

The Watchman and Southron

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WHO'S IN EARNEST?

Some members of the congressional committee on naval affairs say that what they want to know about the proposal for partial disarmament is "whether the other nations are in earnest about it."

What the other nations want to know is whether the United States is in earnest about it. The question of disarmament was taken up at the Geneva assembly, but consideration was postponed until the next meeting...

Since that assembly adjourned, and the disarmament question became leading issue in this country, representatives of Great Britain, and Japan...

The main thing is to make a sea by getting the nations into conference. That will provide the machinery of disarmament. It will come this nation to nothing. Any arrangement made at such a conference will have to come back to congress for approval.

IDLE WORKERS HAVE MONEY.

A recent business review touches a phase of the unemployment situation which has received little attention. The writer remarks that in New York City, where only 5,000 out of 60,000 clothing workers have employment, there has been no call for charitable relief.

His conclusion seems sound—that little distress has yet accompanied the forced idleness, and that the workers apparently have been wiser than they were given credit for in laying something by for a rainy day.

That unsuspected thrift is proving to be the very best guarantee that the rainy day will not last long, for it is the very fact that the unemployed have money to spend that is leading to a resumption of industry and ending the unemployment.

WISDOM IN APPROPRIATIONS.

The fact that during the fiscal year 1920 the government spent 32.83 per cent of its total appropriations for military purposes and only 1.01 per cent for such items as agriculture, commerce, manufacturing, mining and minerals, labor, education and public health, has been noted and discussed pretty widely.

In figures sufficiently simple for the layman in finance to grasp. In a recent bulletin it says:

"On the basis of 100,000,000 population at the present time, the government spends this year a per capita of \$14.24 for the army and navy, and \$38.55 for paying the expenses of the recent and previous wars. In other words, our federal government spends on a per capita basis for development in the field of agriculture only 36 cents; in commerce and manufacturing six cents; mining and minerals, three cents; labor, six mills; education, seven cents and seven mills; public health, four cents, as compared with \$52.79 for military expenses and operation."

It may be that perils menace the nation from without, that foreign armies and navies are watching a chance to pounce upon us and destroy us. In that case protection and preparation are necessary. But those people who insist upon such great military and naval precautions forget that there are other perils which menace the nation from within.

Illiteracy, poorly trained teachers, inadequate school equipment, lack of knowledge of laws of sanitation, poor assimilation of the great foreign element in our population, undeveloped natural riches, wasteful extravagance in utilization of resources, inefficient transportation and distribution and many other conditions exist today threaten national destruction at least as menacingly and closely as aggressive foreign powers.

Wonders have been accomplished with that 1.01 per cent because of the natural wealth of the land and the private enterprise of its citizens. How much more could be accomplished if that small expenditure for constructive purposes were multiplied five or ten. When the nation is true to the proportions may be reversed or at least made equal.

ISOLATED GERMANY

It is possible that before long the world will witness the most complete isolation of a nation in its history. Germany is being cut off from the rest of the world...

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Why is it that a man who cheerfully pays out five or ten dollars a week for gasoline to joy ride around the country over bad roads kicks strenuously against paying ten dollars a year to build and maintain good roads?

Why is it that some men will pay ten dollars for a quart of mean whiskey, but refuse to pay a dollar a week to their church?

Why is it that some fathers of four, five or more children permit these children to spend fifteen or twenty cents a day each for soft drinks and movies, but howl about high taxation when they have to pay less than ten cents a day per child for the privilege of attending the best schools in the state?

Why will some men risk hundreds or thousands of dollars in an oil company gamble in the hope of getting easy money but protest bitterly against paying a small per cent of that amount in taxes to educate their children—the very safest invest-

ment and the best the world affords—or to build roads or otherwise develop their county and state in manner to enhance the value of their property?

Why are most people thrifless rather than thrifty, extravagant rather than economic?

The modern Solomon who can answer these "whys" will tell you what is the matter with the country.

Rinderpest Causing Havoc in Cattle Herds of Europe.

Washington, Jan. 20.—Readers of recent news articles reporting the destruction of cattle in European countries by cattle plague are making inquiry of the United States department of agriculture regarding the nature of this disease. For the information of stockmen in this country, the department has issued the following statement:

It is not strange that cattle plague, known in veterinary literature as rinderpest, should be unfamiliar to American livestock owners as fortunately, it never has appeared in the United States.

An the name signifies, it is a veritable cattle plague. Prior to the great world war, it had been driven back from Europe, but today it is ravaging the herds of several of the European countries which were involved in the recent war. In this respect history is repeating itself, for extension of the disease into Europe from Asia in previous years has been associated with the great wars; cattle accompanying troops having acted as disseminators of the infection.

