

Old Genoa and the New



Piazza de Ferrari, Genoa.

HE IS a wise or fortunate traveler, or both, who, first adventuring forth to enjoyment of the beauties and riches of Italy, approaches her from the sea, and strides ashore from his ship at Genoa. That is better than stealing through Swiss mountains by night, or working round in a train by the French Riviera and crossing a frontier line at Ventimiglia, says the Christian Science Monitor.

It is difficult in the latter circumstance to feel that one has changed from France to Italy; the impression grows slowly and is graduated, which is always bad for an impression.

Come suddenly upon Genoa from the sea (giving a thought as your craft steams in to the famous lighthouse at the entrance to the harbor—it is 400 years old, and of a style suitable to Italy), and Genoa strikes you as a fine, strong representative piece of Italy. Genoa, with her glorious past, is steering herself sternly now to modern materialistic demands.

There is no other city in Italy which combines so many features of the country's life, appearance, history, traditions and sensations as does Genoa. It is a place of measureless variety and enormous contrasts. There may be little of Rome about it, as you might say, nor scarcely anything of the delicacy, the elegance, the aesthetic refinement of Florence.

Foremost Italian Seaport.

But Genoa, this first seaport of Italy, is a busy, commercial place, of enormous achievement both before and during the war, and which up to the beginning of hostilities was doing a trade of over two hundred million American dollars a year. It is a city of vast aspirations, coupled with a practical way of working them out.

In busy Genoa you get occasional reminders of Bologna, of Verona, and of the veritable Venice. And, again, you have here some of the stern modernity of Milan—plain, manufacturing metropolis of the north, bent coolly to the needs of commerce and trade.

Genoa couples in herself some of the romance of the Queen of the Adriatic with the modern commercial hardheadedness of Milan. Milan in Italy is what Manchester is to England; and even in the magnificent opera house, the Scala, where so many of the world's best singers have been nursed, there is the feeling always that here commerce is patronizing it lordly over the arts.

Flavor of Old Italy.

You may poke about the myriad little pinnacles on the roof of the cathedral, and gaze afar to the white-capped Alps overlooking the lakes of wondrous blue, but commerce seems to tinge almost every contemplation. And this is good for Italy, for Italy cannot live on art and tradition alone. But Genoa, next in commerce and first in the ranks of Italian ports, while doing its commerce on the grand scale has the art and color and flavor of old Italy as well.

Go down by the harbor, and notwithstanding the busy bustle and the certain evidence of the modern world, one would hardly be astonished to see two gentlemen of old Genoa, attired in brightly colored silks, with swords at sides, emerge from one of the fifteenth-century doorways which abound in that quarter. Everywhere there is this strong contrast.

A part of Genoa is a veritable maze of old dark streets in which any person without the instinct for getting his whereabouts may speedily become lost. Rare old streets they are, too. In the middle of the city there is one which is most wonderful, the Via Lucelli, a thin slit not more than nine feet wide and hundreds of feet high, so that just the thinnest strip of Italian sky can be seen by the stroller as he lifts his eyes from the show of excellent and varied wares in the shops on either side of the Via Lucelli.

This is Italy; but not far away you may pace down the Via Ventimiglia and observe a strong modernity about the thoroughfare, something of the American style about it, and yet not without its share of Italian elegance. Here are good restaurants, modern in all their appointments, superior shops, a general air of business and bustle, and—yes, indeed—a place with acetylene fountains for the cooling of Genoese tongues on a summer's day.

So again in the Via Itoma; and the traveler will find that the business men who flit about possess a sharpness of manner and of countenance that are not common in the land.

The Monuments of Genoa.

In Genoa we have some fine new buildings. There is the bourse, and the post office—full of accommodation and convenience. There are splendid places like the Piazza de Ferrari, and yet everywhere there is Italian feeling for making the best of beauty's possibilities. Where in the world was ever monument more effectively placed than that of Mazzini in this city, high above the level with a background of a green hill and a tumbling waterfall beyond?

Again, what an admirable and impartial sense of fitness did Genoa display when she—linked as closely as she is now with the New World, with the big American steamships coming up to her harbor again as they did in prewar days—raised a marble monument in her city to Christopher Columbus, who discovered America, even though he were a Spaniard and not Italian.

In Genoa there are innumerable old and splendid palaces. Often they have courtyards in which orange trees flourish. There are fascinating old churches, with strange legends attached to some of their relics.

Everywhere there is something written on the wall, for it is well said that Genoa is a "city of inscriptions." There are records of sea victories of the thirteenth century on the facade of the church of San Matteo; and in many public places the characters of persons of old were thus advertised unflatteringly by their enemies, the opinions thus expressed remaining.

