ROAD IMPROVEMENT

People of that County Waking up to the Needs and Benefits of Better

Bishopville, July 30 .- The Bishopville Chamber of Commerce is agi- Scientific Study of Constructating a movement for good roads in Lee county and supporters of the project believe it will result in much good. L. H. Jennings, chairman of the good roads committee of the Chamber of Commerce, has prepared an appeal for better roads. This

statement is as follows: "No one will dispute the fact that good roads is one of the greatest assets and one of the greatest advertisements that a county can have. Probably at no time in the history of road building in this country has it attracted so much attention, so much so that its construction has become a skilled profession. No longer can the average man be picked up and depend on to build a modern country highway. Our industrial and educational development is bringing to our minds the fact that this matter of road building can no longer be under control of unskilled hands, but should be superintended by one who is skilled and trained in road engineering. Not only would we then have better roads, but we would get them at a less cost to the people. And to prove this fact we have only to search the records of those counties that have such a system.

Figures for Lee.

"Let us examine a few figures from the records of Lee county for roads, bridges and chaingang for the past six years, closing 1912. The following figures do not include the salaries of the supervisor, commissioners and ized this department was when I beclerks. The expenditures for the respective years: 1907, \$8,968,41; 1908, \$9,377,08; 1909, \$9,636,99; 1910, \$11,-081.79; 1911, \$12, 865.74; 1912, \$15,-\$9,377.08; 1909, \$9,636.99; 1910, \$11,-778,30-making a total for the six years of \$67,708.33. All this money has been spent on our country roads, with no bridges of importance being constructed nor any stability to the roads that have been built. Drawing from these figures we can safely say that at least \$100,000 has been spent on the public roads of Lee county since its establishment in 1902, and then note the annual increase for maintenance.

"The figures further tend to make us a little suspicious of our roads getting into politics, as you can easily select from these figures the election years. Note specially the almost \$3, 000 increase of 1912 over 1911. Can the people of Lee county allow such a system to go on with such a steady and enormous annual increase? This annual increase is sufficient proof that here is nothing permanent about the roads that we get, being built by unskilled hands and planned by those who have no knowledge of engineering whatever. When we want a permanent building put up in our county we employ an architect and trained builder, why not use the same reasoning and common sense in building our county roads; they are equally as important and maintained and supported by the same source

A Proposed Bill.

similar in substance to the Stucke bill that was up before the legislature in 1912—that there should be three good business men as commissioners. who must be recommended by the delegation and appointed by the governor, to have control of the county affairs, and to receive \$3 per day for their serfices and milage, services not to exceed 30 days yer annum. These commissioners to be empowered to employ a competent road engineer, salary not to exceed \$1,800 per annum, who shall have control of the road contruction. No money to be the recommendation of the road en- amount per mile estimated by the engineer and aproved by the commissioners, the commissioners not to approve claims they do not deem just and fair.

"It is further proposed that the supervisor, whose salary is now \$1,200 per annum be allowed to take a team of two mules and four laborers or convicts and do temporary repair slasm was shown upon the subject work on the roads and bridges until of better public highways. Officers Mr. R. D. Chapman of Cross Hill convicts and do temporary repair his present term expires, 1916, after which the office of supervisor to be abolished

basis and eliminate the waste and worthless work that is now being carried on. With a little figuring an earn see what a great saving this plan. South Carolina: John W. O'Neal, Alabama, The meeting was well attended the plan and the plan of the plan from twenty four states. The next of the plan of the pla will bring about, and a higher and better grade of road work. The compensation for the commissioners is not enough to encourage a secondle for the places, but enough to compensate good patriotle men to serve for the benefit of their country.

When Burns says it's a sale now going on.

IN LEE COUNTY MONEY WASTED IN ROAD BUILDING X

tion Essential.

YORK AN EXAMPLE.

Lack of System and Slipshod Methods Cause Great Waste-Highway Commission Now Making Study of Practical Construction.

New York state is spending an average of \$50,000 a day in the construction of better roads. At two referendums the people of the state have voted to expend \$100,000,000 in the building of highways. Prior to the time John N. Carlisle, commissioner of highways, took hold of the affairs much money was wasted on account of slipshod methods and lack of system.

Part of the road fund will be spent in each county. When the commissloner was asked recently when new contracts for highway improvement would be let he replied:

"New York state should have the best highways in the world. No one familiar with the conditions believes it has been getting them. At two referendums the people have voted to expend \$100,000,000 in the construction of good roads, and they have a right to insist that the highways be improved. But until I am satisfied that roads will be built which will give the people a dollar in value for every dollar invested in them I am not going to approve of further construction.

"No man not familiar with the conditions can understand how disorgancame commissioner. Although it was and is now spending on an average \$50,000 a day, there was no system in its office work, and mail was received at the postoffice in five private letter No one thing surprised me boxes. more than the fact that this department, charged with the expenditure of \$100,000,000 in construction of new highways, had no facilities for making a scientific study of road construction.

