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"ANOTHER BRIGHT IDEA."

The American Federation of Labor proposes to build and equip a college which will train students according to its ideals, and in which the "truth" as seen by organized labor may be brought home to the young. That is very well if labor is to pay the freight. Anybody is entitled to run a college if he pays the expenses. But when the American Federation of Labor proposes to take charge of the public school system in order that its side of labor disputes may be taught in these schools, we think the people will rebel. The people who pay the taxes, and most of these are not of the American Federation of Labor, will hardly consent to continue to appropriate money to run public schools, if the teachers are to teach the pupils that the employers are to furnish money for enterprises but the employees must have the right to make all the rules for the running of these enterprises; are to teach these pupils, for whose tuition the employers are paying, that the business of everyone of them is to get out in life and get as much out of the people who pay for the schools as it is possible to get, and with as little labor as possible; and at the same time are to teach the children of the farmers that it is the duty of the farmers to pay high freight rates on cotton, guano and every other article of commerce, in order that the members of American Federation of Labor may continue to obtain twice as a common laborer, or farmer, gets as a common laborer, or farmer, gets for sixteen hours work. The idea is a bright one. Perhaps the people who have already stood for many exactions for organized labor will stand for this but we hardly think so.

THE CALHOUN HIGHWAY.

The proposed highway from Athens, Ga., to Cheraw, in this state which would connect with national highway, we believe promises much to the people in this section. The highway is to be constructed by the state highway departments of Georgia and South Carolina, and ultimately is to become a national highway. This latter fact means that the highway sooner or later will be constructed of some permanent road material and that it will be in reality a highway, whatever may be the fate of roads built on other plans. Believing this, we say that the road promises much to this section. As pointed out by the letter being sent out by the Secretary of the Chamber of Commerce this road offers a means of marketing every product of the farm. If we are to go to food products, as it seems we must, we must have a market for these things. With a permanent highway to Athens, Atlanta, Greenville, Raleigh and other cities of like importance, we may carry our products to a market where they may be sold at fair prices. A farmer with a good truck may make the trip to Atlanta in three or four hours, deliver his produce to a broker and return with his money the same day. This means of carrying offers many advantages over carriage by the railroads. Instead of having a train but every other day, and one which goes to Athens or Winder today, and to Atlanta tomorrow, and which unloads perhaps the next day, and in the meantime loses a portion of the shipment, we shall have trucks leading to market at any hour in the day we choose, and we may deliver safely and at perhaps less expense. Henry Ford says that the railroads for certain kinds of carrying are obsolete and it may be true. The Press and Banner believes that

every man residing within five miles of the proposed highway, on account of the facts stated, as well as for other impelling reasons, should become a member of the Calhoun Highway Association in this county. There is no obligation in becoming such member except the payment of two dollars as a membership fee, which money will go to advertise the road and to pay the expenses of those whose business it will be to induce the state and national authorities to build and take over the road. The money with which it will be built has already been appropriated. Of course later on we must make provision for bridging the Savannah, but no member of the Association will be under any obligation legal, or moral to subscribe to that unless he desires to do so.

It is said that we will have nothing to still on the markets of other cities, but this is a mistake. It is true that South Georgia and other places furnish most of the things which we will produce, but they furnish these things only at certain seasons of the year. We will be able to furnish these same things at a season of the year when other places cannot do so. As we said in our last issue there is always a market for food crops. The people must eat. We can produce as cheaply as other peoples, and all we have to do is make the things which other peoples demand and then carry them to the place of marketing.

HIGH FREIGHT RATES

We published in Monday's issue an article from the Manufacturers Record, of Baltimore, on the subject of high freight rates. These freight rates are being charged with much of the stagnation in business at present and the charge is in our judgment well founded. We owe most of our grievances in this respect to Mr. McAdoo. When other men were being called into the army at a dollar a day, the law exempted railway employees from service in order that the railroads might be kept running. Instead of drafting them into the service of the railroads, to do their part in winning the war at the same wages as soldiers, they were turned over to Mr. McAdoo and their wages were in many cases doubled, all of which was to be paid and is paid by the people who produce and consume the things handled by the railroads.

