

 If your subscription expires 1 May 19, please renew before that date. Unless renewal is received by May 1, paper will be discontinued.

The Bamberg Herald

**HOLD YOUR COTTON
REDUCE YOUR ACREAGE
USE LESS FERTILIZER**

\$2.00 Per Year in Advance.

BAMBERG, S. C., THURSDAY, APRIL 10, 1919.

Established in 1891.

OLD HICKORY LADS PREMIER FIGHTERS

NO GREATER IN HISTORY, OFFICERS OF 30TH D CLARE.

Men Being Mustered Out

Colors of 118th Infantry to be Presented to State of South Carolina.

Columbia, April 4.—That no greater fighters are recorded in history than these North Carolinians, South Carolinians and Tennesseans and the men of the Western States with them, which composed the fighting Thirtieth (Old Hickory) division, is the unanimous opinion of the divisional commander and the commanders of the various regiments of the division as expressed tonight.

Brig. Gen. Sampson L. Faison, commander of the division, is very enthusiastic over the success of the division and the personnel of its officers and men. During the Hindenburg fight he commanded the Sixtieth brigade but brought the division to Camp Jackson as its official head. It was fitting that he should command the Southern fighters on their homeward journey for he is a Southerner himself, being a native of North Carolina. He has a brother in Charlotte, Dr. I. W. Faison, former president of the North Carolina Medical association.

Detaining Completed.

The detaining of the 6,000 of the thirtieth division which landed at Charleston yesterday was completed at Camp Jackson today. Among these was the 119th infantry, formerly a National Guard regiment of North Carolina; a part of the 117th infantry, the old Third regiment of the Tennessee National Guard, a part of which had been at Camp Jackson for several days; the former Charleston Dragoons and other units of the "Old Hickory" division.

Of the units which arrived last week, the 118th infantry, the old South Carolina First regiment, probably will be completely mustered out by tomorrow with the exception of a few officers and the men of the 105th ammunition train, formerly the South Carolina Second regiment of the National Guard, were discharged today, the last enlisted man being dismissed this evening. More than half of the men and many of the officers of the Charleston battalion left for their home city on the Carolina special and the balance, with the exception of a few officers, left early this morning.

Brotherly Feeling.

When the officers and the men were telling each other good-bye at the camp today, there was brotherly feeling manifested on all sides. The officers were just as sorry to part with the enlisted men as were their brother officers, some of which came from other States. Each officer and man was anticipating the welcome he would receive from the people of Charleston.

The 115th Field artillery, the old First Tennessee National Guard regiment, left this morning for its home State and it will be followed tomorrow by the 117th infantry, formerly the Third regiment of Tennessee National Guardsmen.

With the 117th infantry tomorrow will be Brig. Gen. Lawrence D. Tyson, commander of the Fifty-ninth brigade, Thirtieth division, and several Tennessee newspaper men who have "covered" the camp here. These regiments will parade in the principal cities of their home States.

To Entertain Soldiers.

The plans for a parade in Columbia Saturday to be participated in by the men who arrived here last night and today were abandoned by the entertainment committee headed by Charles H. Barron, of this city. However, the men will be allowed to come into the city Saturday where they will be as royally treated as were the other units of the "Old Hickory." Booths dispensing various sorts of refreshments will be opened and many dances will be given the officers and enlisted men in various parts of the city.

To Present Colors.

The colors of the 118th infantry will be presented to the State of South Carolina by the regiment under a recent order issued by the War Department. These colors will be famous in history as those which flew at the Bellecour fight when the Hindenburg line was fractured. What

MANY YEARS TO PAY.

Allies Fix Details of German Indemnity.

Paris, April 6.—The council of four on Saturday reached an agreement on the principles of the indemnities and reparations to be paid by Germany and examination of the details will begin immediately, the newspapers say. It is not believed there will be any disagreement as to details and it is indicated that the text of the financial terms will be finished during the week.

