

lanes—The N. C.-4 Achieved Distinction of First to Cross Ocean.

Washington, May 28.—The N. C.-4 yesterday achieved the distinction of having blazed the way for aerial navigation when it flew from Ponta Delgada to Lisbon, and the feat continued to be the chief topic of conversation in naval and official circles here to-day. In addition to the honor which history will give to American naval flyers as the first to fly across the Atlantic, it was with pride that naval men pointed to the splendid performance of the machine, a purely "made-in-America" development. Without a mishap of any kind, the N. C.-4 made the jump of approximately 900 land miles from Ponta Delgada to the landing in Portugal in nine hours and forty-three minutes, or at the rate of slightly more than ninety land miles an hour. Official reports show that the flight was started at 6.18 a. m. (Washington time) and ended at 4.01 p. m. (Washington time.)

Resumption of the flight to Plymouth as the finish, which was expected to-day if weather conditions permitted, and it was found that the steady driving of yesterday had left the engines in good shape, was regarded as of only secondary importance when compared to the flight across the Atlantic, the real object of all the navy's efforts. Lieut.-Commander Albert C. Read and his five companions are eager to complete the voyage at the earliest possible moment now that the greatest obstacles to their undertaking have been passed.

Reports here showed all the flyers to be in excellent physical condition despite the strain they have been under continuously for more than two weeks. The flight from Lisbon to Plymouth, it was pointed out, would be the least difficult of any of the legs, as practically all the way the seaplane will be in sight of land, running up the coasts of Portugal and Spain, thence across the Bay of Biscay and off the French coast. The distance is approximately 750 nautical miles, or 844 land miles, and with an early start, should be covered in daylight.

N. C.-4 Decorated.

London, May 28.—The crew of the American seaplane N. C.-4, which made the first trans-Atlantic aerial passage, landing at Lisbon last evening from the Azores, has been decorated with the Gran Cross of the Order of the Tower and Sword, says a message to the Wireless Press from Lisbon. The decoration was presented by the Portuguese foreign minister.

Gleaves Congratulates.

New York, May 28.—Vice Admiral Gleaves, commanding the cruiser and transport force of the Atlantic fleet, to-day sent through Admiral Knapp, commanding the American naval forces in Europe, the following cablegram:

"Lieut.-Commander A. C. Read, U. S. N., commanding the N. C.-4: The cruiser and transport force congratulate you and your crew on your great achievement, which has added another brilliant page to the history of the navy. We remember that your first flight was from the Flagship Seattle. (Signed)

"Gleaves, Vice Admiral."

Manufacturers Congratulate.

The Manufacturers' Aircraft Association to-day sent the following cable message to Lieut.-Commander Read:

"Congratulate you and your gallant crew on the successful completion of the first trans-Atlantic flight. The honor you have won in the N. C.-4 is all the greater because it inspires America, where the airplane had its birth, to redouble her efforts to lead the world in civil aerial transport."

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Methodists Exceed Allotment.

(Anderson Mail, May 28.)
On its allotment of \$946,000 the Upper South Carolina Methodist Episcopal Conference has subscribed a total of \$1,227,821. This makes an over-subscription of something like \$282,000. The above facts were contained in a statement issued last night by Rev. J. C. Roper, Centenary secretary of the Upper Conference.

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PAGES TORN FROM THE BOOK OF MEMORY.

(Continued from Page Two.)

The Horseshoe Bend

of Chauga derived its name from the famous Horseshoe Robinson: He resided there in the long ago, and was perhaps the videt pioneer of Western South Carolina. He was a great Indian fighter. (Read Simms' History of Horseshoe Robinson and you will get it complete.)

The Old Path-Finders.

Now, kind reader, I take pleasure in giving you the names of some of the old path-finders, torch-bearers, good roads builders, Indian fighters, home defenders, in the memorable years of 1700 to 1800. These noble, public-spirited, patriotic, old citizens who were none other than living, moving encyclopaedias, were Nathaniel Hull, James Hull, Jonathan Gillison, Israel Gillison, Uncle John Dows, Uncle Jack Abbott, Uncle "Buck" Abbott, Capt. G. W. Abbott, Uncle Henry McDonald. All these good, old-time patriots were born some time in the 1700 period. A few of them I did not know, but their old-time histories I have often heard repeated and handed down to this day.

Uncle Than Hull, by hard work and economy, had saved some three or four thousand dollars, which he kept well hid. During the dark days of reconstruction the Union colored soldiers, with their white officers, pounced down on Uncle Than Hull, demanded his gold and silver, but the old man, then 90 years of age, did not ante. They roped him around the neck and hung him, and hung him a long time, but the old man refused to tell—he never told them or anybody else—where he hid his banking, in the ground. The Yankees left the old man. They said he was true blue, and they could do nothing with him. He, like the old men I have mentioned above, were the kind that blazed the trees and laid out these first old highways of Pickens District.

