

The seating capacity of the 6,000,000 automobiles in use in the United States is not less than 30,000,000 persons. The total seating capacity of railway cars, of which there are 55,705, is about 3,500,000. To carry the people now car-

ried by automobiles an equal distance would require 60,000 new passenger cars—\$11,000 each—at a cost of \$660,000,000; 14,972 new locomotives—\$35,000 each—at a cost of \$524,000,000, and duplication of passenger tracks, depots and employes at an expense impossible to calculate.

Of the 35,000 Serbian children sent with the Serbian army in the 1915 retreat only 5,000 survived, according to figures verified by American Red Cross workers and forwarded to the national headquarters at Washington.

SEE THEM WITH THINE OWN EYES!




Good Bread Builds Health

No other article of food is as necessary to the daily well-being of humans as good, wholesome bread. Housewives should be sure that the flour they use is clean and pure, and that it has the strength and sweetness of the wheat. All of these qualities are combined in the products of the famous old Piedmont Mills, which have stood the critical tests of use through the past fifty years.

"PIEDMONT" "PURITAN" "ARGUS SELF-RISING"

Are more popular today than ever before. Cooks who really appreciate the best of bread, rolls, biscuits and cake know that they are certain of success when they use these brands.

Piedmont Mills, (Inc.)

Lynchburg, Virginia



Fine Winter Wheat Flour

SEE VALUE OF MOTOR TRUCK

French Business Men Realize That Their System of Freight Transportation is Obsolete.

That the war brought to France an object lesson in the utility of the motortruck as a means of freight transportation appears in plans now under way to develop a long haul system. It is hoped thereby to quicken the movement of goods and lessen the impatience of various business interests with the slowness of railway and waterway traffic. The practicability of the motortruck as a freight carrier was a revelation to Frenchmen of business who had depended in normal times on what would be held an abnormally slow service. From Havre to Paris by boat means often a journey of at least three months, and at the quickest, which requires special arrangement with the government, takes about four weeks. Commenting on railroad transportation between Paris and the seaports, a Paris business man is reported as saying that from Havre one must expect a delay of one or two months, from Bordeaux a delay of two or three months, and that "when goods for Paris reach Marseilles they stay there." The humorous exaggeration illustrates the condition which is turning Frenchmen to the hopeful project of long hauls by motortrucks, a solution which will probably develop because the nation is already provided with excellent roads.

REMINDED HER OF SALMON

American Traveler in Europe Confesses She Would Have Welcomed Dish Once Despised.

Elizabeth Fraser, a traveler and writer, was talking at a diplomatic reception in Paris about her recent experiences in Vienna.

"It is difficult, said Miss Fraser, "to satisfy one's hunger there, even at hotels that cost \$15 a day.

"Eating my unappetizing dish of hashed turnips, which frequently composed the principal dish of the menu, I thought regretfully of the salmon I once dined on a Canadian trip."

Miss Fraser laughed.

"I was traveling in the back country of Canada, where salmon—boiled, broiled, in salad, creamed, as cutlets—figured at every meal and became very monotonous.

"Is there nothing else for breakfast? I asked the hotelkeeper one morning; as a whole fish and pot of mustard was put before me.

"Nothing else?" the man exclaimed. "Why, there's salmon enough there for six, ain't there?"

"Yes," I admitted, "but I do not want salmon."

"Well, then," my host replied curtly, "fire into the mustard."

Retrieving Barbed Wire.

The problem of retrieving the buried and broken barbed wire on the battlefields of Flanders and northern France is being tackled by the British war office salvage committee, and a machine for the purpose has been invented and built which is thus described:

One truck and trailer carries the whole of the plant, which can work on the most uneven ground. A stout wire rope with a number of hooks is worked by a winch. As the barbed wire is drawn up it passes through two sets of rollers, and the salvaged metal appears in blocks from one foot to 18 inches square, and weighing from 70 to 80 pounds. For smelting it sells for about \$25 a ton. The staff in charge of the scheme thinks that there are 100,000 tons that can be removed, and if that is the aggregate weight the cost of the 40 outfits said to have been ordered should be amply justified.

Ye Old-Time Telephone Girl.

"Time was before the experts came along, and, in vulgar business parlance, 'sold efficiency' to the telephone companies, when the telephone was a real convenience," John Ambruster relates in Everybody's. "The historic instance of a lady who rang up central and said: 'I am just stepping over to Mrs. Brewster's for a few minutes to get her doughnut recipe—she's Main 227—and I'll leave the receiver off so you can hear if the baby cries and let me know.' In my home town we used to ask central where the fire was and who was dead and did she think there was any mail for us."

ALAS! FOR HUMAN FRAILTY

City Editor Was First Victim of His Own Stern Warning Against the "Booze."

