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MANAGER OF THE RAILROADS

Director General Hines Does Not Favor Government Ownership

A GREAT SERIOUS MAN OF BUSINESS

Man Now at the Head of the Railroads of the Country is a Lawyer Who Has Outstripped Others in His Profession.

"An old prank of Fate," which somehow or other seems to be always up to something pranking, now appears in the fact that Walker Downer Hines, attorney for railroads and their defender against government control, should now be serving against the government as director-general of railroads. And it is the Nation's business that points out this surprising official, says a writer in this periodical.

He opposed rates named by the Interstate Commerce commission. He opposed any more railroad legislation at all. He declared himself against government ownership, saying that it would cause "delay in getting action from political or government railway managers." Now he is government manager of nearly all our roads and runs the job beneath the roof of the Interstate Commerce building!

The somersaulting he obviously son, Topeka & Santa Fe railway company was done by the situation and not by Mr. Hines. It all goes to show what a war can do to a country when it tries. It has set Mr. Hines to solve a problem more vast and baffling than any railroad man has ever faced before. And now he is at it at least ten hours every day—absorbed.

It was while acting as counsel for the Louisville & Nashville railroad that Mr. Hines found and developed the opportunity that brought him forward. The railroad came into conflict with the Interstate Commerce law; and in consequence Mr. Hines mastered the intricacies of that statute with a thoroughness that led to his call to New York as counsel for the Atchafalaya, Topeka & Santa Fe railway company and to his subsequent prominence in railroad affairs. Thus we read:

In the last fifteen years, Walker Hines has been appearing in the highest courts of this country, arguing intricate railroad issues, several times summing up before the supreme court in masterful fashion the labors of batteries of other legal celebrities. His brief in the Minnesota and North Carolina rate case of 1908 in one of the finest ever written. Before the Interstate Commerce commission he represented the anthracite carriers in the coal-rate investigations, the Santa Fe in the famous five per cent case, the New Haven stockholders in the commission's investigations of that road.

He has pleaded for all our express companies united against reducing their rates. In all these historic conflicts Mr. Hines displayed that modern legal technique which is overwhelming effective by reason of its very simplicity and directness.

From the seventh year, when he made his first dollar selling tomatoes for his mother, to his sixteenth year, when he became a shorthand reporter, in the circuit of his state, to his twenty-third year, when he finished a university law course in one year, to his thirty-first year, when he was appointed first vice-president of the Louisville & Nashville, he has always exhibited the same exhaustive thoroughness. He had a natural endowment of genius in a precocious mind; but the real secret of his wizardry in bringing order out of the chaos of thought is his method of studiously exploring any problem to its depths before attempting an answer. His zeal for getting facts first hand has often appalled men of lesser resolution. As one of his closest friends declares: "When Walker Hines quits a subject, it's finished."

Mr. Hines was born in Russellville, Kentucky, February 2, 1870, and his childhood, we learn, that he was born on a farm. Says the article further:

"Nobody here remembers having seen Walker Hines play games," I am told in a letter received from an old friend of the director-general, still living in the Kentucky town where his boyhood was spent. "He was a youth without humorous episodes. He was always very studious. He was devoted to his little sister and worshiped his widowed mother who was a model southern woman and one of the very finest women God ever made."

And yet Walker Hines, take him the year around, is one of the most normal of American men of business. He has an ideal home life with a wife and a daughter of sixteen. He takes long walks when he can. On his vacation he rides a horse, sails a boat, or starts out in pursuit of one of those pestiferous golf-balls. He was born with good health—and has conserved it. And he reads for amusement: one evening it is "Bab Ballads," the next Boswell's "Johnson." He doesn't smoke. He sleeps soundly.

No, if you wish to know Walker Hines as he is, you must know him at work. If the aspiring youths of the coming generation are to have inspiration from his life, they will find there no log-cabin birth place, no chapter of picturesque cow-punching on the western plains, no dramatic moments of high wit or sudden daring. His achievement is something more modern, more difficult.

As to the ideas about government entertained by the new head of the railroads, we learn.

He believes with our forefathers that "that country is governed best which is governed best." Yes, he says "government is a serious task; it is a big man's job." "The greatest defect in our system of government," he has argued, "is its failure to fix responsibility. We have outlined the necessity of longer heading Montesquieu's guaranty of democracy, a separation of legislative and executive functions." In other words, we must cease passing the buck in Washington, in our state legislatures, our county seats. This slant is not Mr. Hines's, though the thought is.