The Echo de Paris says that compromises were affected on all debatable points regarding the sum to be paid at once by Germany and the payments in the future against the opposition of the French government. It was, the paper says, to distribute the future payments over a term of 30 years. The payments for the next few years were fixed.

The Journal says there are indications that the rights of France and Belgium to participate in the payments by Germany have been recognized. The first German payment, it says, will be 25,000,000,000 francs of which 5,000,000,000 will go to pay for raw materials to insure the resumption of German economic life. France will get 10,000,000,000 francs and Belgium 5,000,000,000 of the first payment. The rest of the indemnity, the paper says, will cover a period of 35 years.

Plans for continued occupation of the left bank of the Rhine have been abandoned and the allies will depend upon an economic blockade as the means of pressure on Germany. Final agreement on the Rhine and Saare Valley questions will be reached before the end of the week, it is added. Increased optimism in diplomatic circles is noted by the press, while in editorials the newspapers express satisfaction over the progress made on questions of reparation and indemnity. It is pointed out that each day of delay in reaching a final agreement adds to the loss of France.

The favorable solution of the Danzig question is commented upon in complimentary terms. The moral and political advantages of the agreement are emphasized by the papers.

SPECIAL COURT TO TRY NEGRO.

Accused to Face Colleton Jury on Criminal Assault Charge.

Walterboro, April 2.—Laurie Rhodes, a negro boy, said to be less than 17 years of age, will face a jury next Monday charged with attempting criminally to assault a white girl near Lodge a few weeks ago. Governor Cooper, upon the showing made by Solicitor George Warren, ordered a special term of court for Monday to try the negro. Judge McIver has been assigned as special judge to try this case. The grand jury will meet Monday and will doubtless have no trouble in returning a true bill against the negro boy. It is not thought the case will consume much time as the facts seem to be clear and there appears little room for doubt as to the intent of the negro.

As a matter of precaution, Sheriff Lucas C. Padgett sent the prisoner to Columbia for safe keeping. He will be returned to Walterboro in time for the trial Monday morning.

ceremonies connected with the presentation, if any, have not been decided upon but Gen. Faison stated tonight that he had a broad ribbon in which are printed the battles participated in by the 118th to drape on the flag until the regulation silver cord is secured. The flag, although it remains in the possession of the State, is the property of the United States government.

Col. Holmes B. Springs.

One of the officers who received an exceedingly cordial welcome here today was Col. H. B. Springs, of Georgetown, former commander of the Second South Carolina regiment, who is exceedingly popular in every section of the State. He is looking well and says that he is enjoying the very best of health. While in France he was acting division quartermaster and commander of transportation. In an order by Major Gen. E. M. Lewis, commander of the Thirtieth division, he was cited for devotion and untiring zeal.

Brig. Gen. Lawrence D. Tyson, of Knoxville, Tenn., commander of the Fifty-ninth division, gave unqualified praise tonight to Charleston terminal facilities and the expeditious manner in which the troops were handled there.

COTTON ACREAGE. CUT 31.08 PER CT.

REPORT FEATURES CONVENTION OF S. C. COTTON ASSOCIATION.

Represents Entire Belt

Cut in Fertilizer Estimated 55 Per Cent.—Senator, Smith, Reps. Lever and Heflin Speak.

Columbia, April 3.—More than 800 delegates from every county in South Carolina assembled here today for a convention featured by a report compiled by the central committee of the South Carolina Cotton association of cotton acreage reduction estimates from all cotton-growing States, showing an estimated reduction of 31.08 per cent. for the 1919 crop over that of 1918.

Accurate Report.

"The association has not only had pledges on reduction carefully tabulated and circulated," says the report, "but has had a personal investigation made in each section for the purpose of being as nearly accurate as it is humanly possible to be in this estimate. The association report is certainly the most accurate report ever issued for South Carolina, the same being the result of practically a personal canvass of the farmers of the State. It is also probably the most accurate report on all conditions covered in the report ever issued."

Report by States.

