

SHOULD PLAN AIR TRAFFIC

Lord Montagu Predicts Time When
Craft Will Travel on a Series
of Flying Levels.

In a recent address before the Aeronautical society in London upon the development of aviation after the war, Lord Montagu of Beaulieu painted an imaginative picture of the possibilities of air traffic in the near future. He predicted a time when the traveler from London will save 11 days in the journey to India and 23 days to Australia; when air-planes will cover a regular average of 1,200 miles a day and when traffic will be regulated in a series of air levels of 2,000 feet each—private planes up to 2,000 feet; commercial machines in the next level; "ordinary flying," together with the fast commercial machines, in the next; then the official planes of each nation (from 6,000 to 10,000 feet), including those of the air police, who will drop down on offenders in the lower depths; and finally the levels above 10,000 feet, which will be used for international travel.

Lord Montagu believes that there will be such a tremendous increase of air travel at the close of the war that it is already time to consider how routes shall be defined and kept, and how the best use can be made of our present knowledge of the air currents of the world. Such a picture as Lord Montagu paints may seem very unreal, says the Youth's Companion, but those who have seen the birth of the locomotive, the marine steam engine, the electric telegraph, the telephone, the submarine cable, the motorcar and wireless telegraphy and telephony will not be incredulous. The internal combustion engine, with its light weight and high speed, was the beginning of an evolution the ultimate character of which it is impossible to foresee.

BIRD IN THE HAND



"I thought you liked George better than Howard?"
"But Howard has proposed."

CALLING A BLUFF.

The doctor was letting on that he was a very busy man in his profession, says an exchange.
"I declare," he said, "I simply can't keep track of all my patients!"
"I should think it would be hard," acknowledged his caller, sympathetically. "They always drop a man's name from the directory when he dies, don't they?"
Then the caller, thinking he had said something smart, came up to repeat it to us. But the doctor got here first, with a cigar.

ALWAYS OUT.

"Did I understand you to say that Mrs. Twobble is an active club woman?"
"Active" is hardly the word. Why, I don't believe she has lunched at home in six months."

THE CURRENT CRAZE.

"Views vary on running the country."
"Yes?"
"But most everybody seems to be in favor of speeding 'er up."

A LONG WAIT.

Yvonne—And why did she reject so wealthy a suitor?
Edythe—She feared that he was younger than he looked.

THE BIG TROUBLE.

"Do you have any trouble with your steam furnace?"
"Nothing, except getting coal for it."

SOUNDS PLAUSIBLE.

She—Why do they say a man "pines" for a woman?
He—I suppose because the pine is about the softest there is.

DOWN-AND-OUTER

By MILDRED WHITE.

(Copyright, 1918, by Western Newspaper Union.)

Nan stood at the window, and drummed, not at all disconsolately; she had often wondered how it might feel to be penniless in a strange city. Now she knew, but the knowledge seemed irresponsibly vague.

"Here I am," said Nan to the canary, "without a cent in the world, and the fact does not affect me at all."

Determinedly she sat before a mirror studying her own bright face. "Can't you realize the seriousness of your failure?" she went on. "The musical career which brought you here is ended. Your last pupil has gone, your board bill is paid until Monday only, and then what will it be?"

Back in the country one heart was ready to claim her, but Nan turned impatiently from that devotion. If she married it must be for love. If not, of what use were all the old golden dreams, the charm of romance which made youth beautiful? She jumped up. "Oh, something will happen," said Nan. "In all this big world there must be a little place for me. What did Mammie Chloe use to sing, 'Turn out your silver-lin'—chile; show your own silver-lin'!"

Spreading her wardrobe upon the bed preparatory to packing, Nan hummed the song, then rebuked herself. "Nan Robins, you're not acting much like a down-and-outer, and that's what you are; a regular down-and-outer." Her voice trailed off musingly, while her head bent appraisingly over a violet silk petticoat. Silk petticoats were not much to Nan's needs these days, when her elbows persisted in finding their way through the last of her waists. Here was one of lavender chiffon, cast away because of that same fault. Nan gave a cry. "Why not combine the useless petticoat and the unfortunate chiffon into a whole and presentable waist? 'Your silver-lin', chile,'" hummed Nan, and crossed the hall to a neighbor's apartment.

"Oh, Mrs. Burns," she said, "I am going to ask as a favor the use of your sewing machine for the afternoon, if I might wheel it across the hall, and offer you anything for exchange, my victrola, perhaps? Would you care to have it for a few days?"

But Mrs. Burns was only too glad to accommodate her cheery neighbor. "At six," Nan said, "I will wheel the machine back into your rooms, and you will not be able to appreciate how much you have helped me."

Before six Mrs. Burns came into Nan's sunny room, where the canary sang in tune to her busy sewing. "You must pardon my invasion," Mrs. Burns said, "and my quick acceptance of your friendship. I do get so lonely, away from my own young friends, and there is something about the very way you carry yourself, Miss Robins, which gives one courage. I suppose being busy and successful, as you are, gives one a sort of confidence. Oh, what a love of a waist!"

"Do you think so?" asked Nan. "I have been trying to follow out the idea of a high-priced waist in 'The Women's Shoppe,' but violet and lavender are not becoming to me." She laughed. "I'd sell the whole thing for two dollars."

Little Mrs. Burns caught up the waist and held it beneath her face. "If you really meant that you'd sell it," she said, "I would give you five dollars in a minute."

"It does look lovely on you," Nan slowly agreed. "I would like to give it to you."

"My dear child!" the bride exclaimed, "do you think I could accept your material and work?"

