

DISASTER OF 1917

Inside Secret of the Great World War Now Revealed.

Crushing Defeat of the French Armies Under General Nivelle Due to That Leader's Overconfidence.

The Revue de Paris is printing, month by month, the fullest account yet given of the greatest disaster sustained by the allies on the western front during the war. This was the defeat of the French armies under General Nivelle between Reims and Soissons on April 16, 1917. The account is given by M. Painleve, who was the French war minister at that time, though he only came into office when the plans for the battle were complete and their execution almost inevitable. M. Painleve often has been attacked for his own action before and after the smash, so he speaks as a party to a case. Still, more of what he says is only new in the sense that it has not been fully published before, though it was substantially known to the French and British general staffs within a few weeks of the calamity. The French attack, commonly known at the time as the Chemin des Dames attack, was to be the main blow of the Franco-British offensive for the year. Sir Douglas Haig, placed provisionally and with some qualification under the supreme command of Nivelle, was to attack on April 9 from near Arras in the north to our right flank near St. Quentin in the south.

Our part of the work was to draw off the German strength from the critical point, to kill and be killed and penetrate far. The whole scheme was Nivelle's. Nivelle had been made commander in chief in succession to Joffre the Christmas before, to the exclusion of Foch and Petain. Nivelle was at the moment the latest fashion in generals. French political feeling that winter was in a state of reaction against the "Somme school"—the school of Foch and Haig, the "limited objective" school, the school which restricted the depth of infantry advances to ground on which artillery had quite ruined the enemy's defense. Nivelle represented a new "Verdun school" of swifter, deeper advance. He had succeeded at Vaux and Douaumont a few months before, by making his men advance in a way that the "Somme school" would have thought reckless—because they or their predecessors had tried it in 1915 and found it disastrous, but this was forgotten; fashion had changed; it had gone back to the more slashing fashions of 1914 and 1915; Foch and Haig were back numbers, Nivelle was the man, and wisdom would die with him. So he was given the whole Franco-British offensive in 1917 to mold at his will.

His mind was completely made up by New Year's day, 1917. He had no shadow of doubt, from then on, that he would be able to drive straight northward from Reims towards Brussels, behind the German front, cutting off the German northern armies. To anyone, soldier or statesman, who suggested a doubt or an extra precaution he said, in effect, "Leave it to me. I pledge you my word we shall win." To infect the troops with his own optimism he circulated freely among regimental officers full written details of the plan of attack, the date, the attacking strength, everything. This was done in January. Within a fortnight the enemy knew it all. Ludendorff in his book of memoirs tells us how a German raiding party captured, in the pocket of a dead French captain of the second division, the French plan of battle. The Germans had now two months in which to fit up as an abattoir the ground which Nivelle meant to capture first. They drew back their whole line between Arras and the British right, utilizing the great part of the intended British division. Then they sent down to the Reims-Soissons front the troops thus economized. Then they rigged up on the high flats of Vauclere and Craonne, where the chief hopes of Nivelle's coming attack centered, such an aggression of machine guns and quick-firing guns, hooded with concrete and metal, as no troops ever had to face, before or after.—Manchester (Eng.) Guardian.

A Welsh Poet Miner.
Huw Menal Williams is Wales poet-miner, who bids fair to bring Welsh literature to the attention of the Anglo-Saxon world. Born in Carnarvonshire, Williams has been a coal miner at Glamorgan since he was sixteen. His work has therefore been entirely inspired among the sordid surroundings of a mining town. Intellectually, he is a self-made man. The remarkable thing about Williams' verse is that it is written in English—an acquired language for him and one that he has no extraordinary command of. His book, "Through the Up-cast Shaft," is causing a furor in England.—From Argonaut.

Iceland Ponies.
Iceland ponies run well in company. Out of fifteen or twenty, one or two will soon be recognized as the leaders, and the rest will follow these; but no amount of whipping will persuade them to go even a short distance separately—a fact which the traveler soon finds to be very inconvenient if his pony does not happen to be a leader, and he is yet anxious to deviate occasionally to examine objects of interest off the track. This inability to run except in company has gained the Icelandic ponies a character for stupidity in this country, where they are seldom used except in the coal mines.

ART IN CUTTING DIAMONDS

Peculiar Properties of the Precious Gem Must Be Thoroughly Understood by the Lapidary.

A diamond cutter, writing for the London Mail, relates some interesting facts as to forms into which diamonds are cut to enhance their luster. A diamond is the hardest substance in nature and cannot even be scratched except with another diamond, while some stones can be cut only with their own powder.

Yet the hardest of all can be cleft by a heavy blow delivered in the right direction; that is, parallel to the faces of the eight sides which its crystal shows. It is this property that permits the very large stones, such as the "Cullinan" diamond, to be worked.

In spite of this, a diamond has the simplest composition of all precious stones, for it is only crystallized carbon, and a near relation to ordinary graphite, usually called "blacklead."

But it has been formed by enormous pressure in the remotest depths of the earth's crust, and probably forced toward the surface by steam.

