

THE CAMDEN CHRONICLE

H. D. Niles Editor and Publisher

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To Serve In New Capacity

J. Ferris McDowell, who has been with The Chronicle as linotype operator for the past year, and who has recently returned from a several months' stay in the West and Florida, has again joined The Chronicle force. This time he will be with us as a utility man—soliciting advertising, job printing and subscriptions and at the same time covering the news field thoroughly. The Chronicle hopes with his aid to be able to publish a paper truly worth-while and will make an intensive effort to put The Chronicle in every home in the county where we hope it will hold its place among a large class of satisfied readers.

The Chronicle has a well equipped plant with the most modern machinery for handling both advertising and job printing and the news features and any business entrusted to Mr. McDowell's care will have the same prompt attention as that sent to this office.

The bitter highway controversy which has been raging in South Carolina for several weeks came to an end, apparently, Tuesday morning, when the South Carolina Highway Commission, in session at Columbia, elected Maj. Samuel McGowan, of Laurens, to the important post of chief highway engineer. This brings to an end a long controversy which has occupied column after column of newspaper space in which a great many things were said that might have been left unsaid. The Chronicle had repeated requests for space for long articles, but we did not feel disposed to clog up our columns with this undesirable reading. However, we did shed some light on the workings of the highway department and turning on the light may result in great good for the future of the roadbuilding program of this state. The selection of Major McGowan has brought about a happy solution of the controversy and nothing but general satisfaction is heard on all sides at his selection. Any man who can handle three billion dollars of the government money without a shadow of suspicion certainly ought to hold down the office of chief highway commissioner of South Carolina, and the whole state ought to feel proud that we will name him.

The man in charge of the highway department will obey the orders of the state and will obey the orders of the state. The matter of his being elected as the first chief highway commissioner. "I shall stand by my government and I shall stand by my country," said the editorial in discussing informally the matter of his being elected as the first chief highway commissioner. "I shall stand by my government and I shall stand by my country," said the editorial in discussing informally the matter of his being elected as the first chief highway commissioner.

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Camden's splendid program

Camden's splendid program... All South Carolina loves Camden, and we hope it will live forever, and favor us at least once a year with pageants such as it has just delighted us with Sunday's Columbia Record

Where to Worship

At any of the Camden Churches you will be a stranger but once. They extend a cordial welcome to all.

First Baptist Church—Rev. John A. Graham, Pastor.—Sunday School 10 a. m.; morning services 11:15; evening sermon at 8:30. Prayer services every Wednesday evening at 8:30. B. Y. P. U. meets every Thursday evening at 8 o'clock.

Waterloo Baptist Church—Rev. J. B. Shiver, Pastor.—Sunday School at 10 a. m.; morning sermon at 11 a. m., and evening worship at 7:15 p. m.

Lytleton Street M. E. Church.—Rev. J. T. Peeler, Pastor.—Sunday School 10 a. m.; morning services 11:15; evening sermon at 8 o'clock. Prayer meeting every Wednesday evening at 8 o'clock.

Grace Episcopal Church.—Rev. I. deL. Brayshaw, Rector.—The regular Church school session will be held at 10 o'clock Sunday morning but owing to the absence of the pastor there will be no other services for the day.

Camden Catholic Church.—Rev. M. J. Reddin, Pastor.—Sunday morning mass at 7:30 with sermon; Sunday School at 8:15. Special services by the pastor will be held in Chervav at 11 o'clock.

Bethesda Presbyterian Church.—Dr. Edwin W. Muller, Pastor.—Sunday School 10 a. m.; morning services 11 a. m.; Christian Endeavor 8 p. m. Prayer meeting every Wednesday evening at 8 o'clock.

Services this Sunday will be held with the regular pastor in charge but Dr. Muller will be absent from the city the week following. He will be attending the General Assembly of the Presbyterian church, U. S., which opens in Lexington, Ky., Thursday, May 21.

Mr. and Mrs. Muller go to Lexington as the especially invited guests of the First Presbyterian church of that city whose congregation Dr. Muller served for seventeen years immediately before coming to Camden as their pastor.

Why Not Subscribe?

