

**The Watchman and Southern.**

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The Sumter Watchman was founded in 1850 and the True Southern in 1868. The Watchman and Southern now has the combined circulation and influence of both of the old papers, and is manifestly the best advertising medium in Sumter.

**THE NEW RAILROAD POLICY.**

The new national railroad policy is not yet determined. Certain big facts, however, have become clear, and are recognized by nearly everybody in public or private life who has given much thought to the subject.

For one thing, the railroads must be allowed to combine in larger units than formerly. For another, there must be no more private railroad autocracy. Congress is trying to harmonize these apparently contradictory ideas into a workable system.

It is taken for granted that the best features of government operation will be retained. The most obvious gains from government management have been in the standardization and simplification of work and equipment. These have been possible because of centralized control. They have at least paved the way for big savings and service-improvements.

It has been proposed by the railroad director that the railroad of the country be formed into several large groups for unit-operation. Someone else has proposed a dozen railroad groups, something like the twelve financial groups in our regional banking system.

Such railroad combines involve a big change from the old policy represented in the Sherman law.

They will be possible only because the railroads are no longer to be controlled by the irresponsible will of private capitalists. They are to be subject to the three-fold control of capital, labor and government; the latter representing the public—a seeing that the other two parties play fair with it and with each other.

**DEMOCRATIZING GERMANY.**

Most of the news coming from Germany nowadays, of whatever nature, seems to arouse little interest. The American public is rather "fed up" on Germany. Here, however, is a bit of news worth noticing.

The Berlin board of education is said to have started a thorough cleaning up of the school libraries, removing whatever books are found "contradictory to the new spirit of the times."

What books, then, are being removed? "All books of a chauvinistic, imperialistic, militaristic, nationalistic, monarchistic and anti-Semitic nature."

Surely here is proof that Germany is getting somewhere. The foundation of the old German militarism was laid in the public schools. Every school-boy had it drilled into his ears that Germany was "the fatherland, surrounded by foes." Intense, narrow nationalism, hatred of other races, love of military display, worship of armed strength, the diving origin of German autocracy, all these were taught as educational gospel. Now, if this news is true, they are all banned.

The springs of national thought and feeling are no longer to be poisoned. There is to be room and opportunity for the development of real democracy, a truer outlook on life and a more sane and generous appreciation of other races.

And strangely enough, while Prussia is thus opening her heart to the larger, freer, friendlier modern spirit, there are, among her conquerors, nations that seem inclined to rear their own children in a spirit of more narrow, selfish, exclusive, antagonistic nationalism than ever.

**WHILE THE SAVING'S GOOD.**

"The clock is likely to strike 12 in the fall of this year or the spring of the next. The next period of depression won't be from over-production or banking conditions, as in the past, but the thief will come in another way."

"The present period of prosperity will be brought to a close through psychological or spiritual reasons. More and more people are slacking on the oars of production. Some morning we shall find everybody slacking at once."

This is the prediction of Roger Babson, financial expert, founder and president of the Babson Statistical Organization, which plots curves of business conditions as they occur, and from these curves of the past is able to predict the future.

The whole country, being forewarned, could of course avert the period

of depression if it would—by capacity production beginning right now and running along until the danger is past. But if the country as a whole will not do this, if it prefers to idle and waste and buy with extravagant luxury instead of working and saving and buying with comfortable good sense, the individual citizen may still be forewarned and have his umbrella ready for the rainy days to come.

Just now, dollars are plentiful and goods scant. The wise move would seem to be to salt down as many dollars as possible. The savings bank isn't far from the grocery and clothing stores. And for people in rural districts, plenty of reliable banks do business by mail.

Here also is a tip—do the banking first, and make what's left cover the necessary purchases. If the total income were that much less, life could be managed on it, could it not? Make it that much less—by putting a set sum where it can grow. To cease buying is always foolish—but to buy with an eye to values, an eye to the future, is to make the ribs of that umbrella sturdy and enduring. Thrift stamps and the savings bank will make the covering waterproof.

**SEVEN YEARS FOR EUROPE.**

Sir George Paish the economic expert representing private British interests in this country, said recently that it will take seven years to put Europe on its feet financially, and will take about \$20,000,000,000 to get that continent on its feet so that it can put over its reconstruction program.