I have given you, in my feeble way, the outlines of my early recollections as to how the old stage roads were built. One more line as to our legislators, as to our road supervisor, as to our board of road commissioners. Why do we not have now, as in the days of long ago, the good old sign-post, mile post, hand-painted finger-board, to direct and inform the stranger what road to take, and how many miles to such and such a place? When I was a fifteen-year-old boy I helped to work these roads, bare-footed, shirt sleeves, glad of a chance to be with the old slave negroes and the white folks. I well remember that I have walked up to old Richland cross roads, and there stood the handsome old white painted sign-board, with hand and pointing finger. What did that mean to the passing stranger? It read: How far to Jarrett's Bridge? Answer, 16 miles. How far to old West Union? 9 miles. (There was no Walhalla then.) On another white board, How far to Pickens C. H.? 13 miles. How far to Knox's Bridge? 25 miles. Now, Mr. Legislator, Mr. Road Supervisor, just a common, ordinary fool could never get lost, if he could read letters and figures. Easy, kind editor, how many traveling strangers are forced to stop, to-day, go off the great public highway, find some man or woman, ask "What road must I take—how far is it to such and such

a place?" I feel sure we have good, honorable legislators and up-to-date and worthy Supervisor, but for the love of Mike and my son Jakey, I don't understand why the public roads are not so posted, by sign board and mile post. I am utterly incompetent to do this subject justice. I will turn it over to the Sage of Tugaloo Valley, J. A. Cook. He can perhaps handle it; I can't.

This is perhaps my last attempt in my feeble way to again appear in my boyhood recollections. I have, on former occasions, written up the muster days of old, the Lawrence Mill convocations, of youth and beauty of the grand old times, of people and things; so I have now given you a true sketch of my boyhood recollections, of some, but not all, of the fine, old ante-bellum families whose kind hospitality and lasting friendship I greatly enjoyed. The only persons now living "when you and I were young, Maggie," to the best of my recollections, that enjoyed the youthful pleasures of the grand, departed, lovable old South, along this great, grand, memorable old public highway, are as follows: Mrs. Margaret Steele Hughs, Capt. John W. Phillips, Mrs. Agnes Steele Ellison, Mrs. Marth Phillips Lowery, Mrs. Joseph G. Steele and S. K. Denny, Sr.

I have written, truthfully, as I saw it and as I lived it, the history of the great old public highway, the only stage road in Pickens District; the memorable old yellow stage coach; the old stage driver, Pierce Cody; the noble, public-spirited fellow citizens and their children, who built this great highway, and the precious old sign boards and mile posts, which have long ago passed away, but which are not forgotten by this writer. I, with them all, am glad that we lived on the side of the road, where friends were passing by. The great national, modern steamroller of civilization has felled the mighty forests of our great, progressive age; fine farms, elegant, modern homes are being built all along the hot-bull, but anticipated modern highways. Just a few pleasant verses by "the man who was born

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on the side of the road," like you and me:

"There are hermit souls that live withdrawn

In the peace of their self-content; There are souls, like stars, that dwell apart

In a fellowless firmament; There are pioneer souls that blaze their paths

Where highways never ran— But let me live by the side of the road, And be a friend to man.

"Let me live in my house by the side of the road, Where the race of man goes by— The men who are good, and the men who are bad, As good and as bad as I;

I would not sit in the scorner's seat, nor hurl the cynic's ban— Let me live in my house by the side of the road, And be a friend to man.

"I see from my house by the side of the road, By the side of the highway of life, the men who pass on with the ardor of hope, The men who are faint with the strife;

But I turn not away from their smiles nor their tears— Both parts of an infinite plan— Let me live in my house by the side of the road, And be a friend to man.

"I know there are brook-gladdened meadows ahead, And mountains of wearisome height; That the road passes on through the long afternoon, Then stretches away to the night; But still I rejoice when the travellers rejoice, And mourn with the strangers that mourn, Nor live in my house by the side of the road, Like a man who dwells alone.

"Let me live in my home by the side of the road, Where the race of man goes by; They are bad, they are good, they are weak, they are strong, Wise, foolish—so am I; Then why should I sit in the scorner's seat and hurl the cynic's ban? Let me live in my house by the side of the road, And be a friend to man."

I have this to say on the present-day conditions on good roads and great national highways: We are long on money, long on man-power, long on modern road-building materials, but we are very short on public spirit, on old-time public, patriotic love of present conditions. Please explain what is the matter.

The late Capt. Wm. Steele, of whom I have given, in my feeble way, a brief sketch, ran away from home while a young boy. Joined a ship's crew, was for many years a seaman in the old days of sailing ships. There were no modern steamships in his boyhood days. I don't know when he gave it up, or how long he was a seaman. The above has been handed down to me for the future historian to record.

