

NEW CONGRESS CONVENES

Many Important Questions to Be Decided—Politics Are Paramount

Washington, Dec. 1.—Many months' work on a great variety of important subjects, international and domestic, were before the 66th Congress today when it met for its second and "regular" session, which was expected to close only with the presidential campaign next fall.

Members of both Senate and House returned to work with only ten days' rest since the adjournment of the extraordinary session which ended Nov. 19 when the Peace Treaty failed of ratification in the Senate. Because of the extra session the opening day lacked much of the usual bustle attending the launching of a new session.

With the Congress already "in harness" and with much legislation ready for immediate consideration, little delay in the beginning of work was expected. Calling of Senate and House rolls for quorums, appointment of committees to notify the President and each other that Congress again was "on the job" were among the customary opening formalities.

Besides legislative recommendations, President Wilson's message was expected to deal with international relations and particularly with the treaty of Versailles. While early ratification of the treaty with compromised reservations was expected by many senators, with hopes of action before the new year, leaders believed the issue involved would be carried into the presidential campaign.

Politics is due to play a large part in the events of the new session, the first before the nominating convention next summer and the final campaign in the fall. Leaders propose to have Congress recess for the conventions and work through afterward in October.

Enactment of legislation is expected to begin immediately. The Senate today had pending with privileged status the Cummins railroad bill with its provisions against strikes and for return of the railroads to private ownership. In the House, the bill to restrict immigration will provide for deportation of alien radicals was first on the calendar. The House probably will be occupied largely with the appropriation bills for many weeks and leaders hope to enact several measures before the holiday adjournment to begin about December 20 and continue to January 5.

Long debate of the railroad bill in the Senate was anticipated and leaders had little hopes of its enactment before January 1, the date on which the President has said the roads should be returned to private operation. A temporary resolution continuing guaranteed compensation for the carriers until permanent legislation is completed will be passed if necessary.

Among the measures expected to be completed this month are the oil, coal, gas and phosphate land leasing bill and the Edge measure authorizing formation of corporations to finance American export trade. Both bills are now in conference.

Besides the treaty of Versailles, several treaties are pending and promise to evoke long Senate debate. Three treaties, one guaranteeing assistance to France in event of German aggression, that establishing Poland and defining the Rhine frontier and the long-pending \$25,000,000. Colombian pact, are pending before the Foreign Relations Committee.

The Peace Treaty with Austria also is expected to be ready for transmission by the President soon. The committee also has before it the resolution of Republican Leader Lodge proposing that Congress, by concurrent resolution, declare the war with Germany ended. This will be fought, vigorously by the administration. Early action on the French Treaty is not planned by the committee majority, but the Polish Treaty, the leaders say, will be pressed.

Among other important international matters pending or in prospect are the House bill to repeal the Canadian reciprocity treaty and commercial conventions and trade extension arrangements with the Allies, the enemy countries and other nations.

On the legislative calendar are many measures already passed either by Senate or House. They include bills establishing a federal budget system, providing a permanent shipping policy, regulating cold storage of food products, and providing for development of waterpower.

Fiscal legislation promises to have a prominent place in the work of Congress. General tariff revision and modification of the international revenue laws are planned before the political campaign. Repeal of many war taxes will be proposed and anti-dumping bills to protect American manufacturers are pending. Permanent army reorganization policies, incorporating the most question of universal training, soon are to be brought out by the Senate and House military committees, while the committees must pass on a new building program and an bill increasing the navy's personnel and its pay.

Prominent among the other measures to be taken up are those dealing with radical alien and anarchists and the high cost of living. Leaders also plan to give attention to means of averting industrial strikes by general mediation or other methods. The Lane-McCord bill embodying Secretary Lane's plan of farms for soldiers and sailors also is up for passage and Congress will attempt revision of several standing laws and repeal of the Espionage and other war measures.

Numerous investigations also are planned. Senate inquiries into Mexican affairs and the cost, which and legal situations will continue, while the House will carry on its investigations of War Department activities. New investigations proposed in the Senate include that into the present paper situation and into charges by Senator Watson of Indiana that radicals and radicals are in the employ of the Federal Trade Commission. The Senate Privileges and Elections Committee plans to take up the contest filed by Henry Ford against the election of Senator Newberry, Republican, of Michigan.

Senate democrats are to have a conference this week to elect a leader to succeed the late Senator Martin of Virginia, with the contest apparently narrowed to Senator Hitchcock, Democrat, of Nebraska, administration leader in the Peace Treaty fight, and Senator Underwood, of Alabama, for Democratic leader in the House.

Conferences of the Republicans and the steering committees of both parties also are planned soon to fill committee vacancies.

CHRISTIANSEN ON GOOD ROADS

Senator From Beaufort Replies to Criticisms of Good Roads Plan

Editor Daily Item.

Absence from South Carolina has delayed until today reading a criticism of Hon. J. K. Owens of Bennettville on the good roads bill I offered in the State senate last winter. This criticism appears in the newspapers and its author performs a public service by so presenting his ideas. I do not agree with his views, but welcome all frank disinterested discussion. During the six weeks before the legislature meets good roads legislation should be thoroughly thrashed out.

After a lengthy and general debate, continuing over several days the State senate at its last session passed my good roads measure, with several amendments, by a vote of nearly four to one. The first division in the house was against the bill by a majority of one. The bill was finally postponed by the house until the coming session of the legislature, and is, I understand, one of the first on the house calendar. While I offered this bill in my name I cannot claim authorship. It represents the joint efforts of several groups of thoughtful and patriotic men at whose solicitation I introduced it. In its details this measure probably does not entirely suit any of its sponsors. As to the fundamental proposition for which we are in agreement.