Speaking of booze: A few years ago, when Colorado was as wet as the great Sahara is not, the city editor of a Denver daily was having no inconsiderable trouble in getting out a newspaper the day following each pay night. Finally, in desperation, he issued the following mimeographed letter for distribution to members of the staff:

"Any member of this staff who is found under the influence of liquor, or with any indication of having been drinking during working hours, will be: Fined for the first misdemeanor; suspended for the second; fired unconditionally for the third."

These mimeographed letters were placed on the copy boy's desk with instructions to distribute them as soon as the staff appeared for work the next afternoon.

On the following afternoon there was heard a snort from the office of the society editor, and a usually meek little red-haired beauty came dashing out of her room, waving a piece of paper in her hand. "Where's the city editor?" she demanded. "I'll see why I have to be insulted like this."

The assistant city editor tried to calm her. But nothing would do but that she see the city editor himself.

"Well," said the A. C. E., "it can't be done. He was stewed and we had to send him home."

Needless to say, there was a new city editor the next afternoon, and the staff goatingly drank its way to the days of prohibition.—Lorry A. Jacobs, the Dallas Dispatch, in "Pep."

OPERA SUCCEEDS BULL FIGHT

Famous Arena in Mexico City Will No Longer Be Scene of Brutal Slaughter.

The Teatro el Toro in Mexico City, once one of the most pretentious of bull fight arenas, is now the home of grand opera as a result of President Carranza's decree that bull fights should cease. Interspersing grand opera, dancers and concert artists have appeared in the arena, and it is stated that these various forms of amusement will be offered until some definite action is taken as to the future of bull fighting.

It was in this arena that what is said to be one of the most remarkable spectacles in the history of the sport was staged. A bull, El Bonito, known as one of the fiercest fighters, on being brought into the arena charged and killed three horses and injured many men without being touched by the estoque of any matador.

As the bull stood bellowing defiance and with no one apparently willing to attack him, Miguel Ballo, a picador who was a spectator in one of the boxes, leaped unarmored into the enclosure. In his outstretched hand he carried two lumps of sugar, which he nonchalantly offered to the bull. The animal suddenly ceased its bellowing and in a few moments docilely licked the sugar from Ballo's hand. The latter returned unharmed to his box amid the plaudits of the spectators.

Anglo-Irish Tunnel.

Not only is it thought that the long-talked-of tunnel between England and France will be constructed at no remote date, but there is also talk of a tunnel between England and Ireland. This would restore to a slight extent the geographical union that existed between the two countries in one geological age thousands and thousands of years ago. Great Britain and Ireland were then separated only by a great valley.

It is proposed to carry the tunnel from some point on the coast of Lancashire to the nearest point in Antrim or down on the Irish coast, a submarine length of 24 miles. One of the great benefits of the tunnel would be that it would shorten the transatlantic journey by at least 48 hours. It would also help the Irish cattle trade and the shipping of perishable goods, especially fish, to English markets. Estimates of the cost of the proposed tunnel vary from \$35,000,000 to \$80,000,000.

He Had One Better.

One of our honest old farmers came home and found a sewing machine man in the house demonstrating to the women what fine work it would do. The agent asked the farmer to bring in a shingle, and said: "I will show you that the Wonder Worker machine will do heavy work, for I will stitch right across the tip of the shingle where it is at least one-sixteenth of an inch thick."

"Not interested," said the farmer. "Over 'erost here 'bout three miles northeast a young man built a house last summer, and I'll be darned if his wife didn't take her Mechanical Marvel sewin' machine and stitch on ev'ry blame course of clapboards, from gable to eaves, clean down to the sills."

As the agent slammed his machine into his light truck and chugged away, the farmer turned to his wife and said: "Well, Rita, I sowed that agent up all right, didn't I? Now let's have supper."—Bangor News.

Indian Village Unearthed.

A buried Indian village site, believed to have been occupied 500 years ago, was discovered by M. A. Cramer Auburn city forester, in digging after a woodchuck in the town of Cato, Cayuga county, New York. The site contained skeletons and many bone implements believed of Iroquois origin.—Nyxack Evening Journal.

Thos. L. Ingram and Ems G. Ingram, who killed Burch Kirkley in Cheraw, are out on bond. They first applied to Judge W. H. Townsend, who refused to allow them bond. They then applied

to Judge Edward Melver, of Cheraw, who fixed the bond for T. L. Ingram at \$10,000 and for E. G. Ingram at \$5,000. They promptly gave the bonds and were released from jail.

SOUTH BEND LATHES

For immediate acceptance we are offering a new 15 inch by 6 feet South Bend Lathe for \$400.00 Fob. Columbia. Present price on this lathe is \$438.00 Fob. factory, South Bend, Ind. So we can save you some \$40.00 to \$50.00. Can inspect same at our store.

COLUMBIA SUPPLY COMPANY
823 WEST GERVIAS ST. COLUMBIA, S. C.