I wish to recall the names of one more famous old sportsman's club, famous old hunters of the long ago. It may be of some interest to their many relatives and friends of this late day: H. D. McDonald, B. W. Burns, Dyson Bolding, Dan Gordon,

Wyatt Garner, W. H. Holcombe, Dr. T. S. Miller, W. W. Stribling, Wm. Rowland, Archie Smith, Billie and Bob Smith, Baylis Nicholson and Steve Nicholson, Gen. Wade Hampton, James George, John McFall, Capt. A. D. Galliard, Henry Miller, Ben O'Kelley, Ad. Ridley, John Walt, Jake Rice. They greatly enjoyed the old-time sports. To-day, in the grand old hills and dales, on the rippling streams, you will find in full bloom the red-wood vine, white dogwood, the old pink honeysuckle, the polka-dot ivy, the mountain hly, the pale blue violet—all planted in Nature's Park by our Divine Creator. These beautiful, old-time flowers—they are not cared for nor cultivated by the tender hand of noble woman. They are left to bloom all alone.

Now, Mr. Editor, this being my last letter of boyhood recollections, if in my feeble way I have given you nearly three thousand subscribers any pleasure or entertainment, then I will feel that I have not written in vain. I hope that some able writer will write a full and complete history of Pickens District, and of her daughter, Oconee County. Our schools could refer to such history, informing the children of peoples, places and things. I will sell my last big Christmas rooster in order to raise the cash to pay for such a history.

Now, Mr. Editor, here is to you and your more than three thousand readers, to our noble old patriotic ancestors, defenders and builders of the glorious old South—to all I lift my old hat, light my cob pipe, and bid you all a loving farewell.

S. K. Denny, Sr.

P. S.—I overlooked one or two of the famous old mountain club of old-time sportsmen and deer hunters—namely, Abel Robins, Bry Fretwell, Bob Keys, Messiah Long, Kan Fretwell, Bob Cobb, "Lige Wilbanks, John Harden, W. G. Russell, James Nicholson. All the above hunters used only the old-time muzzle-loaders, some of them old flint-locks. W. G. Russell still has his good old muzzle-loader—the same gun that he, with Baylis Nicholson and James Nicholson and others, killed, routed and destroyed that famous gang of outlaws, deserters, thieves and robbers, that gave all so much trouble during the winter of 1865 and 1866. Thanks to the trusty old muzzle-loaders, and to their owners, who nobly established peace in all that section of our country. S. K. D.

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HUNS CONTENT FOR EQUALITY

Under Terms of the Treaty—States Number of Points.

Berlin, May 27.—The German counter-proposals to the terms of the treaty of peace will, in the opening section, argue for the existence of Germany's contractual right to a peace based on President Wilson's fourteen points, because the Entente nations agreed to a peace on that basis, and neither Mr. Wilson nor the representatives of any other Allied government has since demanded that peace be established on any other basis.

The second section will deal with the contradiction between the draft of the treaty and previous assurances from Entente statesmen and the general ideals of international right.

The counter-proposals will declare that the terms of peace completely ignore the fact that Germany has replaced an "imperialistic and irresponsible government" by a strictly democratic one, and that Germany, in proposals for a League of Nations, has adhered to the principle of a limitation of armaments.

"It would be difficult to know," one section reads, "what different conditions could have been imposed upon an imperialistic government. The solemn assurance of France, Great Britain and President Wilson that the peace would be a peace of right and not of violence has not been kept, especially regarding territorial questions."

Counter-Proposals.

The German counter-proposals to the terms of the peace treaty, as presented by the German plenipotentiaries, include the following points, according to an unofficial summary made available to-day:

Germany offers to disarm all of her battleships on condition that a part of her mercantile fleet be restored to her.

She proposes that there be no territorial changes without consultation of the populations affected.

The cession of upper Silesia and the claims to East Prussia, West Prussia and Memel are emphatically rejected.

It is stipulated that Danzig shall become a free port and the river Vistula neutralized.

Occupied territory is to be evacuated within six months.

If the League of Nations is established with Germany as a member, Germany shall continue to administer her colonies in accordance with the principles of the league as its mandatory.

Germany offers to pay 20,000,000,000 marks in gold by the year 1926 as indemnity, and to make annual payments from 1927 onward to a total not in excess of 100,000,000,000 marks in gold.

To Begin Investigation.

Washington, May 28.—Plans of the Republican leaders of the House for investigations of war expenditures of the War Department took definite form to-day when Representative Graham, of Illinois, prepared a resolution providing for the appointment by the Speaker of a special committee of fifteen members to conduct such an inquiry.

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