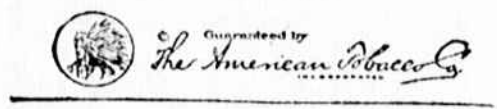




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SPEEDING UP PHOTOGRAPHY

Scientist at Work on Camera to Take 100,000 Pictures a Minute

Next we shall have movies taken at seventy miles an hour. Instead of photographing at the poky rate of less than three-quarters of a mile an hour, which is the speed that is used in filming the dramas and comedies that you see at the corner motion picture houses, this summer will see the perfection of a motion picture machine that will photograph 100,000 images a minute on ordinary celluloid film that will race through the camera at the speed of the fastest express train, says the New York Evening Post.

This is the prophecy and hope of C. Francis Jenkins, working in his laboratory in Washington, he is now turning his attention toward the future.

The speed at which he aims has been achieved in test, and the principles are those that are used in a camera that today photographs at the rate of 48,000 pictures a minute as a regular performance.

If you could visit Mr. Jenkins's laboratory and see him project some of his high-speed films you would say: "Oh! how slow," not "How fast."

Mr. Jenkins has a movie of a little girl jumping a rope. She has been honored by being photographed more times a second than the highest priced movie queen. But when the jumping film is run through an ordinary cinematograph projector at the usual sixteen pictures a second, the rapid motions of both girl and rope that are missed by the eye are slowed down so that they can be easily followed and analyzed.

This film is similar to but much slower than "trick" baseball film or the stretches of slow motion that are sometimes included in the ordinary comedy. These commercial trick-films are usually taken only about eight times as fast as the ordinary films, and their making does not involve the difficulties and the new principles that Mr. Jenkins has been wrestling with for the past few years.

And it is not the perfection of slapstick comedy that Mr. Jenkins is working.

"The analysis of any high speed or quick movement by photo divisions of 800 to 1,500 pictures a second is destined to disclose data of great value to the scientist and engineer," explains Mr. Jenkins. He believes that this will be the cause in even unsuggested fields.

Consider the squashing of a rubber ball. The camera caught his ingenious movie queen in the act of bouncing an air-filled rubber ball. Perhaps the rubber tires that will show the modern auto will be further perfected by a study of the phenomena disclosed by this bounding ball.

"You will notice how the ball is flattened on contact with the ground," said Mr. Jenkins, as he showed the lazily moving ball floating on the projection screen. "See how it reverts its spherical shape in very much less time than it takes to rise from the ground a distance equal to its diameter. Apparently the force stored in the ball by its impact is largely exhausted in the recovery of its shape before it begins to rise. I am not aware that this has been observed before, and suggest that this phenomenon may account for the heating of pneumatic tires when cars are driven fast over uneven ground, a heating that is much greater than that caused by the same speed over smooth roads."

"And this is only one of the many useful applications. What happens in the collapse of an airplane, the bursting of gasoline tanks or balloon bags, this new instrument will tell us. To rapid motions it is what the microscope is to minute objects. It increases the power of the eye to see that which unaided it cannot see."

BOLL WEEVILS. Boll weevils breed only on cotton and wild cotton. Only individual hard work and careful planning get best results. Less talk and more work against the weevil. Loss can not be estimated at this time, because—

Weather conditions govern weevil activities. Each month of the year. Every farmer should study the problem thoroughly. Very many weevils now is no sure indication of damage. Inaugurate intelligent, diversified farming, and live at home. Safety first.

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For Special Booklet or for individual advice, without charge, write Chief Medical Advisor, S. S. S. Co., Dept 434, Atlanta, Ga. Get S. S. S. at your druggist.

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DR. P. M. BLANTON DENTIST Office in Herald Building Conway, S. C.

PREPARE FOR FUTURE IN AIR

Germans Organize Their Aerial Resources for Struggle.

By Milton Bronner

Berlin.—Beaten on land and temporarily driven off the sea, the Germans are convinced there is a great future in the air—and that they are going to prepare for it.

In the windows of the former great shipping companies are prominently displayed the time tables of the daily services by airplane between Berlin and the rest of Germany, with connections for Copenhagen, Holland and England.

On the news stand you will find such magazines as "Der Luftweg" ("The Airway") and others, all devoted entirely to aviation topics.

You pass a big comfortable house out of which soldierly chaps come stacking and ask what place it is, only to learn that it is the swell Aerg Club of Germany, one of a number of such organizations.

It makes a point of having lectures and exhibitions on aerial technical subjects. All former flag officers of the German military and naval aviation corps are made welcome. On every Tuesday there are reunions of such officers.

Again, you pass the office of one of the big German insurance companies and you learn that the principal ones of Germany have formed an air pool for the purpose of insuring all kinds of flying craft against loss. The combined capital of the companies is four hundred million marks.

All of this means that in spite of the restrictions the Treaty of Versailles ought to place upon German aircraft plans, the people of this empire are nevertheless making rapid strides for supremacy of the air.

Only one nation rivals Germany in the air and that is France. We with our boundless wealth are hopelessly behind the Germans. So is England.

Airplane Facilities At the close of the war Germany had 48 factories employing 61,396 men in the construction of airplane and dirigibles.

