

South Carolina News Items

VALUATION AS USUAL.

Assessments Will Remain at 42 Per Cent. of the Valuation.

Columbia, S. C., Jan. 31.—The property of the State will be assessed for taxation on a basis of 42 per cent. of the true valuation, the rate employed in former years, in conformity with the wishes of the Legislature, according to a letter which has been mailed to the county auditors and boards of assessors of the State. The rescinding of the resolution adopted at the auditors' meeting in this city December 29, 1917, was the result of the resolution adopted by the Legislature a few days ago.

The auditors of the State met in this city in their annual convention and adopted a resolution placing the assessment of all property in the State on a basis of 50 per cent. valuation. This was to operate with the taxing of both farm property and bank stocks, and the idea of the Tax Commission at the time of introducing the resolution was to raise the assessment and lower the levy. They also took the position that a more equitable adjustment of taxation could be reached in this way, as much of the property of the State was not on the tax books.

ENDEAVORERS TO MEET.

Winnboro Prepares to Entertain the District Convention.

Winnboro, Jan. 31.—The Winnboro Society of Christian Endeavor has completed arrangements for the second annual convention of the Columbia district, Christian Endeavor, to be held here February 1 and 2. Letters from all societies in the district have been received promising a good representation. A splendid program has been arranged in which many strong Christian Endeavor workers will take part. J. T. Fain, of Rock Hill, president of South Carolina Christian Endeavor Union, will be present; also Mr. and Mrs. Wyatt A. Taylor and Miss Claribel Williams, as well as many other well known Endeavorers. After the opening meeting Friday evening a reception will be given the delegates at the home of Mrs. Mark W. Doty. The convention will adjourn Saturday afternoon at 4 o'clock.

Wins Lieutenant.

Marion, S. C., Jan. 31.—News has been received here of the appointment of Edward B. Hamer, of Marion, as first lieutenant in the aviation corps of the army. Simultaneously with his graduation as a flying cadet at Mineola, New York, he was elected a member of the Aeronautic Society of America. At present he is stationed at Garden City, Long Island, N. Y. Marion has another candidate for flying honors in James W. Gregg, who is in training in France.

Ask for Quarantine.

Gaffney, S. C., Jan. 31.—A mass meeting was held by the citizens of Gaffney Monday at which a resolution was passed asking the local board of health to adopt a stringent quarantine regulation against Charlotte, Columbia, Spartanburg and Greenville, during the prevalence of meningitis at those places. This move was deemed necessary because of the fact that many individuals are carriers of the dread disease who are immune themselves, and it is believed that this causes the disease to spread in many communities.

Cotton Burned.

Sumter, S. C., Jan. 31.—J. C. Brogdon at Brogdon Station in this county, suffered a severe loss by fire Saturday night about 9 o'clock, when the warehouse owned by W. T. Brogdon was destroyed. J. C. Brogdon had in this warehouse 23 bales of cotton which were uninsured. Fortunately the fire was kept from spreading, as not far away was another warehouse in which there were 200 bales. No cause for the fire has been discovered.

Fight Tuberculosis.

Sumter, Jan. 31.—The Sumter County tuberculosis camp commission has organized by electing the following officers: President, H. J. Harby; treasurer, Dr. E. R. Wilson. On the commission are: Mayor L. D. Jennings and C. G. Rowland, from city council; H. J. McLaurin, Jr., J. J. Britton, the Board of County Commissioners; H. J. Harby, E. R. Wilson, W. B. Burns, from the public. J. H. Johnson is the architect and he is preparing free the plans for the camp building. J. M. Harby will construct the buildings at cost, making no charge for his time or the use of his organization. H. J. Harby has given the site for the camp, a suitable and desirable location on one of his farms between the Stateburg and Second Mills Roads, not far from town. He has turned over to the commission the \$10,000 with which he is endowing the camp.

Killed by Train.

Florence, S. C., Jan. 31.—N. J. Q. Harrell, of Lanes, roadmaster on the Charleston division of the Atlantic Coast Line, was run down by a passenger train late Monday afternoon and instantly killed. The accident happened near Lanes. Mr. Harrell was traveling in his railway motor car. It was foggy and he did not see the passenger train until it was close upon him. He jumped and would have escaped death had he not attempted to save his motor and at the same time probably avoid damage to the passenger train. The pilot of the engine hurled the motor car upon him and killed him instantly. The negro helper on the car escaped injury. Mr. Harrell leaves a widow and several children.

Barnyard Hen Also Helps Win War.

Washington, Jan. 31.—The American hen is strutting forth from the back yard and farm to join the American forces fighting the Germans. "The hen will win the war," comes from no less a reliable source than the Department of Agriculture.

