

The Great Soap-Maker
Red Devil Lye



Cold Process or Boiling Process.

Four of the Big 5c. Cans of Red Devil Lye will make twenty pounds of the best soap.

Red Devil Lye is pulverized, and dissolves as soon as it touches the water. Best for Cleaning, Washing, Scrubbing.

TINWARE



There's a great variety of useful articles required in the kitchen for cooking purposes, and we have them all in superior quality. Kettles, Tea and Coffee Pots, Broilers, Saucepans, Fry Pans, Cake Tins, etc., we have in the most excellent make. They are of the finest block tin, and formed in a way that makes them most durable. Whether you need a whole kitchen outfit or an odd thing, it is here.

Plowden Hardware company

Alcolu Railroad Co.

TIME TABLE, NO. 14

Station	Train No. 1	Train No. 2	Train No. 3	Train No. 4
Alcolu	Ar. 8:30 a.m.	Lv. 10:15 a.m.	Ar. 5:00 p.m.	Lv. 8:15 p.m.
McLeod	Lv. 8:20 "	" 10:20 "	Lv. 4:50 "	" 8:20 "
Harby	" 8:15 "	" 10:25 "	" 4:40 "	" 8:25 "
Durant	" 8:05 "	" 10:35 "	" 4:25 "	" 8:30 "
Sardinia	" 7:50 "	" 10:50 "	" 4:10 "	" 8:45 "
New Zion	" 7:40 "	" 11:00 "	" 4:00 "	" 8:50 "
Beards	" 7:35 "	" 11:10 "	" 3:50 "	" 8:55 "
Seloc	" 7:30 "	" 11:25 "	" 3:35 "	" 9:05 "
Parola Jt.	" 7:15 "	" 11:40 "	" 3:20 "	" 9:15 "
Hudsons	" 7:10 "	" 11:55 "	" 3:10 "	" 9:20 "
Olanda	" 7:00 "	Ar. 12:05 p.m.	" 3:00 "	Ar. 9:30 "

Supersedes Time Table No. 13.

Effective Sept. 1, 1914.

Train No. 1 and No. 4 are Passenger Trains.
Train No. 2 and No. 3 are Mixed Trains.
Daily except Sunday.

*****McLeods, Harby, Durants, Beards and Hudsons are flag stations.
P. R. ALDERMAN, T. M. Alcolu, S. C.

Now Well

"Theford's Black-Draught is the best all-round medicine I ever used," writes J. A. Steelman, of Pattonville, Texas.

"I suffered terribly with liver troubles, and could get no relief. The doctors said I had consumption. I could not work at all. Finally I tried

THEFORD'S BLACK-DRAUGHT

and to my surprise, I got better, and am to-day as well as any man." Theford's Black-Draught is a general, cathartic, vegetable liver medicine, that has been regulating irregularities of the liver, stomach and bowels, for over 70 years. Get a package today. Insist on the genuine—Theford's. E-70

NAVAL ENGINEERS

Obscure Heroes of the Warships When a Battle Rages.

BOTTLED UP BELOW DECKS.

They Get None of the Glory and the Fine Thrill of Combat, but Just a Little Harder Work Than Usual. Perils of the Officers and Stokers.

There is a man in the navy who is too often forgotten, even by the authorities, when they are "dishing out" rewards and praise for successful operations at sea, and that man is the man who makes the wheels go round inside the ship.

If the wheels stop then the modern warship lies on the water like an armed tin can, waiting for some one to sail round it, plug it full of holes and sink it.

A fighting ship, to put up any sort of battle at all, must be able to get on with it at the rate of knots, as the sailors say when they mean at high speed, and the men who make that possible are the engineers and the stokers. The engineer officers are highly skilled scientists, with no use for the fear of death.

The stoker, far below the waterline, shovels coal, and he gathers there is a battle on, when there is, by the fact that he has to work twice as hard as he thought he could, and by the infernal racket made by the guns, and by the projectiles of the enemy, which have found a new home aboard the ship.

