

ALLIES ARE FED BY SELF DENIAL

Doing Without in America Supplied Food to Europe.

Reports from this country since it entered the war have kept starvation in Allied Europe and have maintained the health and strength of those who have been bearing the brunt of the battles, so that they could hold out to victory. Now that hostilities have ceased we must assume the additional burden of keeping starvation from increasing its toll upon the millions who have been liberated from the Hun yoke. Famine would undo the work which has been accomplished in saving the world for democracy. No government can be established and maintained by a nation harassed by hunger. A starving people turns to rioting and anarchy. Food has strength and courage to the nation fighting for democracy; it must give the nations strength and equality to re-establish themselves in freedom and democracy.

Without our help it would have been absolutely impossible for the Allies to maintain a living ration. Since our entry into the war we have been contributing largely to the support of one hundred and twenty million people whose normal food supplies have been cut off, whose production has fallen to the vanishing point, whose lands have been devastated by Germany. The food exported from the United States in the past year has been sufficient to supply the complete ration of twenty-two million people.

It is hard to grasp the magnitude and significance of the assistance which has been lent the Allies by the patriotic, voluntary service of the American people. The food we sent last year would have been sufficient to feed one-fifth of our population. And this was done in spite of the fact that we entered the year with our crops. Our surplus was practically nothing. An overwhelming proportion of the food that left this country last year was saved out of the normal home consumption of our own people.

In spite of difficulties met in international transportation and shortage of tonnage our food exports last year amounted to a figure that a few years ago would have been unbelievable. Even the most optimistic element of our population faced with anxious anticipation the prospect which opened before us with the beginning of the 1917 harvest year.

The American people have not been called to save. They have been called to on the basis of humanity and of patriotism. They have responded voluntarily.

Besides such incidental benefits as improvement in figure and health that we've reaped from our meatless, needless days, think of the fun we've had out of them—the new crop of jokes, libes, topical songs and carols to replace the mother-in-law and add the boost to our reputation of ready humor!

Eighty millions of men cannot be taken out of production for four years without lasting losses of yield. It will be years before their fields recuperate, farms are restored and herds restocked. Save food.

Work touches the keys of endless activity, opens the infinite and stands struck before the immensity of what there is to do.—Phillips Brooks

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DOING HIS BIT

By LAURA J. NUNN.

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Early in the great movement for the conservation of food Jessie had broached the subject to her husband. He had acquiesced most heartily. Certainly he would be glad to "do his bit." "All I want is the plainest of food," he said. "And your cooking would make the worst concoctions delicious!"

For a while all went well. Delicious dishes based on rice or spaghetti, with nourishing meat sauces, appeared on the table, and occasionally an entire meal of vegetables. And John had eaten them, first with noisy approbation of the economic value of the movement, then with a great parade of patriotism, but lastly in a pregnant silence that spoke volumes of martyrdom. Several times he had telephoned that he would not be home for dinner—detained by business.

And then one evening the cat was out of the bag. John had arrived home almost an hour earlier than usual, laden down with packages. Into the kitchen he strode and slammed them noisily down upon the tub-tops. "There!" he said as he untied a string and disclosed a huge steak; "there's a piece of meat. That's steak! Beef! Allow me to introduce you, madam, to a meal. I have had all the makeshifts I want around here and I am off the war stuff for good and all! Why," he continued virtuously, "all I want is simple food. A good piece of meat, some vegetables, some good bread and butter, and a dessert. No frills to that. And I'm going to have them."

Secretly Jessie was just as well pleased. The "makeshifts" had meant much extra work for her, and it must be admitted she did not particularly enjoy made dishes. She, too, liked "good plain food."

So matters jogged along until John produced a pair of tickets for a lecture on "Hooverizing." "It is tonight," he said. "We will have to go—and thank goodness it is with a clear conscience that we can hear him hand it to those people who have not been doing their bit."

"Well, we certainly have!" laughed Jessie.

An hour later, from their comfortable seats in the hall, they looked at each other in consternation. But the speaker's words still flowed on in earnest appeal, and there was not time for discussion.

