

DREADED TANKS BUILT IN U. S.

Farm Tractors Turned Into War Machines by England.

The British "tanks," the armored motor cars used in recent assaults on German trenches in Northern France, so successfully as to attract world-wide attention, were built for the most part in Peoria, Ill., as caterpillar tractors designed many years before the war to meet some of the difficult problems of modern farming. Except for the armor, their machine guns and their crews, thousands like them are in use today in the United States, in plowing, digging ditches and other labors less heroic than war.

M. M. Baker, vice president of the Holt Manufacturing company, explained that it was the machine made by his company at its Peoria plant that had hurdled German trenches, walked through forests and crawled over shell craters in the face of intense rifle and machine gun fire.

Sold to England.
"We have sold about 1,000 caterpillar tractors to the British government," said Mr. Baker. "We have nothing to do with putting armor on them, or placing machine guns, but some of our men at Aldershot, England, recently were notified that the British government intended to armor the tractors and use them for work other than the usual towing of big guns."

"Germany had some of these tractors before the war began, and although I do not understand just how it occurred I believe she may have got others since then. We have sent some to France and some to Russia. So far as I know up until the recent appearance of the armored cars the tractors were used to tow big guns. I understand that Germany used about forty of them in their work, before Liege early in the war and recent photographs show that the British are using some of them for the same purpose."

Land Battleships.
Mr. Baker said he did not know how many of the 1,000 tractors sent to England had been armored and put in service as land battleships, nor did he know what equipment the British war office had placed upon cars to be used in this work.

"It is true," said Mr. Baker, "that these tractors can go ahead over almost anything. They can straddle a trench, go through a swamp, roll over logs or climb through shell craters. It looks uncanny to see them crawl along the ground, just like a huge caterpillar. In a thick forest, if they encountered trees, they could easily uproot them and clear their own paths."

Weigh 18,000 Pounds.
Mr. Baker said the tractors sent to England weigh about 18,000 pounds each, develop 120-horsepower and are built of steel. The caterpillar feature, he explained, is of the utmost importance. Speaking broadly, the tractor crawls on two belts, with corrugated surfaces, on either side of the body. The corrugated surface is on the ground. On the inside of the belts, on each side of the body, are two lines of steel rails, making four lines in all. These rails are in short sections, jointed, and operated over a cogged mechanism that actually lays them down with their belt attachment as the tractor moves ahead and picks them up again so that the car runs on its own self-made track continuously. The short joints in the rails make it easy to turn to the right or left.

Like Railroad Tracks.
The body is supported by tracks with five wheels, something like small railroad trucks.

These wheels never touch the ground, but run upon the steel rails. In the ordinary tractor about seven feet of belt and rails is on the ground at one time. Mr. Baker said that the machine would bridge any trench that was not wider than the length of the track it laid on the ground at one time. "Bow" might hit the far side of the trenches far below the top, and the "stern" would undoubtedly sink a little, but the tenacity of the tractor, he declared, would enable it to go ahead and climb out.

The width of the track used on the machines sent to England, Mr. Baker said, was twenty-four inches. He declared that the ground pressure is about three pounds per square inch, where a thirty-inch track is used, or less than that of the foot of either man or horse. He suggested that the British authorities probably had lengthened the track on the tractors used in trench work, giving them even greater power to surmount obstacles.

"We've been making these tractors for the British government for a long time," said Mr. Baker, "and have not talked much about it."

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BEAUTIFUL BETTY COTTON.

(Continued from page 6, column 2.)

edy that cut short the wicked career of beautiful Betty Cotton.

According to the testimony of Mr. Frazier, either Betty's popularity was on the wane or the men who stood around Edgefield court house on that fatal day were a pack of miserable cowards. Only one of them dared interfere with an effort to prevent the murder, and he slunk away immediately when Stephen Kennedy turned upon him.

The fact that so many men at the present day in South Carolina through technicalities of the law and corrupt juries go unpunished for the killing of their fellow men, shows no deterioration from social conditions that existed a century ago. Old Mr. Kennedy was also murdered. There is no parallel case to hers, that can be found in Edgefield's history. Perhaps Betty was only a freak or was really "The Devil in Petticoats," as the Rev. Weems called her, for the women of the past in Edgefield and those of today are noble Christian women, and a murder like that of Betty has never been committed by any of them.

Becky's bones lie in an unmarked grave, but the bottomless pool will always exist as a monument to her terrible deeds—"Becky's Pool"—is, of course, haunted. Frightful spectres are said to arise from the black water at midnight, and they howl and shriek until they are heard for miles. Small boys and negroes are chased by the spectre and only great speed can save them from being caught and dragged down to the depths of the pool that keeps Betty's history ever fresh in the memory of Edgefield's inhabitants.

The Tick's Tax on Dairies.

Washington, D. C., Sept. 27.—There is a not uncommon idea that if a cow does not die from Texas fever, the cattle tick is doing it no great harm. Native cattle, it is asserted, are immune to the tick. There could be no greater mistake. Cattle may become immune to the fever but none of them ever become immune to the loss of the blood that the tick sucks out. With steers this loss means reduced weight and lower prices; with dairy cows it means smaller milk production and correspondingly smaller profits.

Government tests conducted simultaneously, under identical conditions, with ticky and tick-free herds show that ticks reduce the milk flow from 18 to 42 per cent., the exact amount depending, of course, upon the severity of the infestation. Translate this statement into dollars and cents and the true meaning of the tick to the dairy industry becomes obvious.

Let us assume that a man owns a herd of twenty cows each of which, under normal conditions, yields eight quarts a day and that he can sell the milk for five cents a quart. His gross revenue then is \$8 a day from his herd. If a few ticks are allowed to feed upon his cows and their production is cut down 18 per cent., his gross revenue is only \$6.55 a day. If each cow is milked on an average 200 days in the year, his annual gross revenue is lowered from \$1,600 to \$1,310. This is the minimum loss from the tick. If the infestation is very heavy and the production lowered 42 per cent. the revenue is cut from \$1,600 to \$930—a loss of \$670 a year.

This loss is absolute; there is no reduction in the cost or labor of feeding to offset it. Neither is it possible to overcome it by increasing the amount of feed. "Cows carrying ticks," says the government report of the tests, "did not increase their flow of milk when the feed was increased as did the tick-free cows." In other words, the feed went to the ticks and not to the cows.

The practical experience of the people confirms the conclusions of the government investigators. In the tick-infested sections of the South dairying is not an important industry. The farmer may cling, if he wishes, to the delusion that the tick is harmless on immune cattle, but he is not likely to put his faith to the test by investing in dairy cows. He knows from his own and his neighbors' experience that they will make little money for him. On the other hand, where the tick has been eradicated, dairying is coming more and more into favor. Silos are being built, pure-bred stock is being introduced, the herds are getting better, they are being better cared for, and they are paying better.

Applied.

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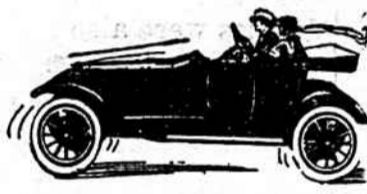
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18	Augusta and intermediate stations 8:43 a. m.	18	Branchville, Charleston and intermediate stations 8:43 a. m.
35	Charleston and intermediate stations 10:57 a. m.	35	Augusta and intermediate stations 10:57 a. m.
22	Augusta and intermediate stations 6:37 p. m.	22	Branchville, Charleston and intermediate stations 6:37 p. m.
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