

AN OLD FASHIONED SABBATH

Editors of Index-Journal and A. R. Presbyterian Urges a Return To Strict Observance of The Sabbath.

Due West's fame rests as much on its observance of the Sabbath Day as upon its colleges, whose influence for good touches every section of the country. People who have never been to the quiet little town but who have heard of it always connect it, as soon as its name is mentioned, with the one place in all the land where the injunction "ye shall keep my Sabbaths" has been obeyed.

But it seems that the old fashioned observance of the Sabbath is getting to be a stranger even to Due West and to the A. R. P.'s in other sections. The A. R. Presbyterian, church paper published at Due West, in an editorial last week decries the laxity of Associate Reformed Presbyterians on the subject. As a matter of information to many as to how the day used to be observed and as an appeal to others the editorial is published in full:

Twenty-five years ago our people were noted for their observance of the Sabbath, but there has been in recent years a noticeable lowering of the standard in the keeping of the day. We older people were children then, and among the many things that are indelibly stamped on memory is the enforcement of Sabbath observance in the homes in which we were reared. Barring a few extremes to which some parents went which made the day a dread to the children, we do not know of any better picture of an ideal than that of a quarter of a century ago.

Preparation for it began on Saturday at noon. The father and sons devoted the afternoon to cutting the wood, preparing food for the stock, looking after the harness, oiling the vehicles, shaving, bathing, and every thing else in the way of preparation that could be made before Sabbath morning. The mother and daughters likewise were busy with the baking and household duties, so as to reduce their work on the Sabbath to a minimum. The Sabbath school lesson was studied and family worship held, after which all retired early for a good night's rest.

On Sabbath morning all were up at the usual hour and family wor-

ship observed. In the father's prayer there was a petition for God's blessing on the minister and the services of the day. There was no need of hurry in preparation for starting to church, because they began to prepare in time to get ready. When they returned from church it was not long until dinner was ready, for with the preparation made on Saturday not much time was required. In the afternoon the family assembled, the Bible was read in concert, the catechism was recited, the lessons for the next Sabbath studied, and the remainder of the day was quietly spent at home in a way that was not inconsistent with the sanctity of the day. This is a picture of the Sabbath of a generation ago, an old-fashioned Associate Reformed Presbyterian Sabbath.

Now in many homes we have Sundays instead of Sabbath, no system in the observance of the day, little religious training of the children, no family devotions and a host of secular things allowed which our fathers would never have thought of permitting. Even in rural communities where many of our people live the day has lost much of its sacredness. The secular paper, with its comic section to poison the minds of the children, takes the place of the Bible and Christian literature. The day is too long to spend it all at home and in the afternoon joy riding if one owns an automobile is in order, or a stroll to the neighbor's house to learn the news, exchange jokes, and discuss the latest sensation. It is the day in many cases for the married children with their families to visit the old home, which means a hard day's work for those who prepare the dinner for the occasion. We doubt if the Sabbath is the day for even these visits and we doubt if an enlightened Christian conscience approves of the way in which the day is spent.

How lax we Associate Reformed Presbyterians are becoming on the subject of Sabbath traveling! Men, ladies, children, and even elders, seem to have no scruples about using the train on God's day. There can be no question about the fact that our people have gone backward in this matter during the last few years. What is the remedy? The more faithful keeping of the day in Christian homes, raising the standard and putting Sabbath obser-

ance on the high ground of moral obligation. Parents should exercise their God given right and enforce the observance of the day in their homes. They should adopt some regular program and make the observance of the day as distinctly religious as possible. God grant us as individuals and families to guard well the sacred day and by the systematic and skillful enforcement of its observance may we teach our children to observe it and not regard it a hardship!

We conclude with a quotation from God's word, "If thou turn away thy foot from the Sabbath, from doing thy pleasure on My Holy day; and call the Sabbath a delight, the holy of the Lord, honorable; and shalt honor Him, not doing thine own ways, not speaking thine own words; then shalt thou delight thyself in the Lord; and I will cause thee to ride upon the high places of the earth, and will feed thee with the heritage of Jacob thy father; for the mouth of the Lord hath spoken it."

