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Our Suit elegance in all the new and correct styles—our handsome Overcoats—our lines of Boys' Clothing and cute garments for Little Men—our smart Furnishings and correct Hats—all bear strong evidence of superiority.

The sort of things you'll like to wear are here, and every price we quote will be a pleasing and satisfactory one. May we show you?



Men's Suits,
\$7.50, 10.00, 15.00, 20.00, \$28.00.

Men's Overcoats,
\$7.50, 10.00, 15.00, 20.00, \$28.00.

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\$2.50 to \$12.50.

Suits Made to Measure from
\$15 to \$45.

THE D. J. CHANDLER CLOTHING COMPANY.

'PHONE 166.

SUMTER, S. C.

The Manning Times.

JANUARY 17, 1894.
LOUIS APPELT.
APRIL 21, 1915.

MANNING, S. C., OCT. 6, 1915.

PUBLISHED EVERY WEDNESDAY

I. I. APPELT,
EDITOR AND PROPRIETOR.

The Charleston grand jury on last Thursday returned 22 "true bills" against alleged blind tigers. Last summer this same grand jury returned 32 "no bills" in similar cases. Now, what do you think of that? Whoever would have dreamed of such a reformation in the "good old city."

Representative Helfin of Alabama, issued a statement Wednesday, in which he predicted that the south's cotton crop this year would not be more than 10,000,000 bales and that the price would reach 15 cents before Christmas. Owing to short crops in India, Egypt and Russia, Mr. Helfin said, and the demand for cotton for war purposes the world supply would be nearly six million bales short of the demand.

Tom McLeod is being touted as the Prohibition candidate for Governor next summer. This same McLeod has been a local optionist all the time. Why did he desert his party, and get on the dry wagon? He saw which way the wind was blowing, and on the popular horse he tried to ride, by professing prohibition. But mark our prediction, if McLeod does enter the race, he will have one of the roughest horses he ever tried to stick. If the rest of the State is like this place, the gallon-a-month platform should be the winning side. Liquor is coming in on every train, and we are told the express company unloaded a half car at Wilson's Mill one morning last week. Of course, its all for local optionist(?) McLeod better investigate this, and then he may jump back.

One of the traits of a wide awake, progressive town is civic pride. It is a good trait, for while sometimes it leads one into making slightly exaggerated statements, yet in the main it is a good, healthy feeling for the individual, and at all these conducive to the prosperity and growth of his city. It makes one vigorous in defense, and persistent in undertaking! It is an incentive to industry, it makes the individual contented and therefore happy. Believe in your town and talk your belief. If you have any old fogies remember they are in the minority and that it takes all kinds of people to make a world anyway. Encourage live people to move in by making it worth their while. Welcome outside capital in developing any natural resources the town has. Don't begrudge the dollars the enterprising man makes, but hustle around and collar a few yourself. Above all "pull together" and the town will ride the high wave of prosperity over the most discouraging breakers, and every inhabitant will get his or her share of the profit from the voyage.

We are not given to boasting but we are proud of the farmer boys of this vicinity. They are, with rare exceptions, a healthy, intelligent and happy class of young men. We feel like taking our hat clear off when we meet them upon our streets, and no class is more welcomed to our office. Too many boys leave the farm where they would have made substantial and good citizens, and go to the city where only one in a thousand succeed in life's battle. There are farmers who fairly drive their boys away. There is no excuse for this. The farmer boy is entitled to his vacations, to several relaxations, his visits to the city, good books, magazines and his home paper. To the observing one it is plain to be seen that the old farm is the best place in the world for the average young man and never fails to bring a happier and more useful life than the city. Young man, you who till the soil and earn your bread by the sweat of your brow, we are proud of you; our latch-string is always out to you and you will always have a friend in this paper. Come and see us and give us the news from your neighborhood.

THE VALUE AND NECESSITY OF ENGINEER FOR IMPROVEMENT AND CONSTRUCTION OF ROADS.

A great deal of energy has been spent trying to determine in dollars and cents the benefits to be derived from improved roads, but it has been found extremely difficult to do this with anything like satisfactory accuracy. The fact that so much attention has been devoted to these purely commercial features may help to explain why it is that comparatively little emphasis is so often given to some of the most far-reaching effects of such improvements—their social, educational and moral influences. To argue with the average farmer that he can afford to pay for good roads merely because he can haul the same loads to market with less tractive power, and because the value of his farm will be increased, is to insult his intelligence. Yet, when all the effects of improved highways are taken into consideration, it would be an even greater insult to his intelligence to claim that he could afford to do without them.