Until the people wake up to the latter fact, these people will continue to lord it over every other business in the country. The farmer who produces cotton must learn that because the freight rates to the seaboard and to other points is higher than formerly, he must get less for his cotton, the difference going to pay the high freight rates. He must learn that if he buys meat or corn in Chicago at the same price as before the war, he must pay a great deal more for it than then because the freight rates are so much higher than formerly. When he goes to the stores to buy any article hauled by the railroads, he pays as a part of the price of the article the exorbitant carrying charges of the railroads. And these prices are paid not only by the farmer but by every other person who either ships his produce, or who uses products that are shipped. The one hundred and ten millions of people of the United States join in paying these heavy charges upon the public. And why so? Because the wages of some four hundred thousand railroad employees have been increased from time to time until they are out of proportion to wages paid in every other calling, and out of all proportion to the work done. The whole country is paying tribute to four hundred thousand men who operate the railroads and to their high salaried officers. It should not be allowed to continue. Yet if the people demand redress there is a threat to tie up the entire railroad system of the country and starve the country into submission. How long will the people stand it?

We say that these employees are overpaid. But perhaps some of them are not. This paper has no objection to any man receiving what his services are worth; neither has it a doubt that the services of good men will bring their worth in an open market. There are valuable men in the employ of the railroads, men perhaps who could secure better positions elsewhere, and who could make more money. They are exceptions, and they are allowing themselves to be bound hand and foot by a system which destroys every incentive to further accomplishments

and better wages for themselves, in order that the man who loafs on the job and who is but an indifferent worker may receive the prescribed wages.

While the foregoing is true, it is equally true, as stated already, that many men are receiving much more than their services are worth. We should think that the average man who was informed that a negro fireman in one of the establishments in Abbeville was receiving seventy-five or a hundred dollars each month for ten or twelve hours services, would say that such negro was receiving pretty high pay. And yet a negro fireman on one of the locomotives which runs on the Seaboard Air Line Railway receives each month nearly two hundred dollars for each month's work. The result is that the fireman is but a poor excuse as a laborer. His wages are so much more than they should be that he may work half the time and then support a wife at each end of the railroad. In other callings white men, in order to learn a trade, work for small wages in order to become experts. But a man who wants to be an engineer on the railroads, while he is learning, draws a salary greater than the salary of the president of Erskine College and greater than the salary paid any minister in the city of Abbeville.

We say that the people would not be so much interested in these matters if it were not for the fact that the people themselves, indirectly it is true, pay every dollar of these wages. As the people pay, they are entitled to know the kind and quality of the services rendered, and they have a right to demand that the wages be not more than similar labor commands elsewhere.

And there is another consideration. The people are entitled to better carrying facilities as well as cheaper freight rates. It is stated generally that the high freight rates are paralyzing the business of the country, for the reason that shippers cannot afford to pay the freight prices demanded by the railroads. The freight charges consume the entire price of many articles. The result is that production is kept down to the wants of the community, men are rendered idle in certain occupations, there is stagnation in business, there is no money with which to buy the things grown on the farm, except bare necessities, and generally things are unsatisfactory. The time has come to remedy these evils. The number of men employed on trains, we believe, may be materially reduced. Those who earn their pay may be retained; those who are overpaid must have their wages reduced; and those who are not needed should be given jobs of helping reduce the cost of living. The public is not able just now to pension them longer.

SUFFERS BROKEN ARM

Ferrell Ashley, the young son of J. B. Ashley of the Warrenton section, suffered a broken arm this morning as he was cranking his father's Ford. The right arm was broken at the wrist by the blow and the lad suffered much pain during the ride to town where he was attended by Dr. J. R. Power. Ferrell's left arm was broken in an accident about a year ago.

JENROSE AT HOME.

Jenrose Pressly came home from Atlanta this week and is greatly improved in health. The little girl was riding around town today much to the delight of her friends.

A SICK CHILD.

Mack Henry Neuffer, youngest son of Dr. and Mrs. G. A. Neuffer was operated on for appendicitis at the County Hospital Thursday afternoon. Dr. Rakestraw came over from Chester and performed the operation assisted by the Abbeville doctors. Mack is not quite two years old and stood the operation remarkably well and today is as well as could be expected. Many anxious friends of the family hope for the little fellow a quick recovery.

BRISTOWS LEAVE

The Rev. Louis J. Bristow and family left yesterday for their new home in Selma, Ala. They expect to have an apartment in one of the large apartment houses pending the time when their house near the hospital, of which Mr. Bristow will be superintendent, is completed.