"It is not necessary to tell the people that, with this lack of system and with this slipshod method of doing business, money has been wasted. There is evidence of it in every county where highways have been constructed. Not even the engineers believe that some of the roads, if built according to contract, would stand the traffic, but it was expected that the contracts would be modified by supplemental agreements. and in nearly every instance this was

U. S. AIDS IN ROADMAKING.

Improvement Marked and Many States

Now In Line. Improvement of the public roads of the United States is to be greater this ports received from all parts of the one. country by ex-Secretary Wilson of the United States department of agricul-A joint committee of congress is engaged in an investigation of the feasibility of federal aid in the construction, improvement and maintenance of public highways, and a number of the state legislatures have considered good road legislation. In connection with the general impetus that the good road movement has recently had in all parts of the country, the "It is porposed to have a system director of the office of public roads was Saturday,

> the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads.

dition year after year requires a considerable annual outlay, but this outlay is indefinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advo- Olin Pitts. cates of good roads to do is to urge paid out for road work except upon and setting aside every year of an night. gineer in charge to be sufficient for Ola and Mr. Jim Griffin of Greenwhich must make for economy and

National Federation Meeting.

The National Good Roads federation rison is helping Rev. Jodie Martin. has closed an interesting meeting at Miss Jewel Gardner, Mr. Ed Smith Birmingham, Ala., where much enthus of Atlanta, Miss Estelle Turner and ed States senator from Alabama, pres. | Eloise Brown, abolished

"This, we believe, will place our road building upon a safe husiness and eliminate the waste and South Carolina Lehn W. O'Ned Ala.

South Carolina Lehn W. O'Ned Ala.

Miss Lacile and Mr. Will Keid or Mt.

Roads Belong to Public.

In theory the roads are "public?" in The oder of africe persolection about fact the roads are the property of the the back can be getten all to be a fact the roads are the property of the the back can be getten all to be a fact the roads are a limit or DARRY'S PROFITAL CONSTRUCTION. controlled by highway officials, in fact plants of DARRWS PROTTS the roads are controlled by any man skip the consists and the roads are controlled by any man skip the consists and the at the last. Dr. J. C. Burns & Cos. Big Sale going on. way and at any time of the year.

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year than ever, according to the re- at Bathabara was quite an enjoyable very good to have had only one week practice. The devotional service in the morning was conducted by Rev. W. P. Turner and Prof. W. P. Culthe children in the afternoon though older people were muchly benefited too. Bathabara is noted for its good dinners, but there hasn't been such a good one in years if ever before as

Miss Inez Dobbins of Goldville "Too much stress cannot be laid visiting Mr. and Mrs. R. W. Brown and upon the importance of maintenance in family. Miss Dobbins has many connection with the work of improving friends in this county that she made while teaching at Pine Bluff in 1908. Misses Ethel and Wynonia and Clyde McDaniel, of Ekom, came down Saturday to take in Children's Day. "To maintain the roads in good con- While here they visited Messrs G. Boazman's family and R. W. Brown

and family. Miss Bess Guthrie, of Raleigh, N. C., came Saturday night to visit Mrs.

Miss Ethel Still of Greenwood viscontinuous, systematic maintenance ited Mrs. Lizize Pitts last Thursday

wood are on a visit to Mr. R. S

The protracted meeting at Bathabara is going on now. Rev. Mr. Mor.

elected were John H. Bankhead, Unit. spent Sunday with Misses Mary and

ldent: United States Judge W. T. Miss Bettle Atchison of Mudlick

meeting will be held in St. Louis not of Ninery Sty attended Children a Day later than Nov. 15.

Saturday—Bathabara is Mrs. John

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MODERO CONTROL OF STATE OF SOUTH CAROLOGICA CONTROL OF STATE OF SOUTH CAROLOGICA CONTROL OF SOUTH CAROLOGICA CONTR REFEREE'S NOTICE.

G. Wash Hunter, et al.,

Pursuant to order of the Court of Common Pleas for Laurens County, South Carolina, in the above stated cause directing me to call in creditors of the defendant G. Wash Hunter, to take proof of their claims and ascertain the amounts due the said credit-ors, a reference will be held at the office of Simpson, Cooper & Babb, at Laurens, S. C., on the 18th day of Aug. 1913, at the hour of 10 o'clock in the forencon, and all creditors of the said G. Wash Hunter are notified to appear before me to establish their claims on

Special Referee.

R E. Babb.



CONDENSED PASSENGER SCHEDULES.

Between Greenville, Anderson Greenwood Effective Thursday, May 15th, 1913. Texins leave and arrive corner Main and War ington Sc Leave Arrive

Propert and careful aftent