

# THE CAMDEN CHRONICLE

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CAMDEN, SOUTH CAROLINA, FRIDAY, MAY 9, 1919.

## BONDS FOR GOOD ROADS TO BE VOTED UPON SOON

A committee from the Chamber of Commerce met with the County Board of Commissioners on last Monday for the purpose of petitioning them to order an election at some early date on the question of issuing bonds to raise money to match the Federal appropriation for good road work in this county. After discussing the question the board decided to order an election in DeKalb township within the next few weeks.

It is now squarely up to the voters of this township as to whether or not they want good roads. The Chamber of Commerce has done its part, the Commissioners have done theirs to get this money and if the people will avail themselves of the opportunity to go to the polls on election day and vote for Good Roads we will have them within a very short time.

The exact date of the election has not been announced yet, but we understand that it will be the first Tuesday in June. The amount of the bonds will be \$300,000 and further announcement will be made later on as to the handling of this fund, and more details of the proposition given out so that there will be no misunderstanding among the voters. Only qualified electors, those voters holding registration certificates will be allowed to vote in this election.

## SELLING BEEF CATTLE

Seven Cars of Steers Shipped to Northern Markets By Kershaw Farmers.

Mr. R. Lee Sowell, one of the largest farmers of the Buffalo section of the county, shipped two car loads of Hereford and short horn steers to Jersey City last week. The animals averaged 1137 pounds each, and sold for 16 cents per pound, making a total of \$8,004.28 received for the forty four head. Dr. Walter Sorrell went with the cattle and looked after the sale. The steers were bought in Tennessee last year and were fattened on Mr. Sowell's place. Besides realizing a handsome profit on the animals Mr. Sowell estimates that he has realized around \$3,500 in manure from the keeping of the cattle on his farm.

Mr. F. M. Wooten, of the Consolidated Farms Co., also sold sixty-three head of the same breed of steers to Helstern & Sons, of Richmond, Va., last week. These animals were sold at his farm and shipped to Richmond, the Richmond firm sending a man here to look after the sale and shipping. Mr. Wooten's steers average 1226 pounds each and the price paid was 15.35 per pound, the entire lot bringing \$11,225.97. Like Mr. Sowell he will derive about \$4,000 worth of fine fertilizer from these steers.

We learn that several other Kershaw county farmers will fatten steers for market this fall, among them being Mr. W. H. Kirkbride, of Fairview Farms, who will have fifty head; Dr. S. F. Brasington will also purchase fifty head; B. D. Boykin, fifty head; Mr. Wooten will purchase another hundred head; while Mr. Sowell will have two hundred head this winter.

## Gets Trip To Florida.

Mr. L. C. Shaw, representative of the New York Life Insurance Company has been notified that he been awarded a trip with all expenses paid to the Atlantic Beach, near Jacksonville, to a meeting of agents at that place on May 9 and 10. Mr. Shaw was one of twelve agents in South Carolina who produced \$97,000 worth of business in a period from January 20 to March 31.

## City Politics Early.

Although the primary for the nomination of a mayor and aldermen for Camden is nearly a year off, city politics has started early. Mr. L. A. Kirkland announces that he will be in the race for mayor. Mr. Kirkland is the junior member of the law firm of Kirkland and Kirkland. Dr. S. F. Brasington who will have completed three terms as mayor says that he will not again offer for the office.

## All Garages To Open Sunday.

According to an order from City Council at its meeting last Tuesday evening the garages have been notified that they can all remain open on Sunday in order to sell oils and gasoline and do emergency repair work if they so desire. Since the gasless Sundays went into effect council had an order issued that only one garage could remain open on Sunday. This arrangement proved very inconvenient for traveling people as well as the citizens who owned cars and it will now be possible to obtain oils and gas at any of the garages on Sunday if they desire to remain open.

## STRIKING EXAMPLE OF WHAT ROAD IMPROVEMENT HAS DONE FOR THE YUMA VALLEY IN ARIZONA

Highway Improvement No Longer Considered a Luxury But Affects the Rural Life of a Community and Makes For Prosperity—Causes Increase in Value of Farm Lands—Trucks Do The Hauling Where Formerly Many Teams Had to Be Used—Article Below Contributed to "Good Roads," a Weekly Magazine Devoted to Roads and Street Paving.