The "galleries," or covered shopping arcades, a strong feature of most Italian cities, are especially good in Genoa. It is a rare place, of most absorbing interest. Seven and eight centuries ago it was a powerful maritime state. And now, when the world is once more beginning afresh, and when, as it appears, one of the features of the new economies is to be keen competition among the European ports, Genoa braces herself for that success to which she was advancing before the war.

TAKE THEIR HOUSES ALONG

Miners, Moving to Location of New "Boom," Find Process Much Cheaper Than Building.

Many a mining camp sits rather uneasily on the sands of the desert, as if a west wind, a little stronger than usual, might blow it away like a tumbleweed. If the mines of one place give out, and new ones are found not far away, some of the better houses, indeed, may be moved on rollers to the new townsite. Between Goldfield, Nevada, and the new camp of Divide, for instance, it has been common to see on the road a whole house, perched on a wagon, drawn by four or six or eight horses, and making very good time over the alkali road from the older place to the new location. With the coming of spring, doubtless many more houses that are still sturdy will be moved in this way to the localities of new booms, particularly if the cost of building material remains high. From the distance, an crushing house with its cloud of dust fits in very well among the strange shapes, colors, and silence of the wide desert in the mountains.

The Lordly Steamer.

Steamship prices have apparently gone the way of all other quotations. A British shipping paper has charted the course of prices a new cargo steamer of 7,500 tons, ready to start to sea for the new owner, would bring at different times, and indicates \$1,100,000 as the figure at the end of 1919. In 1914 it would have been \$215,000, and in 1908, when shipping touched its low point, it would have been \$180,000.

Couldn't Blame Her.

Hub—It seems to me that you come to the office a good deal more than there is any occasion for.
Wife—I cannot help it, dear. Your manners in the office are so much nicer than they are at home that I really enjoy the contrast.—Boston Transcript.

Government Harness Distributed

Columbia, May 3.—Twenty thousand dollars worth of harness is being distributed among the counties of South Carolina at practically no cost, by the State Highway Department. The department Saturday received a shipment of 200 double sets of wagon harness (the equivalent of 200 double sets) from the federal government, shipped from Jeffersonville, Ind., harness that was purchased for army files. The harness is valued at \$80 a double set, the total value being \$20,800.

The first set to be delivered to a county was turned over to Richland road authorities Saturday. Every county in the State is to be given some of the sets, at a cost of \$5 per set, this to cover transportation costs.

From 20 to 30 per cent of the women employed by British banking institutions during the war have been retained in their positions.

CITATION

State of South Carolina
County of Kershaw

By W. L. McDowell, Esquire, Probate Judge.

Whereas, C. H. Yates made suit to me to grant him Letters of Administration of the Estate of, and effects of Mrs. Katie D. Zemp.

These are, therefore, to cite and admonish all and singular the kindred and creditors of the said Mrs. Katie D. Zemp deceased, that they be and appear before me, in the Court of Probate, to be held at Camden, S. C., on May 17th next after publication thereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

Given under my hand, this 3rd day of May A. D. 1919.

W. L. McDOWELL,
Judge of Probate for Kershaw County.
Published on the 7th and 14th days of May 1920, in the Camden Chronicle and posted at the Court House door for the time prescribed by law.

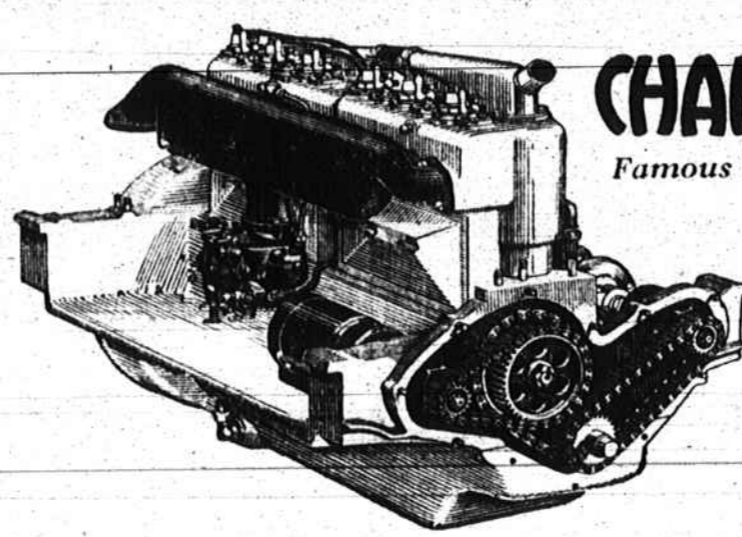
FISK TIRES

THE only tires built to an advertised Ideal—an Ideal that definitely indicates the policy and aim of the makers of Fisk Tires.