The principal forms into which a diamond is cut are:

Brilliants, with an octagonal face surrounded by many smaller facets.

Rose diamonds, with a flat base, above which are two rows of triangular facets, the uppermost terminating in a point.

Table diamonds, which are thin stones cut with triangular facets.

What makes the diamond so precious is the presence of inward "fire"—the mysterious gleams of blue and red that change with every movement, and which makes such an appeal to our sense of beauty.

The charm of precious stones lies in their brilliancy and luster, the intensity of the latter depending upon the polish of the surface; for if the stone is dull or uneven the light is scattered and not reflected.

The only stones at all approaching it are zircon and the green garnet called "olivine." The luster of all other stones is vitreous, such as seen on the surface of broken glass. And the third type is that shown by resins.

In order to bring out the full beauty of a stone it must be cut in such a way that the facets reveal its splendor, and the art of the lapidary rests upon his knowledge of what becomes of the light when it falls upon the stone; so he must understand the laws of reflection and refraction.

When a white light is refracted into a colorless stone it changes and is split up into a spectrum. Since the refractive index increases progressively as the wavelength of the light decreases, a normal spectrum is violet at one end and passes through green and yellow to red at the other end; for instance, in the familiar rainbow. The width of the spectrum also varies, and it is this "dispersion" that determines the "fire."

It would be difficult to name any substance around which has been woven such a web of romance.

Safety Deposit Free.

The story comes from Scottsburg and it shows all the shrewd persons are not in the large centers of population. A stranger of ordinary appearance and apparently of moderate means walked into the bank and asked to borrow \$5. He was told the bank did not loan such small sums, but when he insisted that the business of a bank was to loan money, that he needed the sum mentioned, and that he had good collateral, the note was made out, the banker regarding it as a good joke. Then the stranger pulled out \$10,000 worth of Liberty bonds as collateral and left them, remarking that at another bank they had wished to charge him \$5 for a safety deposit box to keep them in, but now the bank would keep them for him free, and he would have the bank's \$5 to amuse himself with.—Indianapolis News.

Thinking and Doing.

"It is perfectly easy to write '1922' if you only think what you are doing," remarks the Boston Globe.

That is one of the great ifs that continually interpose hazards and obstacles in the path of the weary mundane pilgrim. Possibly it is the most important one of all. The majority of our errors and sins of omission, especially those of a minor character, are due to our failure to think what we are doing. But the mere recognition of this failure and the earnest desire to correct it will not prove sufficient in most cases as an effectual remedy. The great trouble is that it is practically impossible to think what one is doing in very many particulars.

Valuable Phosphate Fumes.

Millions of tons of phosphates previously wasted will be saved potentially as a result of the perfection of a new reclamation system devised by the United States Department of Agriculture.

Heretofore heavy annual wastes of valuable phosphatic material have occurred during the mining and manufacturing processes. The new method of controlling these losses consists in making the "run-of-mine" phosphate with sand and coke and smelting the mass in an electric or fuel-fed furnace. In this process the phosphoric acid is driven off as a fume and may be readily collected in concentrated form.

Chilean Oil Field.

The most promising petroleum field so far discovered in the Province of Antofagasta, Chile, is that in the pass of Sigla, near the Argentine frontier; but it remains to be seen if the petroleum will be found in paying quantities.

Not Ever.

Rastus (to Sambo, in an undertone)—
I ain't the man I ustur wuz. Time wuz when I could whip the ol' woman in a fair, stand-up fight.

The old Woman (overhearing)—
You's a black liar, Rastus Johnsing. Time wuzen't, time ain't, an' time ain't gwine to wuz.

FINAL DISCHARGE.

Notice is hereby given that one month from this date, on Monday, May 15, 1922, I will make to the Probate Court, of Kershaw County my final return as Administrator of the Estate of Mrs. Mary E. Boykin deceased and on the same date I will apply to the said Court for a final discharge as said Administrator.

D. A. BOYKIN.
Camden, S. C., April 13, 1922.

Kelly-Springfield TIRES

The reductions that have brought the price of Kelly-Springfield Tires down to a comparative basis were made possible simply by greatly increased production in the most modern and most efficiently equipped tire plant in the world.

The quality of Kelly products is better than ever, but now, it costs no more to buy a Kelly than the so-called high-grade tires.

The public is going to buy a lot of Kelly's this year, and we are going to sell them.

No waiting to order it for you.

High-grade Oils, Willard Batteries, Competent and Reliable Service on All Make Cars. Specializing Ignition, Starter and Generator Troubles.

"IF IT'S DONE AT LITTLE'S, IT'S DONE RIGHT"

LITTLE'S GARAGE

On DeKalb Street

Saving Won't Make You a Millionaire

—but it will put you on the road to fortune by giving you a chance to grasp any opportunity that may arise, QUICKLY. That's what it takes to get ahead — PREPAREDNESS.

Your savings here are safe and they earn four per cent interest.

Loan & Savings Bank

OF CAMDEN, S. C.

