

UNJUST TREATMENT OF TRAVEL BETWEEN SOUTH AND NORTH

(Manufacturers Record, Baltimore.)
C. C. Olney manager of the branch of the Manhattan Rubber Co., at New Orleans, sends to the Manufacturers Record a copy of a letter which he wrote to Walker D. Hines, Director General of Railroads, complaining of serious inconveniences that many passengers experience in traveling north via Washington. Mr. Olney wrote to Mr. Hines as follows:

"In behalf of those who have to travel from the South and Southwest through Washington, D. C., to the Eastern and New England States I would draw your attention to the treatment that passengers have to undergo at the point mentioned above if they be so fortunate as not to be located in the few through sleepers that are now running on Southern and Pennsylvania trains.

"On May 25th I journeyed from Charleston, S. C., to New York on Train No. 82 of the Atlantic Coast Line Railroad. I was unable to see

cure through Pullman accommodations beyond Washington, due to this train carrying only one through Pullman from Florida to New York, and before our arrival at Washington I was transferred into the through car and literally dumped into a berth that two passengers had already paid for from Jacksonville to New York. On our arrival at Washington the following trains were consolidated: Atlantic Coast Line No. 82, Southern No. 38, Southern No. 42, Seaboard Air Line No. 2, and there may have been several other connections put on this train.

"Now, all of the above trains arrive in Washington with anywhere from four to six Pullman sleeping cars, as a rule loaded to capacity, and of the total number of passengers carried, I should say at least 80 per cent. continue their journey out of Washington through to Eastern points, and according to the present practice 30 per cent. of these passengers are deposited on the platforms of the station in Washington and they have to chase around and locate themselves in new quarters, which is made difficult by the accommodations in the remaining cars that go through being crowded before they reach Washington, and as long as the Pennsylvania Railroad makes no provision to accommodate the overload, passengers either have to encroach on the rights of fellow-passengers or else go to the extra expense of securing a drawing room or a compartment.

"In addition to the above inconveniences, this practice of combining six or seven trains, cutting down the sleeping-car equipment from 30 to 12 cars at the most, the Pennsylvania Railroad attaches one dining car with which to feed the traveling public that arrives in Washington with a distinct and separate dining car to each train.

"The attitude as outlined is not a war baby, but a full-grown man-size attitude that has existed for many years, and if the Pennsylvania Railroad is so crowded between Washington and New York it would appear to me that the Railroad Administration would utilize the Baltimore & Ohio, Philadelphia & Reading and Central New Jersey lines, regardless of any agreements that might exist between the Southern lines and the Pennsylvania Railroad.

"In closing, I see no reason why the Interstate Commerce Commission and the United States Railroad Administration should allow any public carrier to discriminate against any particular section of the country. You do not find the Pennsylvania Railroad dumping their Western travel out at Pittsburgh and making them continue in cattle-car fashion; then why should they subject the South to any such condition, and, for that matter, it applies to the North as well, because they have to suffer the same inconveniences in coming South as we do in the opposite direction."

RED SPIDER.

Clemson College, July 29.—There have been a few small outbreaks of red spider in several parts of the state, but as long as the moist weather lasts there is no immediate danger of the red spider developing seriously, says Prof. A. F. Conradi, Entomologist. As soon as dry weather sets in, however, the cotton field should be closely watched because the insect may develop rapidly in spots. While the red spider will not be as serious as last year, the injury will be more pronounced in some places owing to the reaction in cotton should the rainy weather suddenly stop and dry hot weather follow.

Just as soon as it is found that the blood red coloration on the leaves and the infested plants increases immediate action should be taken to treat the infested spots. The surest method is to spray such spots instead of carrying the plants to burn them. Where a plant is pulled up it should be put into a cotton picker's sack that has previously been soaked in kerosene. Infested plants should not be carried across the plantation exposed because in this manner the pest is scattered and the injury is actually increased instead of reduced.

The majority of red spider attacks this year are traced to violets around dwelling houses and near plantations and attention is again directed to the violet as a nuisance in cotton production. There are other border plants which can be substituted for

the violet and which are not red spider carriers. Attention is again directed to the poke stalk as a colonizing plant for red spider and this weed should not be allowed on or near the plantation.

Circular of information on red spider, what it is, what it does, how to treat and how to make up the spray will be furnished on application.

Engraved cards and wedding invitations at Press and Banner Co.

FRANCE'S CONDITION FINANCIALLY FAR WORSE THAN GERMANY'S

(Manufacturers Record, Baltimore.)
In discussing the proposed triple alliance between France, England and America, the Jacksonville Times-Union says:

"But we cannot see why France should feel the need of assistance for many years to come. Germany is more heavily in debt than any other nation ever was in the history of the world, and while France is also heavily in debt, she is not nearly as much so even in proportion to her ability to pay as Germany is."

Our esteemed contemporary has made a very serious blunder. In proportion to ability to pay, Germany is not one-half so heavily indebted as France. Indeed, broadly speaking, Germany has won the war and France has lost it, measured by the financial conditions in which these countries find themselves.

The actual cost of the war to France was very far in excess of the total indemnity that is demanded of Germany, so far as that indemnity can now be measured. If this indemnity should amount to \$25,000,000,000, for all the Allies it would be a bagatelle to Germany as compared to the war debts which France is carrying; for France expended far beyond that sum in the prosecution of the war.

Moreover, the population of France is about 35,000,000, and that of Germany 70,000,000. Not a single farm or factory in Germany was destroyed; every industry has either been running to full capacity or is in physical shape to do so; every acre of land which has been under cultivation in the past can be cultivated now without the slightest difficulty. Germany saved itself from invasion, and from learning by personal contact in the horrors of war what it means to suffer as France and Belgium suffered. On the other hand, the destruction in France of the four years of war exceeds in loss the total debts incurred by Germany for carrying on the war.

Germany has every factory and every farm in shape, but Germany

destroyed a very large proportion of the factories and the mines and the farms of France. Many years will be required to rebuild these factories and to reopen the mines, and vast areas of the agricultural land have been so completely destroyed that they cannot for at least a generation to come be made available for farm purposes. The very fruit trees, which cannot be restored for many years, were wantonly cut down by German armies, and the very shade trees which lined the roads of France were ruthlessly destroyed.

Every piece of machinery in the factories in the overrun part of France which could be made available for the operation of German factories was stolen and shipped into Germany.

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