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**THE PRESS AND BANNER**  
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MONDAY, JULY 17, 1922.

**THE COST OF CITY GOVERNMENT.**

Mr. J. Moore Mars, Mayor of the city, calls to our attention the fact that a report of the city finances for the past year, ending in April we believe, was made by him and published in the local papers. This we had overlooked when we wrote the editorial of last issue, else we would have been able to give our readers facts and figures on the matter considered.

As soon as we can do so it is our purpose to take up this report as published and to call the attention of the readers of this paper to its items. Mr. Mars kindly offers to make explanations of any matters in the report which are not clear to us, and to furnish additional information as to any matters not set out in detail in the report. We shall likely have occasion to ask for additional information if we find the report in only general terms as it has been in years past.

It is to the interest and welfare of every citizen and taxpayer of the city to know just how much money is being spent in the city, for what purposes and to whom. It is this information which the Press and Banner desires and which it promises to give to the readers of this paper. The people will have a livelier interest in the city government when they are able to keep up with the acts and doings of the City Council. It is their duty to know what money is collected and how it is administered. We want to help them.

**THE CLINCHFIELD**

Concerning the taking over of the Clinchfield railroad, The State has the following to say:

"In the event of the sale of the Clinchfield railroad, the Southern Railway company should not be the purchaser. The Interstate Commerce Commission, having under consideration the allocation of the road, should protect the public from the monopoly that it would enjoy of the lines crossing the mountains south of the Virginian railway. With the Clinchfield in the hands of the Southern, competition in the movement of coal from the fields of south western Virginia and eastern Kentucky would disappear, indeed, the healthy competition contemplated by the Transportation act, instead of being promoted, would be placed in extreme jeopardy.

Already transportation in the Piedmont region of the Carolinas is dominated by the Southern and, so far as South Carolina is considered, its acquisition of the Clinchfield, would leave the towns and cities of the northwestern and northern counties nearly hopeless of benefits derived from the service of railroad lines under separate ownerships.

"Whether the Clinchfield should be allocated to the Southern, Atlantic Coast Line, the Seaboard Air Line or to the Seaboard Air Line and Illinois Central (the four suggestions have been offered, so The State is informed, to the Interstate Commerce Commission by its investigators in the furtherance of its plans to group the railroads)—it is enough to say that the people of the Piedmont district believe that they have a right to look to the commission to save them from domination by a single transportation company.

"This opinion, The State believes, is generally held in South Carolina, and, whether or not there be likelihood of the early sale of the Clinchfield, it is not too early for the press to make itself heard, in order that the Interstate Commission may have all of the information possible bearing on the subject."

The facts stated and conclusions drawn by The State are true and correct in every way. It would be a cal-

amity to this section for the Clinchfield to fall into the hands of the Southern Railway. The last named railroad has dominated the business of the Piedmont, as so well stated by the State, for many years. In the section between Greenville and Columbia it has reaped a rich harvest, if such a harvest is to be reaped by a railroad. The people out of necessity have given them the business of this section to a very large extent. Even where there has been competition in the carrying business the Southern Railway, on account of its connections, or from preference on the part of shippers, has received by far the greater part of the business in its line.

And the Southern Railway has made but a poor return for this business. It has done nothing to develop the towns into which it goes. It has run as few trains and as poor trains as it could dare to run. The equipment of the Abbeville Branch is not much worse than that of the trains on the Columbia and Greenville line. No modern accommodations have been offered the people hereabout although the Southern Railway has received much more patronage from passengers than have the other railroads.

We therefore hope, if there is to be a readjustment of things in railroad circles, and if the Clinchfield is to become a part of some other system, that it will be taken over by the Atlantic Coast Line or by the Seaboard Air Line, or by some other railroad system which will be interested in giving the people some accommodations both as to travel and freight movement. With only one railroad coming out of the coal fields into this section, the business would be handled at all times to suit the one carrier and not with due regard to efficient service, we fear. Two railroads hauling coal from the same section into this section, who received the same compensation for the service rendered, could secure business as against each other only the measure of service which each rendered the public.

Then again, were the Clinchfield to be turned over to the Atlantic Coast Line Railroad we might hope that more and better trains would be put into operation over the whole system. The Charleston and Western Carolina Railway, connecting with the Coast Line in Augusta and with the Clinchfield in Spartanburg might become a part of a great trunk line for carrying both passengers and freight between points on the Clinchfield and Southern points. At any rate such a disposition of the Clinchfield, in our judgment, would mean much more to this section than the disposal of that road to the Southern Railway. The same may be said with regard to the acquisition of the Clinchfield by the Seaboard Air Line.

**THE ABBEVILLE BIBLE SOCIETY**

Meets at Greenville Church Wednesday, July 26th.

