster on May 31st, 1916, next, after publication thereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

GIVEN under my hand, this 16th day of May, Anno Domini 1916.

J. E. STEWMAN, Probate Judge.

NOTICES FOR LETTERS OF ADMINISTRATION

STATE OF SOUTH CAROLINA, COUNTY OF LANCASTER:
By J. E. STEWMAN, Judge of Probate.
WHEREAS J. M. Hilton, J. B. Mason and Doctor J. Gardner, have made application to me to grant them Letters of Administration with the will annexed of the Estate and effects of D. E. Gardner, deceased, and I have cause to believe that they and almost all and singular heirs, legatees and Creditors of the said deceased, that they be and appear before me in the Court of Probate, to be held at Lancaster on May 31st, 1916, next, after publication thereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

GIVEN under my hand, this 16th day of May, Anno Domini 1916.

J. E. STEWMAN, Probate Judge.

SOUTHERN RAILWAY

Premier Carrier of the South. PASSENGER TRAIN SCHEDULES.
Trains arrive later or from:
No. 118—York, Rock Hill and Intermediate stations 8:45 a. m.
No. 113—Charleston, Columbia and Intermediate stations 10:13 a. m.
No. 114—Marion, Blacksburg, Charlotte and Intermediate stations 1:35 p. m.
No. 117—Columbia, Kingsville and Intermediate stations 7:25 p. m.
Trains leave Lancaster for:
No. 118—Kingsville, Columbia and Intermediate stations 8:45 a. m.
No. 113—Rock Hill, Blacksburg, Marion, Charlotte and Intermediate stations 10:11 a. m.
No. 114—Kingsville, Columbia, Charleston and Intermediate stations 1:35 p. m.
No. 117—Rock Hill, York, and Intermediate stations 7:43 p. m.
Schedule figures are published as information only, not guaranteed. For information as to passenger fares etc., call on

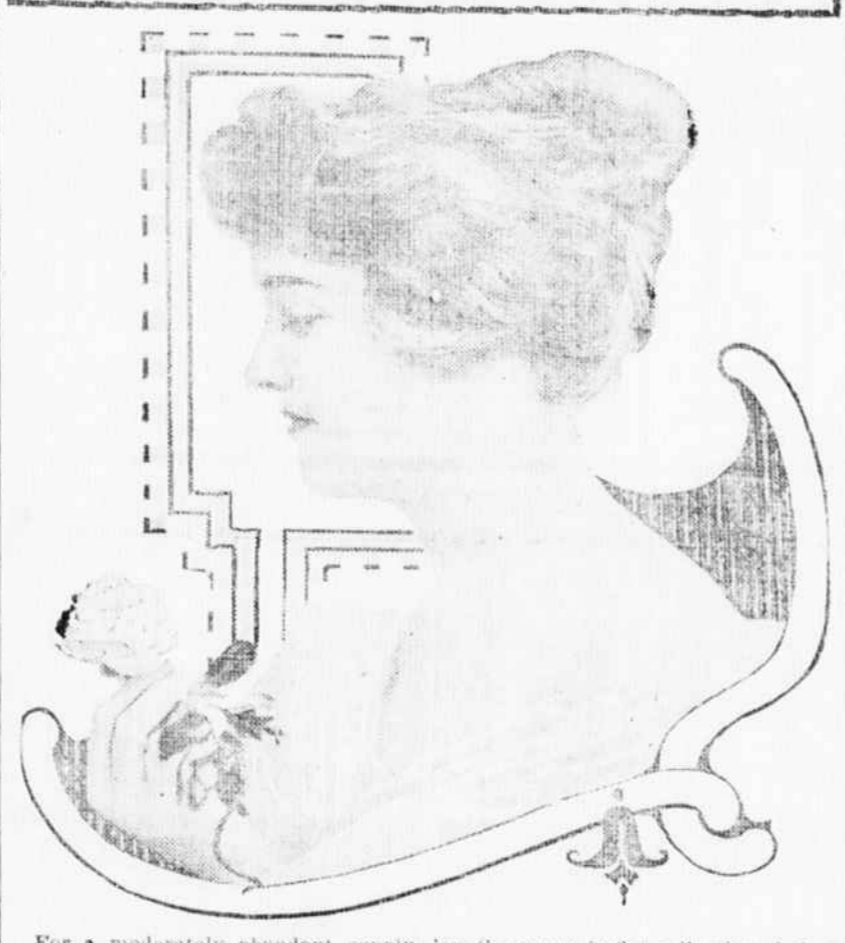
Lancaster & Chester Ry. Co.

Schedule in Effect August 15, 1916. Eastern Time. WESTBOUND.
Lv. Lancaster ... 6:00am—2:30pm
Lv. Fort Lawn ... 6:30am—4:08pm
Lv. Bascomville ... 6:45am—4:28pm
Lv. Richburg ... 6:55am—4:43pm
Ar. Chester ... 7:30am—5:25pm
EASTBOUND.
Lv. Chester ... 9:00am—6:45pm
Lv. Richburg ... 9:45am—7:27pm
Lv. Bascomville ... 10:00am—7:38pm
Lv. Fort Lawn ... 10:30am—7:55pm
Ar. Lancaster ... 11:00am—8:25pm
Connections—Chester with Southern, Seaboard and Carolina & Northwestern Railways.
Port Lawn, with Seaboard Air Line Railways.
Lancaster with Southern Railway.

