

## DEFENSE OF THE Y.

Chairman of the Finance Committee  
Makes Public Statement.

George W. Perkins, chairman of the finance committee of the Y. M. C. A., has made public his official report as investigator into the efficiency and service of the organization overseas.

He went abroad with Mortimer L. Schiff, E. S. Brockman and John R. Hall when criticism of the Y. M. C. A. was being voiced in this country and returned to make his report last week.

"The Y. M. C. A. undoubtedly made mistakes," Mr. Perkins said, "but what it tried to do was to respond to every call that the army made on it. It did not side step any task that it was asked to perform."

Indicating the care with which men and women Y. M. C. A. workers were selected for overseas work, Mr. Perkins reported that out of 150,000 candidates 40,000 were sifted out and considered in New York but finally only 11,229 were sent to Europe. Last month the organization had in Europe 5,693 men and 2,657 women workers.

That the Y. M. C. A. workers as a whole were brave and unselfish is shown by the fact that 14 secretaries were killed and 126 others were wounded, he said.

Regarding the charges of profiteering in supplies, Mr. Perkins's report said:

"One day we could get supplies sent on a government boat without freight charges. The next day the only way to send them was to pay almost as much freight as the goods cost. It will be readily seen that it was almost impossible to arrive at anything like an average cost price at which to sell these goods."

"The Y. M. C. A. never solicited money for the purpose of giving away its canteen supplies. The statement has been frequently made that the Y. M. C. A. charged higher prices for canteen supplies than the army did. This was true at certain periods when the cost of transportation was exceedingly high and when it was impossible to determine costs accurately. But the final result of the Y. M. C. A. canteen service will show a substantial loss."

"The Y. M. C. A. handled in France alone upwards of 2,000,000 packages of cigarettes, 32,000,000 bars of chocolate, 18,000,000 cigars, 60,000,000 cans of jam, 29,000,000 packages of chewing gum and 10,000,000 packages of candy."

"These are only a few of the items handled but the size of these figures should convince anyone that it would be financially impossible for the Y. M. C. A. to give its supplies away generally. Furthermore, the army does not favor any such policy."

"On March 1 of this year, the Y. M. C. A. had in use in France 587 buildings erected by itself, 596 under lease and 782 centers in tents and army buildings. More than 2,250,000 athletic articles were given to soldiers in 1918 and 1919."

## Song of the Saw.

"Ladies and gentlemen," said the entertainer, "having blindfolded my partner, I will proceed to test her thought-reading powers. Will you kindly tell the audience what it is that I am holding in my hand?"

"An apple?"

"Correct. Kindly tell the audience what I have now."

"A watch."

"Quite right. You see, ladies and gentlemen, it is impossible to catch her."

The entertainer produced a piece of wood and a saw and commenced to saw vigorously.

"Kindly tell the audience what I am doing."

No reply.

"This is rather a difficult feat, ladies and gentlemen. I will try again. Can you tell me what I am doing?" said the entertainer, resuming his sawing.

"Yes, you are singing."

Loud applause.

## According to Appetite.

Mrs. Biggs was fair, fat and forty. She stood now to the entrance to the lions' section at the zoo, watching the keeper at work.

"Ere, Prince!" called the keeper. Princess came forward in a slow and stately manner, and graciously reached his steak.

Mrs. Biggs was amazed.

"Surely," she interposed, "that is a very small piece of meat for the lion!"

The keeper's eye's twinkled.

"Perhaps so, ma'am! It may seem a small piece to you, but it's heaps for the lion!" he said.

"Are you fond of music?" asked the long haired youth.

"Music," exclaimed the enthusiastic young girl. "I am perfectly devoted to music. I could dance to it all night!"—Answers.

## FEDERAL HIGHWAY'S POLICY.

## State Commission to Obtain Permanent Roadways.

Major R. J. Thomas, of Charleston, South Carolina, of the State Highway Commission, recently gave a statement to the press in which he outlined the policy which the Commission has adopted in constructing sections of the South Carolina highway system with the financial aid from the Federal Government.

"The Commission will see," said Major Thomas, "that the roads in the State Highway system have the best possible location with reference to their terminal points, sufficient width (not less than 30 feet) to carry present and prospective traffic, the lowest possible grade (in no case more than 5 per cent.) and that drainage structures are built for permanence. After giving it the best location, sufficient width, a minimum grade and permanent drainage structures, the State Highway Commission will not attempt to decide arbitrarily whether a road is to be hard surfaced or surfaced with some local material, as this is a factor which must be controlled by the amount of money available for use on any particular stretch of road."

Major Thomas pointed out the close analogy between a railroad and a highway. He said that in this State there are railroads located three quarters of a century ago, the roadbeds of which occupied the same locations determined by the first engineers who worked on them. These engineers made the grades low and the locations did not provide many permanent drainage structures. When the railroads were first laid flimsy and light weight rails, some of them of timber fastened together by iron strips were put on the roadbeds. With the increase of traffic and heavier trains the flimsy cross-ties and light weight rails were replaced from time to time until now on all standard railroads there are 90 lbs. rails and heavy ballasted by crushed stones. "The surface of a State highway, built of some local material can be compared point for point with the small cross-ties and light weight rails laid on railroad roadbeds three-quarters of a century ago," continued Major Thomas. "The highway surface of local material can be removed when it wears out, and if the money is available a hard surface made of imported material can be laid which will then bring the highway up to the best standards. No group of highway enthusiasts is more anxious than the State Highway Commission to see every road in the State hard surfaced, but such surfacing is a matter of money, while the State's need for roads which will be dry in wet weather and afford means for hauling at low cost between sections of the State now isolated in bad weather is a pressing and present one which we cannot relegate to some indefinite date when this State or its counties have money enough to put hard surfaces on all their roads."

