

WAS TOO FERVENT

Law Saw More Love Than Religion in Man's Kiss.

Exhaustive Legal Opinion by British Judge Laid Down Fine Distinction Between the Salute Amatory and the Salute Religious.

The Islanders of Lewis, the island in the western Hebrides, off the coast of Scotland, which is coming so much into prominence since its recent purchase by the soap king, Lord Leverhulme, have many quaint customs, one of which was strikingly revealed in an action for divorce tried in court at Edinburgh. The story is well told in the judgment pronounced by Lord Sands.

The action was at the instance of Alexander Matheson, fisherman of Portogaran, Stornaway, against Mrs. Isabella McLean or Matheson, 6 Portogaran, and against William Campbell, merchant, 9 Portogaran, as co-defender. His lordship granted a decree of divorce and found the co-defender liable in expenses and £40 damages.

His lordship said he thought it was proved that, considering their previously distant relations, there was a remarkable intimacy between defender and co-defender. The co-defender kissed the defender both when they were alone and in her house before her children. This in itself would have been conclusive had it not been for one circumstance. The defender and the co-defender were both members of the United Free church. There was evidence that could not be disregarded that there was a certain practice of kissing between communicants, though in deference probably to British ideas, the salutation seemed to pass only between persons of opposite sexes. The existence of such a practice seemed somewhat startling, but his lordship thought it was explained by the evidence taken in relation to what was a matter of public knowledge among those conversant with religious conditions in the highlands.

It had been the practice for only a mere handful of the adherents of the church to participate in communion, although the communion season was a far more solemn action in the highlands than in the lowlands.

Since the split in the Free church, however, in 1800, the sections which adhered to the United Free church had tended to become much more like their brethren in the south and thus it manifested itself among other ways in many younger persons becoming communicants. This caused an awkward complication as regarded the kissing custom. It might be all very well for elderly saints to greet one another with a chaste oriental salute but it was a different matter when it came to young married women being promiscuously kissed by casual male acquaintances who happened to be fellow communicants. This extension of the custom was therefore disapproved of by many, but to a certain extent the custom prevailed. Such being the state of matters, the kissing indulged in by the parties to this case had not the conclusive character of undue familiarity.

It was proved that the co-defender did more than kiss the defender; he also put his arms around her, a fact which he admitted. His lordship felt that religious custom did not justify this extension of the embrace.

Egyptian Women Are Serfs

The treatment of women in Egypt is the darkest phase of Egyptian life, says G. N. Barnes, British member of parliament, who recently returned from a tour of that country.

The men in Egypt, says Mr. Barnes, so far as sex relations are concerned, think themselves the lords of creation. They can divorce their wives at will, without cause or reason and it is not uncommon for a man to have three wives.

"In many houses," continues Mr. Barnes, "I never saw a woman, and you can take it from me that the position of the women in Egypt is absolutely one of serfdom and dependence. They spend their lives in miserable hovels, in working in the adjoining fields or in getting water.

"They are the serfs of the men and as much beasts of burden as the donkey and the oxen. A people which uses women folk in that way are destined to be a savage race and do not deserve to be civilized."

Honors Remained With Male

While a circus parade was in progress at Kalam, Pa., one of the conditions that the circus management laid down for the parade was that the male members of the parade should be dressed in a suit and hat and should be dressed in a suit and hat. The parade was held at the city square and the circus management was very particular about the parade. The parade was held at the city square and the circus management was very particular about the parade.

Old Friend Turns Up

It seems to me I have already heard some of the stories told by this man.

But says you have?

HONEYMOONS IN ODD PLACES

Persons of Adventurous Disposition Have Spent Them Amid Arctic and Savage Dangers.

Mr. Elkins, the wealthy young American who recently took his bride for a honeymoon "as near the North pole as he can comfortably get," is by no means the first bridegroom who has spent his "month of honey" in this chilly environment, says London Answers.

A few years ago Mr. Max Fleischmann, a Chicago millionaire, at his bride's request, took her straight from the altar to the Arctic wastes, where they spent, on their own evidence, "delightful" months, hunting seals, reindeer and polar bears, two of which fell to the bride's own gun. Mrs. Fleischmann's honeymoon wardrobe, we are told, consisted of an assortment of sheepskin dresses, lined with leather.

Less chilly, but no less adventurous, was the honeymoon journey of Major Powell-Cotton, who took his bride on a long and hazardous journey through Africa, spending many months in the heart of the Inuit forest, hunting the okapi and making friends of the savage pigmies, who had never before even seen a white woman.

