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We sharpen lawn mowers, kitchen knives
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DeKALB MACHINE WORKS
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You can travel anywhere any day on the SOUTHERN in COACHES at

1 1/2¢
Per Mile
25% Reduction

Insure Safety, Avoid Highway Hazards, Travel By Train, Air-Conditioned Coaches on Through Trains.

SOUTHERN RAILWAY SYSTEM

81,209 Malaria
Cases reported in the U. S. in 1938!
DON'T DELAY!
Start Today with **666**
666 Checks Malaria in seven days.

NOTICE OF SALE

Notice is hereby given that in accordance with the terms and provisions of the Decree of the Court of Common Pleas for Kershaw County, in the case of Home Owners' Loan Corporation, plaintiff, against James Johnson, defendant, I will sell to the highest bidder, for cash, before the Court House door at Camden, S. C., during the legal hours of sale, on the first Monday in August, 1939, being the 7th day thereof, the following described real estate:

"All that certain piece, parcel or lot of land, with the improvements thereon, or to be erected thereon, situate, lying and being just North of the City of Camden, in the County of Kershaw, in the State of South Carolina, in what is known as the Monroe Boykin Park; said lot being in shape a rectangle measuring on its Northern and Southern sides fifty (50) feet, more or less, and on its eastern and western sides one hundred and eighty (180) feet, more or less, and being shown and delineated as Lot No. 131 on plat of subdivision of Monroe Boykin Park, on record in the office of the Clerk of Court for Kershaw County in Plat Book "2" at page 12; and being bounded on the North by property of Jeff W. Boykin; on the East by Lot No. 132, property of G. B. Tillman; on the South by Third Avenue; and on the West by Lot No. 130, property of Amelia Duren; said premises being that conveyed to James Johnson by Jeff W. Boykin, by deed dated June 2, 1928, and recorded in the office of the Clerk of Court for Kershaw County on June 2, 1928, in Book of Deeds "BV" at page 561.

Terms of sale: For cash, the Master to require of the successful bidder, other than the plaintiff or the defendants herein, a deposit of five (5) per cent of his bid, same to be forfeited in case of non-compliance; no personal or deficiency judgment is demanded and the bidding will not remain open after the sale but compliance with the bid may be made immediately.

W. L. DePASS, Jr.,
Master for Kershaw County
J. CARLISLE OXNER and
WITKOWSKY & WITKOWSKY,
Plaintiff's Attorneys

NOTICE

Notice is hereby given that the undersigned will apply to the South Carolina Tax Commission for a License to operate a Retail Liquor Store on the main highway in Blaney, South Carolina.

W. D. SANDERS
July 19, 1939 17-19pd

checks
666 Malaria
in 7 days and
relieves
Colds
Liquid, Tablets,
Salve, Nose Drops symptoms first day

Try "Rub-My-Tism"—a Wonderful Liniment

Sanitary Plumbing and Heating
J. C. COX
TELEPHONE 433-J
Estimates Furnished on Short Notice
ELECTROL OIL BURNERS

Cheering throngs of Belgians turned a visit of French President Albert LeBrun to France's exhibit at the Liege International exposition Wednesday into a demonstration of the French-Belgian friendship.

FINAL DISCHARGE

Notice is hereby given that one month from this date on August 26, 1939, I will make to the Probate Court of Kershaw County my final return as Administrator of the estate of Henry Wesley Brooks, deceased, and on the same date I will apply to the said Court for a final discharge as said Administrator.

J. W. BOYKIN,
Administrator
Camden, S. C., July 26, 1939

FINAL DISCHARGE

Notice is hereby given that one month from this date on August 26, 1939, I will make to the Probate Court of Kershaw County my final return as Administrator of the estate of Evelyn Mary Brooks, deceased, and on the same date I will apply to the said Court for a final discharge as said Administrator.

