Special Notice

Skirts Made to measure by the LONDON SKIRT CO., of New York. Satisfaction is guaranteed or money back by

H. SWITZER'S STORE

Administrator's Notice.

All parties indebted to the estate of Mrs. Susan Watkins, deceased, are hereby notified to make immediate payment to me, and those if any, having claims against said estate will present them duly verified.

W. R. WATKINS,
Administrator de bonis non, cum testamento annexo.

Camden, S. C., March 8, 1915.

ESTATE OF A. C. JUMPER

Notice of Settlement and Application For Final Discharge.

Notice is hereby given that one month from this date, on the 19th day of March, 1915, I will render a final account of my actings and doings as Administrator of the estate of A. C. Jumper, deceased, in the office of the Judge of Probate for Kershaw County, at 11 o'clock A. M., and on the same day will apply for a final discharge from my trust as Executor.

All persons, if any, having claims against the said estate will present them on or before that day, proven and authenticated, or be forever barred.

THOS. J. BOYKIN,
Executor.

Camden, S. C., Feb. 17, 1915.

ESTATE OF A. C. JUMPER

Notice of Settlement and Application For Final Discharge.

Notice is hereby given that one month from this date, on the 19th day of March, 1915, I will render a final account of my actings and doings as Administrator of the estate of A. C. Jumper, deceased, in the office of the Judge of Probate for Kershaw County at 11 o'clock A. M., and on the same day will apply for a final discharge as said Administrator.

All persons, if any, having claims against the said estate will present them on or before that day, proven and authenticated, or be forever barred.

F. K. BUTLER,
Administrator.

Camden, S. C., Feb. 17, 1915.

ESTATE OF MARY E. MAN.

Notice of Settlement and Application For Final Discharge.

Notice is hereby given that one month from this date, on the 19th day of March 1915, I will render a final account of my actings and doings as Administrator of the Estate of Mary E. Man, deceased, to the Probate Judge of Kershaw County, at 11 o'clock, a. m., and on the same day will apply for a final discharge as said Administrator.

All persons having claims against said Estate will present them for payment on or before that day, proven and authenticated, or be forever barred.

SAMUEL B. BEARD,
Administrator.

Camden, S. C., Feb. 19, 1915.

Final Discharge.

Notice is hereby given that one month from this date, on Saturday, March 27, 1915, I will make my final report as Administrator de bonis non of the Estate of Dr. A. A. Moore, Sr., to the Probate Court of Kershaw County and apply thereto for Letters Dismissory in said Estate.

ALBERTUS MOORE,
Administrator de bonis non.

Camden, S. C., Feb. 25, 1915.

Notice to Debtors and Creditors

All parties indebted to the estate of Henry E. Watkins, deceased, are hereby notified to make immediate payment to me, and those having claims against said estate will present them duly verified.

SPECIAL POINT WATKINS,
Administrator.

Camden, S. C., Feb. 25, 1915.

ESTATE OF MARY MAN BEARD.

Notice of Settlement and Application For Final Discharge.

Notice is hereby given that one month from this date, on the 19th day of March, 1915, I will render a final account of my actings and doings as Administrator of the Estate of Mary Man Beard, deceased, to the Probate Judge of Kershaw County, at 11 o'clock, a. m., and on the same day will apply for a final discharge as Administrator.

All persons having claims against said Estate will present them for payment on or before that day, proven and authenticated, or be forever barred.

SAMUEL B. BEARD,
Administrator.

Camden, S. C., Feb. 19, 1915.

VULCANIZING.

Our TIRE REPAIR SERVICE embodies EVERYTHING from a simple puncture to perfectly removing the most serious cut or blowout in casing or tube.

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Read the long list of articles in the Want Column in today's paper.

WARNING TO PRODUCERS AGAINST HALF AND HALF

Advice Given to Western Sections Equally Applicable to South Carolina.

Washington, D. C., March 15.—During the last two years the attention of the Department of Agriculture has been directed to the fact that active campaigns have resulted in the introduction into portions of Oklahoma, Texas and Arkansas of a variety of cotton called "Half and Half." It is reported that the seed has been sold for as much as $5 per bushel, under the representation that it is an exceedingly prolific variety, yielding 50 per cent of lint, or a five hundred pound bale from one thousand pounds of seed cotton. Many inquiries have been received from planters throughout this section asking for advice concerning this cotton.

The Department's representatives have examined many samples of "half and half" cotton from these States and have grown it in experimental plantings, and have found it far inferior to cotton ordinarily produced in this section.

The Department's field tests on numerous varieties have shown that the "half and half" does not maintain a high rank in total lint yield per acre. The large proportion of lint to seed apparently results from the fact that the seeds are very small and light. The danger of judging cotton by lint percentages has been explained in Bureau of Plant Industry Circular No. 11, and the caution has been repeated in U. S. Department of Agriculture Bulletin No. 60.