It has been the custom of many persons when they have finished reading their home paper to bundle it up and mail it to some relative or friend. Since the new postage rate has gone into effect it has been found that the amount of postage will be required. Take The Chronicle, for instance. Instead of one cent, it now requires two cents to mail it. Since there are 52 issues of The Chronicle and the subscription price is only \$2 a year, it will readily be seen that it is economy to subscribe for said relative or friend, and let the publisher have the worry and expense of mailing.

A glass of milk at the soda fountain costs only a dime but when served with a dash of chocolate syrup is more sustaining than milk, meat or eggs. A two-cent tax is imposed at the rate of one hundred per cent. Well, anyway, we'll have another year or two they tax the milk.

We don't know much about the care of infants but when a kid gets big enough to hang on the back of a wagon there comes a time when a child is full of pretty pink flowers and swish and wings.

There's hardly a vacant store in Camden and I mean the same kind of store with names but don't let this sound like a play. Come ahead and see what we have in a large store for you.

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THIS WEEK



By Arthur Brisbane

Mr. Brisbane's editorials are published as expressions of opinions of the world's highest-salaried editor and The Chronicle does not necessarily endorse all of his views and conclusions.

To Kill Bus Service

Massachusetts considers a proposition interesting to other states. The idea is to oblige railroads killing competition annoying to them, but useful to the public, by interfering with omnibus passenger lines. The scheme is cleverly worked out.

First, owners of omnibuses using public roads would be compelled to get certificates of public necessity and urgency.

That isn't so very dangerous, because public opinion which would demand a convenient omnibus service could bring pressure to bear on the legislature.

But it would also be necessary for an omnibus line to get a permit from the local authorities of every little town and village through which it might pass. With such a law in force it would only be necessary for the railroad to buy one or two little local bodies—and that wouldn't be difficult.

The railroads need something to wake them up, and they ought to be grateful for mild omnibus competition. By and by they will have real competition in the airplane routes. And even railroads will hardly suggest that the people haven't a right to fly through their own atmosphere without special permission.

The omnibus line as a medium of long-distance transportation is an established fact. You may ride by bus all the way from San Diego to Seattle, the whole length of our western coast.

If buses wear out the roads, part of their earnings should be used to keep the roads in repair. But omnibus lines should be encouraged everywhere.

Whose Frozen Wastes

Four nations are racing to reach the North Pole. MacMillan hopes to arrive first with the American flag and his two airships.

Anyhow, whatever happens in this race, the United States reached the Pole first.

As to "owning" that territory, there need be no quarrel. There is all there, within the Arctic. The Rockefeller's have actually proved it and produced it, although they do not mean to bring it out.

And as the Pole shifts, the different stars one after another become our Northern star, which is not at all "fixed and unchanging." Today's Pole lands will lose their carpet of ice, men will live there, on fertile fields, and "Polar night" will be located elsewhere.

But what, by that time, will have become of the nations now claiming Polar lands? They will have vanished more completely than the 22 separate kingdoms that met the Conqueror when he landed in Britain.

And what we call civilization will then be part of a disagreeable past, studied, as we may study the Bushman, African pygmies, and the "head hunters" of Borneo.

Yes Sir, Rather Fight

Made by nature delights in struggle. At Columbia, South Carolina, beside the railroad track, four barefooted boys from Africa, to be exact, fought a fight.

The fight was a fight between four boys from Africa, to be exact, fought a fight. The fight was a fight between four boys from Africa, to be exact, fought a fight.

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Hindenburg's Election

The French regard the election of Von Hindenburg to be Germany's challenge to the world and to France especially. But the French should be the last to criticize the Germans in this election.

When Napoleon was shamefully beaten and ran home from the Germans to save his skin, as the Kaiser ran away from Germany to save his skin, the French elected as president Marshal MacMahon, the best imitation of a military hero within reach.

NEIGHBOR COUNTY FURNISHES WORLD MUCH-FAMED GRANITE

In a fertile, rolling section of Fairfield county, and within a short distance of Winnsboro, the county seat, is located an industry unique in character and of far greater proportions than most persons are able to conceive.

Here at Rion, to be exact is the postoffice, the hillside community of well-kept homes and flower gardens and, but a little farther on, the general offices of the Winnsboro Granite Corporation from which skilled operatives are daily directed in the use of their precision machinery.

