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Clinton, S. C.

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Good-bye extracts and alcoholic beverages.

A BUILDING BOOM.

As The Chronicle has frequently stated recently, now is the opportune time for a building boom. More rental residences are needed and a campaign with this end in view should be started. The one sure way to assure progress and future growth for the community is for our property owners and real estate interests to get busy and start building activity without delay. The cessation of building for two years, due to the war, has put the habitable houses in this country at a premium, and here in Clinton, as everywhere else, living accommodations has become a serious problem. Our property owners who want to help the community should encourage the buying of building lots and put their prices somewhere in the bounds of reason. Until this happens the town will continue to suffer.

Development in building operations is positive evidence of business revival. Clinton should fall in line with other towns and cities that are getting busy. Who'll start the ball to rollin'?

Every growing ambitious town is composed of three elements. Those who work patriotically, vigorously and intelligently for its advancement; those who are in a state of apathy or indifference, and those who take a curious delight in discouraging the efforts of others by ridicule, and by a persistent denial that any progress can or has been accomplished, and by boasts of every other town besides their own. The last class are called croakers, but they are really something worse, for their opposition does not arise simply from despondency but from the unenviable spirit that will neither act itself or suffer others to act.

Here's the latest—Traxler has announced again for congress. Of course this means that Sammy will soon get out of the bushes too.

BAD HIGHWAYS

We read on the front page of The Manufacturer's Record the following:

"The future of civilization, of material, moral and educational progress in America depends upon the highways.

"Bad highways—mud or deep sand roads—spell backwardness. Good highways make certain the advancements of religion, education and wealth.

Bad highways will drive men and women from the farms into cities, thus reducing the number of food producers and increasing the number of mouths to be fed from a steadily diminishing food supply. That road leads straight to anarchy and Bolshevism; for a decreasing food supply and increasing population congestion breeds discontent, poverty and ultimately anarchy.

"The good highway is the straight road that opens the way to better schools, better religious activities in country churches, better dwellings, and that means better homes, more contentment on farms, larger food production, with more profit justly earned by the grower and yet a lower cost to the consumer.

"On one side—the safety of civilization, increased food supply, and the rounding out of the nation's life; on the other side—civilization endangered, food riots a certainty of the future, with a nation sunk in its own bottomless mudholes, sometimes called roads."

JOHN F. LIVINGSTON

The people of Columbia and of those parts of the State served by the Columbia, Newberry and Laurens Railroad, in the employ of which John F. Livingston spent the greater part of his manhood and to the presidency of which faithful capable performance of duty raised him some years ago, are conscious that in his death they are deprived of a useful citizen and friend. A man without pretence, but rich in the qualities that mark the true man, he had the tender and sweet traits that made those who were about him love him dearly. The place that he gained in the transportation business came to him as the reward of loyalty, diligence and integrity and he used his talents and his position to help the community and all his fellows. A warm heart beat in his breast and his mind was set on the things that are pure and good. The State.

Of the Best of the South.

Colonel Hillary A. Herbert was an Alabamian, he practiced law in Alabama, entered the Confederate army from Alabama and commanded Alabamians in war (losing an arm in the service), represented Alabama in Congress many years and from that State was appointed secretary of the navy in the second Cleveland administration, but he was a native South Carolinian, having been born in Laurens, where more than three-quarters of a century ago his father and mother were teachers in the Laurens academies. All his life his affection for the home of his birth and boyhood and his school fellows lived with him and, when he could, he visited them. Less than seven years ago when a new public school building was built he came from Washington, upon invitation, to Laurens and delivered the first commencement address in it. It was reminiscent, telling in loving words of the men who had gone before him, some of them his college friends in the University of Virginia and others, notably Captain "Will" Farley, the splendid story of whose heroism John Esten Cooke has recorded in "Surrey of Eagle's Nest," who were his comrades in field and camp, and it was a noble message of inspiration to the later generations to be faithful to their land and its history. Hundreds of men have gone from South Carolina, to gain distinction in other States, but not many of them have so cherished the associations of youth. In Laurens are old people and people of middle age who will hear of his death, though at a fine old age when his pure life had been crowned with honors, with more than momentary sorrow.