HITS BY HAL

A new burlesque is called the "Troubles of 1921." What troubles?

This mixup is from The State: "Columbia Items From The When Sunlight Burns."

If you want to be somebody you can get your name beside a big man in the telephone book.

"That Dixie Joy Boy," is the title of a play in New York. Bet the hero says you-all at every laugh.

A newspaper says "most people have a propelling urge to shop where their face is known." Some people's faces are so well known they can't shop—at home.

Wifey—Mrs. Highbrow and I have an affinity.

Hubby—How's that?

Wifey—We use the same brand of face powder.

Toronto-lets is the name of a column of Toronto news in the New York Telegram. Hooch-lets is taking the place of Toronto-lets down South.

Bergdoll is said to be writing a book that will make monkeys of the American authorities. It wasn't a book that made a monkey out of Bergdoll. He was born that way.

Over in England they are gossiping about the failure of the House of Commons. That's nothing to worry about. Plenty of houses that are not common are failing these days.

Do you get this: "Father and grandfather Blank were there and he looked younger than any of his sons though he is 86 years old and UNABLE TO WALK as HE IS VERY STOUT."

This news item appeared in a newspaper not far away: "Our community was much interested in the RECOVERY of Miss Blank Blank, who, after seven weeks of suffering from typhoid fever, PASSED AWAY Friday evening."

An Atlantic City professor says that the intelligence of the average American is not above that of a child of thirteen. Some one else says the intelligence of a child of thirteen is about the same as that of a child of six. Where does this thing stop anyway?

AT BAPTIST CHURCH

The Rev. H. L. Weeks, of Darlington, who, at a congregational meeting in the church last Sunday was called to succeed the Rev. Louis J. Bristow as pastor of the Baptist church, will preach here next Sunday. He has not yet formally accepted the call, but it was understood before the call was extended that he would accept.

Mr. Weeks will preach at the union services at the Methodist church Sunday night.

CASES FOR COURT

List of Causes To Be Passed on By Grand Jury.

The following is a list of the cases that will probably be tried at the session of General Sessions court which convenes in Abbeville September 5. If true bills are found by the grand jury the cases will be docketed for trial:

Etta Williams, housebreaking and larceny; Rouse Young, housebreaking and larceny; Jessie Brooks, larceny; Charles D. Gurley, abandonment and non-support; Steve Banks and Joe Bennie, violating prohibition law; Thomas Logan, violating prohibition law; Emmett Ware, violating prohibition law; Manuel Ware and Columbus Ware, violating prohibition law; Charlie Moore, murder; Catherine Taylor, infanticide; John Shannon assault and battery with intent to kill; Cleo Tucker, assault and battery with intent to kill.

IN STYLE

Mr. E. W. Gregory, who owns the Abbeville Telephone, is going to be right in style from now on. He had his tonsils removed Tuesday by Dr. Davis at the County Hospital.

BIRTH NOTICE

Born Friday morning to Mr. and Mrs. Joe Edmonds, Jr., a daughter.

ASSISTING ENGINEER

Henry Perrin of Bishopville, until recently with the Redpath Chautauqua, is assisting County Engineer Humbert with his surveying.

Mother's Healing Salve

An excellent remedy for old sores, cuts, bruises, burns and especially good for Fall sores on children.

Keep a box on hand for emergencies.

25 Cents a Box.

The McMurray Drug Co.

EXPERT REPAIRING

Lots of people do repairing, after a fashion. But we do it right. We do efficient work as promptly and cheaply as is consistent with the standard of service we maintain.

If you leave your car here you can rest assured it will be ready for service when we return it to you. Our workmen know their business and take care to do it.

PARTS—OLD AND NEW

We have recently dismantled four second hand Maxwell cars, and we are prepared to furnish parts to users of this car.

We have on hand also a good supply of New Chevrolet parts, which we are prepared to install at your need.

Abbeville Motor Co.

Agent for Chevrolet Cars.

Lay Up Treasure

While money comes easy is a good time to begin those habits of economy and thrift that will make life easy when you are older. The old man who finds himself dependent on relatives does not find much fun in living—there are too many occasions to remind him of his dependency.

Make yourself independent. YOU are the one who will profit most.



PLANTERS BANK

"The Friendly Bank"

ABBEVILLE, SOUTH CAROLINA