The symptoms of rinderpest are not very characteristic. Certain appearances which are observed in one epizootic—which, in veterinary medicine means the same as epidemic—is a typical disease of man—may be

torn Europe, death ensues four to seven days after the first appearance of the disease and is preceded by great emaciation and debility.

Barred From United States. What are the possibilities of rinderpest being introduced into the United States? While the disease may be spread by the raw products of affected animals, in most instances it is disseminated by infected animals, to the ordinary traffic with cattle, goats, sheep, goats, deer, and camels are also susceptible. None of these animals can be imported into the United States from countries across seas without a permit from the secretary of agriculture, and permits are not issued for importations from countries in which rinderpest exists. This eliminates the chief source of danger.

Under regulations issued jointly by the department of agriculture and the treasury department, importation into the United States of any animal by-products taken or removed from animals affected with anthrax, foot-and-mouth disease, or rinderpest is prohibited. Hides of meat cattle, calskins, buffalo hides, sheepskins, goatskins, and deer skins offered for entry into the United States must be subjected to disinfection in an approved manner, unless it can be shown that rinderpest does not exist in the locality where the shipment originated. Thus every possible effort is being made to protect the live stock of the United States from cattle plague of the old world.

Patrician Government for Charleston.

Washington, Jan. 19.—Patrician government may be established at Charleston any time the women assert themselves, census figures published today reveal. Males in Charleston number 32,840 and females 35,000.

Charleston any time the women assert themselves, census figures published today reveal. Males in Charleston number 32,840 and females 35,000. The whites outnumber the negroes in Charleston by more than 4,000, whereas ten years ago the negroes had a majority in Charleston of nearly 1,000. The negroes are now the majority in the city.

Napoleon's System for Road Repair.

If we need an object lesson in the importance of road maintenance, we have only to turn our eyes toward France, which has evolved the finest system of keeping up roads in existence. The French maintenance system was inspired by the first Napoleon, whose unerring mind realized the full importance of good roads, always in good condition. The French system embodies a corps of patrolmen, working constantly on the national roads. These men have each a given length of road under their care, about four miles to the man. Each one is responsible for the condition of his district at all times. They cover their districts every day. The patrolman drives over the road in a two-wheeled cart, carrying a supply of binding materials, sufficient for any ordinary break. Every slightest hole in the surface is patched as soon as it appears. If serious trouble arises from any cause, the patrolman notifies his inspector and the repair gang comes to the rescue.

In France the jobs of highway patrolman are usually given to veterans who have retired from army service. The pay is not large, but the patrolman gets a house with a plot of ground, the whole constituting an honorable livelihood.

Might it not be possible for us to follow a similar line of operation. We have some millions of veterans on our armies. Many thousands of them will be glad to secure a permanent means of livelihood, especially in the open air.

It may not be without profit to examine briefly the cost of such a national highway maintenance system. Suppose our hard surfaced highway system even ually comprises 300,000 miles. A patrolman with a small motor car to carry his tools and materials could handle ten miles of road, giving over 30,000 miles of road per year.

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Why Roads Fail.

The taxpayer's search in the past year for an answer to this question has led to the discovery that whatever may have been done in the past to insure proper sub-grade, more must be done. There is no denying the fact that short haul traffic is changing over from the railway to the highway. Recently the Ocean Shore Railroad (a California line) filed an application with the interstate commerce commission for authority to quit business. The plea made was that the motor truck has seriously and adversely affected our freight revenues, and the general increase of the use of the public highway has affected also our passenger revenues. In trying to stem the rising tide of highway traffic, short line railway stockholders in this instance had assessed themselves seven times and then "gave up the ghost."

Whatever may be given as the immediate cause for short line railway troubles, the underlying fact is that the community owned highway is becoming a public utility, with the direct result that the road is being loaded with new tonnage to a degree unperceived by the public.

It no wappens, under the impact of increasing tonnage, that providing a rigid surface on the road is not sufficient, that however well that surface may be built, the tendency of the road is toward failure far too rapid to permit its saving capacity to earn its way out before reconstruction becomes necessary, unless— and this brings us to the peak development of 1920—due care is given to the construction of the sub-grade.

In addition to the work under way along this line, attention is being given to the same subject by the by the federal highway council engineering division of the national research council. Out of these two organized movements to determine right principles in sub-grade construction, there is promise for a long and useful work in the science of highway engineering in the future.

Baby's Neck Broken.

Magistrate John Ruffin, was in the city of Charleston, S. C., and reported that a child named about eight months old, had died in bed at the home of the mother, Rosa Jones, on a block of Walter street, where the child was reported to be the only one broken. The mother stated that she left the child alone in bed, and had gone to work. When she returned she found the child lying face down, and was dead. The child was a son of the mother, and the mother was reported to be a widow. The child's death was reported to be a tragedy, and the mother was reported to be in a state of grief.

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