As to politics, Mr. Hines is a Democrat. He confesses he is radical in his social thinking. He believes that the

Industrial processes of the United States would profit by being "socialized" more than they are. As to a violent upheaval in this country, "we have at hand the means of coping with every crisis that can befall."

Mr. Hines's first public message on taking office was a plea for a better understanding of our railroad problem. A vigorous difference of opinion will not shock or disturb him. He will meet it calmly. He will generously and patiently examine every issue that is raised. He will go to the very bottom of this problem.

GERMANY'S PRIZE COLONY.

Togoland, on the Gulf of Guinea, Has Been Most Successful.

Concerning Togoland, one of the earliest and richest of German colonies, whose disposition is being considered by the peace conference, the National Geographic society has issued the following bulletin from its headquarters in Washington:

"Togoland is shaped like a hoghead, with a 32-mile base like on the Gulf of Guinea, its sides swelling to more than three times that width, crowding the British Gold Coast possessions to the west, and French Dahomey to the east, and its narrow tapering into the Niger region.

"Germany annexed Togoland in 1884, the year she launched upon her colonial expansion with the acquisition also of northeastern New Guinea and the Bismarck Archipelago. Togoland was the first colony to dispense with imperial subsidy.

"Along the seacoast Togoland's soil is rich and sandy, its climate warm and moist. The hinterland is higher, wooded and drier, but seldom arid. Thus the land is adapted to a wide variety of products, among which the growing of coconuts, corn, rice, tobacco and coffee already have been highly successful. The exports include considerable quantities of ivory, kernels, copra, palm oil and rubber.

"This colony affords a commentary upon Germany's application of bureaucratic methods to her possessions. Despite her effort to divert this flow to her colonies, only about 300 Germans were to be found among the million natives of Togoland in 1910. Most of the 300 were engaged in government service, either in the coast cities of Lome, a made-to-order town which Germany planted on the site of a fishing village, and Little Popo, or the inland government stations at Misahobe, or Bismarckburg.

"Togoland lies along the famous Slave Coast of Africa. Behind the treacherous shoals and bars slave traders defied cruisers from the shelter of lagoons and inlets that abound along the shores where they obtained their human stock in trade. They found the native chiefs, especially the Dahomeys, coastal people of Togoland as well as of Dahomey, only too ready to barter human beings for rum and trinkets. Tribal leaders made forays to supply the demand. Frequently they burned villages by night and corralled the inhabitants when they fled.

"Northern tribes of Togoland are mostly Hausa, a negro race, who have become civilized and industrious. But the Dahomeys, in the south, present a curious blend of shrewdness, cruelty, and superstition. Small, robust and athletic, they climb trees like monkeys, easily become fluent linguists, but cling to fetishism and still practice cannibalism.

"The King of the Dahomeys is a tribal deity. He controls the lives and property of his subjects. Formerly he was regarded as more ethereal than human; he was believed to require neither food nor sleep. He strengthened that impression by having all food served to him in solitude, and hearing petitions from behind a screen. Consultation with his ministers was carried on through his wives, who were state dignitaries. Genuine Amazons formed his bodyguard, and these warlike women were reputed to be as fearless and brave as those of Greek mythology, and much more critical.

"Only the sons of the da, or queen, were regarded as heirs. From among the Amazons the sovereign selected other wives, but all except the favored few were celibates. The king was considered the father of all his subjects.

"The Bolsheviks are doing nothing new in their reported arrangement for interchange of infants among the various mothers of the community nursery set up by the Soviets. In Dahomey children were taken from their mothers at an early age and given to other families so they might form no ties which would conflict with their allegiance to the king.

"Any object blessed by the Dahomey priests became a fetish. Snakes were held in special esteem. Formerly children were regularly sacrificed and human beings were roasted for food. Tribes and dances were amazingly intricate, some lasting 36 hours. So imbued were the Dahomeys with belief in immortality that they readily volunteered for sacrifice and the wives of Dahomey, like those of India, often chose to die when their husbands did.

"Togoland's area is about equal to that of Maine. Two northern towns, Yendi and Sansane Mangu, lie along the caravan route from Ashanti to the Niger region.