Dan Heyward, former noted South Carolina athlete and sportsman, is connected with his father's company and as superintendent of quarries places annually many tons of blasting powder which releases from its age-old refuge immeasurable quantities of stone. The single product of this corporation is granite but the beauty and texture of this makes it a building and ornamental stone without a superior.

The range of practical uses of granite from these quarries is almost unlimited and varies from memorial shafts and rubble fences to brick and building block of every description. Throughout the country it has received enthusiastic favor and even European builders on their most elaborate designs have specified Fairfield granite.

More recently however the Heywards are bending their efforts towards the general adoption of a granite road building material which they claim will be as near everlasting as can be produced. In a recent interview Mr. Heyward cited the long-existent cobblestone roadways of Belgium and France.

"That is America's greatest need," Mr. Heyward said, "and here we have a paving material just as lasting, and it is as smooth as solid concrete. No one will argue against good roads but people are gradually coming to realize the seriousness of building roads that, in frequent instances, show complete degeneracy many years before their bonds mature."

"Of course the method of applying small blocks of stone is the most expensive known to road construction engineers, varying from 30 to 50 per

cent higher than other types, but," enthusiastically continued Mr. Heyward, "when the taxpayer knows he is investing in a road that will withstand the heaviest traffic for fifty and even seventy-five years, we reach the ultimate conclusion that our product, known to the trade as Durex, will before many years be accepted as the universal road building material."

Throughout the north and east these small cubes of medium-grained granite have been laid with repeated success and in many parts of the South, notably at Asheville and Salisbury, North Carolina, they are showing most satisfactory results.

On the Morristown Turnpike forming the boundary between Short Hills and Summit, New Jersey, it became necessary to adopt some form of block pavement that would not be slippery at a 7 per cent grade, impossible to reduce without considerable injury to adjoining property. Investigation led to adoption of the small granite blocks for this purpose.

R. A. Meeker, engineer of the New Jersey Department of Public Roads, has described the stretch as being twelve hundred feet in length and twenty-four feet wide. The roadway was prepared by grading the sub-foundation to a depth of ten and one-half inches below the established finished grade and crown. This sub-grade was thoroughly consolidated by rolling with a three-wheel roller.

On the prepared foundation there was spread six inches of concrete which was allowed to set for six days. Upon the concrete foundation a bed of clean sand was spread to such a depth as to bring the pavement to the proper grade and crown when rammed. On this layer of sharp sand the granite cubes were laid close to and in contact with each other, so that there was no joint of over one-half inch.

These cubes were laid so as to break all joints and in concentric areas. After the cubes were laid as specified there was spread over the surface one-fourth inch screenings to fill all joints flush to the surface of the cubes. The cubes were then thoroughly rolled with a tandem

Mother of Former Camden Man Dies

Mr. and Mrs. H. L. Bradford and children of Hopkins were visitors at the home of Mrs. Bradford's parents, Mr. and Mrs. W. L. McDowell, several days this week. They were here following the sudden passing of Mr. Bradford's mother, Mrs. Andrews which occurred Saturday at her country home near Oswego in Sumter county.

Before her first marriage Mrs. Andrews was Miss Kate China and has always been a highly respected and estimable resident of the neighbor county. She had reached quite an advanced age and leaves besides Mr. Bradford a number of other children and an unusually large family connection to survive.

Camden Represented at Abbeville

Camden and Kershaw county veterans of the Confederacy who this year charged upon Abbeville for their annual convention and reunion were seven in number and included A. S. McKenzie, James R. DeLoache, W. F. Russell, I. H. Peebles, of Camden, N. A. Bethune, G. B. King, B. D. McCoy, of Bethune.

The young ladies accompanying for the frolic were Miss Emmie Alexander as sponsor and Miss Sara Steedman who served as maid of honor. The citizens of the up-state city, the delegation claims, made a proud name for themselves by the manner in which they feasted and entertained the visitors.