J. W. BOYKIN,
Administrator
Camden, S. C., July 26, 1939

FINAL DISCHARGE

Notice is hereby given that one month from this date, on August 25, 1939, I will make to the Probate Court of Kershaw County my final return as Executrix of the estate of Carrie Heims, deceased, and on the same date I will apply to the said Court for a final discharge as said Executrix.

SARA F. WOLFE,
Executrix
Camden, S. C., July 25, 1939.

FINAL DISCHARGE

Notice is hereby given that one month from this date, on August 28, 1939, I will make to the Probate Court of Kershaw County my final return as Administrator of the estate of Kate Haney, deceased, and on the same date I will apply to the said Court for a final discharge as said Administrator.

C. T. A.,
Administrator
Camden, S. C., July 28, 1939.

FINAL DISCHARGE

Notice is hereby given that one month from this date, on August 3, 1939, I will make to the Probate Court of Kershaw County my final return as Executor of the estate of Hannah Rollings, deceased, and on the same date I will apply to the said Court for a final discharge as said Executor.

B. C. HORTON,
Executor
Camden, S. C., July 1, 1939.

SUMMONS

State of South Carolina,
County of Kershaw.
(In the Court of Common Pleas)

Laura Belton, Plaintiff,
vs.
Maggie Keys, Ivory Keys, Jr., John Keys, Gobar McLeod, Ivory McLeod, Mack Keys, Sumner Keys, Easter Cantej, James Keys, Jr., David Brisbane, Frank Williams, Jock Halle, Jr., and Richard Johnson, Defendants.

To the Defendants Above Named:—
You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of the answer to the said complaint on the subscribers at their office in the City of Camden, S. C., within twenty (20) days after service thereof, exclusive of the day of such service, and 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.

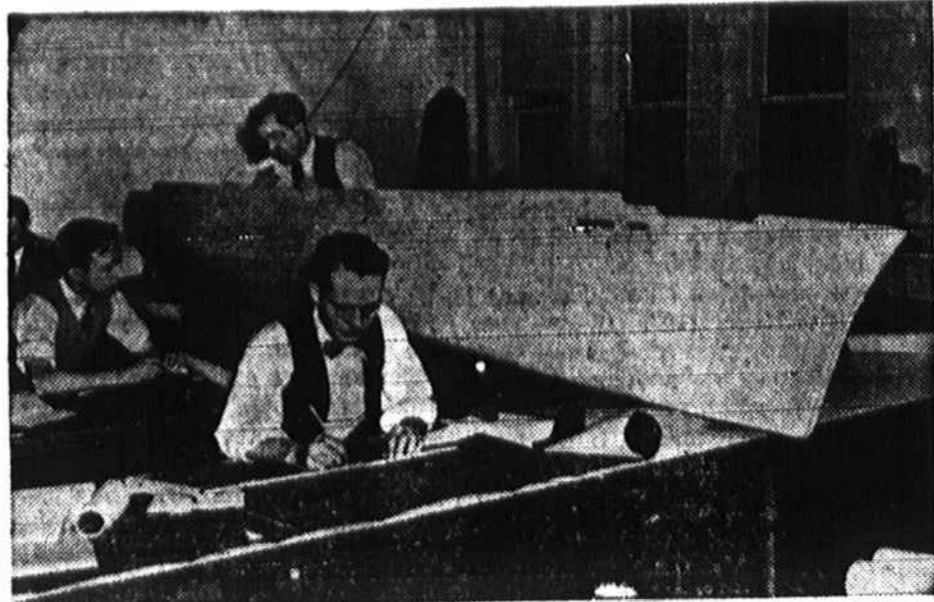
KIRKLAND & DeLOACH,
Attorneys For Plaintiff,
July 19, 1939.

NOTICE

To the Defendants, Maggie Keys, Ivory Keys, Jr., Mack Keys, James Keys, Jr., David Brisbane and Jock Halle, Jr.:—
Notice is hereby given that the original Summons of which the foregoing is a copy and the original complaint in the above entitled case was duly filed in the office of the Clerk of Court for Kershaw County on the eleventh day of July 1939.

