

COLUMBIA LUMBER & MANUFACTURING CO.
MILL WORK
DASH, DOORS, BLINDS
AND LUMBER
LAIN & HULLER STS. Phone 71
COLUMBIA, S. C.

DeKALB COUNCIL No 88
Junior Order U. A. M.
Regular council first and
third Mondays of each
month at 8 p.m. Visiting Brethren
welcomed. T. D. HUGGINS,
COUNCILLOR.
Recording Secty.

costs more to die in New Jersey,
the advisory committee on bur-
ial after a two year investiga-
tion and it cost the least to be
buried in North Carolina. The sur-
vey was sponsored by the Metropol-
itan Life Insurance Co.

SUMMONS FOR RELIEF
of South Carolina,
County of Kershaw.
(Court of Common Pleas)

Block, Plaintiff,
against
E. Hyatt, Endicott Johnson Cor-
poration, M. Lavine, as Lavine Mil-
linery Company, Carolina Whole-
sale Hardware Company, American
Wholesale Corporation, Robert &
Hogue Shoe Company, Inc., South-
ern Dry Goods & Notion Company,
J. G. Plynt Tobacco Company,
Chamberlain Medicine Company,
and International Shoe Company,
Defendants,

THE DEFENDANTS H. E.
Endicott Johnson Corporation,
Lavine, as Lavine Millinery Com-
pany, Carolina Wholesale Hardware
Company, American Wholesale Cor-
poration, Robert & Hogue Shoe Com-
pany, Inc., Southern Dry Goods &
Notion Company, Inc., J. G. Plynt
Tobacco Company, Chamberlain Medi-
cine Company and International Shoe
Company.

YOU ARE HEREBY SUMMONED
to appear and answer the complaint
in this action, of which a copy is
served upon you, and to file with
me a copy of your answer to the
complaint on the subscriber at
office in Camden, S. C., within
ten days after the service hereof,
under penalty of default of such
service; if you fail to answer the
complaint within the time aforesaid,
the plaintiff in this action will apply
to the Court for the relief demanded
in the complaint.

L. A. WITKOWSKY,
Plaintiff's Attorney,
125 North 31st St., A. D. 1927.
THE DEFENDANT, M. LA-
VINE, as Lavine Millinery Company,
take notice that the original
complaint and Complaint in the above
action is on file in the Office
of the Clerk of Court, Kershaw
County, State of South Carolina.
L. A. WITKOWSKY,
Plaintiff's Attorney.

FINAL DISCHARGE
Justice is hereby given that one
Gillum Raley, on Tuesday,
May 5th, 1928, I will make to the
Court of Kershaw County
final return as Administratrix of
the estate of Gillum Raley, deceased,
on the same date I will apply to
said Court for a final discharge
as Administratrix.
LOMA H. RALEY
Camden, S. C., April 20, 1928.

NOTICE OF ELECTION
An election is hereby given that an elec-
tion will be held in the office of the
Council Chamber of the City of Cam-
den, Monday, May 7, 1928, for the
purpose of electing certain city em-
ployees. All applications must be
filed with the City Clerk and Treas-
urer on or before midday Monday,
May 7, 1928. The following is a list
of officers to be filled by said election:
The City Clerk and Treasurer
The Chief of Police
Three regular Policemen
The City Clock Keeper
The Motorcycle Policeman
The Street Commissioner
The Fire Truck Driver
By Order of
CAMDEN CITY COUNCIL
H. HALL,
Clerk and Treasurer
Camden, S. C., April 10, 1928.

FOR CONGRESS
I hereby announce that I am a can-
didate in the Democratic primaries
for South Carolina, for the nomination
as Representative of the 5th Congress-
ional District for the 71st Congress.
I take this opportunity to thank
the people of the District for their
support in the past and to say
I shall endeavor to deserve their
port and confidence in the future.
W. F. STEVENSON.

Notice to Debtors and Creditors
All parties indebted to the Estate
of Charles E. Joyner, deceased,
are hereby notified to make payment
to the undersigned, and all parties
having claims against the
estate will present them duly
verified within the time prescribed
by law.
MAGGIE MILLER,
Administratrix.
May 23, 1928.

