

### SUGGEST BERLIN MAKE REPARATION

NOTE TO GERMANY ON SINKING OF FRYE VERY BRIEF.

Uncle Sam Makes Claim for \$228,039.54 With Interest From January 28, 1915.

Washington, April 5.—On behalf of the owners of the American ship, William P. Frye, sank by the German cruiser Prinz Eitel Friedrich, the United States in a note made public today has asked Germany to pay an indemnity of \$228,039.54, which represents the vessels' cost, freight charges for its cargo and damages resulting from being deprived of the use of the ship.

Inasmuch as the cargo became British-owned while en route no claim for damages was presented by the previous American shippers. It is reported that the German ambassador already has recommended the payment of an indemnity for the loss of the vessel. An announcement from the State department recording the presentation by Ambassador Gerard of the note to the German foreign office states:

"Ambassador Gerard says the minister for foreign affairs promised an early reply and stated that he was without information regarding the matter, but understood that negotiations were already under way between Berlin and Washington. The ambassador adds that the legal department of the foreign office is now considering the points of law included."

The foregoing is understood to refer to the negotiations which Ambassador Bernstorff instituted here, full reports of which are believed to not yet have reached the Berlin foreign office on account of the delays of mail communication.

This is the text of the instruction to Ambassador Gerard:

"You are instructed to present the following note to the German foreign office:

"Under instructions from my government I have the honor to present a claim for \$28,039.54, with interest from January 28, 1915, against the German government on behalf of the owners and captain of the American sailing vessel William P. Frye for damages suffered by them on account of the destruction of that vessel on the high seas by the German armed cruiser Prinz Eitel Friedrich on January 28, 1915.

"The facts upon which this claim arises and by reason of which the German government of the United States for the attendant loss and damages are briefly as follows:

#### American Owned.

"The William P. Frye, a steel sailing vessel of 9,374 tons gross tonnage, owned by American citizens and sailing under the United States flag and register, cleared from Seattle, Wash., November 4, 1914, under charter to M. H. Houser, of Portland, Ore., bound for Queenstown, Falmouth or Plymouth for orders, with a cargo consisting solely of 186,950 bushels of wheat owned by the aforesaid Houser and consigned "unto order or to its assigns," all of which appears from the ship's papers which were taken from the vessel at the time of her destruction by the commander of the German cruiser."

"On January 27, 1915, the Prinz Eitel Friedrich encountered the Frye on the high seas; compelled her to stop and sent on board an armed boarding party, who took possession. After a examination of the ship's papers the commander of the cruiser directed that the cargo be thrown overboard, but subsequently decided to destroy the vessel, and on the following morning, by his order, the Frye was sunk.

#### Claim Itemized.

"The claim of the owners and captain consists of the following items:

"Value of ship, equipment and outfit, \$150,000.

"Actual freight as per freight list 5,034, 1,000—2,240 tons at 36-6—\$8,180-19-6 at \$4.86, \$39,759.54.

"Traveling and other expenses of Capt. Kiehne and Arthur Sewall & Co., agents of ship, in connection with making affidavits, preparing and filing claim, \$500.

"Personal effects of Capt. H. H. Kiehne, \$300.

"Damages covering loss due to deprivation of use of ship, \$37,500. Total, \$228,039.54.

"By direction of my government I have the honor of request that full reparation be made by the German government for the destruction of the William P. Frye by the German cruiser Prinz Eitel Friedrich."

"Bryan."

Rushing to the defense of the spring poets, the Baltimore Sun says they are "no worse than the other kind." Maybe not, but they are a great deal more numerous.—Virginian-Pilot.

When a woman loves her husband as much as he loves himself he is really and truly loved.—Jackson's Times-Union.

## Methods of Maintenance of Public Highways

(Major W. W. Crosby, in Manufacturers Record.)