To discuss the advantage of good roads, however, is a large question that will not be undertaken here. Let the reasons be what they may, the fact remains that an ever-increasing interest in better roads is making itself felt throughout the country in no uncertain fashion. In some communities this interest is only slightly developed as yet; in many it has the support of public opinion to such an extent that the maintenance of existing earth roads, together with some progress toward more or less permanent roads, is a very live question; in still other communities public opinion is so thoroughly awakened that the demand for roads of the best possible type is imperative.

In discussing the value and necessity of the engineer for this work of improving and constructing roads, let us take, first, as an illustration, a country where little or no work pretending to be permanent has ever been done, but where people are beginning to realize thoroughly the desirability of better roads. Suppose that it is considered possible that the funds available could be used in such a way that the existing dirt roads might be kept in approximately their

usual condition throughout the county, and still have enough left therefrom to make some progress with the work of a more permanent character. The funds may or may not be supplemented by a small bond issue, but the work of maintaining and improving or constructing is all considered to be under one management.

Ask any rural taxpayer in the average Southern county how much his county spends annually on roads and bridges, and then ask him what part of that amount he thinks is wasted.

His answer may be influenced by his personal opinion of the officer in charge of the roads, but in any case is likely to give food for thought. A small percent of the whole amount is a handy sum in itself, and if applied regularly and intelligently to carrying out some definite plan of procedure, would accomplish some very creditable results in the course of time.

A carefully considered plan of procedure is necessary in order that the greatest benefit may be derived by the greatest number of people possible. The ultimate objection is to bring the entire road system of the county to a higher standard of excellence in the most expeditious manner, and no material deterioration of the roads can be allowed for the sake of the improvement of any special road, no matter how creditable that improvement may be in itself, it is evident that the problem of maintenance is one of the most difficult to be solved. For many reasons the existing roads must be kept in shape and to do this with proper economy the most careful management and efficient work is necessary. Even if bonds are issued in small amounts, making additional funds available, problem of getting results is not lessened as much as might seem probable at first glance. For if the maintenance work and not the new work are all under the same management and paid for out of the same funds, the sale of the bonds is usually taken as a signal for all men who have helped maintain the roads to lay down their tools and quit, for now tax bond money is going to do it all. At least that is the way that human nature seems

advisable that care always be

used—as it sometimes is—to see that maintenance money and construction or improvement money are kept legally distinct.

The office of the improved road is not only to furnish a satisfactory surface on which travel may pass, but also to reduce the cost of maintaining it in that condition. Always we come back to the problem of maintenance, for it is ever at the root of all road problems. In all road and bridge work there must always be the fixed purpose to make all work count all that it can toward permanently reducing this maintenance cost. Every leak in this direction permanently stopped means shutting off that much of the steady drain upon the country's resources. To do this requires far-sighted efficiency.

There are a great number of extremely competent laymen who are road officers throughout the South. This is no argument against them or their work—they are apt to deserve more praise than they will ever get—but a discussion wherein the reasons for the engineer will be brought out. Roads and politics do not mix well, for the one is ever a threat against the other. To remove roads from politics is a great step toward improving them. It is a very positive advantage to have the road officer holding his position through merit only, and to be required to give his whole time to his work with no other interests whatever to distract his attention. Also the periodical shifting of officers is injurious to the organizations under their control. These are a few of the arguments in favor of putting some one man in charge of the work under the direction from time to time, of competent directors who shall require results of him for his tenure of office.

When the advisability of employing an engineer is first discussed, as in the conditions of the illustration, the question of whether he will be worth his salary or not is apt to be one of the first brought out. The answer is that the engineer is not a work of art, valued for the beauty of his achievements, but for his efficiency. His work is a matter of cold business and if he cannot save for his county considerably more than his salary

over the next cheapest method of getting what is required then he certainly is not the man for the place.

The county will have its own forces for doing part if not all of its work. This force must be well organized and kept under efficient management in order to produce good results. All needless expense must be eliminated and the work done must both in amount and value count. Send a force in proportion to its size, enables the county to get its work done economically and serves as a powerful factor for inviting low bids from contractors. For, if contractors bids are asked on the construction of roads or bridges, it is not so much with each other that the contractors are competing as it is with a first class working organization of the country's own fully prepared to do the work itself if necessary. Right here lies one great opportunity for the engineer to serve his county.