T. B. BRUCE
Veterinarian
Phone 30—Night Phone 114
CAMDEN, S. C.

Nobody's Business

Written for The Chronicle by Gee
McGee, Copyright, 1927.

When I Was a Boy
I was raised 10 miles from a rail-
road and I was 10 years old before I
saw that railroad. I've travelled all
over this country during the past few
years and have seen everything from
New York's subways to Hollywood's
studios. I have sailed down the St.
Lawrence rapids, and have let the
mist of Niagara Falls settle on my
specks. I have looked long at the
Grand Canyon and have admired
Havana's Morro Castle, BUT—
The greatest sight that I ever be-
held—the most awe-inspiring thing
that ever paraded before my eye-
balls—was the first train I ever saw.
It rushed up to the station where I
stood trembling like a wad of jelly,
steam was oozing from several ap-
ertures and the whistle was a-fixin'
to blow, and the engineer was hang-
ing out of the cab window and the
conductor was swinging on the steps
of the passenger coach, and a flag-
man was putting on brakes at the end
of the other coach, and everything was
great.

That was the longest and the big-
gest train that ever trod the face of
the earth. Counting the engine and
the tender, and them two coaches,
that train was as long as from here
to the end of my unpaved sidewalk.
I pulled and strained to get loose
from my father so's I could run out
in the woods and hide from that hor-
rible train, but he held me.
The engine was exactly the size of
the treasury building in Washington,
and those beautiful coaches looked
like they would hold a thousand chil-
dren. (I saw that same train a few
years afterward, and the little engine
looked so pitiful I wanted to pet it
and put it to sleep. The two coaches
were about 20 feet long.)

But them days was some days. I
went back home and told the other
"rubes" about what I had seen and
heard, but none of them believed me.
They had heard the train blow
"plumb" over to our house, but they
had no idea that it wasn't like a mule
or a cow. When I tried to explain
that nothing was pulling it, my brother
Pete knocked me down. He said
he knew as well as he ever knewed
anything that mules and hosses had
to pull the train along, or it never
would get nowhere."

My, how times have changed! Why
the spoken word has even changed.
When I was a kid, we had taters and
squashes and cowcubers and lettis
and rosen-years, but now they are po-
tatoes and squash and cucumbers and
lettuce and roasting-ears. A hen was
a hen then, but now she's a fowl or a
bird. We drank our milk out of gob-
blers in those days, but we called 'em
goblets today. We enjoyed mush-
melons, but you must say cantaloupes
now. Babies sucked then, now they
nurse. We also had simmon beer and
cracklins and corn dodgers and beef
(not steak) and goobers and hippens
and gallusses and reezins (not rais-
ins) at Christmas time and thumb-
papers and we sketed on the ice and
we set in the pi-izzer and we slept in
a trunk-bed and we et our dinner
and washed (not bathed) once a
week, mebbe; and we did lots and lots
of things that arn't being done now
since we've all got so smart.

An optimist is a farmer who will
continue to grow cotton and expect to
make a decent living by so doing.

A pessimist is a farmer who buys
the lowest grade fertilizer he can get
and consoles himself by saying that
"if it don't rain I won't lose much, or
if the boll weevil comes I won't be
plumb ruint."

A flapper is a girl whose mother
does all the housework and permits
her to sleep till 10 o'clock every morn-
ing so's she can flap till 12 o'clock
every night.

An egotist is the guy who thinks
everybody feels embarrassed because
the third button on his vest (from the
top) is busted off.

A gossip is (usually) a woman who
tells all the bad things she hears af-
ter multiplying the same by 5, but
won't believe anything good she hears
about her neighbor.

A miser is a man who won't buy on
the instalment plan and won't attend
church for fear that he will be called
on for a nickel, but finally dies hun-
gry and leaves his property to a set
of spendthrifts, who dissipate it with
much haste.

A "curious man" is most any man
that attends to his own business and
lets your business alone and pays his
honest debts with interest and totes
his money in his pocket and refuses
to vote and doesn't care anything
about the Daughters of the American
Revolution or the Y. M. C. A.