What one of you would build an expensive house, barn, stable or store and proceed to use it, with the expectation that you would not have to paint it occasionally, nor mend its roof, nor, in fact, make a good many repairs to it of more or less minor nature from time to time? Even if you built a cheap structure at the lowest possible first cost, such as a corn house, would you not expect to have to repair or renew it occasionally, and at a probably greater annual expense for such repairs and renewals than if a more substantial and expensive structure had been built in the first place? Then why should so many people expect a roadway or pavement, no matter of what type or of what the first cost in construction, to take care of itself under traffic and with the traffic or use of the highway constantly increasing as it is from year to year? And yet is not this too often the situation?

A great deal of money is raised by direct taxation or by bond issues, and a road is built which is apparently just what is wanted for the comfort and convenience of the community. Being in most cases better when first completed than the older highways near it, in many cases, draws travel from them, and the amount of traffic over it thus becomes greater than ever before. Then, irrational as it may seem in a majority of cases, this splendid new roadway, with its heavier traffic is absolutely left to shift for itself, while the attention of the road authorities is turned away and concentrated on some other new piece of construction.

The result is, of course, what might be expected. In a short time little defects appear, and once started, these rapidly grow serious. If the neglect continues it may be but a short while before the road surface is entirely gone to pieces and complaints concerning it begin to be heard. If the neglect continues further, the reconstruction of the road comes to be demanded. If some, but still insufficient, attention is paid to the complaints and repairs are made to some extent, but inadequately, then the size of the repair bill soon becomes an object of criticism. Generally about this time criticisms of the original construction begin to make themselves heard, and the majority of those interested perhaps come to believe that the fault was with the way the road was originally built rather than with anything else. As a matter of fact, the probabilities are that the construction was too good and too expensive, rather than too poor and too cheap for what the conditions actually demanded. This is the history of most of the road construction in this country, strange as it may seem. The fault for the deterioration of the road, in 99 cases out of 100, lies with the lack of proper maintenance accorded the newly-completed work.

The importance of proper maintenance cannot be overestimated. It is beginning to be appreciated in this country. In the older countries of Europe, especially those which enjoy a reputation for having good roads, the importance of maintenance is fully appreciated, and it is upon the careful and efficient maintenance of their roads that the reputation referred to rests. I, with a number of other American engineers, have made several trips to England, France, Italy, Switzerland, Germany, Belgium, etc., inspired with a lively curiosity as to why the roads of those countries have so often been referred to by travelers from this country of ours as so much better than our roads. We dug into their roads, we examined their construction and we asked all sorts of questions of the road authorities in our search for the reason. Among us investigators there never has been but one answer suggested as the result of our searches, and that answer has been unanimously agreed to. It was, and is, that the apparent superiority of the foreign roads was due simply and solely to the better maintenance accorded them. There can be no question but what our construction when newly completed is in every way equal to or better than the foreign construction; that for the first few months our new roadways are equally as good or better than the foreign roads, but that when ours begin to drop behind, and at the end of a relatively short period are, as a rule, far inferior to the foreign roads, simply because the foreign road authorities keep their roads continuously as good as when first completed, while ours are allowed to wear out and deteriorate and are only intermittently, if at all, repaired and restored. You will understand that it is not possible for me here to go into every little detail concerning roads and pavements, and that my remarks just made as to the comparative quality of the roads and pavements here and abroad

must be taken as general remarks, and not beyond dispute perhaps in certain specific cases. They are, however, safely correct in general.

It seems somewhat strange in this country, where pursuit of the dollar is supposed to be so general, that the financial extravagance of the neglect of proper maintenance has not attracted more attention. It is a well known fact, or it should be, because it has been proved perfectly time and time again in other countries, that the neglect of maintenance increases the amount of deterioration out of all proportion to the time involved, and hence the cost of repair is correspondingly increased relatively, i. e., if a newly constructed road unmaintained will require \$100 worth of repairs at the end of the first year it will require not twice that amount at the end of the second year, but more than twice that amount, and not three times that amount at the end of the third year, or \$300, but more likely \$1,000, or even more, and at the end of five years the bill for putting it back in good condition would not be \$500, but far more likely \$2,500. On the other, if \$100 would likely have put it back in good condition at the end of the first year, and this \$100 were properly expended on the road to put it in first class condition, then only another \$100 would have been required at the end of the second year, so that at the end of five years \$500 would have been spent instead of the \$2,500 or more required by the other method of neglect.