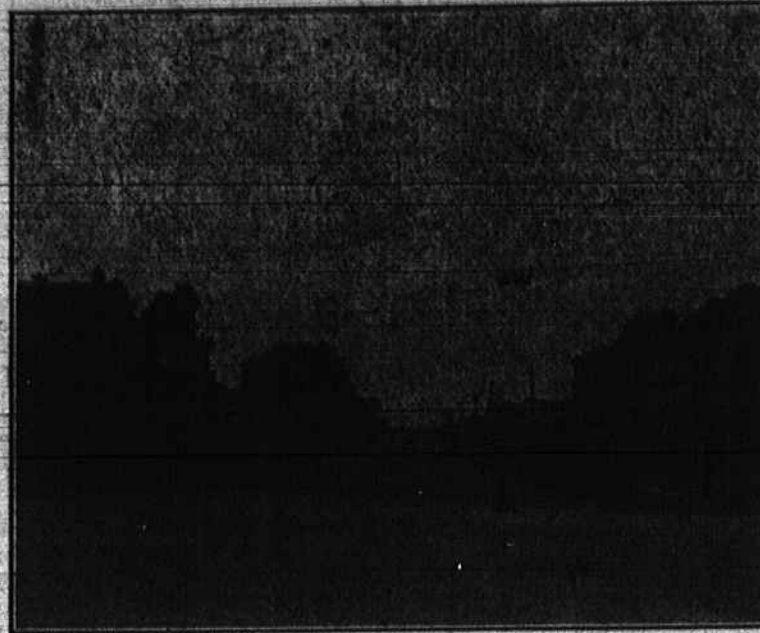
The good roads movement has swept the country from coast to coast and from border to border, and the idea formerly held by the farmer and the public that highway improvement was a luxury is a thing of the past. Farmers, recognizing the fact that they get more money from the soil because of good roads, are generally the champions and prime movers in a "good roads movement."

At one time the citizens of the Yuma Valley—known as the "American Nile Valley"—did not realize the

theaters, and a large cotton gin, while the farms, with irrigation and good roads, have developed to a remarkable extent. The former desert is now a fertile agricultural section, producing large crops of long staple cotton, which sell at 80 cents per pound, and alfalfa which sells for \$25 a ton. Everybody is prosperous, and the county is meeting war requirements by a vast increase in agricultural products. This year the valley will export about 11,000 bales of cotton and an-



Five-Ton Truck and Trailer Carrying 12 Tons of Cotton From Somerton to the Railroad Station at Yuma Over the Improved Road.



A view on Main St., Somerton, Arizona—A Village Built Up Since the Construction of the Improved Road To Yuma in 1915.

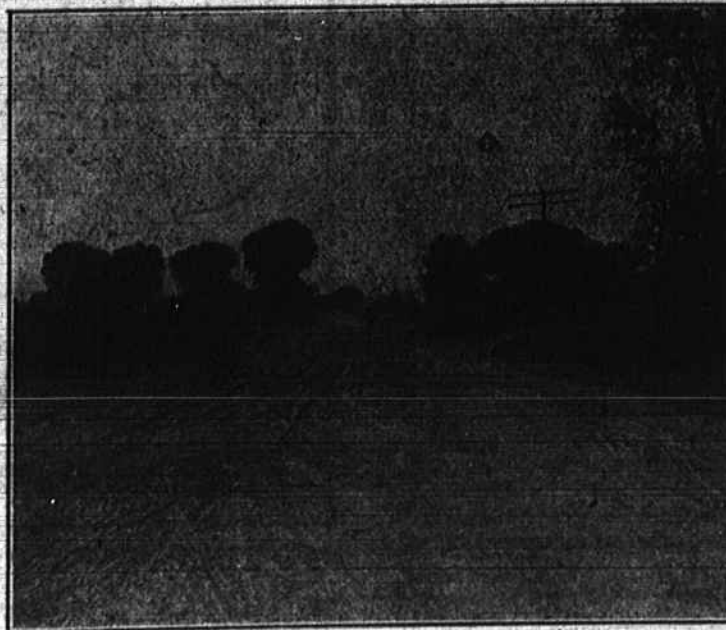
### VIEWS SHOWING THE RESULTS OF ROAD IMPROVEMENT IN THE YUMA VALLEY.