The lint of the "half and half" variety is of poor character, irregular, wasty and very short, a large portion of the samples examined being less than seven-eighths of an inch in length of staple. Cotton less than seven-eighths of an inch is untenderable on future contracts made under the provisions of the United States Cotton Futures Act, and therefore buyers will penalize it whenever discovered.

The Department is informed that many persons who grew this variety have succeeded in selling it at prevailing prices, but this can not long continue. When cotton less than seven-eighths of an inch in length sells for full market price, it is because its true character is not detected. Whenever cotton like this forms a large part of the season's crop in any community, failing to reach a staple of an inch or less, its growers will be withdrawn from the district or they will scale down the prices on all grades to meet the lower price which must be expected for such short staple.

Many interior buyers, as well as practically all the larger cotton firms, are doing away with this variety at any price. They state that it is far inferior to that commonly grown in their territory and is not acceptable to their regular customers.

Competent spinners have stated that this variety as ordinarily grown produces so short a fiber as to render it totally unsuitable for the class of work which has to consume the great bulk of the present crop of cotton.

[illegible] this agitation has not been started a high authority on cotton [illegible] submitted by the Department to leading officers of the New Orleans Cotton Exchange, who, on the [illegible] attention to call the staple, stated [illegible] that it [illegible] as a "promising staple" [illegible] spinners [illegible] could not be [illegible] New Orleans [illegible]

[illegible]

[illegible] Mr. [illegible] Boykin [illegible] in North Carolina.

Mr. and Mrs. W. J. Bardwell are visiting in Columbia and Winnsboro.

Miss Susie B. Rabb was in Columbia Saturday.

Mr. A. E. Beard, of Camden, was here a few days here last week.

Miss Susie May Chapman, of Camden, is the week-end guest of Miss Annie Tom.

Mr. and Mrs. W. J. Bardwell and Miss Marguerite Bardwell and Mr. [illegible] were visitors in Columbia last Saturday.

Miss Jessie Wilcker spent a few days in Camden last week with Miss Minette Perkin.

Mrs. Ella Hough Dead.

Mrs. Ella Hough, wife of the late J. C. Hough, of this city, died at the home of her son, Ed Hough, Saturday morning, aged 72 years. Mrs. Hough before her marriage was Miss Ella Evans, daughter of the late Captain John Evans, of Chesterfield county. She is survived by the following sons and daughters: Dr. W. H. Hough and E. R. Hough of this city, J. G. Hough, of Chester, S. T. Hough, of Magnolia, Miss.; Shurley Hough, of Monroe, N. C., B. B. Hough, of Atlanta, Ga., Mrs. W. M. Mitchell, of this city and Mrs. Mathew Mangum, of Pageland. Funeral services were conducted Monday afternoon at the grave in Laurelwood cemetery by Rev. F. P. Cox, pastor of the West End Baptist church.—Rock Hill Record.

LINCOLN BEACHY KILLED.

Fell From Great Heighth While Fly- at 'Frisco Exposition.

San Francisco, March 11.—Lincoln Beachy, the aviator, was killed while making an exhibition flight at the Panama-Pacific Exposition today. At an altitude of about 7,000 feet Beachy began a sharp descent. The wings of his aeroplane collapsed and the machine plunged into San Francisco Bay.

Lincoln Beachy was regarded as the most skillful and daring American aviator. He earned this reputation long before the French flyers began to glide through the air upside down. He was in retirement when these feats were heralded and was drawn back by his desire to exceed the remarkable flying of the French.

With an aeroplane of small wing surface he flew upside down, made spirals while head downward and looped the loop.

Beachy was born in San Francisco in September 1887 and made his first flight in 1905 at Oakland, Cal., piloting a dirigible balloon. In 1906 he circled the Capitol at Washington.

He soared over New York City in July 1907. His motor failed and the wind whirled the dirigible across the river, wrecking it.

His first heavier-than-air machine, a monoplane, was wrecked at St. Paul in 1910. He made a successful flight in Los Angeles, but then wrecked another flyer.

May 5, 1911, Beachy was the first man to circle the Capitol in Washington in an aeroplane. He then startled the world by flying over Niagara Falls. Later he won the first inter-city aeroplane race in America, flying from New York to Philadelphia. He was the most prominent figure in the 1911 Chicago aviation meet, spiraling at sharp angles.

Early in 1913 Beachy announced that he had made his last flight, asserting that he felt responsible for the deaths of nine aviators who had tried to emulate him. When the deed of the daring French were chronicled he returned to flying. In October 1913 at Hammondsport, N. Y., his machine met several spectators from a roof, killing one.

Beachy boasted that 20,000,000 persons had seen him fly.

