



"TO THINE OWN SELF BE TRUE, AND IT MUST FOLLOW AS THE NIGHT THE DAY: THOU CANST NOT THEN BE FALSE TO ANY MAN."

By Steck, Shelor-Hughes & Shelor.

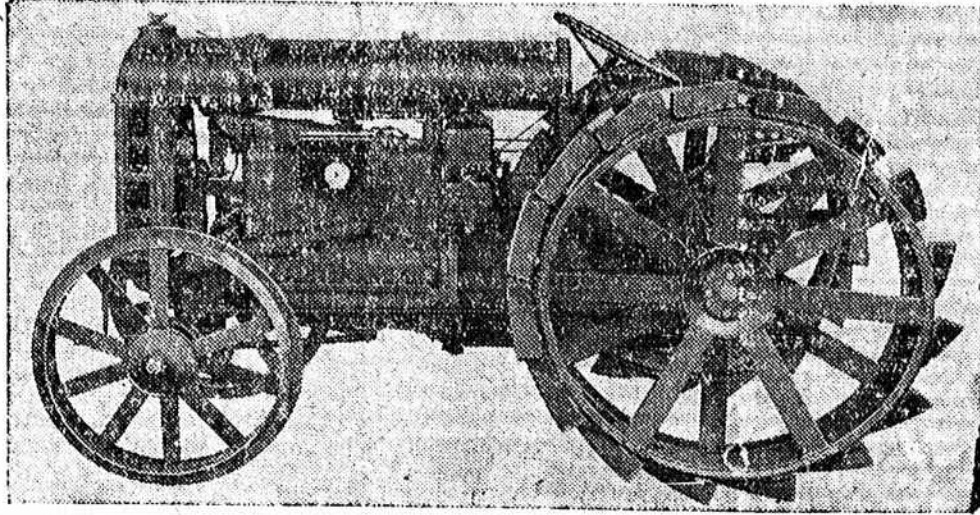
WALHALLA, SOUTH CAROLINA, WEDNESDAY, JAN. 15, 1919.

New Series No. 721. — Volume LXX. — No. 3.

The "Fordson" Tractor

THE "FORDSON" TRACTOR IS THE RESULT OF EXTENSIVE TRIALS AND EXPERIMENTS CONDUCTED BY MR. HENRY FORD, COVERING A PERIOD OF MANY YEARS. BEFORE PLACING THE TRACTOR ON THE MARKET, EVERY DETAIL HAS BEEN THOROUGHLY TRIED OUT UNDER ACTUAL FARMING CONDITIONS IN VARIOUS PARTS OF THIS COUNTRY AND ABROAD.

EXPERIENCE HAS POINTED TO THE SMALL, LIGHT TRACTOR AS BEING THE ONE MACHINE WHICH WILL FILL ALL VARYING CONDITIONS SATISFACTORILY.



In developing the "FORDSON" Tractor, the aim has been to produce a small tractor which will be low in first cost, reliable, and above all—EFFICIENT.

Being small, light and economical, the "FORDSON" Tractor is adapted for use on small farms as well as on the largest. It will pull all farm implements and do the work generally done by horses on the farm. In addition, by its belt pulley, the Tractor will drive farm machinery, such as a thresher, ensilage cutter, sawmill, etc., making the "FORDSON" truly a universal tractor.

In design and construction, the "FORDSON" takes a long step in approaching the ideal tractor. The simplicity of its operation and construction will at once appeal to the farmer.

Special devices were perfected to keep out dust and dirt. All moving parts are enclosed and thoroughly lubricated. The number of lubricating points requiring attention are very few and easily gotten at.

The motor, transmission and the rear axle are assembled together, forming one rigid unit, which, combined with the three-point suspension, relieves these parts of all strain.

The absence of any frame gives accessibility to all parts for making adjustments or repairs, and allows the tractor to be taken apart in a few minutes.

The motor is of substantial design and is capable of delivering its full power continuously. It embodies features which have been used with success in other fields for many years.

PERFORMANCE.

The tractor is designed as a two-pow machine and will pull two 14-inch plows in the stiffest soils. It will maintain a drawbar pull of 1800 pounds at plowing speed. In low gear a drawbar pull of 2500 pounds is obtained.

The fuel consumption varies with conditions—two and one-half gallons of kerosene per acre being a fair average. The amount of ground plowed also depends on conditions. Eight acres in ten hours would strike an average.

When used at stationary work, and running at full power, at 1000 R. P. M., the fuel consumption does not exceed two and three-fourths gallons per hour.