To this is added an appeal from the Department to the farmers to increase their production of chickens and eggs, so as to save more meat to send abroad, for the use of America's fighting men.

"The hen must take her place among those who are helping to win the war for democracy. The hen, of course, always has shown a willingness to do her duty, and doubtless she is willing now," the Department of Agriculture says.

The stimulus given their farmers to increase the poultry production will result in nation of egg and chicken enthusiasts, leaving more meat to embark at Atlantic ports to combat the German howitzers.

TYPES OF AEROPLANE NOW USED IN WAR

As Much Difference in Ships of Air Fleet as Water Fleet

Washington, D. C., Jan. 30.—The statement that Uncle Sam is building hundreds of aeroplanes "of the most improved patterns" to aid in the war against the Germans, means little to the average person. To most people an aeroplane is an aeroplane. Very few of those outside of the military service realize that the types of flying machines evolved during the three years and more of the war vary as materially as do the types of ships comprising the United States Navy. There is hardly more difference, in fact, between a battleship and a destroyer than there is between one of the new battleplanes and a single-seater scout.

These latter are, in fact, the "destroyers" of the air. They can easily attain a speed of 150 miles an hour, climb more than one thousand feet a minute up to twenty thousand feet and over, and can turn and dip and perform such "stunts" as looping-the-loop as quickly and easily as dragonflies. Their business is to spy out the land behind the enemy's lines. Unlike the battleplanes, fighting is not their main business. At the other end of the scale are the corps buses, as they are termed in the war zones, whose duty is to keep up constant communication between the firing line and their attached battalions in the rear. Almost any machine can be made to do duty as a corps bus. It is the last stage downward before the training bus period is reached; after which the machine goes to the scrap heap.

The bombing machines are the guerrillas of the air. Their pilots are a law unto themselves, darting hither and thither at their own free will and dropping their "eggs" on aerodromes, ammunition depots, railway stations, or any other chance target that happens to attract their attention.

With the bombing-machines usually go two or more double-seater fighting scouts. These serve a two-fold purpose. They protect the bombers against attacks by hostile aeroplanes; and in between whiles, if no enemy machine is in sight, they will swoop down, and from a height of a few hundred feet start machine-gunning any likely target—a detachment of troops on the march, a transport column, or a stray motor car. The fighting scout pilots term these little diversions as "ground stunts."

Then there are the patrol buses, entirely different from the corps buses already mentioned. The patrol bus is a low flying, slow-moving machine, whose main duty consists in mothering the infantry during an advance. That is to say, they follow their doings, signal back for reinforcements when necessary, inform the gunners when to carry forward their barrage, and report progress generally to brigade headquarters in the rear.

Then, again, there are the machines fitted with cameras, whose business it is to photograph the enemy defenses. These are the eyes of the army. Very little escapes them. They fly often twenty, thirty or more miles beyond the enemy's first line, watching, prying and recording anything that is worth while. The camera-carrying machine is a two-seater, very fast, and, as its work takes it always well inside the danger zone it carries also with it one or more machine guns together with as many drums of ammunition as can conveniently be stowed on board.

Of an altogether different type are the aeroplanes whose special duty it is to guide and control the fire of the heavy guns. These are exceedingly stable machines, carrying powerful wireless installations, with which they are able to signal immediately every hit or miss as the case may be, to the gunners manipulating the enormous pieces of ordnance ten, twelve or more miles distant, and who, in most instances, are quite unable to see the target at which they are aiming.

The cost of these different types of machines varies considerably, but all are expensive to make, and tend to become more so month by month. Moreover, the life of an aeroplane is an exceedingly short one. A machine brand-new from the factory, embodying all the latest improvements, is good for perhaps four or five months of active service, just holds its own for perhaps two or three more, and then becomes obsolete, except as a training bus.

TO DIVERT FREIGHT TO SOUTHERN PORTS

Washington, Jan. 31.—Further diversion of trans-Atlantic freight to Southern ports to relieve congestion in the port of New York, was discussed at a conference today between Chairman Hurley, of the Shipping Board and representatives of the War and Navy Departments, the food and fuel administrations, the director general of railroads and shipping men.

The intention is to move a vast amount of manufactured products to Charleston and Savannah for shipment overseas. The port of New York is so congested with freight that ships are finding it hard to load. Freight destined for overseas also is stored in cars miles back from the water front in New Jersey.

Looks as if the champion White Sox will have their 1917 line-up intact when they take the field this season, one of the few American league teams in which numerous changes will not be found.

NEW YORK—DAY-BY-DAY.

