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Counties May Secure Much Money From the Government

FEDERAL FUNDS FOR ROADS IN THIS STATE

With Addition of Like Sums from Counties Many Miles May Be Built Annually.

\$56,810 FOR LANCASTER

This Will Build 5.2 Miles of Concrete or 32.5 Miles of Topsoil Road if Met Dollar for Dollar.

The state highway commission has announced the amount of federal road building funds apportioned to each county in the state and has issued an instructive and interesting statement interpreting the apportionments of money into terms of road mileage for two good types of road beds. South Carolina's share of federal funds for road building amounts to \$3,156,154.04. The state highway commission has apportioned this among the 46 counties of the state on the basis of their population, area, total taxable property and their mileage in the proposed state highway system.

Before the federal funds for road construction become available, they must be covered, under present conditions, dollar for dollar by the counties. Therefore, the federal funds plus the county funds will provide a total of \$6,312,308.08 for road construction in this state.

Based on an estimated cost of \$22,000 per mile, this sum will build 286.9 miles of concrete roadway in the state. Assuming that topsoil road will cost \$3,500 per mile, a total of 7,803.5 miles of this excellent type of road can be built with the federal funds available now plus the money which the counties must add to them.

The significance of these figures on the road mileage which can be gotten for \$6,312,308.08 are apparent from the following facts:

For this sum about two-thirds of the total mileage in the proposed state highway system, linking all the county seats, could be correctly

graded and surfaced with top soil or sand-clay, affording satisfactory year-round roads for general purposes over which farmers could haul their fertilizers in the spring without bogging and over which Fordsters could take their pleasure all winter.

For this sum one concrete road could be built across South Carolina, running either from the mountains to the coast or from the Savannah river to the North Carolina line.

The estimated costs per mile for concrete or top soil roads given above are based on an allowance of \$2,000 per mile for the cost of grading, culverts etc., \$1,500 per mile for surfacing with top soil and \$20,000 per mile for surfacing with concrete. These estimates are based on averages and will not hold good for all cases. Therefore, the state highway commission's compilation on mileage which can be secured with the federal funds after adding state or county funds is an approximation and, while accurate enough to give an adequate idea in terms of miles of what can be done with the road building funds, it is not to be regarded as literally correct to the tenth of a mile.

After the commission gave out the sums of federal money apportioned to each county for road building and interpreted these sums into terms of mileage for top soil and concrete roadways, it was said that road builders might be able to count on considerably less than \$2,000 per mile for grading where sand-clay roads are built for the reason that this type of road is suitable chiefly for the coastal section of the state where the more even topography would necessitate less grading. Hence, where sand-clay roads could be built instead of top soil more mileage could probably be obtained for the same money.

Besides the \$3,156,154.04 for road building which congress has appropriated there is also available federal funds to the sum of \$750,000 for building bridges which, like the amount of money for building roads, will be available when the counties in South Carolina cover it dollar for dollar.

Estimated mileage of concrete or top soil roads which can be built in each county with combined federal aid funds and county funds follows:

Counties.	Apportionment. Federal aid.	Total of fed- Miles of Miles of	
		eral aid and concrete county funds.	roads, topsoil concrete roads.
		at \$22,000 per mile.	at \$3,500 per mile.
Abbeville	\$ 54,601.46	209,202.92	5.0
Aiken	104,784.31	209,568.62	9.5
Allendale	30,614.69	61,229.38	2.8
Anderson	116,777.70	283,555.50	10.6
Bamberg	37,242.62	74,485.24	3.4
Barnwell	47,657.95	95,315.86	4.3
Beaufort	44,501.77	89,003.54	4.0
Berkeley	74,169.62	148,339.24	6.7
Calhoun	35,348.92	70,697.84	3.2
Charleston	150,232.92	300,465.86	13.7
Cherokee	48,289.16	96,578.32	4.4
Chester	65,332.39	130,664.78	5.9
Chesterfield	80,481.92	160,936.86	7.3
Clarendon	56,863.93	111,727.86	5.1
Colleton	83,638.08	167,276.16	7.6
Darlington	67,541.70	135,083.40	6.1
Dillon	40,714.39	81,428.78	3.7
Dorchester	45,448.62	90,897.24	4.1
Edgefield	47,342.31	94,684.62	4.3
Fairfield	55,232.70	110,465.40	5.0
Florence	84,900.54	169,801.08	7.7
Georgetown	60,913.77	121,827.54	5.5
Greenville	135,083.39	270,166.78	12.3
Greenwood	73,222.77	146,445.54	6.7
Hampton	44,817.39	89,634.78	4.1
Horry	66,594.86	133,189.70	6.1
Jasper	37,558.23	75,116.46	3.4
Kershaw	68,483.54	136,977.08	6.2
Lancaster	56,810.77	113,621.54	5.2
Laurens	82,375.02	164,751.81	7.5
Lee	43,554.93	87,109.86	4.0
Lexington	74,169.62	148,339.24	6.8
McCormick	36,611.30	73,222.78	3.3
Marion	47,342.31	94,684.62	4.3
Marlboro	55,863.93	111,727.86	5.1
Newberry	67,226.08	134,452.16	6.1
Oconee	56,179.54	112,359.08	5.1
Orangeburg	125,614.93	251,229.86	11.4
Pickens	53,654.62	107,309.24	4.9
Richland	114,884.01	229,768.02	10.4
Saluda	39,136.31	78,272.62	3.6
Spartanburg	146,761.16	293,522.32	13.3
Sumter	68,804.16	137,608.32	6.3
Union	62,491.85	124,983.70	5.7
Williamsburg	78,588.24	157,176.48	7.1
York	88,687.93	177,375.86	8.1
Totals	\$3,156,154.04	\$6,312,308.08	286.9