The ninety-ninth anniversary of the County Bible Society occurs on 26th of July, the last Wednesday of the month. The meeting is to be held this year at Greenville Church, near Shoals Junction, at the cordial invitation of the good people of this church. Professor John G. Clinkscales is the speaker and of course everyone will wish to hear him. The public meeting will be at 11 o'clock; the directors will meet at 10. Come out and hear a fine address and show your interest in a society that for nearly a hundred years has been one of the chief glories of Abbeville County.

J. I. McCain, President.

**"MAYOR" FULP**

Mayor and Mrs. J. D. Fulp and Mrs. Amos B. Morse of Abbeville visited Dr. J. L. Daniel and family Monday.—Newberry Herald and News.

**BUYS MARS BUNGALOW**

J. A. Wilson has bought the Mars bungalow on Greenville street, and will move his family and make his home in Abbeville in the future.

**Opponents of Democracy in China**  
Peking, July 15.—Military governors of the provinces who oppose the present movement in China towards democracy and reform are plunging the country into civil war to serve their selfish ends, according to a declaration made to the provisional cabinet today by President Li Yuan Hung.

**COTTON AWAITS NEW IMPETUS**

**European Situation, Domestic Strikes and Weather Conditions Cause Temporary Confusion**

The trend in cotton prices still appears to be upward, although the trading element is confused by the many factors properly pressing for consideration. There is the German and Austrian inability to buy adequate quantities of the cotton they need—the uncertainties surrounding the rail and coal strikes in this country—and contradictory tone of weather advices, though the predominant tone is of encouragement to the crop. The influence of these factors of the moment is all bearish, yet they do not prevail. A sudden turn in the situation might easily cause a sharp advance to set in, but on the other hand the absence of any change will cause these factors to increase in weight and the list would work lower. On any sharp decline the later months of this year would appear to be purchases on technical market reasons alone quite apart from the statistical and other considerations that point to the early advance of the market into a higher trading zone.

The government condition figure of 71.2 per cent of normal was below expectations but the acreage figures were about in accord with preliminary estimates from individual sources, the increase being 10 per cent over last year's corrected final figures. The indicated outturn of 11,065,000 bales is not comforting to those who are committed to the bear side of the cotton market, for unless July and August are unusually hot and dry the boll weevil, which has appeared in greater numbers than ever, will accomplish some very destructive work, and if too hot and dry there will be danger of drought damage. The deterioration that can set in during two or three weeks of bad weather along late in July or in August is not to be overlooked. It can slash whole millions of bales out of the crop prospect. We have been having, on the whole, good weather reports over the past few weeks, but the weather is a fickle jade and not to be trusted overmuch.

Since June 25, the date of the government survey, the crop in Texas and the Southwest has improved but there has been deterioration in Georgia, Alabama and South Carolina. Possibly the improvement offsets the decrease in condition but there is already a suggestion that the weather is not continuing so ideal in Texas and the Southwest. There have been showery conditions and forecasts of more extensive precipitation. In the Middle South and East the crop is probably under fertilized and this will further add to the danger of boll weevil depredation.

Another thing, the crop is late this year and it is hard to find solid ground for the hope that by any chance the crop will exceed the current indication of 11,000,000 bales. Last year the June 25 condition was just under that of this June 25, and in the following 30 days it deteriorated only to 64.7—but by August 25 the condition was down to 49.3 per cent. The drop didn't go to pieces last year until after August 1—but it went fast when it did slide. It may be borrowing trouble to expect the same rate of deterioration this year as last, but it is well to remember that June 25 reports are usually the best of the season. All the argument is in favor of an easing off in condition to say the least.

Then there is the prospect of the crop being insufficient, with the carryover of probably less than 1,500,000 bales of spinnable cotton, to last through to the crop of 1923. This is a very real danger. With the dwindling of supplies as the remaining months of this calendar year pass by, cotton prices may be looked to for an advance to whatever level, in the then general situation, will operate as a check upon consumption and the forcing of mills to part time. No one can say today what the price will be that will operate as a check. It will depend upon too many as yet undeterminable factors—the European situation, the situation here the persistence of consuming demand and the buying insistence of distributors in reaction to the de-

mands of their trade. We believe it will be considerably above 25 cents.

Exports of cotton continue. Thus far this cotton year they have reached 5,900,000 bales which is 675,000 bales above the same period of last year. Stocks abroad are below those of a year ago—Great Britain with 932,000 bales against 1,212,000; Bremen with 203,000 bales against 693,000 bales, and so on. The world's visible supply is 4,450,000 bales of which 2,400,000 are Americans, against 6,419,000 bales a year ago including 4,360,000 Americans. Our port stocks are at 625,000 bales against 1,500,000 bales a year ago while interior stocks of 500,000 bales contrast with 1,240,000 last year.