"Germany edged into the Slave Coast because, in 1884, the narrow portion still held by King Togo was the only part from the Gambia to the Niger not controlled by some civilized power. Bremen merchants had stations there. So Germans persuaded the Togo ruler to place Togoland under the suzerainty of Germany. Subsequently the Germans made claims to inland territory which brought about boundary disputes with France and Great Britain until the frontiers were fixed in 1899."

Logical Wish.—On the outskirts of Philadelphia is an admirable stock farm. One day last summer some poor children were permitted to go over this farm, and when their inspection was done, to each of them was given a glass of milk. The milk was excellent. "Well, boys, how do you like it?" the farmer said, when they had drained their glasses.

"Fine," said one little fellow. Then after a pause, he added, "I wish our milkman kept a cow." Journal of the American Medical Association.

SOLDIERING WITH THE A. E. F.

Notes and Comments on Trip Through Central France

GOOD HIGHWAYS AND POOR RAILROADS

Glimpse of Big Salvage Camp—Arrested in Dragnet—Honest Tribute to the Red Cross—Individual Estimate of Service Stripes—Hopes to Get Home in Six Weeks.

La Pallice, France, March 17.—Although occasionally there is a high spot that seems worthy of mention in a letter, life over here generally is a continuous hum-drum—not exactly hum-drum every day; but hum one day and drum the next.

I have just returned from a trip to Romorandin, where I have been with a convoy of touring cars, mostly Cadillacs. There were twenty-five cars in the convoy, and we went over the roads at all kinds of gaits from 10 to 15 miles up to 60, or 70 miles an hour. During the two first nights out we stopped at the best hotel on the way, and during the second two nights out we stopped in an old barracks near a German prison camp, under arrest.

Immediately upon our arrival at Romorandin, the officer in charge of the camp informed us that we were under arrest, the whole bunch of us. Just what the matter was we did not know. He lined us up, called the roll, and after every man had answered, he called for an examination of our dog tags. He was not satisfied and called for passes, orders and letters of identification, and after all these were produced, we were sent around to the prison barracks already mentioned.

As to what we were wanted for I had no idea, whether for murder, arson, highway robbery, or some minor offense, it was a matter of guess work, and as I did not care particularly, I did not waste any time guessing.

If anybody had told me a year ago that I could have been so indifferent to such a proceeding I would have thought they were crazy. But then I had not been taught that so far as the ordinary rights of a human being were concerned, I was only a number—the number on my dog tag was about the only remaining connection between me and anybody else in the world, except first, the members of my family, and next, friends and acquaintances over there. And so far as commissioned officers are concerned, I have learned to look upon them just as they do me. I know that they have the authority and I must obey, regardless of whether they know me, or whether I know them, sometimes they talk about me, but that is not my funeral. I admit, however, the very opposite of what it ought to be and do not have the satisfaction of saying "I told you so," when the officer is forced to reverse himself. Even military authority cannot make a round peg fit a square hole.

We were turned out of the guard-house Monday. The officers did not tell us; but we learned that a sergeant who had given his name as George Crake, had broken a gate for a French woman at Poitiers. She complained to the authorities at Tours; but we had already passed Tours, and the authorities had telephoned ahead to Romorandin, where we were arrested. After all of us had been looked over in the manner described, without finding the man wanted, the French woman was told to go to Romorandin and identify "Sergeant George Crake"; but when she balked at the idea of going 250 miles to get the fellow, we were turned loose.

Romorandin is probably the largest automobile and airplane salvage camp in France. There are thousands and thousands of motor vehicles of all kinds. Included among them are many that have been taken from the Germans, and there are motorcycles of all kinds. They are parked in a great field that covers hundreds of acres, and it looks like a great graveyard, for of the thousands of machines here, I have an idea that very few of them will ever be moved except possibly as junk.

There is a big French aviation camp near here, and it is still active. I saw as many as fifty machines in the air at one time—machines that are being tried out, mostly.

I might mention also that the Fort Leavenworth of the American expeditionary forces is located here. It is to be placed there that send the German prisoners who are convicted of various offenses by courtmartial.

We had quite a pleasant time going to Romorandin; but it was not nearly so pleasant coming back. On the way over each man in a touring car of the very best make that is turned out in America, and doing pretty much as he pleased, we were able to see quite a lot of central France. There were two American garrisons in the towns, and we were put up and looked after by military police to boot, and we did pretty much as we pleased.