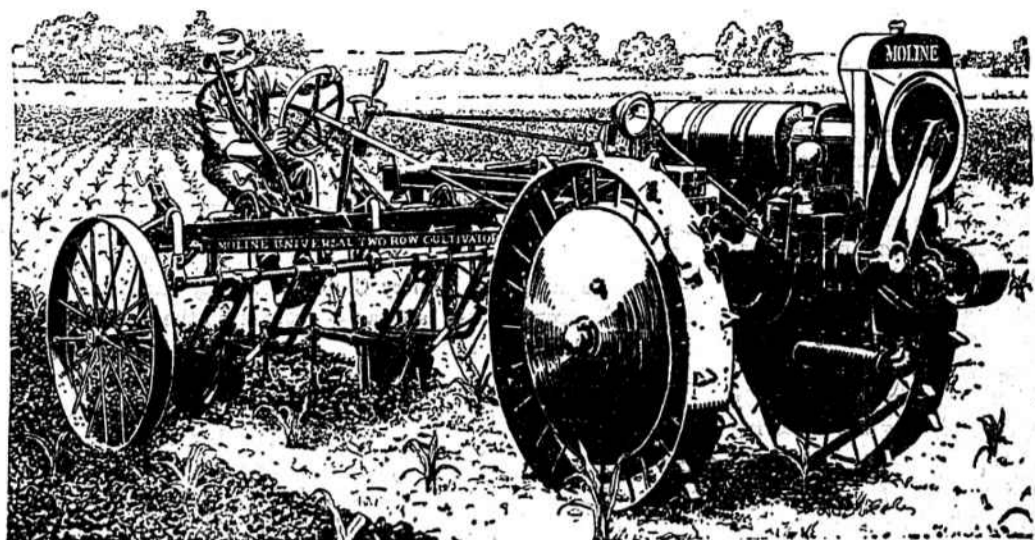
RAILWAYS SET NEW RECORD FOR HEAVY FREIGHT MOVEMENT

Washington, August 6.—During the week ended July 16th there were loaded on the railways of the South 127,485 cars of commercial freight, an increase of 10,762 cars over the loading for the same week last year and an increase of 3,981 cars over the same week in July, 1918, when every possible effort was being made to rush war material to France. These figures are taken from the records of the Commission on aVr Service to which reports are made by all the large railways.

During the three weeks ended July 16th the records of the Commission show that there were loaded on the railways of the South 350,962 cars of commercial freight as against 333,937 cars during the same period last year and 352,183 cars during the same period of 1918.

On the railways of the entire country there were loaded during the three weeks ended July 16th, 2,521,263 cars as against 2,455,364 during the same period last year and 2,722,563 during the same period of 1918.

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It takes good cultivation to raise good crops and you know the time and number of horses that requires. So a tractor that will do the cultivating, as well as all the other field work—and do belt work too—will save the most horses and be a better investment.

Maybe you don't think a tractor can be a really good investment like this all-work Moline-Universal. That reminds us of a story.

A very wise college professor once assigned a student to do a certain work. The student said it couldn't be done. "Of course it can't be done," said the professor, "but if you and I don't look out some darn fool will come along and do it right before our eyes."

Doing the impossible has become a part of our day's work. Right now thousands of farmers are making the Moline-Universal pay—and pay big. So can you.

It's poor business to keep two sets of farm power when one is enough. You don't need to with the Moline-Universal—that's one of its great advantages. Then consider that only one man handles both the Moline-Universal and its implement, in every operation, and you see what it can save you in horse and man expense.

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These figures show that the railways of the country are not only performing a larger measure of public service than they performed during similar periods of 1919 but that they are closely approaching the records made in 1918 when every nerve was being strained to win the war and the railways of the South have even passed the high record made in 1918.

In discussing the heavy business handled by American railway the Railway Age in a recent issue said:

"The newspapers are full of reports regarding industries that are operated at much less than their maximum capacity, or are on the verge of having to close down, because of inability of the railways to handle the traffic offered them. In spite of the strikes and other troubles the railways almost continuously in 1920 have been moving more freight than in 1919.

"Why, then, are the industrial operations of the country being seriously interfered with and its financial stability threatened by insufficient transportation? There can be only one rational answer to that question. The present conditions are partly due to strikes, but they are mainly due to the fact that for years the productive capacity of the country has been rapidly increasing while the facilities and capacity of the railways have been increasing hardly at all.

"Present conditions are practically chargeable to those who throughout the years from 1906 to 1917, by fighting to keep the rates and net earnings of the railways on the lowest possible level, did all they could in their respective ways to make it impossible for the carriers to handle the country's commerce."

A piano contains more than one mile of wire.

THE SAME EVERYWHERE

In New York the other day a young woman walked in to a newsstand and stationery store, much agitated.

"Have you got a good make of ouija board?" she inquired of the clerk.

"Wasn't the other one satisfactory?" he asked after assuring her that he had more expensive ones.

"No, it isn't. I can't speak to any-

body on it any more. Last night I tried to communicate with a dozen different people that are in spirit-and. The best I could get was a jumbled up J-C-K-L and things like that. The service on these cheap boards is getting to be something terrible."

A proposal by the British admiral-y, to unite the British and Canadian navies has been rejected by the Canadian government.

Advertisement for Coca-Cola featuring a large bottle, a person carrying a tray of bottles, and the text 'Drink Coca-Cola IN BOTTLES' and 'Abbeville Coca-Cola Bottling Works, Phone 195-B Abbeville, S. C.'