VOLUNTEERS FOR OVERSEAS SERVICE

War Department Calls for Fifty Thousand to Relieve Those Now There.

WILL GO INTO GERMANY

Men Are to Be Concentrated at Camp Meade for Early Duty in France and Will Go Over 1,000 at Time.

Washington, April 1.—An immediate call for 50,000 volunteers for service in Europe has been prepared by the war department. As an incentive to enlistment the men will be offered early duty in France as a relief for men in the expeditionary forces who wish to return home.

Enlistment in this special force will be for three years. The men will be concentrated at Camp Meade, Md., probably will be sent overseas in contingents of 1,000 strong.

War department officials expressed confidence that no trouble would be experienced in raising the 50,000 men or even greater number if necessary. The bulk of the men are expected to come from recently discharged troops, especially those who after having been drafted and trained were prevented from going overseas by the armistice. Opportunity to see service in Germany, it is thought, will lead many of these to enlist.

A number of officers, probably ten to 12, will be sent overseas with each increment of 1,000 men leaving Camp Meade. These will be used at the concentration camp to give the preliminary training necessary to whip the men into casual organizations and make the required examinations. On arrival in Europe they will take the place of officers eligible for discharge.

On the Pocohontas.

Among the troops arriving at Charleston aboard the Pocohontas Friday from Lancaster and nearby counties were:

Henry F. McManus, Lancaster; Louis P. Adams, Kershaw; Walter D. Floyd, Kershaw; Franklin D. Goodale, Camden; Charles R. Villepeque, Camden; William E. Adams, Kershaw; Charles O. Bateman, Camden; Benjamin T. Davis, Camden; Marvin M. Reaseover, Camden; Paul K. St. Clair, Camden; Andrew J. Adams, Chester; James O. Hammond, Fort Mill; Charlie M. Knight, Tradesville; Clarence P. Bryant, Chester; Robert Marquard, Rock Hill; Robert Woodard, Chester; Alvin R. Jones, Lancaster; Ernest D. Barton, Lancaster; Henry B. Hunt, Chesterfield; James Collins, Fort Mill; William W. Gullede, Lancaster; James F. Grant, Rock Hill; Amos F. Hilderbrand, Clover; Ira L. Hinson, Kershaw; William E. Farmer, Kershaw; William J. Montgomery, Lancaster; John W. Wisner, Rock Hill; John C. Jones, Lancaster; James E. Burr, Chesterfield; Jake Roberson, York; Thomas G. Shaw, McBee; William P. Chapman, Heath Springs; Jasper D. Ellis, Heath Springs; Furman L. Hinson, Heath Springs; Roy Truesdale, Kershaw; James O. Barton, Lancaster; Samuel J. Cook, Camden; Soule A. Cook, Kershaw; Archie H. Hinson, Kershaw; Bailey Jackson, Camden; Benjamin Davis, Camden; William McNinch, Chester; Cooper D. Peebles, Camden; John R. Shehan, Heath Springs; William N. Knight, Camden; John F. Poovey, Lancaster; Charles R. Lewis, Camden.

Supreme Court Meets.

The supreme court will convene April 8 for the spring term. The following cases from this, the sixth circuit, are docketed for April 28 and 29:

Williams, vs. Philadelphia Life Insurance Company; State vs. Evans et al.; Walker et al. vs. Gill et al.; Farmers Bank & Trust Company vs. Fudge et al.; Green vs. Mobley et al.; Castle vs. Southern Railway company.