The statistics, however they may be analyzed, contribute to the bolstering of bullish sentiment towards the price of cotton. The trade outlook, while it may be somewhat confusing to the view if the eye's turned only to today's conditions, is likewise encouraging to constructive price forecasting. The crop outlook is poor from a crop standpoint, which means bullish as to the price likelihood. Today, tomorrow, next week, the price may hesitate, may sag from day to day may show irregularity. But on the easy points the late-year months may be taken on in comfortable assurance that over the next few weeks the commitments should show sizable profits, with occasional opportunities for taking the gains and repurchasing at moderate recessions.

SPRINGS & CO.

Prof. McTyeire Daniel, son of Dr. J. L. Daniel, has been elected superintendent of the Conway schools and has accepted. Mr. Daniel is a young man and has been principal of the Abbeville high school for the past four years. He gave universal satisfaction there and was reelected for the coming year, but he resigned his position there and accepted the superintendency of the Conway schools which is a much better position.—Newberry Herald and News.

One of the young wags about town remarked that the "Queen of Sheba" at the Opera House Friday night had on seven beads and six of them were perspiration.

Watch the label on your paper

**EXTRA COMMUNICATION**

There will be an Extra Communication of Clinton Lodge No. 3 A. F. M. Thursday night, July 20, at 8:30 p. m. Work in the First Degree. 2tc. H. S. Howie, Secretary.

**Squibb's Magnesia Dental Cream**

Prepared from Squibb's Milk of Magnesia

Free from soap, acids and grit. Preserves the teeth and gums and tends to preserve a normal alkaline condition in the mouth. Pleasantly flavored. Valuable in pyorrhea and other diseased conditions of the gums.

**Squibb's Milk of Magnesia**

Pure magnesia prepared by a special Squibb process that makes it palatable and efficacious. Especially valuable for neutralizing acid conditions and in infant feeding for preventing "sour" stomach.

This is a pharmacy where you can be sure of finding the best of everything.

McMurray Drug Company



**Owen Brothers Marble and Granite Co.**

DESIGNERS  
MANUFACTURERS  
ERECTORS

The largest and best equipped monumental mills in the Carolinas.

GREENWOOD, S. C.

**OUR ANNUAL CLEARANCE SALE**  
**Will Continue Until Saturday July 29th**

In order to make room for our Fall purchases, which are arriving daily, therefore we are offering tremendous reduction in all lines.

**DRY GOODS**

- All 35c Fancy Voiles, Sale price ..... 29c.
- Organdies, in all colors, per yard from ..... 25c to 39.
- 75c 36 inch Serge, sale price per yd .. 48c.
- Curtain Scrim, per yd. from.... 10c to 25c.
- Dress Ginghams per yd. from .. 15c to 25c.
- \$3.00 full size white and colored bed Spreads, sale price ..... \$1.98
- \$2.00 Bed Spreads, sale price ..... \$1.48

**SHOES AND OXFORDS**

**For The Whole Family**

- \$3.50 Men's Dress Shoes at ..... \$3.00
- \$3 Men's Dress Shoes at ..... \$2.45
- \$4.50 Men's Oxfords at ..... \$3.75
- \$4 Men's Oxfords at ..... \$3.50
- \$5.50 Men's Oxfords at ..... \$4.50
- Men's Work Shoes from ..... \$1.98 to \$3.00
- Ladies' and Misses White Canvass Oxfords, ranging in price from... \$2 to \$2.50
- Sale price ..... \$1.75
- Ladies' Oxfords from ..... \$2.50 to \$3.50
- Men's \$2 Overalls, best make ..... \$1.50
- \$1.00 Suit Cases at ..... 79c.
- \$1.25 Suit Cases at ..... \$1.00
- \$5.00 Suit Cases at ..... \$3.50
- Trunks from ..... \$4.00 to \$10
- 5-4 Fancy Table Oil Cloth, per yd. ... 25c.

**MEN'S ODD PANTS**

- \$5 Men's and Young Men's Pants at \$4.00
- \$4.50 Men's and Young Men's Pants at ..... \$3.75
- \$3.50 Men's and Young Men's Pants ..... \$2.98
- Men's Work Pants from..... \$1.25 to \$2.50
- Men's and Boys' Dress Shirts from ..... 75c to \$1.50
- Men's and Boys' Work Shirts from ..... 65c to \$1.00
- Men's Hats from ..... \$1.50 to \$3.50
- Men's and Boys' Summer Underwear from ..... 50c to \$1 per garment.

**MEN'S AND YOUNG MEN'S SUITS**

- Men's \$35.00 Suits at ..... \$25.00
- Men's \$25.00 Suits at ..... \$19.00
- Men's \$15.00 Suits at ..... \$12.50
- Men's \$15 Palm Beach Suits at .... \$11.00
- Men's \$12 Mohair Suits at ..... \$8.98
- Boys' Suits, from 6 to 19 years, from ..... \$4.00 to \$10.00
- Boys' Knee Pants from ..... 75c to \$2.50
- 1 lot of Men's \$7.50 Add Coats at .... \$5.50

Nothing Charged at The Above Prices

**D. POLIAKOFF** Abbeville, S. C.