STRONG SAFE CONSERVATIVE

Dependable Service GROCERIES--

Whatever you need in this line we are equipped to serve you promptly and efficiently.

Call Phone Number 2

YOUR ORDER WILL BE APPRECIATED

Lang's High Grade Grocery

"QUALITY FIRST"

We Give Free Tickets to the Majestic Theatre



Fix that bell today!

- for bells and buzzers
- for thermostats
- for gas engines
- for ignition on the Ford while starting
- for dry battery lighting in closet, cellar, garage, barn, etc.

Get one Columbia "Bell Ringer" Battery, or two Columbia "No. 6" Batteries, and make the old bell happy.

Columbia Dry Batteries are better for every purpose. More power and longer life at little cost. Used everywhere for doorbells, buzzers, heat regulators, alarms, etc., for gas engine and tractor ignition, and for quick starting ignition on non-self-starting Fords.

Columbias are for sale all around you—electricians, hardware stores, general stores, auto supply shops, garages, implement dealers. Insist upon Columbia.

The world's most famous dry battery. Used where group of individual cells is needed. **Fahnestock Spring Clip Binding** forces us to extra charge.



Columbia Dry Batteries

—they last longer

Federal Aid to Highways

As Federal aid in the construction of highways since 1916, the Government has appropriated \$350,000,000. The mileage of roads constructed in each State with this fund in conjunction with other funds is shown by a report of the Bureau of Public Roads of the United States Department of Agriculture dated March 31. For South Carolina the sum is \$911,576.

Shoes Repaired on Short Notice

Uncomfortable feet make hours of distance long and patience short. Let us help the feet. You can get that old Korry Krome, good White Oak leather, Panco Soles, Neolin Soles and Tan Soles. Rubber boots soled and re-soled. We machine stitch, hand stitch and lead stitch.

THE RED BOOT SHOP,
416 Rutledge Street, Next Door to Express Office.
Wm. M. Jones, Proprietor.

AN ORDINANCE

to Amend an Ordinance Relating to Railway Crossings in the City of Camden.

County of Kershaw
City Council of Camden, S. C.

Be it ordained by the Mayor and City Council of the city of Camden, S. C., by the authority of the same: That an Ordinance entitled "An Ordinance relating to railway crossings in the city of Camden, ratified in Council on the 3rd day of June, 1912, and is hereby amended so that said Ordinance when amended shall read as follows.

Section one: That where the railroad tracks of the Southern Railway cross the extension of Eighth Street, in the city of Camden, and the extension of Thirteenth Street-Halle, in the city of Camden, it shall be the duty of the engineer, or person in control of all southbound trains, besides giving the signals required to be given near all crossings, to bring the train to a full complete stop before crossing the extension of Eighth Street-York, in the city of Camden, and the extension of Thirteenth Street-Halle, in the city of Camden, by itself, without a train, or to cars not attached to a locomotive. Provided, however,

that should the Railroad Company or Companies keep a flagman at said two crossings to protect same, that the train shall not be required to come to a full stop before crossing said street crossings.

Section Two: That where the railroad tracks of the Southern Railway cross 11th Street-DeKalb in the city of Camden, S. C., it shall be the duty of the engineer or person in control of the southbound trains, besides giving the signals required to be given near all crossings, to bring the train to a full and complete stop before crossing said extension of 11th Street-DeKalb, and to flag said train crossing said street, and to flag all trains going north, crossing said DeKalb Street, without being required to come to a full and complete stop. The same rule to apply to running of a locomotive by itself without a train or to cars not attached to a locomotive.

Section Three: That no cars detached from locomotives are to be allowed to run down grade, on any of the railroad tracks within the city limits of Camden, unless said cars are in the custody of an engineer or someone competent to run said cars, and said cars equipped with proper brakes, and shall be brought to a full stop before crossing any street crossing.

Section Four: That no railroad trains shall cross any street in the city of Camden, at a greater rate of speed than ten miles an hour.

Section Five: That all railroad crossings in the city of Camden shall have the proper railroad crossing signs erected and maintained at said crossings.

Section Six: That no street crossing in the city limits is to be blocked by any railroad train for a longer period than five minutes consecutively.

Section Seven: That all railroad companies whose tracks cross any street in the city of Camden, whether said railroad tracks cross said streets on the main line, or by side tracks, the said railroad or railway companies are to construct and maintain said crossings so as to give free and easy passage over same; said crossings to be constructed of either boards or of concrete.

Section Eight: That any person violating the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction before the Recorder of the city of Camden, shall be liable to a fine not exceeding One hundred dollars (\$100.00) or imprisonment, with or without hard labor upon the public works of the city of Camden, not exceeding thirty (30) days for each and every offense.

Section Nine: That all ordinances or parts of ordinances inconsistent herewith are hereby repealed.

Ratified in Council assembled, this 25th day of April, 1922.

H. C. CARRISON, Jr., Mayor.

Attest, H. C. SINGLETON, City Clerk.

SODA, ACID, KAINIT

JUST RECEIVED

Carload of 8-3-3 and 8-4-4 FERTILIZER

F. M. Wooten