MEETING OF RURAL LETTER CARRIERS IN KERSHAW

The Kershaw and Lancaster R. F. D. association will meet in Kershaw May 30, promptly at 10:30 a. m. All carriers are earnestly requested to be present.
The election of officers for the ensuing year and the selection of delegates to the State Convention in Columbia July 3 and 4, will be held.
J. W. THOMPSON, President.

Admits of Quick Hairdressing

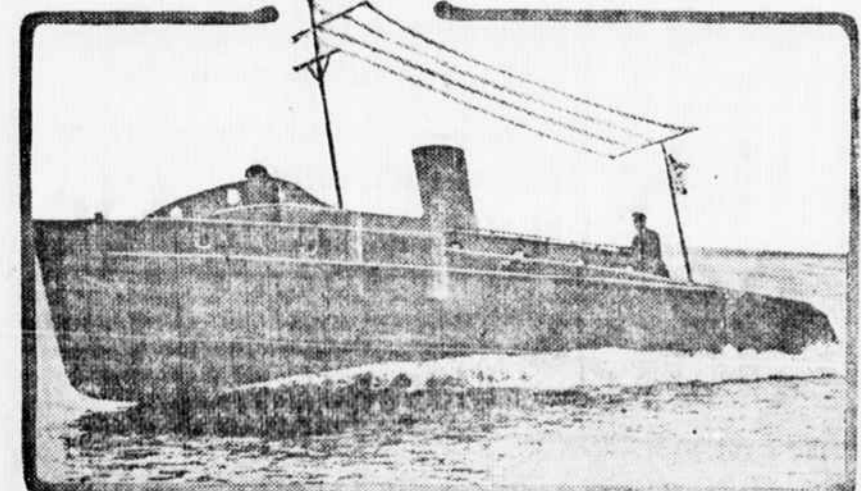


For a moderately abundant supply of natural hair the coiffure pictured above is a pretty arrangement that may be dressed without the help of a foundation. The front hair is waved rather loosely for it, and pompadoured. All the hair is combed in together and brought to the crown, where it is tied loosely. With the comb it is pulled into position about the face and pinned with small wire hairpins.
The ends at the crown are turned into a puff and pinned down. The hair is then spread and pulled forward until it merges into the pompadour, where it is held in place with pins, making a long soft puff at the top of the crown.
Having become accustomed to innovations a few new arrangements have found following among the younger women. In these the hair is loosely waved, parted either in the middle or to one side, and coiled be-

HOW TO HANDLE THE OTHER FELLOWS JOB

There are just any number of people who know precisely how to handle the business of other people. They can tell precisely how it should be done and are certain as they are living that if they had it in hand they would make it go and make it go alright. It is interesting, amusing and disgusting to hear some of the wisecracks talk. They are so very cocksure. As a rule, it may be noted in passing, that people of this kind rarely have any jobs of their own, or if they have a job it does not get that attention that it deserves. This, no doubt, is due to the fact that the fellow is giving too much of his time and attention to the affairs of other people. But if these men had the places of the men they criticize they would in all probability not do as well as they do. Here is an illustration. It is said that a deacon became very tired of the preaching of his pastor, and decided to tell him so. In the course of his remarks he told the preacher he could do better himself. The pastor proposed that he try it volunteering to give him the use of his pulpit for the next service. The deacon accepted the proffer with the assurance that he would give the congregation better stuff than they had been getting. The day and the hour arrived, and the deacon started off in fine shape, but he had not gone far before he ran around and looking wistfully to one of his brother deacons and companion in criticism he said, "Look here, if you think preaching an easy job, come up and try it. I see that I can't handle it." It is said that the preaching of that pastor became ideal after this to the deacon and to others of the congregation that had grown tired.
The moral of this is. Let every one of us fill our own places to the very best of our ability and give less attention to the shortcomings of our fellow workers. In other words, let each of us mind our own business and let other people's alone. The man who does this will find his hands full and is usually satisfied with what he has to do.—The Johnston Times.

NEW PATROL BOAT ON SPEED TRIAL



Patrol boat No. 2 on her speed trials in Lynn bay, making an average of 24 miles an hour. The trials were pronounced satisfactory under the direction of Stewart Davis, who is commander of the Volunteer Patrol squadron. The No. 2 is the first of the fleet of four now under way. These new type patrol boats are 40 feet over all, 8 feet 8 inches beam, and 3 feet draft, fitted with 125-horse-power engines.

Advertised Letters for Week Ending May 20, 1916

- W. E. Gaskings.
Miss Johnnie Frager.
J. W. Davis.
Nannay Cunningham.
Miss Bessie Bookman.
Rubin Cunningham.
Mary McDowell.
Miss Mary Mongro.
Miss Alice Mobley.
J. R. Pyle.
Mrs. Mary Patterson.
Mrs. Bessie Tillar.
George R. Williams.
Miss Ruby Putnam.
Henry Thearl.
H. E. Newell.
Miss Annie Pergee.

Miss Matala Mellwaine.
John Lewis.
H. C. Fischer.
John Evans.
Mrs. Bessie Brown.
Curtice Bapel.
Cleare Hood.
When calling for above letters please say Advertised.
Jas. F. Hunter, Post Master.

RUB-MY-TISM
Will cure Rheumatism, Neuralgia, Headaches, Cramps, Colic Sprains, Bruises, Cuts, Burns, Old Sores, Tetter, Ring Worm, Eczema, etc. Antiseptic & aodyne, used internally or externally. 25c