The Fisk Ideal: "To be the best concern in the world to work for, and the squarest concern in existence to do business with."

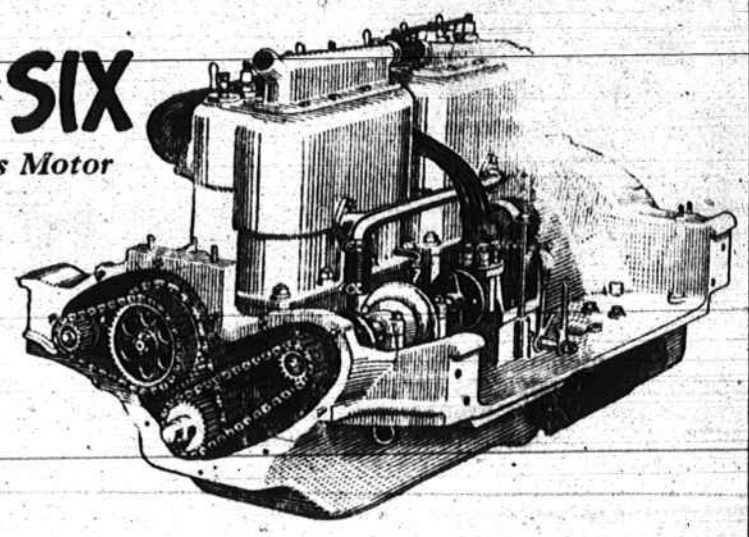
Next time—BUY FISK

W. O. HAY, Camden, S. C.



CHANDLER SIX

Famous For Its Marvelous Motor



See How Chandler Checks With High-Priced Cars

THE Chandler Six throughout its seven years of production has been distinguished for its many distinctively superior features of design and equipment which are used also on the highest priced American cars, and not used in any considerable degree by cars now priced hundreds of dollars higher than the Chandler. See, then, how the Chandler checks with ten of the best-known high-priced cars in these features selected as being characteristic of high-grade design and most efficient service.

Superior Chandler Features and the High-Priced Cars that use Them

ONE PIECE ALUMINUM MOTOR BASE, which ties the frame of the car together at four points, thus providing a stiffer frame as well as a more rigid motor mounting. Also used by Packard, Locomobile (Bronze), Mercer, Winton, Fiat, Brewster, Stutz, Pierce-Arrow.

SILENT CHAIN DRIVE for Motor Shafts. Also used by Winton, Packard, Cadillac, Brewster, Fiat, Mercer.

TORQUE ARM OR TUBE. Also used by Pierce-Arrow, Locomobile, Brewster, Winton, Cadillac, Packard, Stutz.

ANNULAR BALL-BEARING TRANSMISSION. Also used by Winton, Stutz, Pierce-Arrow, Brewster, Cadillac, Fiat, Locomobile, Packard, Marmon.

ANNULAR BALL-BEARING DIFFERENTIAL. Also used by Marmon, Stutz,

Pierce-Arrow, Fiat, Brewster, Packard, Locomobile.

ANNULAR BALL-BEARING REAR WHEELS. Also used by Packard, Stutz, Locomobile, Marmon, Pierce-Arrow, Fiat, Mercer.

HIGH TENSION MAGNETO IGNITION. Also used by Locomobile, Mercer, Fiat, Brewster, Winton.

THEN, see how these seven cars—sixes which may be considered competitive to the Chandler—do NOT check

One car, listing at \$2975, checks with Chandler in only one feature	One car, listing at \$2195, checks with Chandler in only two features
One car, listing at \$2685, checks with Chandler in only three features	One car, listing at \$2045, checks with Chandler in only two features
One car, listing at \$2400, checks with Chandler in only one feature	One car, listing at \$1945, checks with Chandler in only one feature
One car, listing at \$2250, does not check with Chandler in any feature	

Not a single one of the seven makes of medium-priced Sixes referred to offers you High Tension Magneto Ignition. The Chandler offers you Bosch, recognized the world over as the best ignition system. Only one of them offers you the silent chain drive, although another one of them in its higher-priced model (\$3450), incorporates this feature.

These Statements are Facts and they Give You a Few of the Reasons for Chandler Leadership

The specification data quoted is substantiated, in every instance, by the manufacturers of the cars referred to.

SIX BEAUTIFUL STYLES OF BODY

Seven-Passenger Touring Car, \$1995	Four-Passenger Dispatch Car, \$2075	Four Passenger Roadster, \$1995
Seven-Passenger Sedan, \$2995	Four-Passenger Coupe, \$2895	Limousine, \$3495
(All Prices f. o. b. Cleveland, Ohio)		

Camden Motor Car Company, Camden, S. C.

CHANDLER MOTOR CAR COMPANY, CLEVELAND, O.