This is a more moderate estimate than Americans have expected. It took at least 20 years for Europe to recover after the Napoleonic wars, and more than one big financier has declared that nothing less could be expected now. Seven years is a shorter period than the United States needed for recovery after the Civil War. The amount of money mentioned is likewise moderate, compared with the big sums expended during the war and since. Twenty billions distributed among the various European belligerents does not give much to any one of them.

A large part of this reconstruction money will be sought in America; but there is no prospect of so big a demand and so serious a drain as many have anticipated. It is reassuring, too, to find that there are to be more government loans to European powers—that whatever loans are granted for this rebuilding effort are to be voluntary loans, made as straight business proposition by private interests.

Seven lean years—then, perhaps, many fat ones. That is the prospect held out. Americans will surely do what they can, within reason, to make it come true, impelled alike by good will and by a knowledge that renewed prosperity abroad will mean increased prosperity at home.

**THE OREGON WAY.**

Farmers and fruit growers who feel that they are not getting just returns for their labor and product would do well to consider the history of the Oregon Growers Co-operative Association—and then follow its example.

Today Oregon products, chiefly apples, cherries, loganberry products and walnuts, are known all over the country, in the east as well as the south and west. This was not always so. As recently as 1912 Oregon apple growers were in a bad fix. They found that 10,000 cars of apples swamped the markets. The wrong kind of competition not only ruined many orchard owners in the northwest, but at the same time put all northwestern products in bad repute in the eastern markets.

In 1915 the Oregon growers organized for their mutual benefit. They set up a bureau of markets as a sort of clearing house for apples. They got together on their advertising methods and eliminated unfair competition. The result is that today 20,000 to 30,000 cars of Oregon apples are successfully marketed at high prices in the very markets that formerly considered 10,000 cars too many.

Naturally the Oregon growers intend to extend this system to other fruits. During 1920 the association will handle apples, cherries, pears, prunes, walnuts, berries and dried and canned fruits. It is estimated that its total volume of business will be between \$2,000,000 and \$5,000,000.

The Oregon method is simple. In the first place, the producers have made their products good. Then they have advertised them well, choosing a few good trade names and sticking to them. Then they have introduced efficiency into handling and distribution and they have eliminated bitter local competition. It is a formula any group of enterprising growers could adopt.

South Carolina farmers could do the same thing by adopting similar methods in marketing their products. One of the crops that will be substituted for cotton is sweet potatoes, and

by proper handling this easily produced crop can be made a source of almost unlimited wealth.

**AIR MAIL SERVICE GROWS.**

In spite of frequent mishaps and weather handicaps, the air mail routes first established continue to struggle toward greater regularity and more efficient service. Four new aerial routes are now sought which will link together all the important cities of the country. Congress is considering an appropriation of \$3,000,000 for the establishment of these new routes.

One of the proposed extensions of present air service is from Chicago to San Francisco. This would complete the air mail line from New York City to the Pacific Coast. Another will connect Pittsburgh and Kansas City, going through Cincinnati, Indianapolis and St. Louis. The third will go from New York to Atlanta by extension from Washington. The fourth will link Minneapolis and St. Paul with St. Louis, through Chicago.

A fifth, somewhat different, route is also discussed. That is a hydro-plane line down the Mississippi river from St. Louis to New Orleans. There would be stations at Cairo, Memphis and Vicksburg.

It is urged that the new routes would save one-half the mail time between cities and would speed up the delivery of 332,000,000 letters. The coast-to-coast service would be particularly worth while.

Most people feel a keener interest in seeing some improvement in local mail deliveries along the usual, old-fashioned routes. There is nevertheless a real satisfaction to be derived from this evidence that the air mail service has come to stay and is steadily gaining practicability and usefulness.

**THE POWHATAN IS ALL RIGHT**

**Storm Subsiding and Ships Standing By**

New York, Jan. 22.—A wireless message this morning said the transport Powhatan, disabled two hundred miles south of Halifax, was o. k. at 8 o'clock last night with the sea moderating and the wind shifting. Several vessels are standing by.

**HOLLAND PROTECTS WILHELM**

**Government Says it is Impossible to Surrender Him**

London, Jan. 22.—Standard reports Holland's reply regarding the surrender of William Hohenzollern says it is impossible to grant extradition at the call of the third country if his own country does not demand extradition.