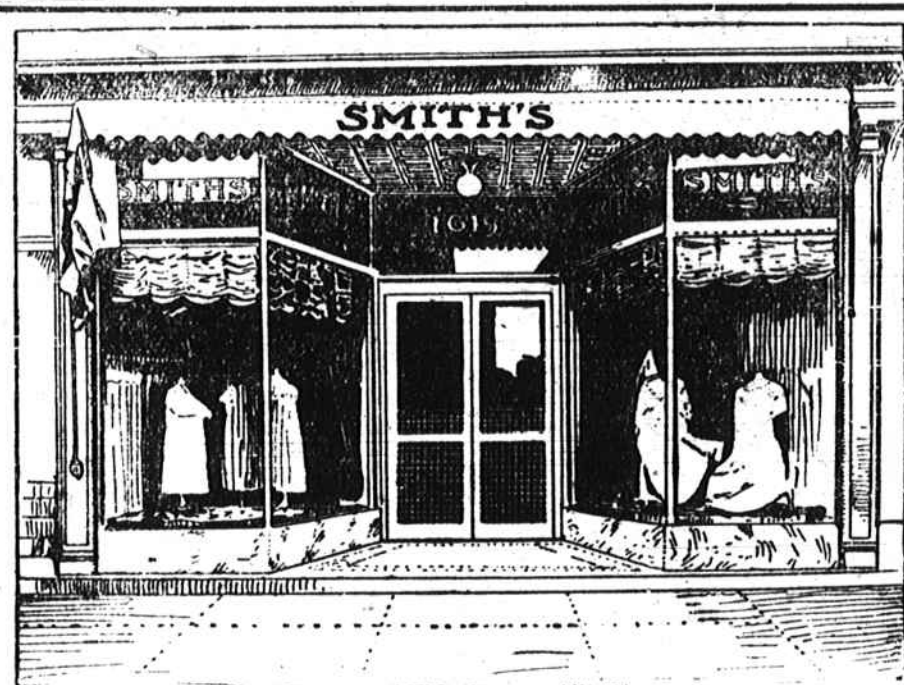
We Are Agentsfor....

- INTERNATIONAL HARVESTER CO.
- EMERSON-BRANTINGHAM IMPLEMENT CO.
- CHATTANOOGA PLOWS
- P. AND O. PLOWS
- OLIVER PLOWS
- PIEDMONT WAGONS
- TAYLOR CANNADY BUGGIES
- EMERSON BRANTINGHAM BUGGIES

WE CARRY A FULL LINE OF REPAIRS FOR THE ABOVE. COME IN AND SEE US.

Springs & Shannon

The Store That Carries The Stock.



Columbia's Most Modern Apparel Shop

The home of distinctive styles in Coats, Suits, Dresses and outer apparel for women and misses invites you to inspect the new Fall exhibit now ready and to take advantage of the

Refund of Railroad Fares to Out-of-Town Shoppers

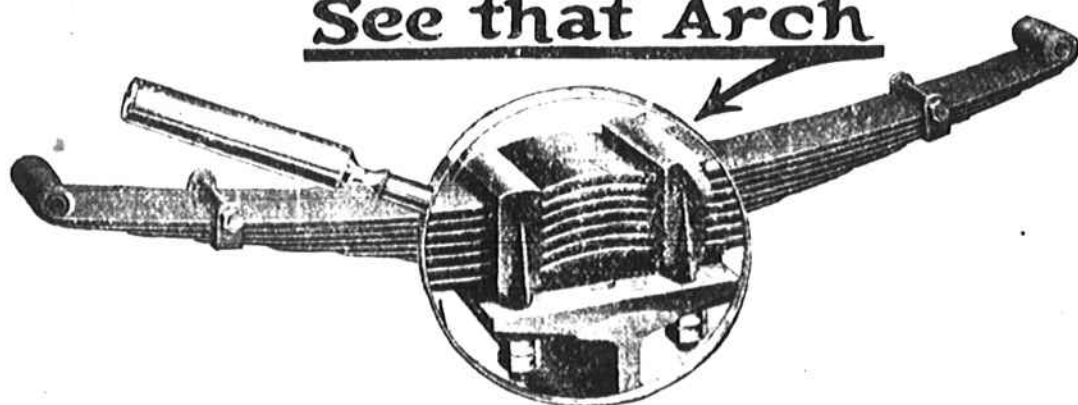
who make purchases of \$50 or more during the month of October.

Please ask for refund when making purchases.

SMITH'S

Columbia's Most Modern Apparel Shop
1619 Main Street Columbia, S. C.

See that Arch



TITANIC SPRINGS TO FIT ALL CARS guaranteed forever against breakage at center—the place where 99 per cent. of all springs break. We also carry a full line of JINKINS VULCAN SPRINGS.

S. Broad St. :- W. O. HAY'S GARAGE :- Camden, S. C.
Everything in Stock for Your Car