"Hundreds of you good people would tell me if I asked you, that you are doing all you can," he said. "You will say that you have cut out everything but necessities. You are using nothing but plain food—and plain food with you means the best roasts of beef, lamb and pork; the finest steaks and chops; the whitest bread you can obtain, and the 'simplest' desserts—usually pies or cake which use up the white flour."

"Do you honestly think you are doing your best? This war will be won or lost by food. Don't forget that for one minute. Most of you, in your comfortable houses, feel that the war is a remote thing which can never touch you. You give five minutes of pity to the starving children in Belgium or Poland, and then sit down to heaping plates of food and promptly forget all about them. You have a vague sense that everything will be all right. Uncle Sam is behind us, and of course that means that nothing can harm us. Other countries have suffered. But America? Impossible! And so you go on day by day, grumbling a little at the increased cost of living and continuing to live exactly as you did before the war."

"Many of you think because you have bought a Liberty bond you have 'done your bit.' What right have we to give a 'bit' while our men in the army give their all? So must we. We cannot all go to the front; some of us must stay here to keep things going. But we can and we must do without the things we like; must sacrifice what we most enjoy to help win the cruellest, most horrible war in the history of the world."

"Begin at home—now—to save the foods that our men at the front must have. Cut out the roasts, the steaks, the pies and puddings. What if you don't like war bread? Or macaroni? Or beans three times a week? Do you think the men in the trenches 'like' it—especially now when winter is at hand?"

"Looking at it from this point of view the housewives of the country are of even more importance than its army. For of what use would be an army without food?"

"And get away from this idea of doing your 'bit.' Go in all over. A 'bit' is not enough. ALL of the BEST of you is necessary. YOU can win this war!"

In silence John walked home beside his wife. She was doing some deep thinking but wisely refraining from saying anything—yet.

Finally it came out. Was it John's usually hearty, loud voice that spoke? "We'll begin tomorrow, Jess," he said huskily. "I guess we have not done much thinking—I've been wishing all along that I could do something. Entered the fellows in uniform and all that, you know. Even if I can't wear the khaki I can do something. How about it, old girl?"

And Jessie, as she thought of the "mild houses, the blind and crippled men, the starving women and children in Europe, gave thanks that she could to her part to aid the men who would fight to make such conditions impossible in America.

Rhett Plan for \$25,000,000 Bond Issue for Building Good Roads in South Carolina

In response to many requests we publish below the Rhett plan for a bond issue of \$25,000,000 for good roads in South Carolina, the interest on the bonds to be paid by a special automobile tax and a sinking fund for their retirement in twenty years to be created in the same way. This is the plan that has been endorsed by the good roads convention, the South Carolina State Automobile Association, the Columbia, Greenville, Rock Hill and Charleston Chambers of Commerce and many other organizations over the State. It is to be submitted to the General Assembly at the approaching session in the form of a bill.

The plan follows in full as endorsed by the good roads convention: Your Committee on Plans begs to submit certain facts which should be known and understood before its proposals are presented.

There is at present no State Highway System in South Carolina. The State Highway Commission, created in February, 1917, is composed of five members, of whom three are senior professors of engineering at colleges, and the other two are appointed by the Governor. It is limited in its powers and duties to investigation and advice. At least four-fifths of the amount it collects from licenses is turned over to the counties. Under the present Act, it is not possible to establish a system of State Highways, and your committee's recommendations contemplate such amendments to this Act as, in its judgment, would be necessary, both to establish and maintain in good condition and repair at least fifteen hundred miles of well-surfaced highways, connecting every county seat in the state.

To do this would require a very large sum of money—possibly twenty, or even twenty-five million dollars—and without the credit of the State behind it, this would be impracticable. Under the Constitution, this credit may not be extended "unless two-thirds of the qualified electors of this State, voting on the question at a general State election, be in favor of it." Until November, 1920, there will be no opportunity for submitting this question to such a vote.

However, there is much to be done in the establishment of a System of State Highways before surfacing them and it will be found that a year and a half will not be too long a time to lay out such a system and acquire title to the roads. In the meantime, however, your committee has proposed plans which would enable such counties, as may desire to have their highways completed within their limits, to do so.