New York, Jan. 30.—His eyes were a queer, Opaque blue. Between swollen lids. His face was hideously Seamed and blotched. His nose swollen. Bulbous and pockmarked. And of dark, angry hue. His sparse hair, Like bleached fibre, Straggled over a dead scalp. White bristle misted, The sagging outlines Of an expressionless face. She was a white, sneering, Ghost of a woman. Her face the color of snow In a factory town. Her mouth—a vivid red line—Had lost its curves. She had frizzled wisps Of yellow hair. As lifeless as exelior, And they sat side by side In a Temple of Justice, Caring not what the judge decreed. They existed—that was all. Yet not so long ago As we measure time, They tugged at breasts Of adoring mothers, Who held high hopes, And built rose castles, For these innocents' future. But now every hand Seemed turned against them. They were victims of a city. Cold, crushing and pitiless. Victims of an environment. Over which they had no control. And I wondered If, after all, We must learn That the human animal-caged Becomes the beast again, And that steel bars Only press human beings Deeper into the abyss. Outside the great sun Hung in mid-heaven, Like a disc of burnished brass. The tangy air Swept up from the harbor. Outside it was good to be alive. And then the jailor, A grizzled gorgon, Came and led them Back to their dank, foul cells.

SPAIN TO MAKE A VIGOROUS PROTEST

Madrid, Tuesday, Jan. 29.—It was announced today by the Marquis de Alhucemas, the Premier, that owing to the exceptional character of the torpedoing of the Spanish steamer Giralda, sunk by a German submarine, the Giralda having been entirely engaged in coastwise trade, the government intends to take exceptional decisions as soon as complete details of the incident have been received.

The Giralda, a steamer of 4,400 tons, was sunk by a German submarine January 26, after the vessel had been pillaged, according to a Madrid dispatch of Sunday last. The crew was saved.

ISSUE OF CERTIFICATES WAS OVER-SUBSCRIBED

Washington, Jan. 31.—The issue of \$400,000,000 of certificates of indebtedness which closed last night was heavily over-subscribed, the treasury announces. Allotments will be made as soon as all subscriptions are reported. The certificates are payable April 22nd.

Despite the loss of Alexander, Killifer and Paskert, Manager Pat Moran talking of the Phillies as still being able to cop a place among the top-notchers. Pat is some optimist.

Nineteen members of the 1915 Williams college football team, together with the team manager, assistant manager and coach, are in the United States service at the present time.

By virtue of a power of sale contained in two certain mortgage deeds executed by W. A. Simon and his wife Annie R. Simon recorded in Book No. 88 page 691, et seq. and C. P. Howell and his wife Cecile N. Howell recorded in Book No. 92 page 427 et seq. in the office of the Register of Deeds of New Hanover County, the undersigned attorney for the mortgagee, "Mechanics' Home Association" will on Friday the 15th day of February 1918 at 12 o'clock m., at the Court House door of the County of New Hanover, sell at public auction for cash to the highest bidder the following described land and premises, to wit:

First Tract. Beginning in the Southern line of Wright street at a point forty one (41) feet and three (3) inches west of its intersection with the Western line of Fifth street and from thence running Westwardly along the said line of Wright street fifty nine (59) feet and nine (9) inches, thence South in a line parallel with said line of Fifth street ninety five (95) feet, thence Eastwardly and parallel with said line of Wright street fifty nine (59) feet and nine (9) inches, and thence Northwardly and in a line parallel with Fifth street ninety five (95) feet to the point of beginning the same being parts of lots 1 and 2 in Block No. 29, in the plan of the City of Wilmington, N. C. Second Tract. A lot of ground to the above. Beginning in the said block at a point sixty six (66) feet South of the Southern line of Wright street and one hundred and one (101) feet West of the Western line of Fifth street and running from said point Westwardly and parallel with said line of Wright street sixty four (64) feet thence Southwardly and parallel with Fifth street sixty six (66) feet, thence Eastwardly and parallel with said line of Wright street eighty two (82) feet and six (6) inches and thence Northwardly along another line of said lot twenty nine (29) feet to the place of beginning the same being part of lot No. 2 in said block in the city aforesaid.

The said parties aforesaid having defaulted in the payments according to the terms and provisions of said mortgage deeds. W. B. McKOY, Attorney for the Mechanics' Home Association. 1-15-30 H.

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'Tis said that Waite Hoyt, the Giants' school-boy pitcher, is to get his long-looked-for chance to shine as a regular heaver this spring.