Beachy was completing his second flight of the day when the accident occurred. Having previously electrified the thousands of spectators with feats of somersault, they [illegible] thought he might add an additional thrill with one of his [illegible] perpendicular dives.

The final fall was attributed to the fact that Beachy entrusted his life today for the first time in several years to a machine as the perpendicular drop proved too much of a strain for the frame of the monoplane. The machine was at an altitude of about 7,000 feet when Beachy shut off his power. For several thousand feet it dropped straight for the earth and then the aviator released his control levers to adjust two planes for a gradual descent.

The wing crumbled and the aeroplane turned over and over in its fall, dropped into San Francisco Bay, narrowly missing a vessel at the Government docks.

A few seconds prior to the aviator's watery grave but a few splintered fragments of the aeroplane floating on the surface were the only signs of the ill-fated machine.

Launches and yachts immediately plunged into the bay in an attempt to recover the body of the aviator. [illegible] to [illegible] afternoon.

NAVAL PROBLEMS.

How to Protect Warships From Mines and Torpedoes.

CAN BOTTOMS BE ARMORED?

This Is a Question That Can Be Answered Only by Experiment and May Involve Radical Changes In Construction Above the Water Line.

The next departure in the construction of war vessels will be armoring their bottoms. The mines and the submarines have demonstrated that side armor and impenetrable turrets are of very small account when the bottom of a ship can be so easily pierced.

The problem of protecting the bottom may look insoluble, but it cannot look more hopeless than the protection of the sides did fifty or sixty years ago. The idea of getting enough armor upon the sides of a ship to afford substantial protection looked impossible to naval architects of two generations ago. But bold inventors and constructors tried the experiment, and it succeeded.

Then the guns were increased in size in order to penetrate the thin armor of the day, and the naval constructors found it possible to add greatly to the thickness of the plates, and successive improvements in the quality of the plates were effected.

The next step was to attack the decks of war vessels by vertical fire, and the constructors introduced protective decks. Then the mine and the torpedo were perfected, and the submarine vessel was invented, and now the problem is to protect war vessels below the water line.

It may or it may not be possible to do this, but the experiment will be made, and it is as likely to succeed as some of the earlier experiments. Of course, bottom armor would add greatly to the weight of a vessel, but the displacement can be increased enough to give the necessary buoyancy.

Besides, it may be worth while to take off some of the turret and side armor to save weight. Of course the stability of the ship would be increased if the heaviest plates were below the water line instead of above. The sides of a vessel do not present a very large target, and the protection of the bottom may be important enough to justify a reduction in the protection of the sides.

When the naval architects found it necessary to increase the thickness of the side armor they reduced the area to be protected to the vitals of a ship, the engine room and the principal battery. The bow and stern could be shot to pieces and yet leave the central part of the ship intact, with the motive power and the biggest guns.

This principle may be carried still farther. Still less protection may be given the sides and top of the "citadel," in order to give more to the bottom, which can be attacked by an invisible enemy. The turrets are very heavy and being placed high above the water, they are where they have the greatest effect in impairing the vessel's stability.

At the distances at which vessels usually fight now the platforms of the big guns present a very minute target; the chances of their being hit is small; for the sake of protecting the bottom it may be worth while to replace the massive turrets with light shields designed only to protect the gun crews from small rapid fire guns and fragments of shells, and put the weight where it will resist torpedoes and mines.

It may be that no bottom will stand the explosion of a mine or a torpedo, but the next departure in battleship construction will test this. The efficacy of the submarine has been demonstrated, and the present task of naval constructors is to devise protection from it.—Philadelphia Record.

Do You Find the Wicked Cheerful?

In the American Magazine David Graham, author of "Hempfield," comments as follows on the cheerfulness of the wicked:

"We are nearly all of us shocked by the cheerfulness of the wicked. We feel that those whom we have set aside as reprobates or sinful spectacles should by good right draw long faces and be appropriately miserable and we never become quite accustomed to our own surprise at finding them happy or contented."

Sympathetic.

"It's pretty hard to sleep on an empty stomach," said the tramp wearily to the hustling farmer's wife.

"Why, you poor fellow!" she replied sympathetically. "Why don't you turn over and sleep on your back for a little while? Ye hain't wore it out lyin' on it, hev ye?"—Judge.

A Timesaver.

"Those envelopes with the glass fronts are great time savers, aren't they?"

"You bet they are. When I get one of them I never have to bother to open it. I know right away it's a bill."—Detroit Free Press.

His Trade.

"I have a friend who just marries for money."

"How dreadful!"

"Why so? He's a justice of the peace."—St. Louis Post-Dispatch.

I count him a great man who inhabits a higher sphere of thought, into which other men rise with labor and difficulty.—Emerson.

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