One Good Road.

The county authorities have topsoiled the Charlotte road to the point where the turn is made to Van Wyck and this road is now holding the championship in Lancaster county.

CHEER VICTORS OF HINDENBURG LINE

Thousands See Parade of Thirtieth Division and Honor Returning Soldiers.

GEN. TYSON IN COMMAND

Youthful Heroes of the Carolinas and Tennessee are Welcomed in Great Style at Columbia.

Columbia, S. C., March 31.—Eyes shining with joy of victory, faces sobered by the thought of the carnage through which they had passed and by a realization of the successful termination of the high adventure upon which they embarked nearly 12 months ago, 7,000 virile, stalwart Americans, the peerless sons of the south, paraded through the streets of Columbia this afternoon, marching between banks of massed humanity from which mighty cheers arose—the plaudits of grateful South Carolinians, North Carolinians and Tennesseans and the folk of other states.

It was the initial appearance of the "Fighting Thirtieth" division's infantry, composed principally of men from North Carolina, South Carolina and Tennessee, with a sprinkling of soldiers from western states, but Americans all, welded into blood-brotherhood by the fires of battle and the trials and vicissitudes undergone by these greatest of modern crusaders. The parade and subsequent entertainment and celebration were unparalleled in the history of this city, in the character of the event and the size of the crowd, which has been variously estimated at from 100,000 to 125,000 people.

The emotions of the crowd were varied. Roar after roar of cheers swelled upwards as the men of the Thirtieth marched in close formation, platoon front, headed by their brigade commander, Brig. Gen. L. D. Tyson, of Knoxville, Tenn., and his staff. Occasionally a sob could be heard from a black veiled figure, an expression of sorrow for one who now lies under the sod of France or in Flanders fields—democracy's and a mother's contribution to humanity and freedom. The faces of parents whose sons were in the parade radiated with joy, pride and relief that they had escaped the supreme sacrifice, while others, their hero undetected in the sameness of the khaki-clad lines, gazed tense in suspense, with heart hunger in their eyes. Winsom matrons with infants in their arms, looked for husbands perhaps to introduce father and baby; bended men, and aged women, their hair whitened by years and faces seamed from hardship, looked upon the martial spectacle and their youth, with its miraculous leaving, seemed almost to return to them.

Veterans of the war between the sections, thinking of the battles of the south that they fought through four long years, became more erect and more soldierly in bearing and would likely to have joined with the warriors of this generation.

Young girls would point with pride to their sweethearts or fiancés. Along the whole line of march of over three miles every conceivable vantage point was occupied by men, women and children. Along Main street the windows of every building were jammed and men and boys clung to hazardous perches, while the top of every building was fringed with humanity.

At the request of the citizens' committee in charge of the celebration, the 59th brigade was allowed to parade without their kits, equipment or arms, which, although it might not have presented quite as martial appearance, yet added to the comfort and enjoyment of the men.

Brigadier General Tyson was enthusiastic over the reception received by his troops, and expressed his appreciation in positive language. The other officers and the men themselves were gratified at the warmth of the greeting they received. "It was a great show," as they expressed it.

The parade was participated in by the 117th infantry, formerly the Third Tennessee national guard reg-

THE WOMAN'S COMMITTEE OF THE VICTORY LOAN

Mrs. W. H. Millen, County Ch'm. Mrs. J. W. Allen, City Ch'm.

The Victory loan will soon be on. The women of Lancaster made a most splendid record in the fourth drive. They must again go over the top in this the finishing fifth, the Thanksgiving drive when all America is urged on by Victory Bells instead of Death Knells. Lancaster women must do their part in paying the debt of gratitude for victory and peace.

Medals, small bronze buttons made from German cannon, will be given all captains and all active workers. The medals are truly to be marks of distinction.

A German helmet will be given in every county in the state as a prize for the best Victory loan slogan and every school child is invited to enter the contest, inaugurated by the Woman's Liberty loan committee at the recent conference of county chairmen, and compete for the valuable trophies.

Slogans must be in by April 12. The slogan awarded the prize will be adopted by the county and the best five sent to state headquarters. The state executive committee will select the best of the slogans and adopt this as the state slogan.

Every school girl and boy in Lancaster county is urged to join in the contest. Would you like to have the slogan for the state come from Lancaster county?

WILL TRY TO KEEP 300 DESTROYERS IN SERVICE

Even If It Is Necessary to Put Some Warships on the Reserve List.