The average contractor welcomes the opportunity of having his work supervised by a competent and fair engineer, for he can count upon being required to give full value in his contract without having any needless hardship worked upon him. He fears the laymen's lack of technical knowledge as much as the peddler, with his goods made by the mile and sawed off to order, depends upon it and glories in it. At least a part of almost every country's work is done with its own forces so it is essential that the county engineer not only know good work when he sees it and be able to plan and supervise it in every particular, but also that he shall be able to do it at a low cost with the county forces if necessary. Often there is more work at certain seasons than the regular forces can do, so part must be let to contract. But if each individual part is bid for in competition with possible county force construction, and the contractor knows that he need not make an extra allowance for unfair supervision, very low bids are apt to result.

As the importance of the county's work increase, the need for the engineer becomes more and more apparent. The work becomes more technical in character, and the operations are on

such a scale that executive as well as technical ability becomes a prime necessity. If the road surfaces are to be of the hard types, it will be necessary that these be built on the correct grades and locations in order that the full value of the investment may be realized. If the county has been for some time employing an engineer for their work, there should be but little change necessary for their grades and locations that he has been building up into solid earth sand clay roads in previous years. This work accords excellent foundations at a minimum cost for the expensive surfaces. If the roads have been developed along the original haphazard lines and grades, much of the work done on them will have to be thrown away and new foundations built at an additional cost and with less solidity.

The same statements apply to the bridges. Many wooden structures are maintained from year to year of an expense that would pay interest and a liberal sinking fund per cent on the cost of a concrete bridge that would give perfect service and cost not one cent to maintain. These concrete bridges, if properly built and located are in place and ready for the most improved type of construction to go over them that will ever be used.

In the writer's opinion, the use of funds derived from bonds whose life is longer than that of the improvements they are used to pay for is a practice open to just criticism. This seems obvious, but it is often done. A chain is no stronger than its weakest link, and in our Southern counties the weakest as well as the most expensive links are usually the bridges. The concrete bridge is the one factor of highway construction which requires no maintenance. A number of bridges can be built more cheaply per unit an one time than when only one or two are built at a time. Therefore, it seems that the county engineer has here a great opportunity before him when he can serve his county by building bridges that will for all time sop the cost of maintenance and allow those same funds, formerly used for maintenance to be diverted for other purposes. Whether the funds are derived from the sale of bonds or from an annual sav-

ing from ordinary sources, every permanent bridge is a step toward eliminating temporary structures and annual expense.

—Manufacturers Record.

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"Get acquainted with your neighbor, you might like him." This, from the letterhead of a western village improvement association, is excellent advice. What fine things a large personal acquaintance can do for us, provided we are worthy of it! Let us put aside any petty dislike, engendered perhaps by fancied faults in other people, and go out and shake hands with neighbors whom we probably have never really known. Let us talk over our common problems with them; discuss the welfare of our community, the state, the nation, so that we may all have a better understanding of our common hopes and aims. All this helps. Its returns come not alone in the help we can be one to the other, but in the greater discernment with which our personal business can be conducted, and in the better feeling and progress that follows in a town or city where all are working for the common good.—Countryside Magazine.

Stage Fright.
Stage fright, if I may encourage startled readers, does not appear to have affected William Cobett, whose maiden speech in the house of commons must have been one of the most astonishing performances that even that seasoned assembly had ever listened to. Here is the opening sentence: "It appears to me that since I have been sitting here I have heard a great deal of vain and unprofitable talk." By way of contrast, we have the case of Gibson Craig, whose abortive eloquence, on his introduction to parliamentary life, was thus described by Disraeli: "Gibson Craig, of whom the Whigs had hopes, rose, started like a stuck pig and said nothing. His friends cheered, he stammered. All cheered; then there was a dead and awful pause, and then he sat down, and that was his performance."—London Spectator.

The Dipper.
That beautiful constellation, the Dipper, hangs, silent and solitary, amid the northern star lighted firmament, like a veritable sky dipper indeed, or a sky plow driven around and around Polaris, the north star. As we all know, the dipper's "pointers," Merak and Dubbe, indicate pretty accurately the whereabouts of the north star. There are five other stars in the Dipper. They are respectively in order from the end of the handle: Benetnasch, Mizar, Alorh, Megres and Phecda. Here in the United States we speak of this collection of stars as the Dipper, while abroad it is known as La Grande Ourse, Der Grosse Baer, Orsa Maggiore, and among the ancient Egyptians, who were not acquainted with the bear, it was known as the Hippopotamus.—New York Times.