"The roads in the State Highway system being built under the supervision of the State Highway Commission with Federal aid will compare favorably as to permanence of location, width, grade and drainage structures with a standard stretch of railroad. The Commission does not consider that money spent on surfaces of local materials for sections of these roads is wasted, although it would afford great pleasure to the Commission to have all of these roads hard surfaced now. On an average the cost of hauling, spreading and compacting a road surface made of local material is only 30 per cent of the total cost, the remaining 70 per cent, being made up of the cost of relocation, grading, grubbing and permanent drainage structures before any sort of surface is put on it. The cost of this work is the primary charge against any good road. After this work is done and this first charge met, the type of surface can be determined by amount of money available and made a second charge against the road. Maintenance of the surface of the road will continue a third and continuous charge regardless of the type of surface laid."

## A Cruel Pun.

The great Scottish lawyer and jurist, Lord Erskine, was as famous for his sharp tongue as for his learning, and he rarely denied himself.

Councillor Lamb, an aged barrister, of a very timid and nervous disposition, was accustomed to preface his pleadings with an apology to that effect, says the Argonaut, and on one occasion, when opposed to Erskine, he began by remarking that "he felt himself growing more and more timid as he grew older."

"No wonder," replied the relentless barrister. "Everyone knows the older a lamb grows the more sheepish he becomes."

Read The Herald, \$2.00 per year.

## DELICIOUS DESERT MADE FROM

## Stone's Cake

Two slices of Stone's Spanish Cake with caramel filling between the slices. Make the caramel filling as follows: 1 cup of brown sugar, 1 cup of granulated sugar, 1 cup of water, 1 tablespoon of butter. Let this boil a few minutes, then add 7 heaping teaspoons of corn starch, 4 tablespoons of vinegar, and 1-4 teaspoon of salt.

WE HAVE IT THIS WEEK.

PHONE 15

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We have just received three carloads of mules and horses from the Western markets. These animals were personally selected by our Mr. W. P. Jones, and they are in the pink of condition. They are now to be seen at our stables. Don't fail to see them before you buy.

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## HORSE RACING, JULY 4, 1919, ORANGEBURG, S. C.

Twenty-five of the best horses in the State will race at Orangeburg Fair Grounds July Fourth at 3 p. m. Trotting, pacing and free-for-all. Open to any horse of the State. Purse of \$150 for each race. Money divided three ways.

## Track in Excellent Condition

Orangeburg will show all visitors a royal good time and urgently request them to be present and witness some extra fine feats of the horse flesh. For particulars write W. R. SYMMES, Secretary, St. Matthews, S. C. Entries close 12 m., July 3, 1919.

## Tri-County Racing Association

## Wanted, A Farm

From one hundred to 1,000 acres in Bamberg county. Please state number acres cleared, public roads running through place and all about the buildings, quality of soil, etc. Want to buy now and take possession after crops have been gathered. Name the best price.

Box 226, Norway, S. C.

## Your Battery

May need charging or maybe the generator is not keeping up the battery. Your battery, like tires, may be worn out and you need a new one. I can fix the generator, recharge the battery, or if you need a new battery, I have it. Prompt service, right prices. Columbia storage battery to fit any car.

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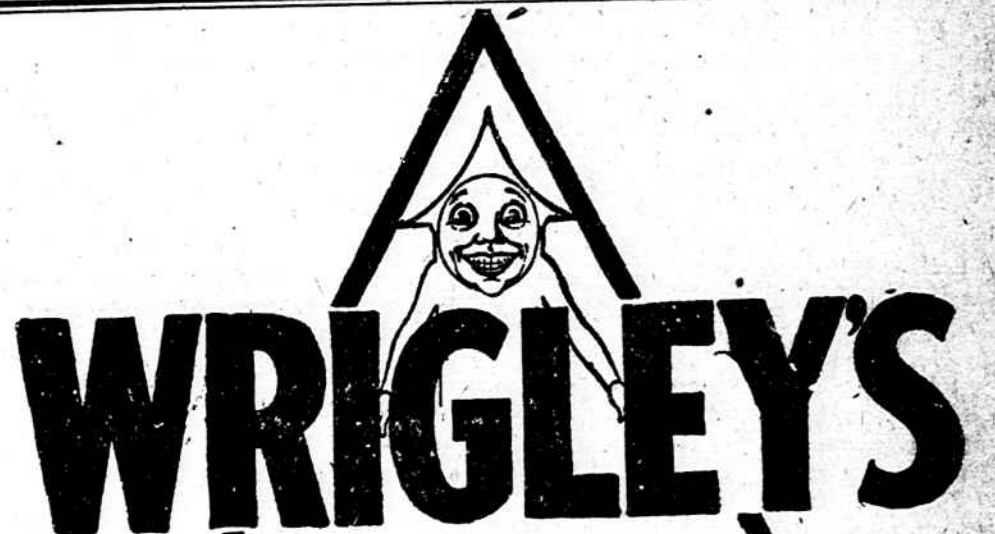
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