"It was fine (cats) that we had at the hotels, and good long prices that we paid for them; but I did not enjoy the cats so much as I enjoyed the beds. The beds were surely fine and made me think of things back home. Yes, I have got accustomed to roughing it in camp, and I can sleep on the ground if I have to; but I would not have anybody think I like it that way. And as much better as the bunks in hotel beds are than what we had in camp, they do not come up to the beds that mother used to make for me, or the one that she is keeping for me now."

Coming back from Romorandin, it was not so pleasant. We had to take the freight trains for it. The traffic is so heavy and the rolling stock so scarce, for us common soldiers to think of traveling by passenger train is out of the question. It is either travel on a dinky freight train or walk, and every time a gun fired three or four Germans would be downed. The more the surprise gripped them, the closer they would huddle, and the deadlier was the fire. When they could stand it no longer they began to fall back, bunched in closer than ever, with corresponding destruction from the guns. Not a German reached our lines after we began using those shotguns, and I'll tell the world that on June 6 the Kaiser had won himself a war had he only been the advantage and had it not been for those shotguns.

What Next?—Willie: If the Mississippi is the father of waters, why don't they call it the Misterissippi?

MAKING OF TREATIES

Drafting and Preservation of Very Great Importance

MUST BE A COPY FOR EACH SIGNER

There Have Been Some Changes in the Formalities; But the Changes Have Not Been Very Great—It Was Formerly a Custom to Give Honorariums to the Clerks.

"Scraps of paper," otherwise known as treaties, require much more time for construction than they do for destruction; so, considering the magnitude and difficulty of the problems involved, the delegates employed in making the new Treaty of Paris is somewhat unreasonable. For, a writer in the London Magazine tells us, speaking of the conferences that preceded the formal terminations of other conflicts:

In the Crimean war, for example, the conference lasted from February 25 to March 30; in the Spanish-American war, from October 1 to December 10; in the Russo-Japanese war, from August 7 to September 5.

The preparation of the treaty itself is a long task, as peace treaties are elaborate documents. Until recent years they were written by hand in the blackest of ink, on vellum or on a specially made linen paper known as "treaty paper." But of late years they have been typewritten and then printed, all precautions being taken against premature "leaks" on the printing establishments entrusted with the work. Says the writer, continuing the discussion:

Following established precedent, treaties of peace practically always begin with an appeal to the Almighty, "In the name of God, Amen," being inserted frequently, being inserted with Roman Catholic countries, however, the phrase, "In the name of the most Holy and Undivided Trinity," is frequently substituted; while in a treaty with the Mohammedan state the formula is altered to "In the name of Allah the Almighty God" in the copy allotted to the representative of that country.

For each of the signatory Powers one copy is signed and sealed. These certified copies are for convenience of reference, and for printing duplicate copies from, since the original signed and sealed treaty is a most precious and carefully guarded document, and seldom sees the light of day once it has been sent to the state archives of the signatory Power.

Peace treaties are not written (or printed) straight across the page, or pages, like ordinary documents. They are written in parallel columns, one in English, the next in French, the next in German, Italian, and so on, according to the number of languages in the signatory powers. The text of each of these columns is an exact translation of the texts of all the other columns, and utmost care is taken in the selection of words which will convey identical shades of meaning.

The seals affixed to ratified treaties are usually very elaborate, and in order the better to preserve them, it is customary to enclose them in little round silver boxes. Most treaties, too, are bound either in crimson morocco, or in red velvet, tied about with gold.

Many of the treaties in the British Record office, however, are stored in cylinders, boxes, portfolios, and bags, and are usually kept in five-ton safes that were carefully constructed that when the Emperor Frederick of Germany saw them he smilingly commented to the effect of Derby, "You are evidently determined that no one shall break your treaties." The treaties in the record office include, as well as peace treaties, others relating to such matters as fishery rights, boundary questions, and commercial arrangements. There are also many so-called "domestic treaties," such as Queen Victoria's marriage treaty and the treaty for the marriage of Princess Charlotte, dated 1816. These documents were removed to secret places of still greater security during the period of air-raids.