KIRKLAND & DeLOACH,
Attorneys For Plaintiff.

**U. S. Maritime Fleet, Now Small,
Was Once Envy of the World**



**American Ships Formerly
Supreme for Speed,
Seaworthiness.**

LONG before steamboats came into use, sailing ships had already explored the open waters and inhabited coasts of practically the whole world.

Profits were enormous, too. Often on a single voyage to India for pepper and spice, or to China for silk and furs, a ship would enrich its owner for life.

Colonial American shipping grew so fast that by 1775 a third of all vessels engaged in British trade were American built. There is little doubt that, during the last century of sail, American merchant ships were the world's best for speed and seaworthiness. Probably lack of money led to elimination of the ornate and top-heavy forecastles and cabins that were characteristic of foreign-built ships. But simple superstructures made for trimmer and handier ships, which were further improved in speed and maneuvering by ever developing "stream lines" and by devising better rigs aloft, with larger sail area.

Ships Had to Be Good.

Many influences obliged America to build better ships. Our geographical position forced us to make very long voyages; lack of naval protection meant that we must design ships speedy enough to show their heels to sea enemies. Many different rigs were used, but perhaps the best-known type, until about 1820, was the trim armed brig of some 200 tons.

More size and speed came with the transatlantic packet ship, a trend accelerated in 1849 by the discovery of gold in California and Australia.

There followed the enduring glory of the American clippers, most wonderful sailing vessels of any age. Unheard-of speeds, faster even than those of many steamers, were attained by increasing the proportion of length to beam, by making the bows concave, and by carrying enormous spreads of canvas even in heavy weather. Capable captains and able seamen "drove" their ships as ships had never been driven before. Master designer of Yankee clippers was Donald McKay, a native of Nova Scotia, who came to the United States in 1827. From his East Boston yard was launched a succession of history-making ships.

Most talked about and still living in song and story was the Flying Cloud. Twice she sailed around the Horn from New York to San Francisco in the record for that time of 89 days. During four days of heavy, favorable gales, she averaged more than 15 miles per hour.

Mississippi Had Paddle Wheel.

The Mississippi was one of the earliest naval steamships, at that period invariably equipped with auxiliary sail power. She had paddle wheels instead of a screw propeller. In 1863 she met her end on the river for which she was named; Confederate batteries sank her as she was following Admiral Farragut in the Hartford. In the decade before the American Civil War there was a slow transition from sail to steam for the motive power of ships, and from wood to iron for their construction.

England set the pace. In 1859 she completed the 19,000-ton liner Great Eastern, a mammoth for her day. Paddle wheels driven by 5,000-horsepower engines were designed to give her 15 knots speed. Forty or fifty years in advance of her time, she was unhappily a commercial failure.

Once the Great Eastern's rudder was disabled during a heavy gale. The ship fell off into the trough of a great sea and rolled so violently as to pitch a cow through a skylight into the grand saloon, crowded with passengers! Later this leviathan liner was used in cable-laying. She put down the second transatlantic cable in 1865 and laid four more by 1874.

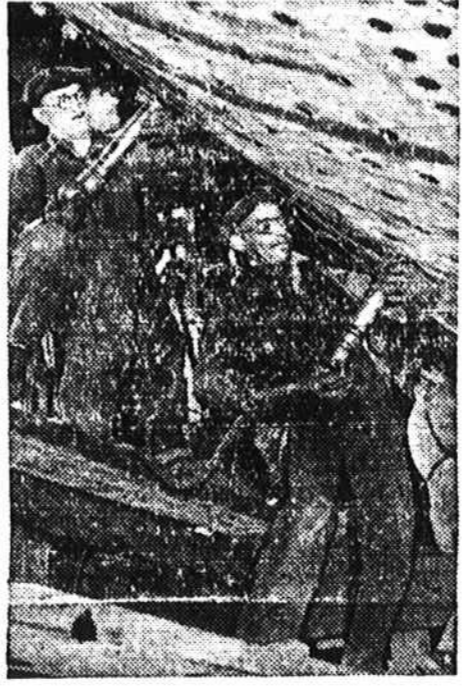
First Armed Engagement.