Washington, April 1.—With approximately 300 destroyers to be in commission by the end of the year, the navy department is working out plans for the peace time handling of this force. The last suggestion made was to place 200 of the ships in reserve, but it was learned a movement was taking shape toward keeping the entire force in active commission, even if it would be necessary to put a larger number of older battleships and cruisers in reserve to obtain the necessary personnel.

Officers who favor keeping the destroyers in full commission believed the training received aboard these vessels by both officers and men would be more valuable than the same experience aboard the larger ships. They feel, also, that the naval events of the great war point the way toward stressing the future development of the destroyer force. For these reasons the officers are opposing vigorously the proposal of retiring two-thirds of the force to the reserve.

Presbyterians Subscribe.

The Presbyterian congregation in Lancaster was apportioned \$1,900 in the recent drive for funds for missions and subscribed \$2,400, going "over the top" by \$500.

Secretary Hawkins Here.

L. C. Hawkins, secretary of the South Carolina State Automobile association, of Greenville, was here this morning on business and left on the 10:17 train for Chester where a local association is to be organized.

To Initiate Members.

A special train will be run over the L. & C. to Chester Thursday, leaving here at 5:30, to accommodate the crowd which will go over to attend the Chester Commandary, No. 7, Knights of Templar. There are 14 candidates from Lancaster and Kershaw. The train will return to this city during the night.

Will Visit Here.

Bruce Craven, attorney-at-law, of Trinity, N. C., and his family, who have been spending the winter in Florida, will arrive in Lancaster Friday for a short visit to Editor George B. Craven and family. Mr. Craven, who was at one time superintendent of the Lancaster graded school and who for some years has been engaged in the municipal bond business, has recently been appointed Major in the United States army, in the department of the Judge Advocate General, and will report in Washington for active duty April 14.

INCREASE IN RATES ON ALL TELEGRAMS

Effective Today Domestic Telegraph Service Comes at a Higher Price.

TWENTY PER CENT ADDED

Advance Barely Sufficient, Burleson Says, to Meet the Increased Cost of Operation of the Lines.

Washington, April 1.—Increase of 20 per cent in domestic telegraph rates effective April 1, has been announced by Postmaster General Burleson.

The increase was agreed upon at a meeting of the federal wire board and was made necessary, Mr. Burleson's announcement said, to meet "the increased cost of operation, occasioned by wage increases now in effect, made during 'a past year.'" Mr. Burleson added that the advance would be "barely sufficient" for this purpose.

The order affects both government and commercial messages, but it was announced that there would be no increase in special press rates for newspapers or in charges for special wires leased by press associations and newspapers.

Under the order, however, commercial and government leased wires will be charged for at an advance of 20 per cent over existing rates, whether such wires be furnished by a telegraph or telephone system under government control.

Mr. Burleson's order follows: "The following schedule of domestic commercial telegraph rates shall be effective from April 1, 1919, and continued until otherwise ordered:

Present rate:
25—2 cents each additional word.
30—2 cents each additional word.
35—2 cents each additional word.
40—3 cents each additional word.
50—3 cents each additional word.
60—4 cents each additional word.
75—5 cents each additional word.
100—7 cents each additional word.

New rate:
30—2.5 cents each additional word.
35—2.5 cents each additional word.
40—2.5 cents each additional word.
48—3.5 cents each additional word.
50—3.5 cents each additional word.
60—6 cents each additional word.
120—8.5 cents each additional word.

"Day letters and night letters shall be computed as at present but charged for on the basis of the above rates. Night messages will be charged for at an increase of 20 per cent over existing night rates.

Commercial and government leased wires shall be charged at an advance of 20 per cent over existing leased wire rates, whether such wires be furnished at a telegraph or a telephone system under government control.

"The telegraph rates for domestic United States government telegrams are increased 20 per cent over the present government rate.

"The rate increases herein ordered are made necessary to meet the increased cost of operation occasioned by wage increases now in effect made during the past year and are barely sufficient for the purpose."

Mr. Burleson's order was issued by the department without comment, other than the explanation that the increase would not affect press rates and charges on wires leased to newspapers and press associations.

Increased wages for employees of all departments of telegraph systems under federal control except employees at "non-functional" offices and messengers, became effective last December 1. Employees in service more than a year and a half received an increase of 10 per cent and those employed less than a year and a half 5 per cent.

New York, April 1.—Removal of Postal Telegraph Cable company officials last week by Postmaster General Burleson was intended to pave the way for the increased telegraph rates announced by him, declared William J. Deegan, former secretary of the company, in a statement. Mr. Deegan added that "there was no real need of increased telegraph rates, if the Western Union was ad-

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