The total weight of tractor is

2700 pounds, with water and fuel tanks filled. Over-all length is 102 inches, height 55 inches, and width 62 inches.

ENGINE.

Four cylinder, four cycle; cylinders are cast en bloc. Cylinder bore, four inches; piston stroke, five inches.

Removable Cylinder Head—This allows easy access to the valves, pistons and cylinders; the crank case is easily removed, so that all interior parts of the engine may be reached without taking the tractor apart.

Horsepower—The engine develops twenty-two horsepower when running at 1000 revolutions per minute, and using kerosene.

Lubrication—Splash system; the oil circulation is maintained by the centrifugal action of the flywheel on the oil in the flywheel casing.

COOLING.

Thermo-Syphon System—The very large water jackets and radiator tanks used with a vertical tube radiator insure a continuous flow of water and efficient cooling. This works in connection with a belt-driven ball-bearing fan.

IGNITION.

Special Design Magneto, built in and made part of the motor, used in combination with four coils and a commutator. This system is simple and reliable.

VAPORIZER.

The tractor is equipped with a special design vaporizer, which heats the kerosene vapor, and, mixing it with fresh, cool air, supplies a dry explosive mixture to the cylinders. To start the engine gasoline is used, and after about one minute, when the vaporizer is sufficiently heated, it is shifted to kerosene.

Fuel is supplied by gravity from a twenty-one gallon overhead tank.

AIR WASHER.

The air supply is drawn through water. The wear on the cylinder walls is thus greatly reduced because of all dust having been removed from the air.

Clutch—Multiple steel disc running in oil.

TRANSMISSION.

Constant mesh, selective type, three speed forward and one reverse; all shafts run on ball bearings. Gears are made of vanadium steel and hardened. Final drive

is by worm and worm wheel. All gearing is entirely enclosed and runs in oil.

Differential—Four pinion bevel type and is carried on ball bearings.

Rear Axle is of vanadium steel and rotates in roller bearings on the outer ends.

Front Axle—"I"-beam section. Drop forging made of vanadium steel. It is attached in the centre directly to the front of the engine, giving a three-point suspension to the tractor.

WHEELS.

Front Wheels have steel spokes, cast in the hub and riveted to steel rims. They are mounted on ball bearings.

Rear Wheels also have the spokes cast in the hub and riveted to the rims. These rims are 42 inches in diameter, 12 inches in width, and are fitted with special cleats designed to give proper traction in the field. By withdrawing a tapered bushing from the hub, the wheels are very quickly removed. Wheel base is 63 inches; tread between wheels being 38 inches. The tractor will turn in a 21-foot circle.

BELT PULLEY.

For stationary work, a pulley is fitted on the side of the tractor and operated from the engine clutch. Twenty-two horsepower is available at the pulley, which runs at 1000 revolutions per minute. The pulley is nine inches in diameter and uses a six-inch belt. The equipment is optional.

CONTROL.

Steering is by bevel pinion and sector, being entirely enclosed and lubricated by oil splash. The steering wheel is located in the centre of the tractor. Directly under it is the throttle lever. The spark lever is mounted on the dash.

The gear shifter lever is on the left-hand side of the tractor, and the clutch pedal is on the right.

The seat is directly behind the steering wheel, in the centre of the tractor, bringing the driver within easy reach of all controls.

TRACTOR SPEEDS.

Plowing Speed is 2 3/4 miles per hour; low speed, 1 1/2 miles per hour; high speed, 6 1/2 miles per hour, and reverse speed 2 1/2 miles per hour. This is calculated on engine speed of 1000 R. P. M.

FOR RELIEF IN NEAR EAST.

Oconee's Quota for This Great Work Is Six Thousand Dollars.

Columbia, Jan. 9.—Special: South Carolina's allotment of the \$30,000,000 for which the American Committee for Relief in the Near East is asking the people of the United States for the alleviation of suffering among the folk of Asia Minor is \$200,000. The drive for the amount is scheduled for the week January 12 to 19, in every county in South Carolina.

W. Banks Dove, State Chairman, and C. L. Carlton, State Director, today announced the quotas for the various counties of the State. "These quotas were arrived at," said Mr. Carlton, "by taking, as nearly as possible, one-fifth of the quotas in the United War Work campaign, November last, a plan suggested by the National Committee for Relief in the Near East, with headquarters in New York."