A fool is you or me when we do
something that doesn't exactly suit
the other fellow, or eat with a knife,
or leave our motor running, or wear a
red tie, or talk in public when some-
body else wants to talk.

A politician is an office-holder or a

**Horses Loosing Out
In Larger Cities**

The horse is being legislated off the
streets of many American cities to-
day.

In Washington, D. C., horse-drawn
vehicles are forbidden to use Six-
teenth Street, a main artery which
leads to the northwestern section of
the city. Detroit, Mich., has ruled
the horse off any street that has been
officially designated as a boulevard.

Chicago is considering barring
horses and wagons from the busy loop
districts during certain hours, and in
Los Angeles, Cal., the horse-drawn
vehicle is kept from the central busi-
ness zone during certain hours of the
day.

Not long ago a big business house
in a large city operated 822 wagons.
Now it operates 535 trucks, thus re-
moving 287 cumbersome vehicles from
the streets. The big department
stores of the country, it has been es-
timated, operate 27,000 motor or
electric trucks but only 500 horses, or
about one horse to every score of
stores.

In Chicago, citing another case,
there are 917 bread routes. Of these
about 700 are covered by electric and
motor trucks.

There are two sides to this situa-
tion, moreover. Not only does legis-
lation against the horse speed up
traffic in busy business sections, but
it also appears to be an actual kind-
ness to the horse itself.

Smoke-heavy, gas-heavy streets;
fenders that scrape against its legs;
sirens that shriek in its ears make
life miserable for the horse on the
city streets in this age of speed.

seeker of public employment, and a
person who can be depended upon to
forget all his promises immediately
after the "lection" and is subject to
rules of the democratic party if it
happens to have anything (on the
side) to offer.

When the Dodo Died

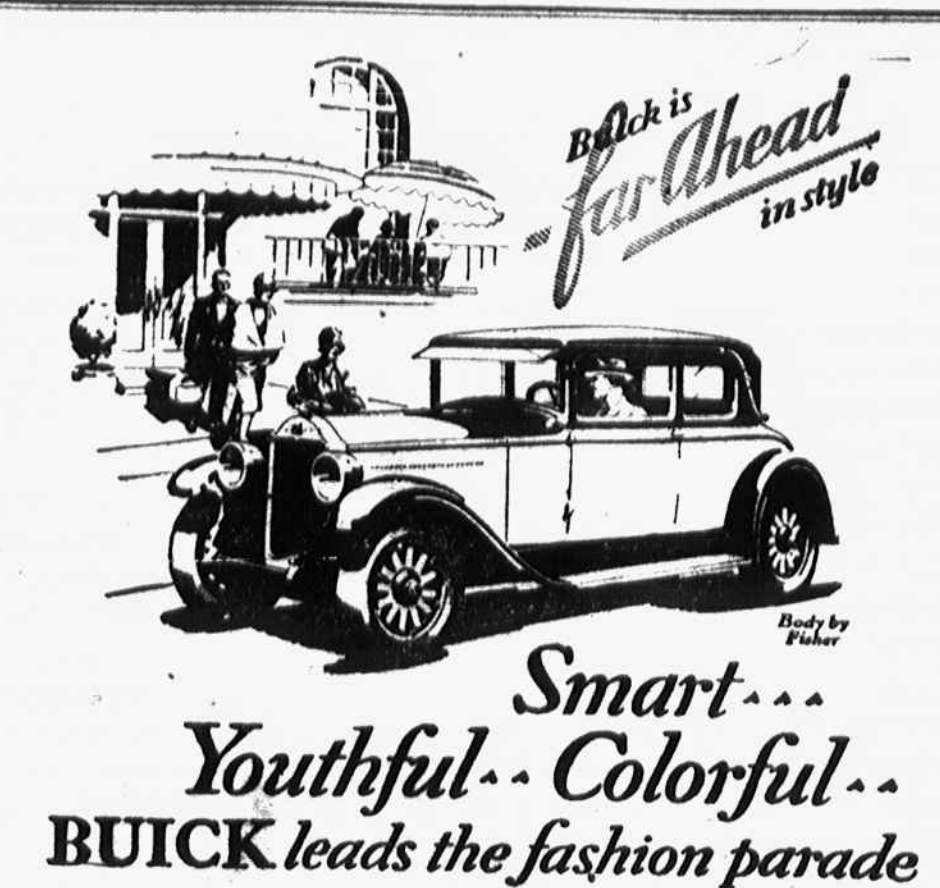
When a man is dead as the dodo he
is dead as a doornail, which is very
dead indeed. The chances of resuscita-
tion are equally poor in both cases.