There is a curious story in connection with the only copy of a treaty belonging to a foreign nation that has been for a while, stored in the British archives. In 1877 a sailor called at the foreign office with a brown paper parcel, which was found to contain the original Bolivian copy of the treaty of September 29, 1840, between Great Britain and Bolivia. Says the article further:

The sailor had, it appeared, been present in Bolivia during one of their present time, periodical revolutions, when the state archives were thrown into the streets by the revolutionists. A thin book, bound in crimson velvet, fell at his feet, and, stooping, he picked it up and brought it away with him. On examining it, he saw that it was a document of importance, so on his return to England he took it to his foreign office in London.

Here it was stored away for safety and forgotten. But eighteen years afterward—that is to say, in 1895—the Bolivian government apparently woke up to the fact that their precious treaty was missing, and communicated with the foreign office, asking if it could oblige them with a certified copy. Search was made, with the result that the government was able to let them have, not a copy merely, as asked for, but the original document, so strangely lost and so strangely preserved. It was quite perfect, save that the usual wax seal in its silver box was missing. This, doubtless, was looted by the Bolivian mob during the revolution.

Although modern peace treaties are so carefully guarded, being jealously kept where their contents have been prematurely and illicitly made public. One notorious instance of this occurred in connection with the publication of the Globe newspaper of the full text of the secret Anglo-Russian treaty of May, 1878. This was published in June, on the eve of the congress of Berlin, and the disclosures caused consternation in Russia and England alike.

TRIED TO CATCH KAISER

Luke Lea Fixed Up Sensational Enterprise

PLANNED GIFT TO PRESIDENT WILSON

With Gang of Fearless Americans Tennessee Colonel Had Arranged a Scheme, Which if It Had Been Successful Would Have Set Millions of Tongues Wagging.

There has been a lot of talk and rumor for some time writes a Washington correspondent about an alleged attempt to kidnap the former emperor of Germany. All of the talk has connected the American with the alleged daring attempt. The facts are now known, in part at least.

Old Hickory Men.

Colonel Luke Lea, former United States senator from Tennessee, commander of the 114th Field artillery of the 90th division—the "Old Hickory" division of Carolinas and Tennessee—who returned from France, only a week ago in command of his men, is the American colonel who led the party of American army officers who tried to kidnap the former German Kaiser last winter.

The fact that Colonel Lea headed the kidnaping party was fully confirmed by the correspondent of The New York Times from the lips of a Tennessee man who talked with Colonel Lea upon his arrival at Newport News, Va., in command of the 114th Field artillery last Sunday after that unit had arrived from St. Nazaire, France, on the transport Finland.

While current versions of the story printed last January in French, British, and American newspapers asserted that the attempt to kidnap the Kaiser was made on January 5, Colonel Lea indicated to those to whom he spoke last Sunday that it really took place just before Christmas.

"What were you going to do with the Kaiser if your kidnaping project had succeeded?" Colonel Lea was asked by those to whom he admitted that he headed the party that went to the castle of Count von Battenberg, near Ammergoen.

Gift for President.

"We were going to give him a free ride to Paris in our automobile and present him to President Wilson as a Christmas gift."

The statement by Colonel Lea would indicate that the attempt to kidnap the Kaiser was made on December 21. From what was learned from the gentlemen who talked with Colonel Lea at Newport News there were fully a dozen officers and men of the American army in the automobile party commanded by Colonel Lea that tried to obtain possession of the Kaiser.

They were armed with passports, which they had managed in some way to obtain, and which enabled them to go through Holland to the castle where the Kaiser was stopping. They got close enough to the presence of the Kaiser, Colonel Lea told close friends since his arrival in this country, to hear his voice, but were foiled through the sudden dispatch of Dutch guards from Ammergoen to the castle, a contingency wholly unexpected and which forced the American officers to make a quick retreat in their military automobile to avoid arrest and possible internment by the Holland authorities, if not court-martial proceedings in the American army, provided their identity should become known.

Fear of Court-Martial.

Colonel Lea did not desire to have the story of his escape become known at the time, and it is his intention to make a full public statement regarding all the details of the kidnaping attempt as soon as he is discharged from the army.

The possibility that he might even yet have to face a court-martial for having crossed into Holland on such an expedition and that those who were with him might be similarly dealt with, has been one of Colonel Lea's motives for extreme reticence in the matter. While in France he and those who were with him remained exceedingly quiet about the matter because they were in constant fear that they would be court-martialed.

