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Handwritten signature of J.C. Fletcher

In Use For Over 30 Years

The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY.

GERMAN FLEET SURRENDERS

Edinburgh, Thursday, Nov. 21, 8 p. m.—(By the Associated Press.)—Germany, as a naval power, ceased to exist today.

The minutely detailed program of submission laid down by the commander of the British fleet was carried out strictly according to plan.

A surrender on such a gigantic scale has no precedent in naval history. Although the wonderful naval spectacle was the same as a peace time review and evoked little enthusiasm.

Men animated by the spirit of Lawrence's "Don't give up the ship", and Nelson's "England expects every man to do his duty," could not conceive of such an inglorious fate as that to which the great enemy sea force was submitting.

Even the poor old Spaniards, knowing they hadn't a chance, came out of Santiago.

But for the most part, both officers and men were silent. They realized they were witnessing the climactic act of Germany's downfall.

ty's orders and it was well for their own sakes that they did. Every vessel steaming out to meet them flew battle ensigns and was ready for instant action which it's men at battle stations and guns in position for the prompt annihilation of the enemy's forces if their mission proved to be other than peaceful.

Five American battleships, the New York, Texas, Arkansas, Wyoming and Florida were prepared to fire every gun in forty seconds after the signal was given by Rear Admiral Hugh Rodman who said to the correspondent before sailing:

"There is not the slightest possibility of any trouble, but we are overlooking no chances against making the wind-up of this show a big success."

The main Allied fleet extending over a line fourteen miles long in the Firth of Forth began to weigh anchor at 1 o'clock this morning. The Scotch mist which for days had obscured the harbor was swept away by a stiff breeze and the moon shone brilliantly out of a clear sky.

The American warships fell into line behind Admiral Beatty's craft, balancing a British squadron similar in power to the opposite file.

The rendezvous was approached, fifty miles distant, and the ships gauged their speed to arrive at the appointed place at 8 o'clock. At 5 o'clock a signal summoned the men into battle stations, and except for the officers on the bridges the ships companies were hidden behind bulwarks of steel.

Eyes straining through the murky haze finally were rewarded. Off the starboard bow the Cardiff, training an observation kite balloon, came steaming in.

Behind came the first of the German ships, the great battle cruiser Seydlitz, which was flying the flag of Commodore Togo. After her came four others of the same type—the Derfflinger, Von Der Tann, Hindenburg and Moltke.

Three miles astern of the battleships came seven light cruisers—the Karlsruhe, bearing the ensign of Commodore Harder; the Frankfurt, Emden, Burnborg, Brummer, Coin and Bremen.

Then came another gap of three miles and German destroyers came steaming in five columns abreast, with ten destroyers to a column. Six miles separated the Allied columns, and squarely between them the Cardiff brought her charges, all steaming at the stipulated speed of ten knots.

When the leading German ship had reached the western end of the flanking columns the Allied ships put about in squadrons. Quickly reforming their lines, they proceeded to escort the enemy into the Firth of Forth.

By noon the last wisp of fog had disappeared and a splendid view of the vast array of war craft could be observed. Holding steadily to its course, the great fleet reached May Island at 2 o'clock. The captive Germans were piloted to anchorages assigned to them and British ships from the southern column closed in as guards.

Inspection parties from the grand fleet boarded the Germans to make sure that all conditions of the armistice were observed. The enemy vessels will be interned in Spaca Flow. Part of the crews will remain for maintenance and the remainder will be returned to Germany.

King George's visit to the American flag-ship New York yesterday as the destroyers were steaming out of the harbor to take up advanced positions to act as a screen for the grand fleet today and the portentousness of their mission gave a note of solemnity to the gallant scene of the New York. As soon as the royal party stepped aboard the royal ensign was hoisted to the mast-head.

This was the first time since the United States entered the war that any ceremonial punctilia has been observed. King George was touched by the sight of his standard snapping in the breeze above the Stars and Stripes and expressed his appreciation.

King George, the Prince of Wales, Admiral Beatty and other members of the visiting party were received by Admiral Rodman and Sims and other officers of the fleet. They made a quick tour back between long lines of marines standing stiffly at attention and sailors manning the rails. The party went below to the Admiral's cabin, where it visited for half an hour. The King appeared to have a fine time. Formalities were abandoned. Admiral Beatty, Sims and Rodman were in high spirits and their good natured bantering kept the whole party laughing. It was an interesting manifestation of the extreme, cordial and intimate relations cementing Great Britain and America.