**From Bullets to Butter Churns.**

London, Jan. 2.—Even the great Woolwich arsenal has turned from the manufacture of war material to the peaceful pursuits of trade. Ten thousand butter churns have been manufactured in the great building which during the war sent out vast quantities of munitions for use against the Germans.

The nickel purchased to manufacture bullets is being used in the arsenal to make five-cent pieces for British Honduras currency. There is a world shortage of locomotives and railway cars. To meet this it has been decided to manufacture these articles in the arsenal and work already is underway there on orders for 2,500 cars, 100 locomotives and for repair work on 700 cars.

This serves a double purpose. Thirty thousand persons now are employed in the arsenal where 110,000 were at work in war time. Thousands of these men are skilled munition workers. By keeping these busy making locomotives and other peaceful products, the government not only gives them work but retains their services. In event of another war they could return immediately to the munition works in which they are skilled.

One of the side-line products of the arsenal since the armistice has been the striking of 6,000,000 war medals.

**Question of Equal Suffrage.**

Columbia, Jan. 22.—Mrs. Julian B. Salley, president of the South Carolina Equal Suffrage League, who is in Columbia leading the suffragists in their effort to bring about the ratification of the federal suffrage amendment by the present legislature, was rejoicing today at the news that Oregon had ratified. This makes the 25th State with three others having called special sessions to ratify. These three are Indiana, Wyoming and Idaho. Besides these, Arizona and New Mexico have called special sessions for the first week in February.

The contemplated visit of Mrs. Carrie Chapman Catt, the national president, has been called off owing to the fact that the invitation by the legislature was delayed and Mrs. Catt in the meantime accepted an invitation to address the Virginia legislature.

Mrs. Salley and her co-workers won several converts to their cause yesterday and counted as a decided point in their favor the fact that no action was taken at the morning session upon the resolution to reject which was introduced by Mr. Bradford of York. Representative Richard B. Belser of Sumter declared that the amendment should be considered on its merits and that he did not consider a resolution to reject a fair method. "And I believe that this attitude of openmindedness on the part of our legislators will win enough supporters for our cause to give us victory," declared Mrs. Salley as she left the capitol.

**Mantels, Tile, and Grates**

We have moved to larger quarters and have the largest stock of mantels in the State. Our stock consists of plain and quartered oak, mahogany, missions and white. Also a nice stock of tile and grates.

Don't buy until you see our line.

**SUMTER MARBLE & MANTEL CO.**

J. P. Commander, Prop.

Store room 328 S. Main      Office 107 Manning Ave.

**REPLY OF DUTCH BEING PREPARED**

**Holland Not to Surrender Former Kaiser**

The Hague, Jan. 21.—The reply of the Dutch government to the demand of the allied powers that the former German emperor should be given up to them for trial is being drafted and will be forwarded some time this week to the Dutch minister at Paris for communication to the allies.

Although Holland is determined to stick closely to the diplomatic precedent and not publish or intimate the text of the reply until it is delivered, there is apparently no cause at the present time to make any change in the prediction of the Dutch newspapers that the Dutch Government will decline to accede to the demand.

The Associated Press was informed today by a high official that the former German emperor had been in no way consulted about the reply, nor had he even been officially informed of the demand for his extradition.

**Mackensen Wants to Shoot.**

Berlin, Jan. 4.—Field Marshal von Mackensen is advertising for a home. He formerly lived in Dantzig but refuses to reside there now that the city has been internationalized and made a port for Poland. The former German commander seeks a residence in the neighborhood of woods where he can do a little shooting.

**Shanghai, Dec. 27.—Miss Liu Ching-yang, of Tientsin, is leader in the formation in China of a great national organization of student patriots which has been formed here. This is called the National Associated Bodies of China. Its purpose is announced to be to crystallize the patriotic aspirations of the Chinese as voiced in the student movement last June when the Peking cabinet was overturned.**

**Motors Take Place of Mules.**

Nogales, Ariz., Jan. 18.—Mule skimmers of the First Cavalry hereafter will have to swear at refractory carburetors and punctured tires, for the army mule is being banished. Farewell to the mule, insofar as the First Cavalry is concerned, was said recently by a board of general officers appointed by the war department to investigate the subject of motorizing cavalry.

After a test march in which both mules and motors were used, the board, headed by Brigadier General Marshall of Brownsville, reported in favor of the motor and one brigade was ordered to do away with the mules.