Colonel Lea has expected that he would be discharged from the military service of the United States some time during the coming week along with the other members of the 114th Field Artillery regiment, which he led back from France for demobilization. This regiment paraded today at Nashville, Tenn., and goes from there at once to Fort Oglethorpe, where it is scheduled to be demobilized during the next four or five days.

Immediately after his arrival at Newport News last Sunday Colonel Lea slipped up to Washington to visit his mother and sister who live here, and whom he wanted to see in connection with the recent death of his wife. It was not until the transport Finland was within three days of Newport News that Colonel Lea learned of his wife's death.

When the 114th Field artillery arrived at Newport News there were a number of Tennessee newspaper men there to greet the regiment in some manner and had reached Tennessee that Colonel Lea commanded the Kaiser-kidnaping party, and those of the Tennessee newspaper men who were sent to Newport News had a "tip" on the story were very anxious to obtain full details from Colonel Lea. He told them the story was true, and that, while he intended to tell the whole story later, he did not care to confirm the facts so long as he was an officer in the uniform of the American army.

He related some of the details to several with whom he talked and told them that the party of more than a dozen American officers and soldiers was made up of men from all parts of the United States.

There were four commissioned and three non-commissioned officers in the party besides some others. Three of them were from the south, among them Captain L. S. McPhail, of Nashville, and Lieut. Ellsworth Brown of Chattanooga.

ACREAGE REDUCTION FIGURES.

Conference in Columbia Learns that South Will Cut 31 Per Cent.

The south's cotton acreage in 1919 will be 31.08 per cent less than in the previous year, according to a report on acreage reduction estimates from all the cotton growing states submitted by the South Carolina cotton association here today. The report presented before a cotton reduction convention, at which it was announced 890 delegates were present, representing every county in the state, also announced unfavorable weather for planting 90 per cent of the cotton belt.

That 50 per cent less commercial fertilizer will be used this year that there is a market labor shortage, and "inroads of the boll weevil" were other statements made in the report, which gave detailed figures of estimated reductions in each state, showing the big cotton producing states of Texas, Georgia, Mississippi and Oklahoma as these figures pledged to raise one-third less cotton this year than last.

The following table of acreage reduction percentage by states was presented:

State	Reduction Per Cent
Virginia	33 1-3
North Carolina	34
South Carolina	31 1-3
Georgia	23 1-3
Florida	24 1-3
Alabama	23 1-3
Arkansas	23 1-3
Louisiana	9
Texas	23 1-3
California	25
Tennessee	16
Missouri	6
Oklahoma	33 1-3
Idaho	25
Arizona	25
Totals	31.08

"The association has not only pledged on reduction carefully tabulated and checked," says the report, "but has had a personal investigation made in each section for the purpose of being as near accurate as it is humanly possible to be in this estimate. The association report is certainly the most accurate report ever issued for South Carolina, the same being the result of practically a personal canvass of the farmers of the state. It is also probably the most accurate report on all conditions covered in the report ever issued."

Addresses were made by United States Senator E. D. Smith, of South Carolina; Congressman J. Thomas Heflin, of Alabama; and Asbury P. Lever, of South Carolina; Governor Robert A. Cooper, and W. B. Thompson, of New Orleans. The convention elected 10 delegates to the cotton convention scheduled for Memphis, April 10, and 20 delegates to the New Orleans convention May 1. The convention ended today—Columbia special of Thursday to Charlotte Observer.

SOUTH'S NEW DAY.

Hog and Hominy Doctrine of Henry Grady Revisited.

Has it come? Is it approaching? We hope so. Thirty-one years ago Henry Grady of Atlanta delivered a speech in New England which made a more lasting impression possibly on the country than any one speech delivered by any human being. It marked the dawn of what was then termed the new south, and it contained truths and statements which are inviolable, and which it would do well to recall at this time.

There was never a greater truth contained in the same words than the following brief extract from that great speech, for a great speech it was. We wish every farmer who reads this, and every other one who could hear of it, would make it a part of his creed, and if he would, then in fact would new day dawn, and until it is made the creed of the southern farmer there will never dawn a new day for the south. We wish every one would clip this from the paper and put it up somewhere where he could see it every morning before he went out into the field.