But the most daring and adventurous of all recorded honeymoons was that of Captain Andrews, an American sailor, and his bride, who started to cross the Atlantic in a "cockleshell," 12 feet long, and were never seen again.

INDIAN IDEA OF RECKONING

Time Designated in Simple Fashion—Journeys and Distances Told Off by "Sleeps."

The American Indians of early days reckoned time by what they called "sleeps" and "moons." The Indian's "sleep" referred to a sun-to-sun day of 24 hours and his "moon" to what the white man roughly and improperly called a month. The Indians indicated the moon hour by pointing vertically upwards to indicate the middle of the first half of the daylight period—9 o'clock he pointed upward midway between the horizon and the zenith and to indicate mid-afternoon—3 o'clock he pointed toward the opposite quarter. He spoke of the eastern horizon as "sunrise" and of the western horizon as "sunset."

Journeys and distances between different points were measured in "sleeps." Thus, when he undertook to tell how far he had traveled or to tell how far one point was from another, the old-time Indian would say a certain number of "sleeps." Ordinarily, a "sleep" in this sense corresponded to something like 35 miles—the distance a man could cover in a day, traveling at an ordinary pace on foot. However, it was not unusual for men carrying important messages to make twice 35 miles or more in a single 24-hour period.

New York Landmarks Going

The "downtown" section of New York is losing one of its landmarks by the demolition of the Eastern hotel to make room for an office building. For nearly a hundred years it has been the favorite hostelry of American seafaring folk. "Dynamite Johnny" O'Brien, well known for his practice of shipping arms to the Latin American countries, conducted many of his ill-fated schemes in this hotel, which he made his headquarters.

One of the features of this building was its beams of solid mahogany. In 1822, when it was constructed, cargoes of supplies were frequently shipped from New York to South American ports, and when a return cargo could not be secured mahogany was brought back, serving the purpose of both cargo and ballast. These cargoes were sold cheaply, and were often used in the construction of New York buildings of that period.

A Heavy Exit

I had had a misunderstanding with my employer, and when I handed in my resignation I told him in very plain English what I thought of him; he also, pointing out a few faults he thought I had. A few months later, after answering a blind ad for a position, I received a reply naming a time for an appointment. My name at that time being an exceedingly common one, it was not recognized; neither did I recognize him, as he had moved his office and changed the firm name. Upon being ushered into the office I met my former employer face to face. We were both speechless, and I did not catch my breath until I had backed out and was in an elevator going down to Chicago, Indiana.

City Minus Cafeterias?

Business Acres has now a plan for widening and only one in a million for men. The first one for cars in the city is soon to be opened by the Y. W. C. A. The only steam train in Business Acres was discovered by Y. W. C. A. men in the storehouse of a gas company. It had been sent from England for a food exposition and never used after that. It is now in a shed in the Y. W. C. A. The cafe train was opened to draw a crowd for more than the usual reason.

It Did

"My dear Sir," said the salesman, "I am sorry to hear that your customer has packed and no change by a way that your suit will wear the iron."

And sure enough it did. The man had worn it two weeks when it began to look rusty. New York Central Magazine.

The new Methodist church at Cowpens, Spartanburg county erected at a cost of \$12,000 was dedicated Sunday night.

The Fairview stock show held in Greenville last Friday established a record for other fairs of the county to try to equal. It is the thirty-third consecutive year the fair has been held without any rain to mar the occasion.

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On September 29th we announced a sweeping reduction in the list prices of our motor cars. At that time we stated that there was no economic justification for such action and it could only mean a very substantial loss to this company.

This loss we very cheerfully accept in the interests of a worthy movement to decrease the excessively high costs of living. But no business can remain permanently on a non-profit basis and, unless commodity prices do actually decline, our experiment will merely prove to be an expensive failure.

In brief, materials and production costs must come down in the very near future or the price of Paige cars must inevitably go up. These two elements—materials and production costs—are the controlling factors in price making and upon them rests the entire manufacturing structure.

We have stated the facts in a blunt, straightforward way. Paige cars are today selling for less than the cost of production and you, of course, realize that such a condition cannot continue indefinitely.

It merely remains to affirm that we shall not, under any circumstances, depart from the high standards of quality which have always characterized our vehicles. Irrespective of cost, the Paige will continue to be a fine mechanical product—worthy of your complete respect and confidence.

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