economic savings obtainable through such an enterprise. Today 90 per cent of the farmers and ranchers in that section would welcome an opportunity to sign petitions for more roads. An ambitious town or city or county eventually realizes the commercial advantages of a good highway system, and Yuma County, believing in its own future, advocated a road through the center of the famous Yuma Valley. In the fall of 1915, a half-million dollar bond issue, previously voted by the people, was sold at a good price and the work of surveying and grading was commenced. Later a 2-inch Warrenite surface was put down on a 4-inch

other season may see a crop nearly three times as great.

This increased yield is very largely due to the improved road, for when the farmer realizes that he can move his crops to the market at any season, in a very short time, he is willing to double his efforts. He realizes that his farm has increased very greatly in value and that it now will bring him a handsome profit, even though it would previously furnish him only a mere living.

The improved road now carries a heavy traffic, approximately 90 per cent. of the freight hauled into and



Before Improvement



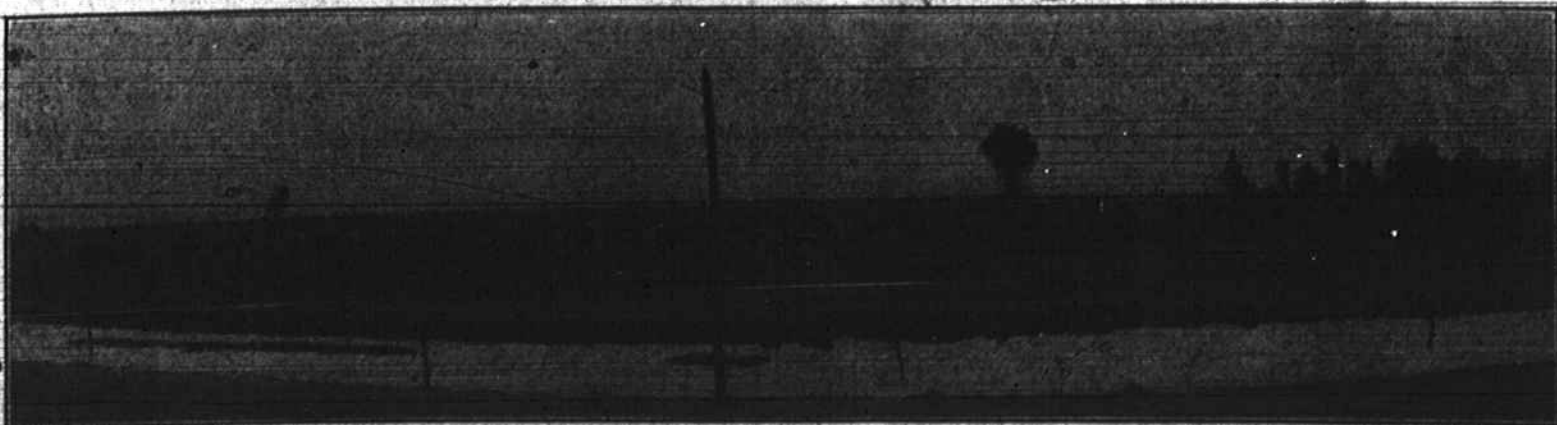
After Improvement

### THE ROAD BETWEEN YUMA AND SOMERTON, ARIZONA, BEFORE AND AFTER THE CONSTRUCTION OF A WARRENITE PAVEMENT IN 1915.

crushed stone foundation on a 17-mile highway through the valley, connecting the City of Yuma and the town of Somerton. The work was done by the O. & C. Construction Co. of Yuma.