Although European navies had already used armored vessels, the Monitor-Merrimack duel at Hampton Roads in March, 1862, was the first engagement between two such men-of-war. The Federal Monitor, "a cheese box on a raft," was an entirely new type of ship invented

U. S. BUILDS BOAT—Previewing America's largest liner . . . a 15-foot working model of the hull of the America, biggest maritime construction job in recent United States history. The design of each shell plate is marked off in the draughting room. Here, draughtsmen make scale drawings of each plate, which, in turn, are used in the mold loft for making the full size patterns of the plates.

by John Ericsson; her revolving gun turret set a fashion that still remains a feature of present-day battleships. The Confederate Merrimack (sometimes spelled Merrimac) was originally a wooden steam frigate whose upper works had been replaced by a turtle-backed citadel faced with armor.

On the day before the fight, the Merrimack had sent a shiver through the North by easily destroy-



FINISHED PRODUCT—Plates, being designed in top photo, are being riveted to the bottom of the America in this picture. All plates are temporarily fitted together with bolts, which are being replaced here with the rivets, countersunk flush with plates to prevent resistance.

ing two fine Union frigates in Hampton Roads. With dramatic timeliness, the newly built Monitor arrived from New York at night, and offered combat early next morning. Her fantastic outline and tiny bulk amazed the officers aboard the Confederate ship, which was greeted with a 168-pound shot fired from an 11-inch turret gun.

For four hours the action was hot and lively, the ironclads firing at close range. For both ships, armor proved to be almost perfect protection. No one was killed and only a few wounded. The battle was virtually a draw, the Merrimack finally returning upriver to Norfolk. Its worth proved, armor thereafter became as essential as guns for men-of-war of the battleship class; now they can take as heavy punishment as they give.

Warspite Withstood 27 Shells.

At the historic naval Battle of Jutland in May, 1916, the British grand fleet numbered 28 huge battleships of the dreadnaught class. Although struck 27 times by big shells, the heavily armored dreadnaught Warspite sustained no vital hurt and kept her place in the battle line through many more hours of fighting.

The World war brought about a temporary revival of the American merchant marine. There was urgent need for new ships to supply the armies in France and to feed the population of the British Isles. American shipbuilders were called upon to make a Trojan effort. The world had never before seen such an epic of shipbuilding. On a single day, July 4, 1918, 95 ships were launched from American yards.

By the wartime effort, America's merchant marine had been augmented by nearly 6,000,000 tons, and once more she was a close second to Britain on the seas. Then, again, unhappily, the picture changed, and our shipping went into the doldrums—but that's another story, and a long, sad one.

We still have some busy lines to the Orient, South America, and Europe; and recent legislation favoring subsidies for our merchant ships will, it is hoped, revive shipbuilding in the United States.

Clean Up Lots!

All parties owning vacant lots that have overgrown with weeds and brush are hereby notified to have same cleaned up at once.

By order of the City Board of Health.

DONALD MORRISON,
Health Officer.