There is no question in the world but what the same system of constant, watchful care over the roadbed as adopted by the railroads, is the most economical and most satisfactory for adoption in the case of highways.

Where maintenance of highways has been attempted to some degree two schemes have been quite generally adopted, and probably the bulk of the maintenance so far accorded highways in this country has been done under one or the other of these schemes. One was, and is, to assign for maintenance a more or less definite section of a public road to some individual. The individual is credited with a limited fund for his work, and, except possibly for some exceptions, when orders are issued in some specific cases from the central road authority, is left to his own devices for performing the work for selecting the time for its performances, and especially for the quality of it. The result has, in the majority of cases, proved a failure.

The other system referred to of so-called "maintenance" is the appointment of an individual for a considerable section of the highways in a portion of the territory covered by the central authorities, and the placing to the credit of this individual of a limited, but often fairly large, sum (a portion of the general road funds) for the purpose of carrying on repairs to the roads in his section. Sometimes this individual himself receives no salary, or at least only a nominal one, for his services. In this case, the objections above stated under the other system as to the selection of the individual apply with equal force. In other cases the district or sectional authority is paid a sufficient salary for the time and services required of it. Even in the event of the selection of the proper man for the work and the payment to him of a proper salary for his work, the conduct of the work is in most cases uneconomical, inefficient and unsatisfactory, because the usual procedure is to get together a gang of men and teams and to start out over the roads of the section either before the time for farm work began in the spring or after the harvest in the fall, and taking the roads consecutively, to attempt to do all the work for the year at one time. The rest of the year the roads get no attention at all. The repairs are intermittent and irregular, instead of constant, regular and careful.

Now, I am going to attempt to give the answer I have promised to the question I put before you earlier, which in effect was "Why has the maintenance of our roads been neglected and inferior to that of other countries, even in those cases where we do not admit the populations are of as high a character as America?"

In my judgment, the answer is entirely a natural one, and it is that in this country road construction has been allowed or encouraged to interfere with and prevent proper road maintenance. You will agree that in any new country the construction of roads of some kind or another is one of the first necessities, and of absorbing importance. In a country as vast as this it has been impossible of course to construct all the roads demanded as fast as they were needed, and again it has been impossible to supplant one form of construction with another more suitable for the rapidly increasing traffic when the

need of the new construction or reconstruction was evident. Consequently the road authorities, with the limited road funds provided, have been obliged to devote their energies largely to completing new pieces of road construction, and to neglect, to some extent at least, the maintenance of the earlier constructed pieces. Further, the vast difference between the unimproved paths, which had developed into roads simply through the amount of traffic over old trails, and the improved roads, even though the latter had been unrepaired and neglected for several years, and had fallen into what we would nowadays consider a deplorable condition, was so great that the public demand was for attention to further construction rather than to restoring the deteriorated earlier construction.

(With the advent of the modern road necessary for new traffic conditions, and the realization of its high first cost, the financial instinct of the American people has seemed to wake up to the desirability of securing as much good as possible from the initial outlay, and to the only opportunity offered for securing the most good, i. e., through the proper maintenance of the new construction. The subject of maintenance is therefore beginning to be discussed on a par with the subject of construction. As a matter of fact, construction itself is generally subordinate to maintenance. Maintenance needs construction for its being, i. e., a thing can not be maintained until it has been constructed, but if a thing is all construction and no maintenance, it would be indigestible. The decisions as to performance in construction are really based on maintenance considerations.

Construction problems undoubtedly will be presented for solution and discussion more or less intermittently for years to come, as changes in traffic occur and as the knowledge of the science of road building develops. Maintenance problems should and will be continuously discussed for an indefinite future. They are affected by traffic conditions, by new solutions of construction problems, and by changes in social conditions. Their importance is increasing, and also the general appreciation of their importance. For the next few years at least this appreciation can not increase and extend too widely, for we are starting behind where we should be in the matter.

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Wealth has its penalties. You never hear of a poor man spending money for dyspepsia tablets.—Crystal River News.

What goes up must come down, but what goes down does not have to come us, if it's a submarine.—Pensacola News.

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