It is clear at the outset that two-thirds of the qualified voters voting on the question would never favor any large issue of State Bonds, to be retired by general taxation. It must be made clear that the general public are to pay no part of this tax. It is a public improvement which so particularly benefits the motor vehicle owner that he can well afford to pay it all, and he should so unmistakably express himself. There are now over 55,000 automobiles registered in this State, and they have paid in licenses during the year, in round numbers, \$290,000. The increase of automobiles in the State for the past two years has been, from 19,000 in 1916, to 37,000 in 1917, to 55,000 in 1918. The increase in the United States from January 1, 1916, to January 1, 1918, was over 100 per cent. Iowa already has one car to every six persons.

To retire \$25,000,000 of 4 1/2 per cent bonds serially in twenty years would require about \$1,800,000 per year. An average license of \$20.00 per car on 100,000 cars would yield \$2,000,000 with; 150,000 cars it would take \$12.50 per car. The present average license is \$5.25 per car.

If every owner of a car would figure his saving in gasoline, repair bills, and in wear and tear, provided there were 1,500 miles of well-surfaced highways, kept in good order, in the State, it would be found that this will amount to between \$100.00 and \$200.00 per annum. He, therefore, is asking the State to permit him to invest from \$10.00 to \$15.00 per annum, say, to save from \$100.00 to \$200.00, a total saving to the automobilists of the State of over \$10,000,000 per annum, in money. It would be hard to compute the saving in time.

With this prelude, your committee begs to report its recommendations, as follows:

1. The State Highway Commission should be given the power to acquire rights-of-way and lands, by purchase or condemnation, for the purpose of establishing a State Highway System connecting all the county seats; to construct and surface the highways in such a system so as to take care of the traffic which may be developed upon them, and to keep such highways in proper condition and repair.
 2. The State Highway Commission should be seven in number, and should be composed of one from each Congressional District, with the three senior professors of engineering, provided in the present Act, as advisory members. It should select its own chairman, and have full power to employ its own engineer, and fix his compensation, and also the compensation of all its employees.
 3. There should be two or more issues of State of South Carolina Highway Bonds, aggregating a sufficient amount to connect every county seat with a well-surfaced highway, each issue to be retired serially, or by amortization, within the life of the road upon which the proceeds are expended.
 4. There should be levied by the Legislature an annual license tax upon motor vehicles—all of which should go to the State Highway Commission—sufficient to enable the Commission to keep the highways in the System in proper condition and repair; to pay interest on all outstanding State Highway Bonds, and to retire same in accordance with their terms.
 5. The counties of the State should be authorized by the Legislature to issue County Highway Bonds, and construct such parts of this highway system within their borders as their people may ratify.
 6. There should be levied for the next two years a one-mill tax, to be distributed to the counties proportionately, for road purposes; provided that, in the event any county should desire to turn this fund over to the State Highway Commission for expenditure on a highway in the State System, within the limits of its county, the Commission should be required to add a like amount from its license fees for the same purpose.
 7. The present motor vehicle license tax should be at once raised to 50 cents per horsepower for automobiles and motorcycles, and \$1.00 per horsepower for motor trucks, with \$5.00 for trailers and \$35.00 for dealers, unless there is an opportunity of securing Federal aid, in which event this should be increased to such an amount as will supply the portion which this State must furnish in order to obtain the full portion to which it would be entitled.
 8. Any moneys which a county may turn over to the Highway Commission, to be expended on a State highway, should be refunded such county out of the proceeds of any State Highway Bonds, which may be issued, without interest.
 9. Whenever any highway which is now improved, or may hereafter be improved, shall be taken into the State Highway System, so much of the surfacing improvements as may be available in the said system, shall be appraised, and the value thereof paid to the county out of the proceeds of any State Highway Bonds that may be issued.
- Your committee believes that under such a plan a System of State Highways can be begun and be prepared for construction by the time the State Bonds referred to in Paragraph 3 may be submitted to the people, in November, 1920.
- (Adopted by and recommended for enactment into law at a convention of the South Carolina Automobile Association, December 11, 1918.)