The doornail never lived and there-
fore its death can be regarded as
eternal, having neither beginning nor
end. It is different with the dodo.
The dodo not only once lived but was
the chief inhabitant of Mauritius an
island of Madagascar, now a part of
the British family of nations.

Etymologists think the name
"dodo" was derived from the Portu-
guese word "duodo," meaning foolish
or silly. Be that as it may, the dodo
was a goodnatured, slothful and
rather stupid kind of clumsy pigeon
that could not fly. Its wings were
merely rudimentary. When a crew
of Portuguese sailors touched at
Mauritius for provisions in 1610 these
clumsy birds were waddling all about
the island.

Naturally the sailors killed a few
of them to try their flesh. They
found it unpalatable. In the follow-
ing century several specimens of the
dodo were taken to Europe, but there
is no record of a live bird having
been seen since 1681. When hogs
were introduced on the island the
dodos fared ill. They could not fly
and were slow on their feet. Besides
the female dodo laid only one egg
at a setting and this on the ground
in a nest of grass. So the queer
bird became totally extinct.

Col Charles A. Lindbergh was
awarded the Woodrow Wilson medal
and \$25,000 prize "for meritorious
service tending to the establishment
of peace through justice." Huge
crowds gathered in St. Louis to view
Lindbergh's collection of trophies and the
Spirit of St. Louis memorial commit-
tee has voted to build a permanent
memorial building to preserve the en-
tire collection if Lindbergh decides
to leave them in St. Louis.



**Smart... Youthful... Colorful...
BUICK leads the fashion parade**

Fashionable throngs... sparkling motor cars... and standing out like a frock from Paris—today's Buick!