**Many WPA Workers
Over Nation Strike**

A general strike of WPA workers is spreading throughout the nation as this is being written . . . the strike is in protest against the new law enacted by Congress which became effective July 1, increasing to 130 hours the work month of those employed on work relief projects . . . William Green, president of the American Federation of Labor, has endorsed the strike . . . all of which appears to present an issue with the federal government on one side and organized labor on the other . . . the Congress has enacted that approximately 45 cents an hour shall be the pay for common laborers employed on WPA projects, created for the express purpose of providing sustenance for some of the vast army of unemployed . . . the rate for skilled artisans runs up to 75 cents to \$1.00 per hour . . . the several different grades of workers are involved in the strike . . . the rate of pay seems reasonably fair considering the government is running behind by the billions each year trying to spend itself out of the depression and creating a national debt burden that must be paid by this and future generations far into the future . . . this strike certainly puts Secretary of Labor Madam Perkins and the National Labor Relations Board squarely on the spot . . . in this instance the federal government is the employer . . . Madam Perkins and the National Labor Relations Board are creatures of the government . . . in every case we have read about up to date as coming before the Secretary of Labor or the board, their decisions have favored strikers and been adverse to the employers . . . it will be interesting to see what they do in this case, which will naturally come before them as adjudicators of labor disputes . . . the WPA executives have taken the same course as followed by many employers—they have discharged agitators and others provoking the strike . . . citizen employers have been forced by the decisions of the N. L. R. B. to reinstate these agitators . . . if the same course is taken with the WPA then we have the picture of a house divided against itself . . . all are familiar with the answer to this situation . . . it is not pleasing to contemplate.—LeRoy News-Gazette.

**EXTRA PRICE FOR HOGS
FREE FROM PARASITES**

Florence, July 22.—South Carolina farmers who grow hogs under sanitary conditions will receive a premium on the market, according to an announcement of A. L. DuRant, extension livestock specialist. The offer is restricted to growers who sell as many as twenty hogs at one time.

Mr. DuRant announces that Klugan and Company, of Richmond, Va. has offered to pay a premium of 25 cents per hundred pounds for hogs grown in accordance with an effective swine sanitation plan, the carcasses of such hogs to show freedom from internal parasites when slaughtered. A representative of Klugan has recently inspected hog sanitation demonstrations in the state with Mr. DuRant.

All applications for parasite inspection must be approved by a county agent of the Extension Service. Vocational agricultural teachers, and supervisors of the Farm Security Administration are also being urged to cooperate in swine sanitation projects.

To qualify for the premium price, Mr. DuRant explained, the grower must scrub his sow thoroughly with soap and water a few days before farrowing time to remove dirt and worm eggs; must place the sows on land that has been cultivated since hogs ranged on it and keep them there from before farrowing time until the pigs are weaned; must keep farrowing houses clean; must keep the hogs away from the clean pasture, and must keep the pigs away from dirty hog lots and on clean land until they are at least four months old or average one hundred pounds each.

Mr. DuRant emphasizes that the sanitation plan will bring about additional returns in more pigs weaned per litter and larger gains per hundred pounds of feed consumed, in addition to the premium of 25 cents per hundred pounds.

Farmers interested in the program should get in touch with the county agent, who must certify that the hogs have been produced under a swine sanitation program. Hogs will be checked when slaughtered, and the 25 cents premium paid on those hogs found to be free from parasites.

Constipation?

The relentless enemy of mankind, causing pain and suffering, indigestion, bilious attacks, dizziness, nervousness, headache, sleeplessness, fatigue, loss of pep and energy. POW-O-LIN will relieve this condition or your money back.

Pow-o-lin \$1.25 Size, Special \$1.19

Sold By DeKalb Pharmacy

excursion
SAVANNAH
*
JACKSONVILLE
Over Sunday
August 6th
Lv. 9:40 P. M. Sat. Aug. 5th
\$2.00

round trip adult fare in coaches to Savannah, \$1.00 higher to Jacksonville. Children 5 and under 12 half fare. Enjoy a full day at these famous South Atlantic beaches at these unusually low fares via Seaboard.

Tickets good in coaches only—going only on train Number 3 arriving Savannah and Jacksonville Sunday, Aug. 6; returning from Jacksonville night, from Savannah early Monday morning. Baggage checked. Ask your Seaboard agent for further information.

Seaboard Railway