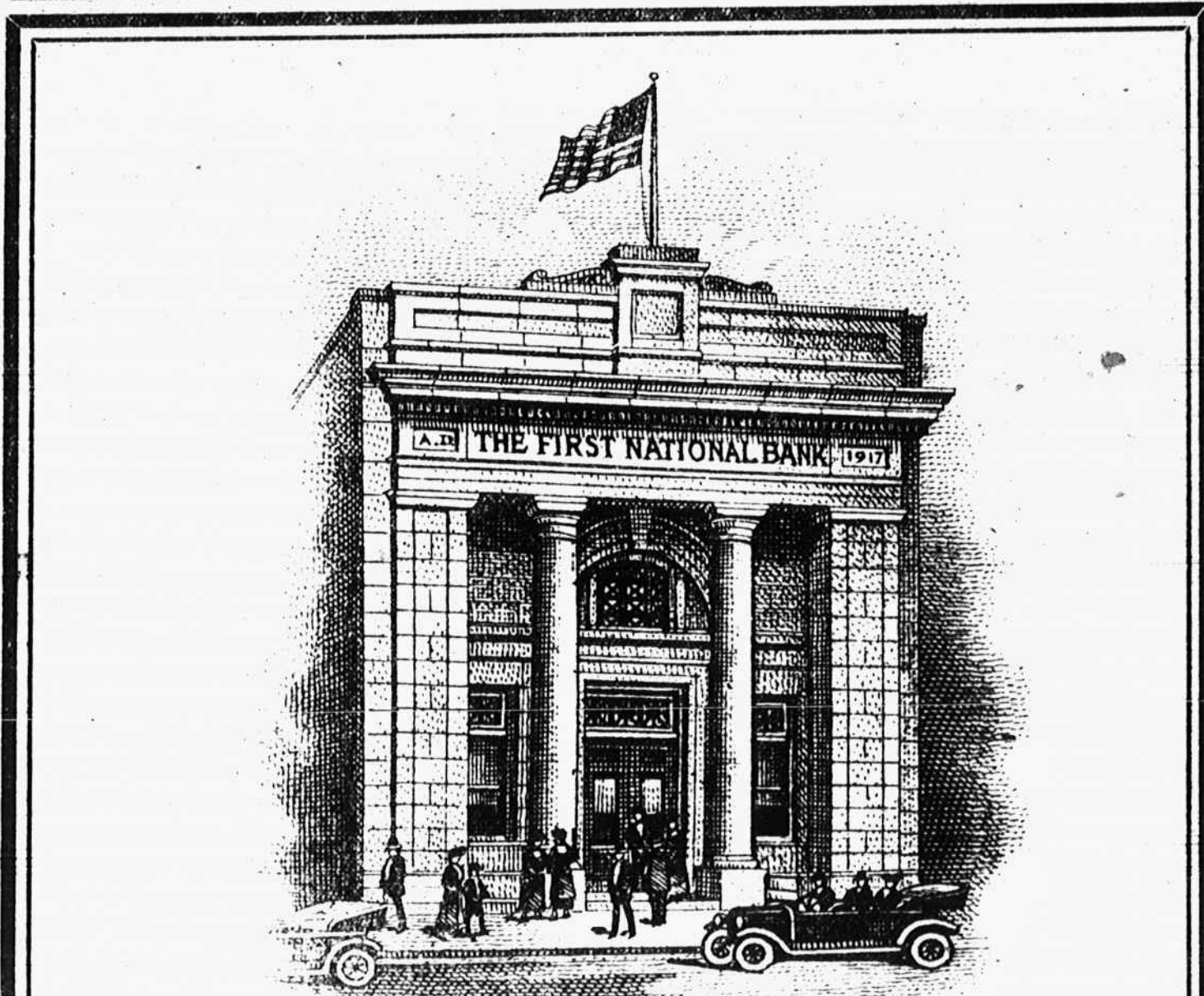
Greenville will be the scene of the next annual reunion the convention has announced.

Texas has the first all-woman Supreme Court in the world.

roller weighing five tons until they were brought to the established grade and crown at all points. The granite was such as would give at least 20,000 pounds per square inch crushing strength combined with a uniform structure and toughness.

After the pavement had been brought to a uniform surface grout was poured into the joints. Immediately afterward the entire pavement was broomed to a surface, and sufficient grout applied to bring the surface even with the highest part of any of the blocks.

This process is typical of many such developments throughout the land and should prove, Mr. Heyward is confident, a road still good for the generations to come.



The Right Kind of Friends

The right kind of friends are not always the friends you like, nor those that flatter you. The best friends are those that are loyal, dependable and honest. It is the constant aim of this bank to make all of its officers worthy and desirable friends to its patrons.

The First National Bank