Under the treaty provisions these factories have been forced to stop making such things, so they have been converted into plants for making wagons, agricultural implements etc.

Nevertheless, the technical directors of these old-time aviation plants are still at work and many still have their scientific bureaus in operation.

Also some firms like Zeppelin, Albatross, Junker and Fokker are still in existence as airplane makers. The tendency in German aviation work has been to develop the giant aeroplane and seaplane. This is especially true of three types.

First: Enlargement of aircraft by increase of power, brought about by multiplication in the number of motors which are arranged in the wings.

Second: Enlargement of aircraft by increase of power brought about by multiplication in the number of motors which are arranged in the central fuselage or body and designed to drive one or more propellers through the medium of shafts or gearing.

Third: A type displaying radical departures from precedence in designs and aiming at greater altitude efficiency irrespective of the arrangement of motors or power installation.

Greater Companies For real active daily flight service the two greatest companies in Germany are the Deutsche Luft Reederei, which is connected in a business way with the Hamburg-American Steamship Company, and the Sablatnig Luftverkehr, which is connected in a business way with the North German Lloyd Steamship Company.

The Deutsche Luft Reederei on Nov. 26, finished its one millionth kilometer of accomplished flights, or over 25 times around the earth.

At present there is a regular daily service which starts at Dresden, through Berlin, Brunswick, Hamburg to Dortmund and vice versa. There is also a regular service from Bremen to Amsterdam, connecting with the Dutch service to London.

The Sablatnig has a regular daily service from Berlin through Bremen to Munster. The Lloyd Ostfig runs a daily service from Berlin through Danzig to Konigsburg. The Rumpier runs one from Berlin through Leipzig to Munich. The German Luft Lloyd runs a service other from Hamburg and another from Madgeburg to Breslau. Then there are a number of smaller runs.

DR. J. A. CLIFTON Specialist in Eye, Ear, Nose, Throat will be at Conway Drug Co., Tuesday from 3 p. m. to Thursday noon. Tonsils, Adenoids, Cataracts Removed, Cross Eyes Straightened Glasses Fitted. Patients requested to come early—adv tf

Scent in Each Wood. Were our sense of smell more highly developed and better trained, says the American Forestry Magazine, we should find that every wood has its own peculiar scent by which alone it could be distinguished from all the rest.

See D. A. Dozier for best prices on your cattle.—adv.4/14/21

Names Derived From Cities. A milliner meant originally one from Milan—a Milanese: just as a "cordwainer" or shoemaker was a worker of leather from Cordova.

CUT OUT AND PASTE IN HAT

Then You Will Miss Train in Case Seabreeze Blows Hat Away

BEST SCHEDULE CONWAY TO BEACH

This Train Service Will Work Wonders for Both Conway and Seaside

Beginning on last Thursday, June 30th, Conway began to enjoy the best railroad schedule the town has ever had between that point and Myrtle Beach. Additional trains were provided for while the daily passenger train from Chadbourne through to the beach was allowed to remain on just as it is. The traveling public, and especially Conway and other towns along the railroad, will be glad to know they can go and come from Myrtle Beach at almost any hour they please. Following is a statement which shows the trains leaving Conway and returning from Myrtle Beach every day:

In the forenoon of each day: Leave Conway 7:15. Arrive Myrtle Beach 7:45. Leave Myrtle Beach 8:00. Arrive Conway 8:15. In the afternoon of each day: Leave Conway 4:30. Arrive Myrtle Beach 5:15. Leave Myrtle Beach 5:30. Arrive Conway 6:00.

Leave Conway 1:20. Arrive Myrtle Beach 1:55. Leave Myrtle Beach 2:35. Arrive Conway 3:10.

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It is always easy to get your wants supplied in our Grocery Department, as we always keep our stock up to the minute. Just received complete line of Austin Nichols' celebrated Sunbeam goods. TRY OUR 100% PURE SUNBEAM COFFEE.

OUR DRY GOODS DEPARTMENT IS COMPLETE

Are you going to the Beach? Of course you are; then come around and let us sell you that bathing suit you have been thinking of buying.

Conway Trading Co.

Named Empire State. The name of the "Empire State" was first given to New York by George Washington. In his reply to an address from the New York city common council in 1784. Select path and follow it. Make your own life. Don't live any one else's. Take your chances. Don't be afraid of what's back of you or what's before you. Just live the best you know how, and live it strong.

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Here's why CAMELS are the quality cigarette. BECAUSE we put the utmost quality into this one brand. Camels are as good as it's possible for skill, money and lifelong knowledge of fine tobaccos to make a cigarette. Nothing is too good for Camels. And bear this in mind! Everything is done to make Camels the best cigarette it's possible to buy. Nothing is done simply for show. Take the Camel package for instance. It's the most perfect packing science can devise to protect cigarettes and keep them fresh. Heavy paper—secure foil wrapping—revenue stamp to seal the fold and make the package air-tight. But there's nothing flashy about it. You'll find no extra wrappers. No frills or furbelows. Such things do not improve the smoke any more than premiums or coupons. And remember—you must pay their extra cost or get lowered quality. If you want the smoothest, mellowest, mildest cigarette you can imagine—and one entirely free from cigaretty aftertaste, It's Camels for you. R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.