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REDUCTION IN WAGES

Recently an article appeared in the News and Courier written by Mr. A. H. Ninestein of Barnwell, in which the writer stated that the trucking business in Barnwell County has been discontinued for all practical purposes on account of high transportation rates. Formerly several thousand acres were planted in vegetables of one kind and another, and the early vegetables from the truck farms were shipped to Northern cities where they commanded good prices and were a source of profit to the raisers. These vegetables, it is stated, may be sold at good prices still, but the express and freight charges, on account of increased rates in recent years, are so high as to take up the entire profits of the business, making it not worth pursuing.

Like complaints come from Florida and from other points where crops of this kind are grown.

In this connection it is interesting to note that the railroads are demanding that they be allowed to decrease the wages paid to their employees, whose wages reached peak prices in war times, where they still are, in order that freight rates may be decreased. It is stated that by reducing wages as proposed a saving of some six hundred millions of dollars is to be made in a stated period, a year we believe it is, and that this saving is to be passed on to the people who pay the freight.

In making this request and in promising to reduce freight charges to the extent of the reduction in wages, the railroads are not contending that they will be doing any charity business. On the other hand, they acknowledge that it will pay them to do so, because they say that it will promote business. The Pennsylvania railroad says that it now has eighty-five thousand freight cars standing idle for the reason that business is at a standstill because shippers cannot pay the freight charges now demanded and live. A great many former shippers are in the same condition as the shippers of truck from this section,—the charges are so heavy that they consume the entire selling price, and there is, therefore, no incentive to produce and ship these articles which formerly made up the loads of the carriers.

That such is the case, we may well believe. The carrying charges on all commodities are far higher than in the pre-war period. The freight rate on coal into Abbeville from the Clinchfield mines is now \$3.19 as against \$2.05 before the war period. The difference in this freight rate is largely paid to the same laborers who before the war were paid from \$2.05 per ton charged for hauling coal. Coal is a necessity and must be hauled, but it will be evident from these figures that no more will be hauled than is absolutely necessary.

Under these circumstances, we are of the opinion that there must be a revision in the prices paid labor on the railroads. There may be some men who are not overpaid in the employ of the railroads. We think there are a good many men in the employ of the railroads, who on account of the skill required and the hazards of their employment, are entitled to the interest of the public. And the present wages, perhaps to more than they now receive. But everybody who has made the slightest inquiry into such matters knows that there is much labor employed by the railroads which is said a great deal more than the same kind of labor is paid in other employment. There is an artificial standard of pay on the railroads which is not justified, and the standard must be revised. On the other hand it is charged that there is waste by the officers and owners of the railroads, that high and unnecessary salaries are paid to certain officers, and other moneys paid out which should not be paid out. We are prepared to

believe that in many cases this is true. All of these overcharges, if we may call them such, must be wiped out in public should learn that this eternal contest alleged to be between capital and labor is not in fact a contest between capital and labor, but a contest between labor on the one hand and the public on the other, or between capital on the one hand and the public on the other. The public pays the freight. We found out in the constant increases which were imposed in the matter of freight rates in the war period that we, the people, pay. Both capital and labor are in a receptive state of mind. We are, therefore, in favor of such supervision of the railroads as, while allowing every railroad to manage its own affairs, will guarantee that the public is not exploited by capital, and while allowing labor the greatest freedom in either accepting or rejecting employment by the railroads, shall guarantee that it is paid what it is worth and nothing more. The public has an interest in seeing that there are no artificial rules to get pay not earned, and no employment of unnecessary labor, when the public in the end does the paying. Labor is worthy of its hire, but the hire is worthy of the labor which the public pays for.