FORECLOSURE SALE

By virtue of a power of sale contained in a certain mortgage deed executed by Herbert Eskins and his wife Viola Eskins recorded in Book No. 81 page 335, et seq. in the office of the Register of Deeds of New Hanover County, the undersigned attorney for the mortgagee, "Mechanics' Home Association" will on Monday the 5th day of February, 1918, at 12 o'clock m., at the Court House door of the County of New Hanover sell at public auction for cash, to the highest bidder the following described land and premises: Beginning at the Northwestern intersection of the Northern line of Wooster street with the Western line of Seventh street and from thence running along the Western line of Seventh street Northwardly seventy-three (73) feet and six (6) inches, thence Westwardly and in a line parallel with said line of Wooster street sixty-six (66) feet, thence Southwardly and in a line parallel with said line of Seventh street seventy-three (73) feet and six (6) inches to the Northern line of Wooster street and thence Eastwardly along Northern line of Wooster street sixty-six (66) feet to the place of beginning. The same being a portion of the Eastern parts of lots 5 and 6 in Block No. 24 in the plan of the City of Wilmington, N. C. The said parties aforesaid having defaulted in the payments according to the terms and provisions of said mortgage deed. W. B. McKOY, Attorney for the Mechanics' Home Association. 1-14-21

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SUBURBAN SCHEDULE

IN EFFECT NOVEMBER 19, 1917. WINTER PARK, WRIGHTSVILLE, WRIGHTSVILLE BEACH

Table with columns for EAST BOUND and WEST BOUND, listing departure times for Electric Center, Electric Beach, and Wilmington.

SPECIAL FOR SUNDAYS Leave Front and Princess streets every half hour from 2 to 5 P. M. Leave Beach every half hour from 2:45 P. M.

*Daily except Sunday. *Sunday only. *Beach transfer car connects with this train at Wrightsville, superceded by half-hour schedule Sunday afternoons.

FREIGHT SCHEDULE (DAILY EXCEPT SUNDAY.) Leave Ninth and Orange Street 3:00 P. M. Freight Depot open from 2:00 to 3:00 P. M.

SPECIAL NOTICE—This table shows the time at which trains may be expected to arrive at and depart from the several stations, but the arrivals and departures are not guaranteed.

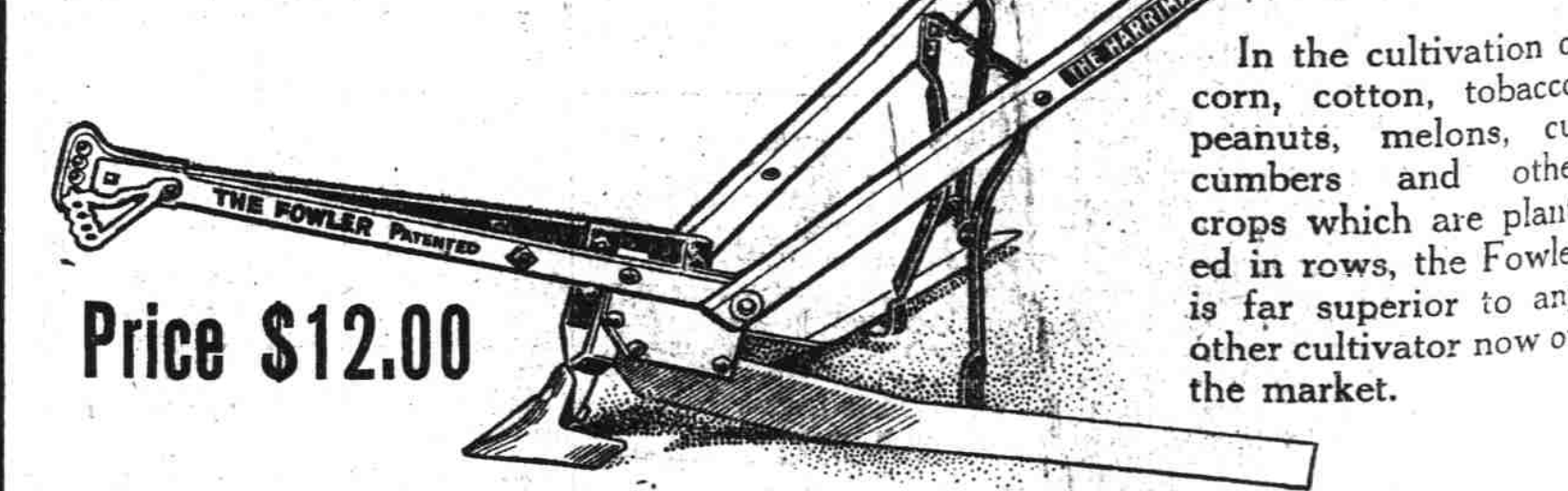
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