Following are the quotas by counties:

County	Quota
Abbeville	\$2,000
Aiken	3,500
Anderson	9,000
Bamberg	3,000
Barnwell	2,000
Beaufort	1,000
Berkeley	1,000
Calhoun	2,000
Charleston	25,000
Cherokee	3,000
Chester	3,500
Chesterfield	2,000
Clarendon	3,500
Colleton	1,000
Darlington	5,500
Dillon	2,000
Dorchester	1,000
Edgefield	1,500
Fairfield	2,000
Georgetown	2,000
Florence	6,000
Greenville	17,000
Hampton	700
Horry	2,000
Jasper	700
Kershaw	2,500
Lancaster	3,500
Laurens	5,000
Lee	3,000
Lexington	5,000
McCormick	700
Marion	2,500
Marlboro	3,500
Newberry	5,000
Oconee	6,000
Orangeburg	3,000
Pickens	3,000
Richland	17,000
Saluda	2,000
Spartanburg	19,000
Sumter	8,000
Union	4,000
Williamsburg	2,000
York	9,500

PERSONAL-USE LIQUOR BARRED

U. S. Tribunal Nullifies Some of the State Laws.

Washington, Jan. 13.—The Supreme Court held today that the Reed "bone dry" prohibition amendment prohibits interstate transportation into dry states of intoxicating liquor for beverage purposes even when intended for personal use. As interpreted by the court, the law nullifies state statutes permitting limited amounts of liquor to be brought in for personal use.

Justice McReynolds, in a dissenting opinion, concurred in by Justice Clark, declared the Reed amendment was not an interstate commerce regulatory measure, but a direct inter-meddling with a state's affairs and beyond Federal power.

The opinion was rendered in proceedings brought by the government under the Reed amendment against Ben Hill, who was charged with taking a quart of liquor into West Virginia as the State laws permit. The lower court dismissed the indictment, holding the liquor had not been transported in interstate commerce within the meaning of the law, because it was intended for Hill's personal use and not for trade. This decision was reversed today and the case remanded.

A marriage that will be of interest to many in Oconee took place at the residence of Rev. Mr. Marin, in Westminster, on Tuesday of last week, Jan. 7th, when Miss Pearl Owens, of Seneca, and Jackson L. Miller, of Oconee, were united in the holy bonds of matrimony. The bride is a young lady of many admirable traits and is popular wherever she is known. Mr. Miller is one of Oconee's substantial citizens, a prosperous farmer, and has held the office of County Commissioner for several terms. Mr. and Mrs. Miller have the best wishes of many friends, with whom we join in the hope that their journey through life may be a long, pleasant and prosperous one.

U. S. FORCES IN ACTION.

South Carolina Troops First to Break Hindenburg Line.

London, Jan. 8.—American troops were the first to break the Hindenburg line, according to The Daily News in its comment to-day on the report of the field marshal on operations from April last to the close of hostilities. The News points out that at least the first mention of a break through contained in the field marshal's report was in the course of his description of the day's work on September 29, in which he wrote: "North of Bellenglise the Thirtieth (North Carolina, South Carolina, Tennessee and District of Columbia) American division, Major Gen. E. M. Lewis, having broken through the deep defences of the Hindenburg line, stormed Bellincourt and seized Nouroy. On their left the Twenty-seventh American division, (New York) Major Gen. O'Ryan, met with very heavy enfilading machine gun fire, but pressed on with great gallantry as far as Jouy, where a bitter struggle took place for possession of the village. The fighting on the whole front of the Second American corps was severe, and in Bellincourt, Nouroy, Gillemont farm and a number of other points, amid the intricate defences of the Hindenburg line, strong bodies of the enemy held out with great obstinacy for many hours."

"These points of resistance were gradually overcome either by the support troops of the American divisions or by the Fifth and Third Australian divisions."

Americans Great Fighters.

London, Jan. 8.—Field Marshal Haig, whose report on operations from the end of April until the end of hostilities was made public to-night, pays a high tribute to Marshal Foch and alludes to the "splendid fighting qualities of the American forces." In concluding his report the field marshal wrote:

"At the moment when the final triumph of the Allied cause is assured, we and all others of the Allies and associated armies can look back on the years that have gone with satisfaction undimmed by any hint of discord or conflict of interest and ideals. Few alliances of the past can boast of such a record. Few can show a purpose more tenaciously and faithfully pursued or so fully and gloriously realized."

Absolute Loyalty.

"If the complete unity and harmony of our action is to be ascribed to the justice of our cause, it is due to the absolute loyalty with which that cause has been pursued by all those entrusted with the control of the different Allied armies which fought side by side."

Fought to a Standstill.