Note the Tremendous Growth of the South Carolina Automobile Association in One Year.

Columbia.—A year ago the South Carolina State Automobile Association was unknown. Today it has several thousand members and new clubs are being formed weekly in every section of the State. The association has launched during the last few weeks a movement for a \$25,000,000 bond issue for a State-wide system of good roads that bids fair to culminate successfully, if it does the good roads system will stand as a lasting monument to the automobile association.

Much of the credit for the wonderful work done in the organization of the association must be given to C. W. Cofield, the tireless secretary and treasurer. When he came to the State a year ago he found the organization practically defunct. He took hold of it with a vim and has accomplished wonders.

The State headquarters of the association are located in the Imperial Hotel at Greenville. There Mr. Cofield has compiled a list of every automobile owner in the State of South Carolina. He is also compiling through the different local clubs a minute description of every car in the State. This will be of benefit in recovering stolen cars.

The auto association furnishes each member with a copy of the Blue Book, membership in the local, State and American Automobile Associations, an emblem for his car, a subscription to the American Motor, a national good roads magazine, a surety feature and the protection of the Southern Underwriters Detective Bureau in recovering stolen cars.

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WHITE MAN SURRENDERS Says He Helped Rob Post Office in Virginia.

Greenville, Jan. 5.—Declaring that he had taken part in a postoffice robbery at Bedford, Va., on November 22, Arthur Barrett, a young white man appeared at the office of the postoffice inspector here a week ago and said he wanted to give himself up to the authorities, since his conscience had worried him considerably. The young man was given a formal preliminary a day or so ago here, was bound over to the Federal Court for trial, and will probably be sent back to Bedford in the next few days. The postoffice inspector communicated with the Bedford authorities and found the facts substantially as stated by the young man. He said he had been persuaded to go into the robbery by two other men whom he met the same day and whose names he did not know. They got into the office, he said, but not into the safe, but lifted some packages which they found on the floor. Barrett said he repented after he had left the postoffice, and came back to return the goods he took, but found the office already occupied, and left them outside.

York's Mayor Takes Action.

There were no sales of alcoholic beverages last Monday under the embargo of medicine. Paw-Paw trade was at a standstill. No kind of prostitution of tummyache would have been sufficient to get a bottle of Jamaica ginger, and if a respectable housewife had asked for a bottle of lemon extract, as to whether or not she got it would have depended upon the known habits of her husband with regard to use of stimulants. The alcoholic beverage business was shut up tight. Behind it all there was a reason. Mayor Johnson had given notice on the strength of most convincing assurance that this notice that there

is no way to restrict the sale of alcohol in various available beverage forms under respectably sounding names is a mistake. There was no real fear of a mob outbreak Monday; but it was recognized that almost anything might happen in a case like that and that the free flow of alcohol does not in any way mitigate such a situation.—Enquirer.

Mrs. Susan Eleanor Morris and her daughter, Pearl, died within an hour of each other near Blacksburg Tuesday night. Mrs. Morris was 41 years of age and her daughter, 21. The husband and father survives with seven other children.

"The Reason Why."

B. A. Thomas Stock Remedies are the best, they are scientifically made and all medicine. They keep the health up, and the feed bill down. There is a cause for every effect, remove the cause and the effect removes itself. The Fowl Remedies are especially made to relieve all the diseases in the Fowl family such as Cholera and Roup and makes the Hens lay. The Hog Remedy will positively keep off the Cholera, and if given in the first stages, will cure 90 per cent. Don't forget to keep on hand a bottle of Farris' Colic Remedy for Horses. It is so simple with dropper, that a child can give it. Also a bottle of Ferris' Healing Remedy for Cuts and Bruises on man or beast. They never fail. 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.

TRESPASS NOTICE

All parties are hereby warned not to trespass on my lands located on the Darlington road eight miles east of Camden, known as the English land. This is for hunting, or any purpose whatsoever. Anyone violating this notice will be prosecuted to the fullest extent of the law.
I. F. HOLLAND.
December 23, 1918.

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