He has none of the glory and the fine thrill of battle—only an increase in his ordinary work.

He works by lamplight to keep steam up, and he knows there has been a victory when some one tells him, unless he happens to be working in his "spare" time at the ammunition hoists near the roaring guns.

Even now in many ships and once in all the engineer officers and their men are shut down in their working place, and they cannot get out, for it is necessary for them to be so closed up. It is not, of course, necessary to keep them there to make them do their work, but because the ships' engines run under forced draft, and the only way to get that is to batter down the stokeholds. They become in fact part of the pipe, if one can call it that, along which the air is pumped to the fires to make them burn more fiercely, just as one backs up the kitchen range with the bellows. If the hatches leading to the upper decks were open the air would be pumped out through them and would not pass through the white hot furnaces.

If she is torpedoed and sinks suddenly down go the engineers and the stokers without the chance of swimming for it as the others have when the order "Each man for himself!" is given by the executive officer in charge of the vessel.

In the case of the oil driven warships there is not, it need hardly be said, that added risk for the engine room staff. There is no need to shut them down, and in case of sinking they have no further risk than that entailed by the time taken for the order to get down to them and for them to get up on deck. They are, however, the people most likely to go to fragments when a torpedo comes knocking on the ship's side, or rather, down among her foundations.

And there are steam pipes filled with scalding and sudden death, flooding the engine room in an instant with blinding, searing fog, somewhere above boiling point, for high pressure steam is hotter stuff than comes out of the spout of a kettle. A shell through the main steam pipes, and goodbye to those who are near the damage.

The engineer officer knows all this and often has seen some of the things that can happen taking place on a small but significant scale. While the gunners get the glory he watches the wheels go round, listens not to the scream of the shells or the hammer strokes of projectiles on armor plate, but to the telltale songs of the complex mechanisms over which he presides with the coolness of a naval officer, the skill of a man of science and the tenderness of a Red Cross nurse.

Every moment may be the last moment the life in his body has, but he must not think of that.

Down there in the bowels of the fighting ship he must keep his mind clear to think of a thousand details, and he must do it without any of the exhilaration that comes from watching the effect of the guns on the enemy's ships.

He never sees a shot go home; he never sees an enemy's flag pulled down in defeat.

He sees only his engines and the men tending them.

If all goes well and the enemy runs or strikes the engineer commander hears all about it at mess. If things go wrong he feels it quite unmistakably in his person.

Get one unlucky shot into the engine room and it is up to him, so long as volition is left to him, to put that thing right, and he must not draw fires until there is not another thing he can do first. In battle so long as there is a dog's chance to do so he must keep steam up, for steam is the breath of life to the ship, and he must take risks when he is making repairs that would give the landsman spasms.—London Answers.

Charity begins at home, but don't let selfishness start there too.—Detroit Free Press.

The Enormous Volume

Of Our Business is Strong Evidence of Our Ability To

Clean, press and repair clothing so thoroughly that those who try us

Try Again

You ought to become fully informed regarding our Hoffman sanitary method of pressing clothes. Suppose you tell us you're interested that's all—We'll call

Mrs. Economy

SAYS:—"So pleased am I with the way you recently cleaned and pressed my skirt and coat I am going to ask you to call Wednesday morning for other garments. We would like to add you to our long list of satisfied customers. All work guaranteed to be the best.

THERE IS A Reason!

Our Mule Pen, Buggy Repository, Harness and Wagon Houses are Full. We are today doing business with a thousand satisfied customers who were directed to us by their fathers and grandfathers.

Fourth Car Mules

to arrive next Monday. A look, and our price, and goods make you a customer—Guess the Reason.

D. M. Bradham & Son

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P. R. ALDERMAN, T. M. Alcolu, S. C.

