

AN ORDINANCE

An ordinance, requiring all unused open wells, in the City of Camden, to be filled in a specified time.

Be it enacted by the Mayor and Aldermen of the City of Camden, S. C., in Council assembled and by authority of the same:

I. That the owners of property, situate in the corporate limits of the City of Camden, upon which there is situate a well, which is not used for drinking or household purposes, be required to fill same within a period of sixty days from the date hereof.

II. That upon failure of said property owners to fill said wells within said sixty days from date, same shall be filled by the City Authorities, at the expense of the owner of said property.

Enacted in Council Assembled this seventh day of May, 1917.

C. H. YATES, Mayor.

Attest:
Clerk and Treasurer
J. J. GOODALE.

FINAL DISCHARGE

Notice is hereby given that one month from this date, on Friday, June 1st, 1917, I will make to the Probate Court of Kershaw County my final return as Guardian of the estate of my ward, Cora Bell Ellis, (now Johnson) she having attained her majority, and on the same day I will ask for a final discharge from my trust as said Guardian.

W. J. ELLIS,
Camden, S. C., May 1st, 1917.

Money to Loan

On improved farm lands in Richland, Lexington, Kershaw and Fairfield Counties. Long terms, no annual payments, low interest.

Jas. B. Murphey,
Attorney at Law,
905 Palmetto Building,
Columbia, S. C.
T. K. Trotter,
Attorney at Law,
Camden, S. C.

FARM LOANS

We are prepared to negotiate loans on improved farm lands in Kershaw county at a low rate of interest. Loans to run for five years.

J. C. MASSEY
I. C. HOUGH

RUB OUT PAIN

with good oil liniment. That's the surest way to stop them. The best rubbing liniment is

MUSTANG LINIMENT

Good for the Ailments of Horses, Mules, Cattle, Etc.
Good for your own Aches, Pains, Rheumatism, Sprains, Cuts, Burns, Etc.

25c, 50c, \$1. At all Dealers.

MONEY TO LOAN

On Improved Farms - Easy Terms Apply to B. B. Clark, Camden, S. C.

MONEY TO LOAN

ON REAL ESTATE - EASY TERMS
E. C. vonTrescow.

Dr. E. H. KERRISON

Dentist
Office over Bruce's Store
Broad and DeKalb Sts. Phone 185

COLUMBIA LUMBER & MANUFACTURING CO.

MILL WORK
SASH, DOORS, BLINDS
AND LUMBER
PLAIN & HUGER STS. Phone 71
COLUMBIA, S. C.

DR. R. E. STEVENSON

DENTIST
Crocker Building
Camden, S. C.

PLANT PEANUTS AFTER GRAIN

Mr. Eve Gives Some Interesting Facts About Humble Goober.

The following letter has been received by The Chronicle from Mr. Edward A. Eve, general manager of the Sea Island Cotton Oil Co., of Charleston, and is of interest to the farmers of this county:

"Believing that just at this time the farmers in Kershaw County would be both interested in and benefited by a few timely remarks on the subject of peanut planting, I hope that you will see fit to publish the following facts and suggestions:

"While everything is getting excited about the soaring prices of cotton, corn, and other farm products, perhaps very few farmers have noticed that the price of the humble and unobtrusive peanut is outstripping them all. The small Spanish peanut, for instance, which a few months ago was selling for less than one dollar per bushel, is now bringing \$2.25 per bushel, or 7 cents per pound. The farmers of North Carolina and Virginia are now getting this price for their crude, uncleaned stock, and they expect the price to remain good as long as other food products continue to bring big prices.

"Even at two thirds of the present price, peanuts should be more profitable than almost any other staple crop. It is a cheap and easy crop to grow on a large scale, and it can be sold in unlimited quantities whenever it is ready for the market.

"It does not require as much fertilizer or as much labor as cotton, and is a much quicker crop. If it is planted now it can be gotten off in time for fall grain or truck. Or, it can be planted after spring grain or truck up to the first of July.

"The peanut will thrive on any land that will produce corn or peas. It will yield more per acre than corn, and always bring more money. Hogs fatten readily on the nuts left in the ground; and the peanut hay is excellent for horses and cattle, in fact, it contains more protein and fat than an equal weight of the best shelled corn. The peanuts could be exchanged for double their weight of peanut meal which contains three times the feed value of an equal weight of corn. Therefore, as a feeding proposition, a not unreasonable yield of one ton of peanuts and one ton of vines would be equal to seven tons of corn, 250 bushels!

"Clemson College or Commissioner Watson will corroborate the above figures. Clemson College has just issued a new bulletin on peanuts which can be obtained by anyone who will write them or the Sea Island Cotton Oil Co., Charleston.

"The cultivation of peanuts is not more difficult than that of most other crops, but it is simply different. There are some important points to be learned from the above mentioned bulletins, and others only by experience. Why shouldn't every farmer try at least a few acres of peanuts this season? I will be glad to give more information on this subject to anyone who is interested. The spring grain crop will soon be out of the way now, and this stubble land could be made to yield a handsome return by planting it promptly in Spanish peanuts, either with or without fertilizer."

BRITISH EXPERT LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and Loss of Efficiency—Declares That Crisis Confronts Country on Account of Transportation Situation—Lowest Freight Rates to Be Found in United States.

Washington, May 14.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London this week. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity.

Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

Weakness of Government Ownership.

On the subject of government ownership of railways Mr. Acworth said: "It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests."