The report by States with the percentage of reduction follows:

Virginia	33	1-3
North Carolina	24	
South Carolina	31.15	
Georgia	33	1-3
Florida	24.55	
Alabama	33	1-3
Mississippi	33	1-3
Louisiana	29	
Texas	33	1-3
Arkansas	25	
Tennessee	16	
Missouri	6	
Oklahoma	33	1-3
California	20	
Arizona	25	

Total 31.08

Other Drawbacks.

The report also says that investigation throughout the cotton belt has shown extremely unfavorable weather for crop preparation throughout 90 per cent of the territory and marked shortage of labor. The reduction of commercial fertilizer for cotton is estimated at 55 per cent., while the report also predicts that on account of the mild winter the "inroads of the boll weevil will be more serious than for years past."

After hearing addresses from United States Senator E. D. Smith, Congressmen Thomas J. Heflin, of Alabama, and Asbury F. Lever, of South Carolina, Governor Robert A. Cooper and W. B. Thompson, of New Orleans, the convention elected ten delegates to the convention scheduled for Memphis, April 10 and twenty delegates to the New Orleans convention May 14.

Two Resolutions.

Two resolutions were unanimously adopted by the convention, one calling for an investigation and other requesting a government inquiry.

The first asks that every South Carolina representative and congressman use every effort in their power "to have an investigation made of the War Industries Board's activities, either collectively as a board or individually affecting the price of cotton, what steps they took, if any, that bore on the price of cotton."

The second resolution sets forth that "through information secured from the department of cost of production of the department of agriculture or some similar department the federal reserve system is using as a basis of cost on cotton for the year 1919 of around thirty cents per pound, basis middling, and whereas this cost is considerably lower than that the cost shown by experts employed by the producer for the purpose of making a report showing actual cost, the department of estimates of cost production be hereby requested to issue a complete statement showing the actual cost of cotton, basis middling, and in making this estimate to include all items of cost."

The following delegates were elected to attend the meeting at New Orleans in May:

Governor Cooper, Lieutenant Governor Liles, Commissioner of Agri-

MADE FINE RECORD.

Ammunition Train Suffers No Casualties in Battle.

Columbia, April 5.—South Carolinians should be proud of the record made by the One Hundred and Fifth Ammunition Train in the fight on the Western front. There were 1,300 men and officers in the train, a great number hailing from this State. The train was formerly the old Second South Carolina National Guard regiment, commanded by Col. Holmes B. Springs.

Capt. T. D. Miller, personnel adjutant of the train in an interview yesterday told of the movements of the organization, after leaving America. The outstanding fact was that the train did not suffer one casualty while in France, although the outfit was under fire many times, disease claimed a considerable number of the men and 22 were killed in a railroad accident while the organization was returning to the port of embarkation. At least 70 members of the outfit were badly injured in the wreck.

The doughboys of an ammunition train can only plod ahead with their duties and are not permitted to strike back at the enemy. It is their task to take up the ammunition at night. There cannot be a light; no smoking and as little noise as possible. It was the duty of the Boche airmen and artillerymen to destroy as many ammunition trains as possible. The men of the One Hundred and Fifth tell some interesting stories of the shelling by the Huns. One day several shells dropped in the horse battalion area and not a man was lost.

The One Hundred and Fifth train saw as much service as an train in the American expeditionary forces. The train was attached to eight or nine divisions. The unit participated in practically every all-American drive, including the Argonne fight, the most severe of the war.

Several of the companies of the One Hundred and Fifth are from Charleston. When war was declared the companies were ordered to Camp Jackson as infantry outfits, being used as guards. Later they were sent to Greenville and assigned to the thirtieth division. They went over with the thirtieth and returned with the same outfit.

The Columbia company of the ammunition train has been mustered out of service. The headquarters company and the companies from Charleston will be mustered out of service tomorrow.

BIG REAL ESTATE DEAL.

Old Riley Property at Greenwood wood Sold for \$115,000.