And in this labor matter, so far as the railroads are concerned, we are of the opinion that the right minded people who assist in operating the railroads should court an investigation and seek a revision of present schedules of pay. The people are not unmindful that during the war period when the young men of the country were going down to battle the railroad employees, as a kind of necessarily privileged class, remained at home. They did not serve the government at a fraction of what their earning power was worth, but they constantly demanded higher pay, and they received it. Only last July, we believe it was, they demanded higher pay in order that they might meet the ever mounting costs of living. When they had gotten the higher pay, they immediately commenced an assault on the high cost of living. They may not have thought about it, but their fight was on the farming classes of our people. The high cost of living which they wished knocked into a cocked hat was the prices which the farmer in the South was receiving for his cotton and cotton products, the price which the Western farmer was getting for the meat produced in the West, the wool grown by the sheep-raisers and the leather turned in by the cattle raisers. The railroad employees were not willing that these people should continue to receive the high rewards brought to them for their labor during war times. They demanded that it be reduced. And it happened that an administration which, to say the least, was more than partial always to the railroad brotherhoods so shaped the financial affairs of the country that the farmers have lost the accumulations of the whole war period.

Having done that, we say that the railroad workers should now reduce the high cost of living for the farmers. The farmer pays the freight on the fertilizers which goes on his land, he pays the freight on the cotton which the railroads haul, he pays the freight on the wool, the hides, the hogs, the beef and other things he raises. When we have high freight rates it makes the net amount to him less, it means the high cost of living is still with him. What is true of the farmer is true of every man who ships. By reason of the deflation the merchants have lost fifty per cent. of their inventories, and every business man has had his income cut to the quick, if in fact he has not suffered serious financial losses.

Under these circumstances, and when everybody else, and everything else is going back to pre-war prices, we say that the labor on the railroads should do the same thing to the end that freight rates may be reduced, and the public generally be given a fair deal. We say that the payment of enormous salaries to railroad officials should be discontinued for the same reason. If the high cost of living must be reduced for one class, it should be reduced for every class.

EGGS DROP AGAIN

St. Louis, March 22.—The wholesale price of best eggs was 19 1-2 cents a dozen here today, a drop of 9 1-2 cents in the last week. Today's price was the lowest here since June, 1916. Heavy receipts and favorable weather were given as contributory causes for the price decline.

ENJOY PRESS AND BANNER

Spartanburg, Mar. 2, 1921
 The Abbeville Press and Banner,
 Abbeville, S. C.

Dear Sirs:
 Enclosed please find check for \$2 to cover my subscription to your paper, as I understand the old subscription is about out, and my folks would feel like something terrible had happened if the Press and Banner should fail to come.

We all enjoy reading it very much and there is always a rush for it as soon as the postman comes.

With kind regards, I am,
 Yours very truly,
 R. L. Dargan.

WHAT WOULD HAVE HAPPENED

Today I am wondering what would have happened to me by now, if fifty years ago, some fluent talker had converted me to the theory of the eight hour day and convinced me that it was not fair to my fellow workers to put forth my best efforts in my work. I am glad that the eight hour day had not been invented when I was a young man. If my life had been made up of eight-hour days I don't believe I could have accomplished a great deal. The country would not amount to as much as it does if the young men of fifty years ago had been afraid they might earn more than they were paid. There were shirkers in those days, to be sure, but they didn't boast of it. The shirker tried to conceal or excuse his shiftlessness and lack of ambition.—Thomas A. Edison.

AN ALIBI FOR SOL.

Mr. Thomas, the new Executive Secretary at the Abbeville Cotton Mills, was in to see us early this morning. Among other things which he wanted to talk about was the place of residence of Sol Glenn, arrested a few days ago for selling liquor. The Press and Banner had stated that Sol lived on the mill hill, which it appears is a mistake. Sol's place of residence is on the lower Greenwood road, beyond the corporate limits. The mill village, Mr. Thomas, has no Solomons in it, nor bad people, and only one big fish merchant—Col Dote Smith.

The Press and Banner regrets that it changed Sol's place of residence, not that it hurts the good people of the mill village even if there were some bad people down there, but every community has enough troubles of its own to bear without taking on the troubles of other neighborhoods. We shall try to do better in the future.

**PARACHUTE JUMP HAS
 BROKEN THE RECORD**

Champaign, Ill., March 24.—A new world record for parachute leap was established today when Lieutenant Arthur Hamilton dropped 24,400 feet from an airplane at Canute field. He made the ascent in a De Haviland B4 plane piloted by Lieutenant Harry Webbington and descended in a regular parachute. He slept during the one hour and 26 minutes required to make the ascent but kept much awake during the drop.

