

SURVEY BEGINS FOR BRIDGE OVER PEE DEE
The Steel Structure Will Cost More Than \$650,000.

Florence Times.
Survey for the \$400,000 bridge to be erected over the Pee Dee River at Mars Bluff, between Florence and Marion counties, was begun yesterday, according to an announcement made by the state highway department today. As soon as the survey is completed and the plans drawn work on the big steel span will be started. This will be about the middle of July, it is stated by highway department officials.

The construction of the new bridge with federal aid has been approved by the highway department. The recent legislature authorized bonds to the amount of \$400,000 for this bridge and the highway commission at its recent meeting approved the apportioning of \$150,000 of federal aid for the project.

The bridge will fill a long felt need in the Pee Dee section, taking the place of a ferry. The engineers for the highway department are making their survey for the bridge with a view of finding the shortest distance between the river and the highways on the Marion county side.

The highway department is in receipt of advice to the effect that the survey for the million dollar bridge over the Savannah river, north of Savannah, Ga. has been begun by the Georgia highway board. It is likely that some move with regard to the half million dollar bridge over the Santee near Lane, will be made at an early date. Bonds for all three of these big steel spans were authorized by the recent legislature.

Bridging the Pee Dee.

News and Courier.
It is well over a hundred miles from Charleston to the Pee Dee River at Mars Bluff, where the new bridge between Florence and Marion counties is soon to be erected, but the news of this undertaking is of quite as much interest to the business people of this city as to those who live in the nearby territory. In the past three has always been a very strong bond of sympathy between Charleston and Eastern South Carolina. In recent years there has been something of a tendency for this part of the State to grow away from us, however, chiefly because the transportation facilities between Charleston and Eastern South Carolina have not been improved as they should have been. For local purposes the service over the Atlantic Coast Line is actually little better than it was fifteen years ago and of course comparatively it is nothing like so good. In the morning, when most of the important mail from Charleston leaves for the Pee

Dee country, Charleston is dependent on a through train from Florida which for much of the year is notoriously belated. There was hope five years ago that the building of the Seaboard would speedily bring an improvement but the war intervened and as yet the Seaboard has established only temporary makeshift passenger service out of Charleston.

Beyond all this, however, lies the fact that more and more people, business men especially, are depending on the automobile in place of the railway train. If they could run down to Charleston from Florence or Marion or Dillon or Darlington in their cars they would do so frequently. With no highway it is inevitable that they should lose touch more and more with this city. The vital business interests of Charleston require, therefore, the establishment of better communication between this city and the eastern part of the state, already one of the most prosperous sections of the South, and sure to become increasingly prosperous every year. Agricultural authorities have said that there is no region of America where so many crops can be grown profitably. Eastern South Carolina has gone forward amazingly in the past decade, under an agricultural leadership which is unequalled anywhere. Its future is wonderfully bright and it is for the business men of Charleston to link themselves up more and more intimately with the development which is in progress.

No one who will look into the facts of this situation will question for a moment the complete justification of the action taken by the Charleston delegation at the recent session of the General Assembly committing this community to paying a good part of the cost of building the bridge which is to be constructed over the Santee river. Charleston's interest in the bridging of the Santee river is paramount even to that of the people who live immediately contiguous to the Santee. So, as we have suggested above, Charleston's interest in the bridging of the Pee Dee is also very great. The work of the survey for the bridge over the Pee Dee has already been begun. It is believed that the actual construction of the bridge itself will be started by the middle of July. It is to be of steel and will cost \$400,000, \$150,000 of this money to come from the Federal Government and the rest to be raised by bonds issued by the contiguous counties. The result should be a permanent structure in which the whole state can take pride and the usefulness of which will be beyond calculation.

FORESEE SMALL CROPS.

Thinks Farmers Losing Ten Cents to Sell Now.
R. M. Mixson, president of the South Carolina division of the American Cotton association, has addressed the following letter to the holders of cotton in South Carolina:
"We are facing a late spring.

must feed them. This we can't do. When this is done you will, in my opinion, see 75 cents cotton. Don't sacrifice your cotton by rushing it on the market."

Weather conditions are very much against the farmer. The continuous rains are very much to the advantage of the boll weevil. The land which has been broken will be run together and packed, almost as much as it was before being broken. The fertilizer factories are hampered in delivering their goods sold—a very small per cent has been shipped. Every condition foreshadows late planting in the face of the fact that early planting and rapid maturity of crop is necessary under boll weevil conditions if we are to make anything like a fine crop. In fact, in my opinion, we are facing not only another short crop of cotton, but perhaps the shortest crop in five years.

"Present conditions in Europe can not continue. Christianity and humanity demand that these people be allowed to go to work that they may have the opportunity of making a living. A resumption of work means a tremendous demand for raw material. This, combined with weather conditions and boll weevil infection, means a much higher price for cotton. The man who is selling for present prices is in my opinion losing ten cents per pound. It looks to me that 50 cent cotton is assured. As above stated, Europe must be allowed to resume business. It is either this or the world

Mr. and Mrs. Liston Jackson have returned to Ft. Worth, Texas, after spending some time with Mr. Jackson's parents, Mr. and Mrs. S. W. Jackson.

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