Greenwood, April 3.—What is generally believed to be the largest real estate deal ever made in Greenwood county was closed this afternoon when George W. Rush, of Greenwood, and J. H. and W. E. Rush, of Greenville, purchased from Thomas R. and S. R. Riley, executors of the Riley estate, all of the property on the east side of the public square, the consideration being \$115,000. The property which changed hands includes the old Riley hotel building, the Featherstone & McGhee law office building and three and one-half acres of land. The new owners plan an immediate development of the property for business purposes.

English Language Popular.

The popularity of study in the English language has increased in Japan to a remarkable degree since the declaration of the armistice, and the Tokyo School of Foreign Languages, of which Baron Kanda is director, has about 800 candidates annually, of which 400 are admitted. The students of English exceed in number those of French or other European languages.

culture B. Harris, J. H. Claffey, president of the Farmers' Union; J. S. Wannamaker, president of Bankers' Association; Speaker T. P. Cothran, W. L. Gray, Laurens; W. W. Long, Clemson college; B. F. McLeod, Charleston; J. T. Mackey, Camden; R. M. Mixson, Williston; Paul Sanders, Ritter; Wm. Gifford, Gifford; R. G. Rhett, Charleston; L. D. Jennings, Sumter; Ira B. Dunlap, Douglas McIntyre, Marion; H. E. Montgomery, Kingstree; B. S. Moss, Orangeburg; C. E. Summers, Newberry; A. M. Denbow, Bamberg.

Strong resolutions were adopted denouncing as slackers all who failed to reduce their acreage and calling on the press of the State to print their names.

FLIGHT ACROSS ATLANTIC OCEAN

THE FIRST SUCCESSFUL TRIP IS NOW IMMINENT.

Compete For Distinction

Is a Matter of Chance as to Whether America, England, France, Italy or Germany Will Win.

The projected flight from Senegambia, Africa, to Brazil, South America, has been arrested by a breakdown of the machinery of Lieutenant Fontan's Caudron. This means simply postponement, and attempt to cross the South Atlantic is almost certain to be made shortly. To those in northern climes this will lack something, even if successful, of the full achievement. A trans-Atlantic flight, to the great majority of the people of the northern hemisphere, means the passage between some point in North America and some point in Europe, or an air voyage between these continents over the great routes of trans-Atlantic ocean traffic. Still, Lieutenant Fontan's success would take some of the spice out of the desired accomplishment; at the least, it would be the first flight between the eastern and western hemispheres, and all later successful ones, no matter how much nearer the popular ideal in achievement, would call for a little note of explanation.

The first steamship voyage was made between Savannah and Liverpool. The first Atlantic cable was laid between Ireland and Newfoundland. It has long been a fond expectation that the first trans-Atlantic flight would follow either the line of the great eastern or the wake of modern ocean greyhounds between Liverpool and New York, whether westward or eastward bound.

It is known that Great Britain has now, and practically ready for flying, three over-ocean-going airships. The latest of these is the R-30, now receiving some final attention in the aerodrome at Barrow-in-Furness. This is a rigid machine and is said to be the last word in aerial construction. A detailed description of the craft reveals how far ahead even of popular imagination the construction of airships has gone. The hull is of streamline shape, and is equipped with three bow mooring attachments, which enable the ship to be moored out from a bower in such a manner that it is "left free to turn in any direction and lie with the wind," as an anchored steamship amidstream might swing and lie with the tide. Four cars are attached to this hull, a control car forward, a passenger car, and two wing cars for machinery. The control car is large enough to accommodate all navigating controls, instruments, and navigating crews. Then there is a special type of buffer bag and buoyant covering fitting to the forward car and to each of the machinery cars. These will enable the airship to float on water, and they become shock absorbers when landing. In every other way devices to insure safety and comfort, the results of recent invention, are availed of, and the vessel, when she puts forth upon her maiden voyage, will apparently be as thoroughly equipped as the latest floating palace from the yards of Belfast or the Clyde.

