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JUDGE PEURIFOY.
 Judge Peurifoy, of Walterboro, Judge of the new fourteenth circuit, made his first appearance as a judicial officer in Abbeville this spring, holding both the criminal and civil terms of court.
 The judge made a fine impression on lawyers and laymen alike. He is a man of good common sense and has a fine idea of right, and of equity and justice. In addition, he is a lawyer of standing in the state and of learning as well. His decisions were made promptly on all questions and his reasoning appealed to those who heard him. He is courteous in his treatment of attendants on court, makes no effort at show, but performs the duties of the office with that becoming decorum which should characterize a judicial officer.
 In recent years the legislature has shown a disposition to elect lawyers in active practice to the bench. In this way, the people have been able to get the best talent in the state. The practice of undertaking to make judges out of broken down school teachers did not prove a howling success. Lately it has been learned that before a man can be a judge he must first be a lawyer. Judge Peurifoy was an active lawyer at the bar and therefore knows the law. He will make a judge worthy of the great office he holds.

THE EIGHT HOUR LAW.
 When the Supreme Court upheld the Adamson eight-hour law, it was stated that the employees had won their fight against the railroads, and that the latter would be called on to pay about forty millions of dollars per year for wages above the amount previously paid for the same services.

But this is a misstatement of the case. The decree of the Supreme Court in substance is that the people of the United States shall pay this additional amount of wages, because the railroads no longer have substantial property rights in the roads. The congress of the United States has created the Interstate Commerce Commission which passes on all matters of freight rates in interstate commerce (and practically all business is interstate business); it has now been decided that the congress may fix the salaries and wages of employees on the roads, and it is intimated that it has the right to control the men who are so employed that they constitute a kind of standing army which must obey orders when called on, with no right to quit the service of the company in a body, or to enter into any agreement to strike and thereby to obtain higher wages.
 The constitution of the United States has provided that no man's property shall be taken without due process of law, and when congress assumes to fix the compensation of railroads for services, and to say how long and at what price the employees shall work, no man need doubt that the courts will require that the railroads be given such compensation as will enable them to pay their obligations in the way of operating expenses, and receive in addition a reasonable income on the property invested. Any other requirement would mean that their property would be taken without due process of law. If then wages are to be increased, the carrying charges to the public must be increased, and the people will pay the freight.

We have then reached a new day in the matter of common carriers. The amount of compensation for the money invested will become a more or less fixed sum to be determined on by congress. Further than the fixing of this amount, the owners, or those who suppose that they are the owners of the railroads, will have no concern, because the members of congress will fix all matters pertaining to the amount the employees are to receive, and consequently the charges which the public are to pay.
 In the future, therefore, the people need not fool themselves. Every demand for an increase in wages on these common carriers is a demand on the public and is not a fight

against the railroads. Already the interstate commerce commission has been asked to increase freight rates to meet the increased wages demanded by the Adamson law. The request must and will be granted, and, hereafter, when you buy a pound of sugar, lard, bacon or what not, you will be paying your share of the new demands. The question is one between the railroad employees and the people; the railroads should have little concern in the matter.

AN ENGAGEMENT ANNOUNCED

Mr. Roddey Devlin has announced the engagement of his sister, Miss Agnes Devlin to Rev. M. R. Plaxco, the marriage to take place in the early summer.

Miss Devlin is well known in Abbeville and her friends here are wishing for her a life of much happiness. Miss Devlin is a graduate of the Woman's College at Due West, and taught there a year ago. She is a young woman of many charms and will be a welcome addition to our city.

Mr. Plaxco has been the pastor of the Associate Reformed Presbyterian church at Abbeville for the past two years and has the respect and affection of his members who congratulate him on his good luck and wish him happiness.

THE BLUE JACKETS.

Jack Bradley, business manager of the Blue Jackets, is about to be removed from office. Jack was also Press Agent for Blue Jackets, but he has lost this office as this baseball team has no further use for a Press Agent. The reason is that Capt. Theron McLeskey, of Wardlaw street, with a picked team, met the Blue Jackets on the ball grounds on last Saturday and trimmed them up and topped them to the tune of 35 to 18.

The baseball news writer of this paper had no information of the event until about Tuesday when the matter was called to his attention by Capt. McLeskey, and we were asked if the game had been reported by the Press Agent of the Blue Jackets. We immediately called on the Business Manager of the Blue Jackets when we found that he had almost forgotten about the game.

After thinking over the matter for a considerable while he was enabled to recall that a game had been played sometime in the past, with some boys "about as old as Methuselah" but the matter did not seem to appeal to Manager Bradley as of enough importance to be reported in the sport column of any paper.

Capt. McLeskey thinks that Manager Bradley should get a pitcher to assist pitcher Bradley of the Blue Jackets so that when the "wing" of one of the pitchers is not working they may fly with the other one.

last Thursday afternoon. Quite a large crowd of ladies enjoyed the afternoon. Delicious refreshments were served.

NO SERVICE.

There will be no service in the Associate Reformed Presbyterian church next Sabbath, the pastor, Mr. Plaxco, being in attendance on the meeting of Presbytery at Louisville, Ga.

For Sale

The Lawson place, containing 54 1-4 acres, just 2 miles from the center of the city of Abbeville. A good dwelling, two tenant houses, large barn and good stables. A good pasture and fine farming land.

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639 acres land about 10 miles from Abbeville. Good tenant houses and well improved. Can give good terms. Price \$7500.00

153 acres about two miles from city limits of Abbeville, 85 to 90 acres in cultivation. Abundance of wood and plenty saw timber, two running streams on the plantation. Lies well. Price \$20.00 per acre.

128 acres about 1-2 mile outside city limits of Abbeville, three-horse farm open on the place, fine pasture, plenty wood and water. Price \$45.00 per acre.

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 WORK BETTER—
 LOOK BETTER—
 BE HAPPIER—
 MAKE OTHERS HAPPIER—
 GET THE BEST THERE IS OUT OF LIFE—

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And, remember, your sleep is what your BED SPRING makes it. What good is a \$50 bed and a \$20 mattress for sleep if your bed spring sags to the middle and doubles you up like a jack-knife in the hollow? Or, if your spring creaks and groans all night long like a barndoor on a rusty hinge? Or, if it is so stiff that it is really no spring at all, but merely a mattress platform?

When you close your eyes at night, Nature doesn't care whether your bed is inlaid mahogany or yellow pine. But she does DEMAND that your body has that gently yielding, body-fitting, luxurious support which is given only by a

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THE Press and Banner

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