"In the decisive contests in the period covered by the report the strongest and most vital parts of the enemy's front were attacked, his lateral communications were cut and his best divisions were fought to a standstill. On the different battle fronts the British took 187,000 prisoners and 2,850 guns, bringing the

FIGURES FOR "COTTON YEAR."

Crop Worth \$1,532,500,000 to Growers—Seed Worth \$333,550,000.

Washington, Jan. 8.—Final statistics of the American cotton crop of 1917, announced to-day by the census bureau, place production at 11,248,242 running bales, equivalent to 11,302,375 bales of 500 pounds each, gross weight, and worth \$1,532,500,000 to the growers. Production of cotton seed amounted to 5,040,000 tons, worth \$333,550,000. For the "cotton year" ended July 31, 1918, consumption amounted to 6,566,489 bales, exclusive of linters; exports amounted to 4,288,420 bales; net imports, 217,381 bales; stocks on hand at beginning of year, 2,720,173 bales, and at the end of the year, 3,450,188 bales.

For the entire world the production of lint cotton destined for factory use was 17,410,000 and the mill consumption 17,701,000 bales of 500 pounds, net weight.

Massachusetts still retains its supremacy on the cotton manufacturing, the report announced, with a mill consumption during the cotton year of 1,492,113 bales, including linters.

Next in order were: North Carolina, with 1,186,314 bales; South Carolina, with 892,532, and Georgia, with 880,395. The mill consumption of those four States alone represents nearly three-fifths of the total for the country. Since 1912 the annual consumption of cotton in the cotton growing States has amounted to more than half the total for the United States. The production for 1918 was 57 per cent.

Bulgaria's Losses Heavy.

Sofia, Jan. 10.—Bulgaria's losses in the war were: Killed and missing, 101,224; wounded, 1,152,399, and prisoners 10,825. These figures do not include the losses during the retreat from Macedonia, when many died of influenza, exhaustion and famine and 90,000 were taken prisoners.

There is a serious development of spotted typhus fever in Bulgaria, more than 400 cases having been found in Sofia. The outbreak, the authorities say, is due largely to the country's almost complete lack of soap, disinfecting materials and underclothing.

LOOK AT YOUR LABEL. IF YOU ARE IN ARREARS AND YOUR NAME IS STILL ON THE LIST, IT IS MERELY BY ACCIDENT. ALL SUBSCRIPTIONS IN ADVANCE.

total number of prisoners captured during the year to over 201,000. These results were achieved by fifty-nine fighting British divisions, which in the course of three months battle engaged and defeated ninety-nine separate German divisions. When the armistice was signed by the enemy his defensive powers had already been definitely destroyed. Continuance of hostilities would have meant destruction to the German armies and an armed invasion of Germany."

Flagman Lockier Acquitted.

Columbia, Jan. 10.—Harry Lockier, Southern Railway flagman, charged with manslaughter in the connection with the wreck near Frost last February, which cost fourteen lives, was declared not guilty this afternoon.

The South Carolina Railroad Commission has completed its annual report to the General Assembly. It shows that during the past year 147 miles of 85 and 90-pound rails were laid on the main lines and 56 miles of rail on branch lines.

The report also shows that during the year twelve passengers were killed and 346 injured and 17 employees killed. Forty-nine trespassers were also killed and 227 injured.

W. D. HINES SUCCEEDS McADOO.

Named by President as Director General of Railroads.

Washington, Jan. 11.—Walker D. Hines, assistant director general of railroads, has been appointed director general by President Wilson, succeeding Wm. G. McAdoo, who now retires to private life.

Mr. Hines, who was recommended by Mr. McAdoo, is an advocate of the latter's plan for a five-year continuation of government control to provide a test period, and has supported most other policies of the retiring director general, with whom he has been associated throughout the last year of government manage-

ment. He is accredited with having originated many policies of the railroad administration. If Congress does not enact new railroad legislation at an early date Mr. Hines favors returning at once the roads to private management, and this is expected to develop into a strongly contested issue within the next month or two.

Announcement of the appointment, which does not need to be confirmed by the Senate, was made today by Mr. McAdoo.

Until he became a member of the railroad administration staff a year ago, the new director general was chairman of the Santa Fe, and was one of the youngest railroad executives in the country. He is 48 years old.

80 Head to Select From 80

We have just unloaded three cars of MULES—a bunch a real Work Mules.

Come and take a look. Priced to sell quick!

C. W. & J. E. BAUKNIGHT,
MERCHANDISE & MULES & HORSES
WALHALLA, S. C.

IT PAYS TO BUY FOR CASH.