The objections of Mr. Owens are by him indicated as both "fundamental" and "specific." The latter I cannot at this time discuss because I am away from home and have not the data at hand. However, these are least important, and I ask this space to consider the other.

The "fundamental objection" is that the bill seeks to "centralize" power in the highway commission. Mr. Owens writes that its "basic principle" is, "that the State is the proper unit for road building and maintenance." He claims that it would "centralize and give to the State highway commission plenary power over the highway system. His further objection is that 'this idea assumes that the purpose of a road is to get through the State, as opposed to the idea that a road is for the purpose of serving the convenience of the citizens in the neighborhood through which the road passes'.

There we get at the heart of the whole matter. Mr. Owens' statement contains much beside. He places what are to me, fantastic constructions on certain phrases in the bill. He denounces it as being "Republican" doctrine. But once we have settled the great fundamental proposition there ought not to be much trouble in arranging the details for carrying it out. As for epithets, they get us nowhere.

Mr. Owens is totally infernal in holding that the bill proposes "State" as the proper unit for road building and maintenance. The bill does, as he further asserts, extend the power of the State highway commission over the State highway system. These are two distinct propositions. The distinction is important. The bill recognizes the fact that the time has come for a State system of highways. That does not mean we are to give up county highways. Less than three thousand miles covers the State, roads now considered necessary for a State system. That would leave certainly over ten thousand miles of county roads.

This idea that there is antagonism of interest between State and county highways is at the bottom of most of the prejudice that stands in the way of a State highway system. Yet there should be no more feeling of antagonism than there is between the trunk railway line and local railways, or between the common schools and the State institutions for higher learning. Both are needed. One feeds the other.

Those who insist on State highways do not oppose the idea that there must be roads to serve the convenience of the citizen in the neighborhood through which the road passes. They do not for a moment lose sight of the absolute necessity for these neighborhood roads leading to market, to church and to school, and required for social intercourse. They do not propose that the improvement of these country roads shall be retarded. They propose that those of them needed for State highway purposes shall be supported by

State funds, thereby relieving the county system of their most expensive road burden.

We are looking for new State funds with which to build and maintain a new system of roads. The county road will be of much greater value when it has the State road to feed into. The neighborhood road should not view the coming of the State road with jealous eye, but welcome it.

A few weeks ago, the National Grange, and heads of six of the most important State Granges met in Washington to discuss a national highway system. Their spokesman for tens of thousands of farmers, set out a road plan for the county as follows: "County and township systems to be built in zones leading from the railroad stations and market centers out into the farming districts to the farms and connecting up with the State and national systems at the most advantageous points. The State system to connect the county seats and the principal cities with the national system. The national system to consist of not less than two or more than four main truck highways through the State, two running generally north and south and two running generally east and west, connecting up large centers of population with the adjoining States."

The federal government would look after the interstate highway and state government would take care of the inter county highways and the counties would have the neighborhood roads to build and maintain. The farmers have generally come to see that such a system is of the greatest importance to themselves. Democrats, Republicans, Progressives, Prohibitionists and Socialists all advocate these good roads plans.

No party label can be stuck on the general scheme of having federal highways and State highways, in addition to county highways, and Mr. Owens is in error in denouncing it as Republicanism, as he will find out if he examines the record of his national party or the Democracy of other States.

The automobile has made these through roads so necessary that they must be had or a State will be left hopelessly behind. South Carolina in her readjustment as a result of the boll weevil invasion will be terribly handicapped if her farmers are not provided with hard surfaced roads on which to carry their cattle and hogs to the nearest packing house; peanuts to the best oil mill; beans, corn, and grain to the feed mills and elevators; and potatoes to the curing houses.

Oh, King Canute, with his scepter had no more hopeless task when he ordered the tides of ocean to turn back than have those who seek to stop vast changes in transportation brought about by marvelous developments of the automobile.

A State Highway System is a necessity. Every day it is postponed means untold loss to all our people.

Neils Christensen.

GERMAN POTASH

Berlin, Nov. 16.—The German Potash Syndicate is negotiating with America again, says the North German Gazette which believes it will be able to reach an agreement in regard to the exchange of potash for American coal.

Negotiations took place between the Germans and Americans last spring but failed, says the paper, because America still thought it could rely on its own substitute for potash and refused the German offer, whereby Germany sold her output, which was intended for the United States, to Sweden.

Negotiations, says the Berlin paper, have now been resumed to enable the German potash mines, of which 120 are crippled through lack of coal while others have only 25 per cent enough fuel, to buy American coal with dollars and recoup by selling potash to America at dollar rates.

Other negotiations are also underway between Germany and Holland for milk and dairy products in exchange for potash.

WASHINGTON WAITING ON MEXICO

Washington, Dec. 3.—The State department is marking time today, awaiting word from Mexico City of the official delivery of the latest American note to the Mexican government, and subsequent action inspired by it.

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BRIBERS IN COURT

Michigan Election Grafters to Be Assigned

Grand Rapids, Mich., Dec. 2.—Appearance for arraignment in the federal court here of a number of defendants of the hundred and thirty-five indictments on Saturday on charges of corruption in connection with the election of Senator Newberry is expected today.

MARRIAGE LICENSES

White—Charles Clark, Easton, Pa. and May Barton, Blue Ridge, Ga. William W. Boothard, Sumter, and Luvine Griffin, Sumter. Colored—David Davis, Sumter, and Amelia Jefferson, Sumter; Benite Davis, Fort White, Fla.; Margaret Brown, Eastover.

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