Nan made a hasty mental calculation. "Four dollars, then," she said suddenly.

Joyfully Mrs. Burns assisted in rolling the machine back across the hall. "And you will go to the matinee with me tomorrow?" she begged.

"You have not been giving lessons lately?" Mrs. Burns inquired the next day. "I do not hear your piano. Are you resting?"

"No," Nan replied, "I am not resting. My classes are closed. I must go away Monday."

"My dear!" her companion complained. "Just when I had hoped to know you better. Where are you going?"

Nan gazed far out over the chimney tops; her eyes were still untroubled, and she smiled.

Suddenly Mrs. Burns arose to beckon a tall man who crossed the restaurant floor. Hat in hand, he advanced to their table.

"Why, Tom," greeted the bride, "when did you come to town? Miss Robins allow me to introduce my brother. You will sit with us, Tom?"

The tall young man obeyed with alacrity. "I came in this morning unexpectedly," he explained. "Want to place a good pianist with our agency here. Or, who has been playing the piano in our studio, is too much of a banger. Think a woman's touch would better emphasize the tone. But my time in town is limited. Happen to have an acquaintance you could recommend temporarily for the position, Betty?"

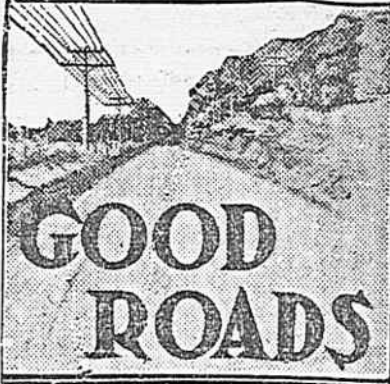
Mrs. Burns put out her hands to Nan. "If Miss Robins would only be persuaded to consider it," she suggested.

The man turned to look into Nan's still visionary eyes. Into his own came a quick, eager light.

"You would have to begin your duties at once," he told her.

Nan's smile deepened.

"This afternoon," she agreed.



GOOD ROADS IN NEW ZEALAND

Concrete Declared Most Satisfactory
in Land of Heavy Rains—Cheaper
in Long Run.

The New Zealand authorities, both local and national, are carefully studying the subject of good roads, realizing that this is the best way to open up the hinterland of the dominion. The roads of the country, in the main, are not in very good condition. There are some good stone roads, about the larger centers, but few of them extend out more than 25 or 30 miles. Their upkeep has been found very expensive, especially in the northern part of the country, since the rainfall is heavy and washouts are numerous because the stone used is soft and grinds up rapidly, the Scientific American states.

Of late much has been said in regard to the construction of concrete highways, and it is thought that this will be far cheaper in the long run than the stone roads as they are now constructed, for the reason that the upkeep will be so very greatly reduced. It is estimated that a mile of 12-foot concrete road four inches thick could be built in New Zealand for \$2,000 more than a mile of ordinary stone road, on which there would be a saving in upkeep for the first five years of at least \$1,200, while at the end of ten years there would be a saving of \$7,000 or \$8,000.

FEDERAL AID FOR HIGHWAYS

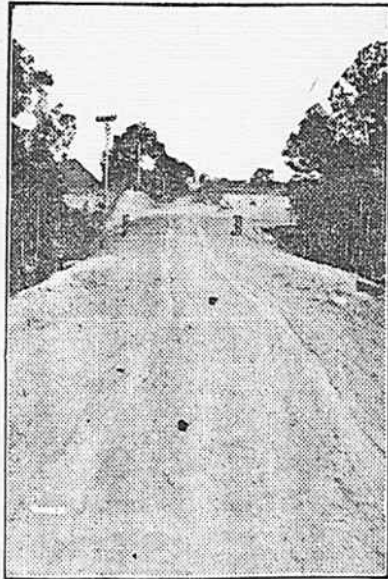
Organization Arranged by Secretary of
Agriculture Described in Re-
cent Publication.

(Prepared by the United States Department of Agriculture.)

The organization that has been arranged by the secretary of agriculture to administer the provisions of the federal-aid road act of 1916 is described in a recent publication of the department.

Ten district offices, each directed by a district engineer, reporting to the director of the office of public roads, have been established. The district offices are located in Portland, Ore.; San Francisco, Cal.; Denver, Colo.; Minneapolis, Minn.; Omaha, Neb.; Fort Worth, Tex.; Chicago, Ill.; Montgomery, Ala.; Troy, N. Y., and Washington, D. C.

The procedure adopted calls for the submission of an application, known



Sand-Clay Road, If Well Kept, Is Satisfactory for Moderate Traffic.

as a project statement, by the state highway department to the district engineer, who examines the road it is proposed to improve, and transmits the project statement with his recommendations to the headquarters office in Washington. If the secretary of agriculture approves the project statement, the plans, specifications and estimates are then submitted by the state highway department to the district engineer, who transmits them with his recommendation to the Washington office, and when they are found to be suitable for approval, a formal certificate to that effect is issued by the secretary of agriculture to the secretary of the treasury and the state highway department, and a formal project agreement is entered into between the secretary of agriculture and the state highway department. As the work progresses or upon its completion, payment on a special voucher approved by the comptroller of the treasury is made of the federal funds apportioned to the state.

COMPLETE PAVING IS SOUGHT

Only Nineteen Miles of Lincoln Highway Remain Unpaved in the State of Ohio.

There will be improved in the state of Ohio during 1918 many miles of the Lincoln highway. The plans for improvement are so far advanced that of the 234 miles in the state only 19 miles of the route will remain unpaved after the contracts for the present year are fulfilled. Practically all of the road completed is of brick.

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