

FACTS ABOUT COTTON

Production of cotton in Russia is confined almost exclusively to the Asiatic provinces of Turkestan and Transcaucasia.

Since the outbreak of the Great War in 1914 production of cotton in Russia has averaged about 750,000 bales annually.

World carry-over at July 31, 1920 of cotton grown outside of the United States was 2,100,000 bales greater than it was at the end of the previous year.

World carry-over at July 31, 1920 of cotton grown in the United States according to Hester, was 6,086,000 bales.

During the year 1919 the proportion of world's mill supply of cotton contributed by each country was as follows: United States 56.7 per cent. British India 22.4 per cent; Egypt 5.9 per cent; China 5.7 per cent; Brazil 2.8 per cent; Russia 2.2 per cent; all other 4.3 per cent.

World production of cotton destined for factory consumption in 1919 indicated by U. S. Census fig-

ures to have been 19,260,000 bales, not including 582,000 bales of lint-ers in the United States.

World production of cotton for factory consumption in 1919 was 1,100,000 bales greater than the amount consumed.

World consumption of American cotton is running 25 per cent below what it did last year, but the estimated production, government figures is 1,662,000 bales greater.

There is now enough cotton in the world, unspun, to last nearly two years.

Cotton is produced extensively in many sections of China. Most of it is spun by hand in the homes of the people, but reliable estimates place the quantity of Chinese cotton from the crop of 1919 which reached commercial channels at 1,100,000 bales.

During the years 1862 and 1863 total production in the United States averaged less than 375,000 bales of cotton annually. The world managed to get along.

First cotton seed were planted in Virginia at Jamestown in 1607. Cotton was introduced into all the south-

A SURE CURE.

"What's the quickest way to cure a Socialist?"

"I know a cure, but I wouldn't care to try it myself."

"Well?"

"Hand him \$10,000 and suggest that he divide it among his brethren."

ern colonies by the first settlers. The Spanish invader in 1519 found cotton clothing in common use in Mexico, and Cortez received gifts of fine cotton fabrics from the hand of the great Montezuma.

Statements to the effect that Egyptian mummies were wrapped in cotton fabrics have been disproved.

In the first chapter of Esther definite reference is made to the use of cotton "hanging" at the feast which King Ahasuerus gave, about 519 B. C.

World carry-over of American cotton at July 31, 1920, U. S. Census figures on the domestic supply and Chronicle figures on stocks held abroad, was 6,149,089 bales.

POWER OF BOARD IN DISCUSSION

Erie Railroad Case Heard At Chicago—Order Not Obeyed

Chicago, Feb. 24.—Sharp contention over the powers of the United States railroad labor board and the provisions of the transportation act marked the hearing of employees of the Erie railroad against their employers before the board today. The petition of the employees charged violation of the act and of the labor board. Representatives of the road denied both. The case resulted from an order effective February 1, reciting common labor wages and deducting one day's pay a week from the salaries of all employees paid on a monthly basis. Most of the argument centered about whether a ruling of the board on February 12, ordering the road to make no change in wage rates was compulsory upon the road which had already put a reduction into effect. It was conceded by the railroad that the intent of the order

was to maintain the rates of the wage award of July, 1920. They denied, however, violation of the law in changing those rates. Business depression and revenues below operating expenses were given as the reason for the reduction order.

During his testimony, R. S. Parsons, general manager for the road, was asked by Henry T. Hunt, public member of the board, whether the road's position meant that it would not obey the orders of the board.

"We can't do it," Mr. Parsons replied. "We want to do everything possible to go along with the board, but I don't know what we would do if the board issued impossible orders."

Samuel Adams, attorney for the Erie railroad, explained the road's attitude of the transportation act from a legal standpoint and denied the power of the board to continue the rates of its decision No. 2 (July 1920), until a hearing had been held and a decision reached. He questioned the enforcement powers of the board and declared its powers

were confined to the establishment of just and reasonable wages.

This sweeping denial of authority in hands of the board brought from U. S. Bratton, attorney for the employees, a denunciation of the railroad's stand, and the declaration that if there was no authority to enforce the board's decision as intended by Mr. Adams, the employees "would endeavor to find a way to make the Erie pay."

The case brought out the most diversified argument yet offered in any hearing before the board on wage matters.



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