During his call King George voiced the brotherly feelings of the two navies with a suggestion that arrangements might well be made for joint maneuvers every year by the American and British fleets.

As the King entered the royal barge the order came from the officer on the bridge to the sailors and marines "Three cheers for the King of England." Cheers were given with such a will that they brought an answering cheer from the men on the distant ships of the American squadron.

Admiral Beatty's historic signal after the German fleet had been moored at the appointed place was:

"The German flag is to be hauled down at 3:57 and is not to be hoisted again without permission."

LEE COUNTY NEWS

Items of Interest Gathered From Bishopville Vindicator.

Mr. R. O. Alexander of Charlotte was here about two weeks ago and bought 600 bales of cotton from Mr. J. M. Hearon and 200 from other parties, involving a cash transaction of about \$150,000. He is here again this week buying cotton.

The friends of Mr. O. C. Scarborough were surprised yesterday to hear of the death of his wife. Her body was taken to her pastor, Rev. Gorbrought here and buried in the Presbyterian officiating.

Mr. Rembert Dixon got a telegram last week stating that his brother Charlie was seriously ill with the flu at Tacoma, Washington, but he got another this week saying he was much better. Charlie left here fifteen years ago and is in the government ship building work at Tacoma.

Mr. Reno Smothers died at his home near Stoke's Bridge last Wednesday 13th after an illness of pneumonia. He had been sick several days and thinking he was out of danger he got up and went about attending to his business, then had a relapse after taking more cold. Mr. Smothers was about 40 years of age and is survived by his devoted wife and four children, who deeply mourn his death.

Another victim of influenza was Mr. Arthur Peary's wife whose body was interred in Savannah Chapel cemetery on the day after the burial of Mr. Smothers. She died at the home of Mrs. Inez Moore, where she and Mr. Peary have resided since the house in which

RAYO LAMPS The Children's Hour Between supper and bedtime, when children gather round the table to play with toys and books, don't let harsh, brilliant light strain their sensitive eyes. Use the Rayo Lamp. Its soft steady glow—without flicker or glare—gives kerosene light at its best. Simply designed—made of brass nickel-plated—no trouble to light, clean or rewick—always dependable. Aladdin Security Oil is pure and economical—gives best results. Ask your dealer to show you the Rayo Lamp. STANDARD OIL COMPANY (New Jersey) Baltimore, Md. Washington, D. C. Norfolk, Va. Richmond, Va. Charlotte, N. C. Charleston, W. Va. Charleston, S. C.

they were staying was burned together with all their furniture. She was from Morganton, N. C. but had been living in the Ashland neighborhood since her marriage a few years ago. She is survived by her husband and two brothers who were with her when death came.

Mr. and Mrs. John Woodham lost one of their little sons a few days ago. He was a victim of influenza which resulted in pneumonia. The little body was interred in Savannah Chapel cemetery.

McADOO HAS RESIGNED Says He Does So In Order To Replenish Personal Fortune.

Washington, Nov. 22.—William Gibbs McAdoo, Secretary of the Treasury, director general of railroads and often discussed as one of the presidential possibilities of 1920, has resigned his offices to return to private business.

President Wilson has accepted his resignation. Mr. McAdoo will give up the treasury portfolio as soon as a successor has been selected. He wished to lay down his work as director general of railroads by January 1, but will remain if the President has not then chosen a successor.

Upon the new Secretary of the Treasury, whoever he may be, will devolve the task of financing the nation thru the transition period of war to peace, which probably will include at least two more liberty loans, and possibly also a further revision of the system of war taxation.

Letters between President Wilson and Mr. McAdoo, made public today, with the announcement of the resignation, give Mr. McAdoo's reasons for leaving the Cabinet solely at a necessity for

replenishing his personal fortune, and express the President's deep regret at losing his son-in-law from his official family.

"The Reason Why."

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These remedies are all guaranteed to you by your dealer, to give satisfaction, or your money back. Made by Old Kentucky Manufacturing Co., Paducah, Kentucky. For sale by Springs & Shannon, Camden, S. C.—adv. June 8.

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