Time tells what you did yesterday. Make to-morrow better by starting a Bank account today.



If, for no other reason than the unforeseen demands incident to human life, you owe yourself a Bank account. It's a duty, because you haven't the power to predict the future but you have power to start a Bank account and fortify for the future. Besides we want to help worthy young men to succeed. Begin today with \$1.

The Bank of Manning.

1642 New York's first city tavern was opened. It soon became the headquarters of much of the public business of the little town until 1653, when, to supply the needs of a regular municipal building, the tavern was purchased from the authorities in Amsterdam and became the first city hall, remaining as such until 1709, when the new city hall was erected at the head of Broad street, the site now occupied by the treasury building.—New York Times.

The Bank of Manning.

Dont Forget To Call

—AT—

CITY TAILOR SHOP.

To get your Fall Suit, our Fall and Winter Samples is now in. We use the famous Bruner Woolen, and we are prepared to give you a guaranteed job. We also do Cleaning, Pressing, Dyeing and French Dry Cleaning. Repairing, Altering on all kinds of garments. All work guaranteed.

F. C. WILLIAMS, Prop.

PHONE No. 1. OLD BAKERY STAND

WE HAVE

Two Car Loads of Buggies and Surries and Two Car Loads of One and Two-Horse Wagons to be closed out at and **BELOW COST.**

10-12-14, Sumter, St., **D. C. SHAW CO.,** SUMTER, S. C. Phone 553.

\$15.00 STATE CAMP, FLA. Near Jacksonville and return. \$8.50 Tampa, Fla. and return. Tickets on sale for all trains September 25th, 1915. Returning all tickets void after midnight October 5th, 1915.

\$6.50 JACKSONVILLE, FLA. \$8.50 Tampa, Fla. and return. Tickets on sale for all trains September 25th, 1915. Returning all tickets void after midnight October 15, 1915.

\$16.00 to Washington, D. C. and return. Tickets on sale September 25, 26 and 27, returning all tickets void after midnight October 15, 1915.

National Rifle Tournament—Tickets on sale October 3rd, 4th, 5, 6, 7, 12, 13 and 14th. Extension of final limit to November 29th may be obtained by deposit of ticket with Agent at Union Station, Jacksonville, not later than October 18th and payment of fee of 50c.

For rates, reservations or any information, phone or write the Atlantic Coast Line, "Standard Railroad of the South." H. D. CLARK, Agent.

FIRST SILVER WEDDING.

It Was Arranged by Hugues Capet, King of France, in 987.

The fashion of silver weddings dates back to the reign of Hugues Capet, king of France, in 987. Once as Hugues was arranging his uncle's affairs he found on one of the estates a servant who had grown gray in the service of his relative. On the farm with this old man was also a serving woman, who was as old as he and also unmarried, who had been the most devoted and hardworking of the woman servants of the king's uncle. When the king heard these praises of the two he ordered them to be brought before him and said to the woman:

"Your service is great, greater than this man's, whose services were great enough for the woman always finds work and obedience harder than a man, and therefore I will give you a reward. At your age I know of none better than a dowry and a husband. The dowry is here—this farm from this time forth belongs to you. If this man who has worked with you five and twenty years is willing to marry you then the husband is ready."

"Your majesty," stammered the old peasant confusedly, "how is it possible that we should marry, having already silver hairs?"

"Then it shall be a silver wedding," answered the king, "and here I give you a wedding ring," drawing a costly ring from his finger and placing the hands of the thankful old people together.

This soon became known all over France and raised such enthusiasm that it became a fashion after twenty-five years of married life to celebrate a silver wedding.

New York's First Tavern.

In 1642 New York's first city tavern was opened. It soon became the headquarters of much of the public business of the little town until 1653, when, to supply the needs of a regular municipal building, the tavern was purchased from the authorities in Amsterdam and became the first city hall, remaining as such until 1709, when the new city hall was erected at the head of Broad street, the site now occupied by the treasury building.—New York Times.

