

# AMERICANS DOLLAR MUST HAVE SOUL

POWER OF COUNTRY

## United States Has Become Supreme World Influence in Matters of Finance.

Kansas City, Mo., Sept. 26.—National bankers gathered here at the annual convention of the American Bankers' association were told tonight by John Skelton Williams, comptroller of the treasury that they could fulfill their duty to the world in the great financial construction following the European war only if they "put the soul of the people in the use and application of the dollars."

"We have outgrown responsibility to our country and generation," said Mr. Williams. "We have become responsible to the whole world because we have become the supreme world power especially in finance. It is for you, gentlemen, to determine whether these dollars of ours shall prey upon our country and the world with teeth and claws, or shall have souls put into them to rebuild."

The comptroller spoke before the national bank section. He reviewed the progress of banking under the federal reserve law, sketched the commanding position the United States has taken in world finance, declared that for the first time America had become distinctly a crediting nation, urged the bankers to take a more active interest in politics and warned them against the danger of too great concentration of wealth at the expense of small enterprises.

### Much New Wealth.

"Is it not hard to grasp the thought that this country of ours which in 1902 had already reached a pinnacle among the nations, has since that year doubled the volume of its business in virtually all the great cities of the land?" he asked. "If we should divide the new wealth created annually among all the men, women and children engaged at work, they would have not far from \$1,000 dollars per year each."

"Our bank deposits at this time are so huge that if there should be withdrawn an amount of deposits equal to the total present resources to the Bank of England, the Bank of France, the Bank of Spain, the Bank of the Netherlands, the Bank of Norway and the Bank of Sweden, the National Bank of Switzerland and the Imperial Bank of Japan all combined, the deposits of our banks would still be as great as they were three years ago."

"If a balance would be struck today the probabilities are that we would find ourselves, for the first time in our history, a distinctly crediting nation. We hold a mortgage on the world's physical assets. The world holds a mortgage on our soul, on our good will and broad nobility of purpose."

"Patriotic Americans have a right to gloat over such a showing with swelling pride. Thoughtful Americans will find fear that wealth may betray us into rapacity and inequality of distribution that will mean destruction."

### Law of Gravitation.

"The law of gravitation, as we know applies in finance as in the physical world. Huge actions of value naturally draw to themselves the lower masses."

He then urged the bankers not to forget that "the most immediate and vital business duties which lie before us relate to the upbuilding of our home enterprises, especially the small factories and mills and development undertakings in the lesser cities and towns and in our country districts. Those provide the surest and safest foundation on which to erect national wealth," he declared.

The comptroller paid tribute to Secretary McAdoo. In summing up the results achieved under the federal reserve system, Mr. Williams said rates for money had been lowered and equalized, business of all kinds placed on a stronger foundation and bank failures greatly reduced.

"It is certain that just before us, a few months or two or three years," he said, in conclusion, "a mighty task is to be done to reorganize and re-establish the nations of the earth. We have the right to do it to our own profits but it is our duty and our opportunity for the word 'fair' goes hand in hand with the word 'profit.'"

"Let us have the great American soul go in company with the great American dollar."

# EARTH ROADS

By H. G. SHIRLEY

Chief of Highway Engineers of Maryland.

It will be many years before the earth road will be in the minority, and in many places it will neither be economical nor will the taxable resources justify the construction of a higher type.

The earth road has often been maintained by the most ignorant men, in fact, it has not been maintained at all. It has been generally believed that it would take care of itself, requiring no work except, perhaps, the cutting away of bushes and possibly shaping with a road machine in the spring to give it better drainage to the side ditches. I know no other type that has been so abused or has received the careless and inefficient maintenance to which the earth road has been subjected. There is no type upon which so much money is being wasted as the earth road, primarily through ignorance and neglect.

I have seen instances where a soft place existed in a hollow badly underdrained. Year after year a large amount of stone was hauled to this place and dumped on it, where it disappeared by the close of spring. Nevertheless this procedure would be steadily adhered to every successive year until the stone finally formed a compact mass. But the moisture in the earth made a mudhole at each end, and the same performance had to be repeated at each end the next year until a large quantity of stone finally displaced the mud. This is expensive road.

Earth roads should be worked in the early spring. If the roadbed is rutted, in bad condition, and flat, without the proper cross-section, it should be plowed from gutter to gutter, shaped with a road machine until has the proper cross-section, and then kept constantly dragged until it is properly consolidated. After the road has been given this attention, then with a little constant care, it can be kept in good condition until the freezing and thawing are at hand, when it is necessary to dig it up again just as soon as the frost leaves the ground.

In maintaining earth roads we find that after the road has been properly shaped, the ditches opened, and the road given the proper cross-section, a patrolman with a split-log drag can keep from five to eight miles in good condition for at least ten months in the year. The patrolman drags the road after each rain, when the earth is in a moist and damp condition, and thus the road is kept smooth and has the proper cross-section. A description of the method of making and using such a drag can be obtained without charge from the U. S. Office of Public Roads and Rural Engineering at Washington.