**GERMAN REPORTS CONTRADICTED**

**Berlin Starts New Slander of French Army**

Paris, Jan. 22.—Emphatic denial of reports emanating from Berlin and published in America that "riots and mutinies have broken out among the French naval forces and troops at Toulon" has been made by French war office.

**Marriage Licenses.**

Colored—Marion Garman and Susan Bracey of Pinewood. James Johnson, Sumter, and Ada Reames, Paxville. Alex Ballard and Louise Haynsworth, Sumter. Wesley Bennett, Oswego and Rosana Haynsworth, Providence.

**Teaching Wounded Soldiers to Dance.**

London, Jan. 5.—Dancing is being taught British army officers who have lost an arm or a leg in the war, this instruction being part of a plan intended to give the men poise and confidence in using their artificial limbs. Preliminary work along this line begins at the hospital, and later the officers may continue their lessons without cost of their desire.

**Senator Pollock Working for Suffrage.**

Columbia, Jan. 22.—One of the liveliest lobbyists for the Susan B. Anthony suffrage amendment at the present session of the general assembly is Former United States Senator Pollock, of Cheraw. Mr. Pollock is working with the suffrage leaders for votes on the ratification resolution. His argument is that the amendment will simply put the white women of the land on an equal footing with the white men and that there will be no more problem with negro women than there now is with regard to negro men.

Speaker Cothran brought a hearty laugh to the house Wednesday afternoon when he called attention to the fact that a typographical error in the suffrage rejection resolution had used the spelling "suffrage." He said that no doubt the present outlook for the ratification resolution was causing them ladies to suffer.

**Employees to Share in Profits.**

Berlin, Jan. 5.—A movement is in progress in Germany to provide for the participation of employes in the profits of the large industrial concerns by purchase of stock. Krupp's works have under examination a scheme of this nature and a large number of other industrial concerns have entered into negotiations with their employes in regard to profit-sharing.

**THREE YEARS WITHOUT HOPE**

**A Story of Sickness and Suffering with Final Return to Health**  
It will do you good to read it

No matter how long nor how much you have suffered, do not give up hope. Do not decide there is no help for you. There is. Make up your mind to get well. You can. There is a remedy in which you may place full reliance as did Mrs. Rozalia Kanis of 39 Silver Street, New Britain, Conn. This is what she says: "I had cramps for three years and thought I would never be any better. I could not eat without distress. Slept with my mouth open and could hardly breathe. No medicine helped me. I had catarrh of the stomach. Now I have no cramps and am feeling well and healthy. I wish every suffering person would take PE-RU-NA."



Catarrh effects the mucous membranes in any organ or part. PE-RU-NA, by regulating the digestion and aiding elimination, sends a rich, pure supply of blood and nourishment to the sick and inflamed membranes and health returns.

For coughs, colds, catarrh and catarrhal conditions generally, PE-RU-NA is recommended. If you are sick, do not wait and suffer. The sooner you begin using Dr. Hartman's well-known PE-RU-NA, the sooner you may expect to be well and strong and in full possession of your health. A bottle of PE-RU-NA is the finest emergency, ready-to-take remedy to have in the house. It is fourteen ounces of prevention and protection.

Sold everywhere in tablet or liquid form.

**Ford**  
THE UNIVERSAL CAR

**Sixteen Years Experience**

For sixteen years, a corps of metallurgists have been studying and constantly perfecting the steel that goes into every part of the Ford car and the Ford One Ton Truck. Each separate part has been studied to learn the type of steel best fitted for it. Parts receiving constant surface-wear are made of hard, flint-like metal; parts subjected to great vibration or resilience are made of softer, springy steel. Every part is made according to its use—that is, every genuine Ford part is.

But there are also counterfeit "Ford" parts. These imitations are made by concerns in no way connected with the Ford Motor Company and retailed as side lines by mail-order houses, down-town stores, and many garages. The unsuspecting customer accepts them because they are called "Ford" parts. To make sure of getting the genuine Ford-made parts, buy them only from Authorized Ford Dealers. Likewise bring or take your Ford car to our garage for repairs, replacements, and general "tuning up."

We are authorized Ford Dealers. We can supply you with all Ford parts for either passenger car or truck. And our shop is equipped to give real Ford service in all repair work.

**Shaw Motor Company**

INSIST ON GENUINE FORD PARTS