His Mission.

"That man who was waiting for opportunity to knock said, when it knocked, that it was a mighty poor opportunity."

"He was not waiting for opportunity to knock. He was waiting to knock opportunity."—Houston Post.

His Intent.

"Ah!" said the friend. "You expect to drain this swamp and sell the land to the public?"

"No," confessed the cheerful promoter. "I expect to sell the swamp as it now is and drain the public."—Boston Journal.

FARMER'S WIFE TOO ILL TO WORK

A Weak, Nervous Sufferer Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Kasota, Minn.—"I am glad to say that Lydia E. Pinkham's Vegetable Compound has done more for me than anything else, and I had the best physician here. I was so weak and nervous that I could not do my work and suffered with pains low down in my right side for a year or more. I took Lydia E. Pinkham's Vegetable Compound, and now I feel like a different person. I believe there is nothing like Lydia E. Pinkham's Vegetable Compound for weak women and young girls, and I would be glad if I could influence anyone to try the medicine, for I know it will do all and much more than it is claimed to do."—Mrs. CLARA FRANKS, R. F. D. No. 1, Maplecrest Farm, Kasota, Minn.

Women who suffer from those distressing ills peculiar to their sex should be convinced of the ability of Lydia E. Pinkham's Vegetable Compound to restore their health by the many genuine and truthful testimonials we are constantly publishing in the newspapers.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.

Invigorating to the Pale and Sickly The Old Standard—Aerial strengthening tonic. GROVE'S TASTELESS chill TONIC. Drives out Malaria, enriches the blood, and builds up the system. A true tonic. For adults and children. 50c.

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THE Best Farm Engine in the World.

Fuller-Johnson.

Write for Special Catalog.

THE BAILEY-LEBBY CO., Machi tery and Supplies, CHARLESTON, S. C.

A COLD CURED FOR 50c.

ABSOLUTELY GUARANTEED.

If you want to get rid of that COLD or LAGRIPPE just purchase twelve of our Capsules, compounded by us. If taken as directed and they fail to cure, we will gladly refund your money.

DICKSON'S DRUG STORE.

What Will The Harvest Be?

Have you ever stopped to think of what the harvest of your life's work will be? Are you storing away part of your money crop for the winters of old age and misfortune?

An investigation will show that our bank would be an ideal place for keeping your funds safely. It's a good plan for every farmer to have a strong banking connection. You may want to borrow one of these days; we can negotiate the loan for you, on good security, at right rates and without any red tape. Drop in to see us next time you're in town. Make the call friendly—you don't have to do business every time you come in to say "hello."

Remember Us When You Have Money and We'll Remember You When You Need Money.

BANK OF TURBEVILLE.

BIG BARGAINS

---AT---

KATZOFF'S WRECK STORE.

Wilkins' Old Stand.

SHOES

From 25c. a pair and upwards.

All other goods at 50c. on the dollar.

Yours for a Good Bargain.

KATZOFF.

Wilkins' Old Stand.

SUNDAY EXCURSION

—TO THE—

SEASHORE.

ROUND TRIP FARE FROM MANNING TO CHARLESTON.

\$1.30.

Tickets sold only for trains specified below on Sundays, limited to date of sale.

SCHEDULES GOING:

Lv. Manning..... 7.07 A. M.
Ar. Charleston..... 10.30 A. M.

SCHEDULES RETURNING:

Lv. Charleston..... 8.25 P. M.
Ar. Manning..... 11.20 P. M.

For further particulars, tickets, etc.; apply to, H. D. CLARK, Ticket Agt. Manning, S. C.

W. J. CRAIG, Pass. Traf. Manager, Wilmington, N. C.
T. C. WHITE, Gen. Pass. Agt, ATLANTIC COAST LINE. The Standard Railroad of the South.

BRING YOUR Job Work TO THE TIMES OFFICE.