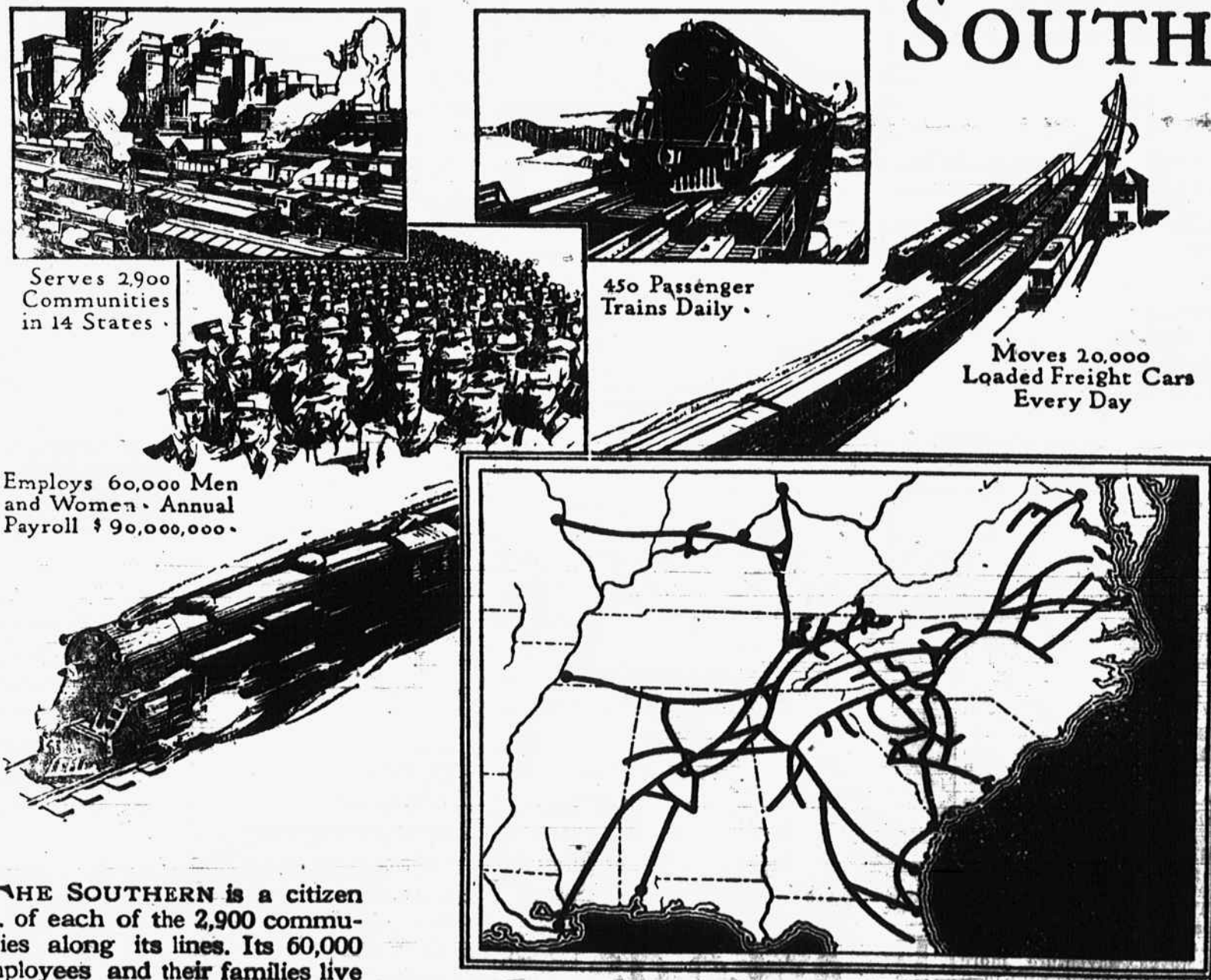
Fleet, low lines, suggesting rocket-like getaway and unrivaled power... glistening colors, vivid and varied as the harmonies of Spring... and soft, rich upholstery, delightful to the sight and touch.

Luxury like this ordinarily costs a thousand dollars more.

BUICK
SEDANS \$1195 to \$1995 COUPES \$1195 to \$1850
SPORT MODELS \$1195 to \$1525
All Buick cars feature the most desirable, available.
The G. M. A. C. finance plan, the most desirable, is available.

LITTLE MOTOR COMPANY
T. LEE LITTLE, MANAGER, CAMDEN, S. C.

How the Southern Serves the SOUTH



Serves 2,900 Communities in 14 States.

450 Passenger Trains Daily.

Moves 20,000 Loaded Freight Cars Every Day.

Employs 60,000 Men and Women. Annual Payroll \$90,000,000.

THE SOUTHERN is a citizen of each of the 2,900 communities along its lines. Its 60,000 employees and their families live in these communities. The \$90,000,000 they earn annually are spent or invested there.

Every day 20,000 loaded freight cars are moving along the Southern's rails, carrying forward the South's commerce. The measure of this service, gained by multiplying the tonnage handled by the average distance hauled, reaches 12,000,000,000 ton-miles* a year.

Every day, speeding along the far-reaching lines of the Southern, 450 passenger trains carry passengers, mail and express swiftly and safely to their destinations.

Every day the Southern deposits \$800,000 in

Southern banks. It spends large sums each year in the purchase of Southern products for use in the maintenance, equipment and enlargement of its railroad facilities.

The Southern Railway System is one of the South's largest industries, and through the service it renders it is a vital factor in the growth and prosperity of the South.

To continually improve our service, to build a greater Southern to serve a greater South, is our daily job.

*A ton-mile is one ton of freight hauled one mile.

SOUTHERN RAILWAY SYSTEM

THE SOUTHERN SERVES THE SOUTH