The vessel is one of a trio likely to speed across the ocean from England early this summer. Announcement has already been made of four ocean-going aeroplanes of United States naval construction, all of which are expected to be in commission early, perhaps in time to anticipate a successful trip over the Atlantic by a British airship or aeroplane. So far as the United States and Great Britain are concerned, any rivalry that may be developed in this connection will be entirely friendly, and as much be said for such competition as may later be attempted by France and Italy. It is not believed that either of these latter nations will be prepared to make the trans-Atlantic attempt in aviation early this summer, although it is no secret that both will be ready for the venture, should Great Britain and the United States fail in the enterprise or too long postpone it. It is a matter of knowledge, too, that at Dohertiz, Germany, a new large Siemens-Schuckert biplane is now undergoing trials "ostensibly with the view ultimately making a bid for the trans-Atlantic record." This machine as

VICTIM OF ATTACK.

Negro Fiend Grabs Trained Nurse on Street.

Columbia, April 5.—A negro fiend made a vicious attack on a trained nurse at 6:30 o'clock yesterday morning while she was walking on the 1800 block of Hampton street. The negro grabbed the young woman but her screams frightened him and he released his hold.

The nurse was on her way to the hospital and she saw the figure of a man before he made the attack. The negro suddenly appeared in front of her, grabbing her throat with one hand. She fought the negro furiously and screamed for help, he loosened his grip and ran off in the direction of the Southern shops.

The screams attracted the attention of residents on the block and a crowd gathered in quick time. A search was made for the assailant but no trace could be found. The negro is described as being short and stout, wears a brown hat and was shabbily dressed.

The attack made upon the nurse yesterday morning is similar to one which occurred near the nurses' home in January, 1918. A nurse had almost reached the home at 10 o'clock at night when she was grabbed by a man. Her screams caused the fiend to release his hold and flee.

The police are working on the case reported yesterday and will exert every effort to capture the candidate for the electric chair.

Words From Br'er Williams.

When you think you is de end o' de road, don't fling up bekaze you find dar's one mo' river ter cross. Dat's a big compliment from Providence ter de grit and git dar what's in you.—Atlanta Constitution.

designed would, it is estimated, accomplish the trip from Hamburg to New York in twenty hours. Tanks of a capacity of about 750 gallons are fitted on the Siemens-Schuckert machine, and it is calculated by the builders that the total fuel required amounting to about three times the quantity just mentioned, could be carried by the biplane, which has six engines, with a total of 1,800 horsepower, driving four propellers.

All the indications point to an inauguration of trans-Atlantic aviation service this year, no matter what nation shall be first in the field. All that is necessary for emulation and enterprise in the new realm of activity is a successful beginning. The multiplication of aircraft will undoubtedly be much more rapid than was the early multiplication of steamships, a hundred years ago. At the beginning the steamship was a very crude and unsatisfactory affair. The Savannah, the first to cross the Atlantic, would look like a tender alongside a modern ocean-going vessel, and it required twenty-two days for her initial voyage. Aircraft, of all known types, on the other hand, are highly developed. They have performed feats in the air. They have been engaged in war. They have made voyages by night over land and sea. They are products of the most advanced technical schools. They are manned by highly trained navigators. Fully twenty years have been crowded into the experience concerning them since the great war. Successes and failures count alike as assets for their constructors. From the moment that the Wrights were able to sustain a heavier-than-air machine above the earth, every step, from flights over sandhills to flights over prairies, over rivers, over mountain tops, over the British Channel, over continents, has been in the natural line of development. There were failures all along the way, but every failure was eventually wiped out by a success.

The year 1919 is evidently to mark the beginning of a new era in transportation. Continents and countries will be brought into closer relations by aircraft than they have been by the submarine cable or by radio-electricity. All port laws and customs rules must be revised to meet the new conditions. The allies have already seen this and are preparing to meet the need. Said Lord Weir, former British air minister, in a recent address in Manchester: "Any adequate survey of the future of civilization must involve an inquiry into the future of transport, and it might be that transport by air would one day rival and even surpass transport by land and water." That day is probably closer than the wise men of the world suspect.—Christian Science Monitor.