The county now furnishes an excellent sample of the immediate benefits of road betterment. Previous to 1915, the farms were practically undeveloped; a year ago Somerton contained only about a half dozen houses. Today Somerton is a thriving business center, with two banks, a hotel, a club house, moving picture

out of the district passing over it. In addition, it carries a considerable pleasure traffic. The road nearly parallels the railroad at a distance of about a mile and carries practically all of the short-haul traffic, the railroad being taxed to its capacity in caring for long-haul freight. Motor trucks and trailers run on regular schedules, hauling freight between Yuma and Somerton at \$1.50 per ton, a rate at which the railroad could not compete, even if it were able to handle the business in addition to its long-haul freight.



GRAZING LAND AND IRRIGATION CANAL IN THE YUMA VALLEY—LAND DEVELOPED BY GOOD ROADS AND IRRIGATION.

## PEACE TREATY HANDED TO GERMANS WEDNESDAY

New York, N. Y., May 7.—The treaty of peace, submitted to the German delegates at Versailles today by the representatives of the associated powers, reduces Germany to military impotence, deprives her of her colonies, restores Alsace and Lorraine to France, and provides for reparation to the nations injured by the war.

This was made known in an official summary of the treaty, cabled from the American peace commission to the committee on public information in New York. At the same time official announcement was made that President Wilson had pledged himself to propose to the Senate an agreement that the United States, in conjunction with Great Britain, would go to the assistance of France in case of unprovoked attack by Germany. The announcement of this proposed agreement was made in a statement supplementing the official summary of the peace treaty, which reads:

"In addition to the securities afforded in the treaty of peace, the President of the United States has pledged himself to propose to the Senate of the United States, and the prime minister of Great Britain has pledged himself to propose to the Parliament of Great Britain, an engagement, subject to the approval of the council of the league of nations, to come immediately to the assistance of France in case of unprovoked attack by Germany."

### Main Points in Treaty.

The main points in the peace treaty follow:

Alsace and Lorraine go to France. All the bridges over the Rhine on their borders are to be in French control.

The port of Danzig is permanently internationalized and most of upper Silesia is ceded to Poland, whose independence Germany recognizes. Poland also receives the province of Posen and that portion of the province of West Prussia west of the Vistula.

The Saar coal basin is temporarily internationalized. The coal mines go to France.

Germany recognizes the total independence of German-Austria and Czechoslovakia.

Germany's colonies are taken from her by the clause in which she renounces all her territorial and political rights outside Europe. The league of nations will work out the mandatory system for governing these colonies.

Belgium is conditionally given the Meuse and Eupen districts of Prussia bordering on Belgium, with the opportunity to be given the inhabitants to protest. The league of nations has the final decision.

Luxemburg is set free from the German customs union.

All concessions and territory in China must be renounced. Shantung is ceded to Japan. Germany recognizes the French in Morocco and the British protectorate over Egypt.

German troops and authorities must evacuate Schleswig-Holstein north of the Kiel canal within ten days after peace. A commission will be appointed to supervise a vote of self-determination in the territory, and the districts wishing to join Denmark will be ceded by Germany.

Heligoland must be demolished and by German labor; the Kiel canal must be opened to all nations.

The German cables in dispute are surrendered. Germany may not have an army of more than 100,000 men and cannot resort to conscription.

She must raise all her forts for fifty kilometers east of the Rhine and is almost entirely prohibited from producing war materials. Violation of the fifty kilometer zone restriction will be considered an act of war.

Only six capital ships, of not more than 10,000 tons each, are allowed Germany for her navy. She is permitted six light cruisers, twelve destroyers and twelve torpedo boats in addition to six battleships, but no submarines.

All civilian damages are to be reimbursed by Germany, the initial payment to be 20,000,000,000 marks, with subsequent payments to be secured by bonds.

She must replace shipping ton for ton, handing over a great part of her mercantile tonnage and turning out new construction for the purposes. She must also devote her economic resources to rebuilding the devastated regions.

Parts of Germany will be occupied on a diminishing scale until reparation is made.

Germany must agree to the trial of former Emperor William by an international court for a supreme offense against international morality and to the trial of others of her subjects for violations of the laws and customs of

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