When the road is dry and the surface is in good condition, the patrolman spends his time in opening up the gutters, filling any small washes that may occur in the should-

ers, and if there are any spots in the road where the earth is soft and of such a nature that it will not bear the traffic, he digs it out and replaces it with good material. In places where there are wet spots, owing to the lack of proper underdrainage, the patrolman digs them out and fills them with stone or logs, making blind drains. I have found by first putting down a layer of field stone, next placing three logs so as to form a kind of trough, and then filling in over the logs with stone, an efficient underdrain can be made to eliminate a wet spot.

To maintain a mile of earth road properly will cost from \$40 to \$100 a year, depending largely upon the character of soil upon which the road is built as well as upon the amount and kind of traffic.

### Convicts on West Virginia Roads

Forty-eight counties in West Virginia employed convicts in building and repairing roads during the year ending June, 1915. The Hon. A. D. Williams, director of the State Highway Department of West Virginia, has forwarded to the National Committee on Prisons, pictures which show the remarkable accomplishment of these county prisoners. An honor prisoner is shown in one picture standing beside a wall that he erected in Kanawha county at a cost of only \$1.15 per cubic yard.

The pictures also show a prison camp half a mile below Kimball, with a portable jail in the centre of the opening up a new quarry and a and a prisoner driving; also prison-stretch of country road two miles above Welch along the Tug river which the prisoners cut through a solid cliff.

The National Committee on Prisons has published some of the West Virginia road pictures in an illustrated pamphlet just issued. The pamphlet takes up the various phases of prison work which the committee is carrying on. The West Virginia road work is the result of legislation prepared by the National Committee on Prisons and is successful because of the co-ordination of the State Highway and prison departments, which the committee holds essential to the right development of convict road work.

County Engineer W. G. MacLaren of McDowell county states that "out of the large number of prisoners in McDowell county which have been working upon the county roads only a small number have ever been in a jail a second term. Prior to working on the roads we had a number of repeaters."

When the idleness in most county jails is considered the importance of the West Virginia road work is realized, while the fact that the road-making convicts are under State control is a step towards bringing the county jails themselves under the control of the State prison authorities.—Southern Good Roads.

## COLUMBIA MAN GAINS 24 POUNDS ON T\$OLAC

Atlantic Coast Line Yard Foreman Given Remarkable Results.

### HEALTH WAS RESTORED

Had Been in Very Bad Health Over Two Years and Almost Past Going For Four Months.

Though he had been almost constantly under treatment for four months, and intermittently during the previous two years, and though he had wasted away until he was hardly more than skin and bones, and could hardly walk because of his weakness, G. G. Anderson, of 900 Whaley St., yard foreman at Columbia for the Atlantic Coast Line Railway, gained 24 pounds on seven bottles of Tanlac and was restored to good health, according to the statement he recently gave in endorsement of "the master medicine." His statement follows:

"I suffered from a greatly run down and weakened condition. I had been in very bad health for several years, and just before I began to take Tanlac I had been continuously under medical treatment for four months. I was told I had nervous indigestion.

"For almost two years I had been so weak I could hardly work. I was just skin and bones, I was in such bad health, and I scarcely ever ate more than a few bites at a meal. I was in bad shape. One time, shortly

before I began taking Tanlac, I was under treatment continuously for 21 weeks and steadily got worse. I just could not eat, and what little I did force down hurt me and caused me to feel puffed up and gave me a severe pain in my chest. My nerves were very bad, too. Really, I was just about past going at all.

"I had read about Tanlac, and finally I lost heart in the treatment I was under and began taking Tanlac. "The relief Tanlac gave me was as follows: I took seven bottles and gained 24 pounds. I picked up right away and added a lot of strength. When the seventh bottle was gone I was really a new man in health and strength. I did not begin to feel much better until I had taken the second bottle of Tanlac, but then I went up right along in strength and weight. Soon I was eating three big meals a day, so great an improvement did Tanlac make in the condition of my stomach.

"I quit taking Tanlac in May and I feel fine now, and I have been a different man ever since Tanlac built me up.

"I am glad to recommend Tanlac and to give you this endorsement, for it may help others to find a way to regain their health. I sure can recommend Tanlac highly, for I do not know of a better stomach remedy and I have spent many dollars for many kinds of stomach remedies that did me no good."

Tanlac, the master medicine, is sold exclusively by J. F. Mackey, Lancaster; Peoples Drug & Grocery Co., Heath Springs; O. Floyd, Kershaw.—Adv.

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Your druggist will refund money if PAINFUL TREATMENT fails to cure any case of Itching, Blind, Bleeding or protruding Piles in 6 to 14 days. The first application gives Ease and Rest. 50c.

**Mexico Will Need Automobiles.**  
When business again opens up in Mexico that country is expected to offer an important market for automobiles and motor trucks and delivery cars. It is now nearly four years since Mexico was eliminated as a market.

If you feel "blue," "no account," lazy, you need a good cleaning out. HERBINE is the right thing for that purpose. It stimulates the liver, tones up the stomach and purifies the bowels. Price 50c. Sold at dealers in medicine.—Adv.

## Wedding Bells

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Neglected colds get worse, instead of better. A stuffed head, a tight chest must be relieved at once. Dr. Bell's Pine-Tar-Honey is Nature's remedy. Honey and glycerine heal the irritated membrane, antiseptic tar loosens the phlegm, you breathe easier and your cold is broken up. Pleasant to take, Dr. Bell's Pine-Tar-Honey is an ideal remedy for children as well as grown-ups. At your druggist, 25c.—Adv.



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