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study your railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case against government ownership."

THE SWEET POTATO

Will Furnish Excellent Food Crop and Can be Quickly Grown.

With war, possibly long and exhausting, a certainty, it is the duty of every American farmer to himself, his family and his country to do his utmost to help feed the Nation. Already the great world conflagration has put prices above anything this generation has ever known, and the entrance of the United States into the conflict must inevitably put them higher still. Hence for whatever surplus we produce we are certain of a market that will insure good profits.

We have insistently urged that every farmer produce an abundance of the staple food and feed crops—corn, oats, hay, wheat and meat; here let us call particular attention to the vital importance of supplementing these with a large acreage of the so-called truck crops—sweet potatoes, cowpeas, sorghum and sugar cane.

In low cost of production per unit of food value, few crops surpass the sweet potato. It is well adapted to nearly every part of the South, is easily grown, and average yields per acre are high. A further advantage lies in the fact that sweet potatoes may be planted any time from April to July inclusive, and good crops made. And not only is the sweet potato valuable as a human food, but is a valuable as a pork producer as well.

Another crop that every Southern

FOR SALE OR RENT.

Forty (40) acres of land on the Black River Road, 8 miles south of Camden, formerly the property of J. H. Mosley. This land will be sold cheap for cash.

L. A. KIRKLAND.

Bankrupt's Petition For Discharge.

In The Matter Of LOUIS SHAPIRO Bankrupt.

To the Honorable H. A. M. Smith, Judge of the District Court of the United States for the District of South Carolina:

Louis Shapiro, of Camden, in the County of Kershaw and State of S. C. in said District, respectfully represents that on the 30th day of December last past he was duly adjudged Bankrupt under the acts of Congress relating to Bankruptcy; that he has duly surrendered all his property and rights of property, and has fully complied with all the requirements of said acts and of the orders of the Court touching his Bankruptcy.

WHEREFORE, he prays that he may be cleared by the Court to have a full discharge from all debts provable against his estate under said Bankrupt Acts, except such debts as are excepted by law from such discharge.

Dated this 12th day of March A. D. 1917.

LOUIS SHAPIRO, Bankrupt.

ORDER OF NOTICE THEREON

On this 21st day of March, A. D. 1917, on reading the foregoing petition, it is—

Ordered by the Court, that a hearing be had upon the same on the 18th day of May A. D. 1917, before said court in Charleston, S. C. in said District, at 11 o'clock in the forenoon, and that notice thereof be published in The Camden Chronicle a newspaper printed in said District, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be granted.

And it is Further Ordered by the Court, that the Clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them, at their places of residence as stated.

WITNESS the Honorable H. A. M. Smith, Judge of the said Court, and the seal thereof at Charleston, S. C. in said District on the 21st of March A. D. 1917.

RICHARD W. HUTSON, Clerk.

PILOT TO KILL GONZALES

Nine Arrests Made in Cuban Plot Wednesday.

Havana, May 10.—The bomb which had for its object the killing of President Menocal, it is officially stated, was to be timed so as to explode when the American minister, William G. Zafes, was in the palace with the President.

An attempt was made last night to assassinate President Menocal, Cuba, by means of a bomb explosion. Nine arrests were made.

The Cuban authorities for some time had been investigating a reported plot to make a new attempt against the life of President Menocal by certain grunted elements of the recent active rebellion. The investigators believed that the attempt was to be carried out last night by placing a bomb immediately below the President's private apartments in the palace.

According to the officials the plotters negotiated with a sergeant of Cuban army to execute the plan. The sergeant agreed in order to learn details and received the bomb yesterday from the alleged plotters. He immediately turned it over to the President's aide.

Nine arrests have been made. Among those taken into custody were J. Barquin, a former munitions inspector and Miguel Mariche, a sergeant of lice under former President Gonzalez.

Joffre Captures New York.

New York, May 9.—New York rendered unconditionally to Joseph Joffre, marshal of France and the French war commission, 4:35 o'clock this afternoon. Not a did the world's largest city capitulate to the hero of the Marne and to Br Viviani, former premier of France who headed the war mission to the United States, but it accorded them a triumphal entry.

Never have visitors to New York been given so tremendous a welcome. At least a million of its citizens turned out to pay homage to the great soldier and the great statesman of sister republic.

The proposed third regiment of infantry for the National Guard South Carolus will not be organized according to a decision reached Monday by Gov. Manning.

Device to Warn Motorists.

Taylor, S. C., May 14.—Green D. Poole, clerk in the Southern Railway System depot claims to have made a substantial contribution to the movement for the conservation of human life through the invention of a device which will positively prevent accidents to automobiles, at grade crossings.

The working of the attachment is simple and is explained by Inventor Poole as follows:

"While the car is running 15 miles per hour a white bulb shows on the radiator, at 25 miles a green bulb appears, at 40 a red bulb, and when the driver begins to 'bat 'em out around 60 per' a music box under the seat begins to play 'Nearer my Mod to Thee!'"

FOR SALE

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17 acres adjoining lands of Kirkwood Hotel. One of the best speculative propositions to be found in view of developments in this section.

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Real Estate

No other investment offers as safe or sure a medium for securing an adequate and permanent income. It is the broad traveled highway to financial independence. Desirable real estate never shrinks in value. It always increases, mounting up to high figures as the years roll on. The profits it brings to its owner often renders him independent for the rest of his life. Why not for you?

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