"It was just like any other leap," was Lieutenant Hamilton's only comment after establishing the record.

Lieutenant Hamilton landed seven miles northeast of Canute field. There was little wind when he jumped from the plane, but at an altitude of 18,000 feet a strong current carried him along. He said this current was not different from that encountered in previous parachute descents. He declared there were no peculiar sensations at any time during the descent.

Another airplane was sent up after the big De Haviland began the flight. It followed Lieutenant Hamilton during his descent and carried him back to Canute field.

It is declared at the field that the record will stand as official.

To belong to that select coterie of Washington society known as the "cabinet circle," would seem to most women to be a bed of roses, but like other roses they are not without their thorns. For instance the wife of a cabinet member is required by social etiquette to make at least one call on each senatorial and congressional household which means that she must make half a thousand or more such calls during the season, whether it pleases her or not.

**IF YOUR JOB'S WORTH HOLDING,
 BE GOOD TO IT**

Don't you worry, fellow-worker—don't you be inclined to fret, If you know that you are earning twice the salary you get; Keep right at it; don't let them find you nodding in your chair; Try to be more useful daily; when your name is called to be there; Don't you listen when the gamblers tell you that you're underpaid; He who earns more than he's getting has no need to be afraid.

If your work is good, don't slight it; try to make it better still; Here and there you may improve it by an added touch of skill; Don't let any one persuade you that it's not worth while to try, Or that anything's sufficient if you managed to "get by;" Don't forget that every shirker who intends to beat the boss Finds himself the greater loser when he figures up the loss.

Yours may be a little corner; you may think that no one cares, But, barred from it, you would wander in a world of changed affairs And you cheat yourself by thinking that your record is unknown; Give your utmost, though you give it for the sake of pride alone; Turn from those who try to fool you into thinking you're "too good", No one ever lost through showing the best that he could.

Don't be lagging or disgruntled; if you think your job worth while Let it have your honest effort, and go to it with a smile; Don't you worry, fellow-worker if you're worth more than you're paid; When you get more than you're earning is the time to be afraid. —Exchange.

WANTS 200,000 RABBITS

Entente Also Demands Bees and Dogs From Germany.

Berlin, March 24.—Bees, Belgian hares and sheep dogs are among the domestic pets the Entente powers are demanding from Germany. The ship carrying the miscellaneous assortment of animals which Germany's former enemies are demanding will have almost as great an assortment as Noah's craft.

Decision of the Reparations Commission on the exact number of rabbits which Germany must deliver has been postponed for a month. The Entente demanded 200,000. Meantime, the German rabbit crop is increasing at a record pace.

The Entente demanded 10,000 dogs and showed no disposition to accept Dachshunds.

Twenty-five thousand hives of bees are demanded. One hundred and sixty five he-goats and 25,000 she-goats, 1,500,000 cocks and hens, sheep and cattle and horses in large numbers were sought by the Entente and the German acceded to these requests. It is only the number of hares, bees and dogs which is to be determined after the German representatives have made counterproposals to the Entente Reparations Commission.

A report prepared by the British Embassy shows that France, Belgium, Italy, Serbia and England are the countries which are asking for animals. England is seeking only seven horses.

The reparations negotiations resulted in an agreement for the delivery by Germany of 919,550 head of cattle to her former enemies within three years. Delivery of the cattle, it was agreed, should take effect "from the date which shall be agreed upon by the experts of both parties having regard to the prevailing conditions of health."

The stock of cattle in Germany in 1919 numbered 16,523,803, which in the first nine months of 1920 was increased by 830,573 head.

In the little town of Wellman, Iowa, a monument has just been erected to commemorate the devotion of a telephone operator, Miss Iva A. Chapman, who literally sacrificed her own life during the influenza epidemic of two years ago. For several days and nights, after the other operators had succumbed to the disease, Miss Chapman remained at her post, almost without an hour of rest or sleep, displaying a heroic devotion which was rewarded by the saving of a number of lives, but at the cost of her own.

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