The country had no stancher and more discerning Democrat than this one-armed Confederate lawyer. In full agreement with the Grover Cleveland school of statesmen in the nineties, sturdy in his clear-headed conservatism, he was open-minded and progressive, too, to the hour of his death pleading for a broad Americanism and lending a hand to strengthen the position of his country among the nations of the world. Within the last two months he wrote letters to the New York World, contending for the establishment of the league of nations, remarkable for their clarity and force. A few years ago he wrote and published "The Abolition Crusade and Its Consequences," a little book that with a rarely convincing power marshals the facts that prove that the disposition for the emancipation of the slaves, rapidly growing in the South, until 1830, was only chilled and checked when the slave-holders were driven into a defensive posture by the inflammatory outbursts of the fanatical abolitionists of Massachusetts.

The South has had no manlier defender in the last half century than this South Carolinian-Alabamian. To the erection of the Confederate memorial in Arlington Cemetery he gave a generous part of his time and energy in his last years and he was responsive upon every occasion when there was need to speak a brave word for

TO SETTLE GREAT PEACE QUESTION

ACCEPTANCE OF NEW TERMS IS EXPECTED TO CHECKMATE ANY ACTION BY HUNS.

ARE IMPRESSED BY ARGUMENT

Lines Originally Suggested by British Premier Generally Adopted by the Peace Convention

Paris.—The new armistice conditions will, in effect, settle the most important of all the peace questions, and their acceptance by the enemy, will, beyond doubt, deprive him of any opportunity of taking blackmail tactics when the peace treaty comes to be signed. The fresh conditions follow generally the lines suggested by Premier Lloyd George since the beginning of the discussion, and it is wrong to suppose that in this matter the British have acted as mediators between extreme French and the extreme American points of view.

Both the Americans and the French have been impressed by the arguments brought forward in favor of all three tendencies which were placed in their presence and all agreed that the British scheme was not only less open to criticism, but the Paris positively the best proposal made.

The discussion has been extremely fruitful, and the result has shown the extreme alarm of French opinion as to the American attitude of no force. Another good point to remember is that the action of the British delegates has proved once more to the French that, while the British are extremely desirous of retaining their close friendship with the Americans, they are imbued with a sense of continental responsibilities and alliances and thus are able to act—between the old and the new worlds.

SPLIT PRODUCED IN MOSCOW SOVIET BY ANARCHIST NOTE

Helsingfors.—A split has been produced in the Moscow central soviet by the bolshevist note to the allies accepting the invitation to the conference on Princes Islands. Lenin and the majority want a conference, even though they think it is bound to transform the bolshevist policy into one of co-operative moderation.

Zinovieff, dictator of Petrograd, Kamenoff and Bucharin openly denounce it as a diabolical plan to bury bolshevism. They accuse Trotsky, once their Robespierre, of being the Pontius Pilate of the movement, because he washed his hands of the Moscow conference to discuss the acceptance of the allies' invitation and carefully kept away from the city.

At the full session of the Moscow central soviet, Levine cried violently to his critics, "If you want to conceal your fears by this childish protest, you had better leave us, we shall lose nothing by your going. We and others must have the courage to confess freely that our communist plan is going unquestionably to smash if we do not change our front."

AMBASSADOR SHARP'S RESIGNATION ACCEPTED

Washington.—President Wilson has accepted the resignation of William Graves Sharp as ambassador to France to take effect when a successor qualifies. This was revealed by correspondence between the President and the ambassador, made public at the white house without comment.

SAILING OF 13,000 MEN FROM FRANCE ANNOUNCED

Washington.—Sailing of three transports and the battleships Rhode Island and Virginia from France with 13,000 men and 400 officers was announced.

The transport Huron is due at Newport News February 24, with the 64th regiment, coast artillery, several casual companies, including one from North Carolina, convalescent detachments, and a few casual officers.

HAMMOND DEVICE FOR RADIO CONTROL OF SHIPS SUCCESS

Washington.—Army and navy experts have reported the device of John Hays Hammond, Jr., for radio control of surface craft to be sent, laden with explosives, against enemy ships, a success and predict similar results with submerged craft showing above water only wireless antennae.

Results of tests were made public in connection with the new fortifications appropriation bill.

he South's vindication. No Southerner was further from an apologist than he, yet he was never sectional in his point of view, he was without bigotry and narrowness and the springs of his political action were a patriotism foreign to no part of the American Republic.—The State.

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