Listen:

"Every farmer in the south shall eat bread from his own field and meat from his own pastures and disturbed by no creditor, and enslaved by no debt, shall sit mid his teeming gardens and orchards and vineyards, and his barnyards, pitching his crop in his own wisdom, making cotton his clear surplus, and selling it in his own time, and in his chosen market, and not at a master's bidding—getting his pay in cash and not in a receipted mortgage that discharges his debt, but does not restore his freedom—then shall be breaking the fullness of our day."

Cotton reduction and cotton holding is a good thing and the right thing to do just now, but these things are only temporary and can not be enduring. The only way to bring a new day for the south and commercial and financial freedom for the southern farmer is to adopt and to follow the creed contained in Henry Grady's great speech—Newberry Herald and News.

"Even before the great fire 'Old St. Paul's' was crumbling, partly from a

ST. PAUL CATHEDRAL.

Most Noted English Church with a Story.

"Even the war could not stop work on St. Paul's Cathedral in London. The famous church, like the English language, represents a growth of centuries and not a definite period of construction."

This statement is made in a bulletin of the national geographic society in connection with a London dispatch which notes a request for additional funds to complete repair work on St. Paul's.

"England's esteem for the historic edifice is shown by the continuation of the restoration work throughout the war despite the interruption to practically all other buildings," the bulletin says.

"Still fresh in public memory is the notable Service of Conservation attended by royalty and distinguished Americans then in London, held on St. Paul's April 20, 1917 to commemorate the entry of the United States into war."

"St. Paul's is the largest Protestant church in the world. Its dome is one of the most beautiful. The church embodies architectural ideas of many periods, because it is not the product of a generation, or even a century. True, Sir Christopher Wren is credited with the structure as it stands today, but he embodied many features of the famous 'Old St. Paul's' razed in the great London fire 1666. Wren did not wish the restoration to be after the Gothic Rudeness of the old design." But he was compelled to modify his own plans to a considerable extent said he, of the balustrade added over his veto, "Ladies think nothing well without an edging."

"To this famous mathematician, astronomer, and architect the English fire was much good. He had commenced to draw plans for rebuilding half a hundred churches. For these were modeled many of the American churches of Colonial days. For his masterpiece, St. Paul's Sir Christopher is said to have received less than the equivalent of \$1,000 a year, an amount which might engage the attention of a modern architect of his standing for an afternoon's consultation. The building was paid for by a tax on seaborne coal to London.

"Travelers are apt to pass by an inscription on the south porch pediment, 'Resurgam' (I shall rise again) as a religious reference to the Resurrection. When the architect was surveying the ruins he wished to mark the center of the projected dome. He asked a workman to hand him a stone. The workman chanced to pick up a chip from an old tomb bearing the inscription, which Sir Christopher adopted.

"The motto was appropriate. Some historians believe the cramped Ludgate Hill site originally was that of a Roman shrine of Diana. A Christian church in the early seventh century. It was burned two decades after William the Conqueror came to England. From the ruins emerged 'Old St. Paul's.' Fire destroyed that building, too, but it was restored on an even more pretentious scale.

"At the 'Old St. Paul's' John Wycliffe faced the charge of heresy, Tyndale's New Testament was burned, Wycliffe heard the reading of the Papal condemnation of Luther, and under 'Pope's Cross', now marked by a memorial, heretics were forced to recant and witches to confess.

"Even before the great fire 'Old St. Paul's' was crumbling, partly from a

succession of lightning strokes, and partly from neglect. Wine cellars and workshops were to be found beneath its lengthy corridors. The old building was nearly as long as the Union station at Washington, D. C. The nave became 'Paul's walk' a promenade.

"Two towers, as well as the dome, make the new St. Paul's conspicuous. In one tower 'Great Paul', a 17-ton bell bolls daily at one p. m. A small bell tolls when there is a death in the royal family.

"Tombs of Wellington and Nelson, Turner and Reynolds, and of other famous men are to be found in St. Paul's. Over Wren's grave is a plain tablet bearing a Latin inscription counseling the visitor to look about him, if he would find the architect's monument.

"Sir Christopher should have become renowned as a city planner as well as a church builder. After the fire he prepared a plan that would have made London a city of wide streets and radiating avenues. But Londoners had become reluctant to relinquish property in family tenure for years, unlike citizens of such newer cities as Baltimore and Chicago. St. Paul's itself has owned a farm in Essex since the seventh century."