

**Railroad Issue Becoming Acute**

Washington, March 12.—Senator Cummins of Iowa, joint author of the Cummins-Esch railroad act, declares his intention of asking congress for authority to conduct, with the assistance of the commerce committee of the senate, a thorough investigation into the railroad situation.

He will act on the first day of the extraordinary session. By that time, judging from the celerity with which developments are rushing to a head, the inevitable "blow-off" will have arrived. Congress and the administration at this date realize that something must be done to save either the railroads of the country from general bankruptcy, or the commerce of the country which on account of exorbitant freight traffic, can not move with essential smoothness.

The announcement of the Pennsylvania railroad that it will reduce the wages of its employees will be followed by similar announcements by all other railroads. It is undoubtedly true that the employees will not suffer such reduction without violent protest. It would cause little surprise were numerous strikes to be developed. At any rate there is no question but that the situation is serious, and that in its present status, it can not much longer endure.

**Cause Uncertain.**

As previously pointed out in this correspondence, nobody knows where the trouble lies. Because of general ignorance, Senator Cummins regards it as absolutely essential that an investigation be had. The interstate commerce commission is authority for the statement that the condition of railroads grows more distressing month by month, and that no reduction in rates could justly be ordered; and that freight and passenger traffic correspondingly decreases. It is reported to Washington each day from each section of the country that producers can not reap even a modest profit when cost of transportation is unbearable.

The Cummins-Esch act was purposely made exceedingly liberal and generous to the railroads in order that they might have an opportunity to get on their feet. It is held by Senator Cummins and other influential members of congress that if under that act the railroads can't give good service at fair rates, something is radically wrong. It is for the purpose of ascertaining what is wrong that Senator Cummins will ask for the investigation.

The consuming and shipping public represent to Washington that they are the victims of organized labor and organized capital, that each is a selfish interest, and as result of such selfishness, the ordinary man, affiliated with neither, must bear an over increasing burden. It is contended that capital opposes the constant demand of labor for increased wages only on account of its difficulty in finding new methods of transferring the expense involved to the shoulders of the people; that the contemplated wage reduction by the Pennsylvania and other railroads is due to the fact that in the present moment, the railroads have absolutely no chance of further oppressing the people.

**Blame Put On Labor.**

The railroads offer a tentative explanation by pointing to laws of congress enacted at the demand and as result of the threat of organized labor which reduced hours of work and increased wages at the same time. That the money thus involved makes the cost of transportation prohibitive is also an argument.

Labor, on the other hand, declares that capital is proverbially selfish and that railroads can not earn a fair return on their stock because the stock, well "watered," exists only in the imagination. Senator Cummins realizes that the time has come when the truth must be ascertained.

If no one is responsible, and, therefore, the situation can not be remedied, government supervision, ownership, is apparently inevitable. Congress looks with disfavor on the suggestion. The Plumb plan, under which the government would buy the railroads, permit labor and capital to operate them, and enjoy the returns without the necessity of making up deficits, has no friend in congress brave enough publicly to announce his affection for the scheme.

And, despite the fact that government ownership is more and more discussed as the remedy, it is certain that it will not be attempted prior to the exhaustion of every other resource. It is very probable that in hope of relief, congress will permit the reduction in the number of trunk lines; will, in other words, permit the efficient organizations to absorb the inefficient and unremunerative.

At any rate, the railroad problem is the one big problem confronting the government. It promises to re-

main as such until it is properly solved—and in this process, the people of the nation may express their opinion in a referendum four years hence.

**The Railroad Situation.**

The railroad situation is proving a problem—and looming up daily as a greater problem. All sides of it are being discussed—that is, it is being discussed from all angles. One view of it is given in the Manufacturers Record, which paper says:

"High freight rates are killing business, and low freight rates, under present conditions, would kill the railroads. Nominally, the railroads have been returned to private control, but as a matter of fact, they are not being operated by their owners, except in name. They are still under the complete domination of the railroad unions, installed in this position by the government. From beginning to end government management of railroads was rotten to the core. The government permitted the establishment of a system by which the employees practically dictate the management of the roads.

"Every farmer, merchant and manufacturer who sees the effect of the high freight rates which now must be paid should realize that he is personally responsible for this crime against business to the extent that he permitted the government to turn the railroads over to the railroad employees. Officers of railroads have little or no control over their management. They are not real managers. They are merely the puppets played upon by railroad employees. So long as the employees can, under government direction, absolutely dominate the management of railroads, lower freight rates and passenger rates are an impossibility.

"Railroads, loaded as they are with government extravagance and government inefficiency and government permission to railroad unions to run every detail of the railroad business, are headed down the road to ruin unless a change takes place. "The ruination of the railroads would only intensify the inadequacy of transportation facilities.

"If railroads should be turned back to government control, conditions would be ten times worse. We would simply have the mistakes and the inefficiency and higher rates intensified. Every well-wisher of the country, every man who ships a pound of freight, every man whose business is hampered by railroad impoverishment and railroad inefficiency, may well pray to be delivered from government ownership, or government control, or the control of railroad brotherhoods.

"Without a repeal of the Adamson Law, and all other unwise legislation which takes the control of railroads out of the hands of their owners and puts it into the hands of incompetent and radical railroad-union men, a more and more desperate transportation condition is inevitable. "Until the country comes to a full realization of this situation and forces a repeal of the unwise railroad legislation, put through by a socialistic administration, dominated by rank, radical labor unions, we can have no safety for business of any kind.—Augusta Chronicle.

**Young Rockefeller on Selection of Wife.**

New York, March 13.—"Every man should be exceedingly careful in the selection of his wife," John D. Rockefeller, Jr., today told the men's Bible Class of the Fifth Avenue Baptist church. He used as his text the story of Samson and how he went to the Philistines for a wife.

"Too many young men and women," said Mr. Rockefeller, "look upon marriage as a mere adventure to last for a day or two. They are attracted by their mutual personal charms and blindly go into a relation intended to last a lifetime without having learned whether or not their common attributes render such a companionship possible.

"In too many cases the result is disaster, scandal and the breaking up of a home.

"A man should be careful about the differences of race, religion and even nationality. The differing ideals might not assimilate readily and dissensions must follow. It is necessary to consider all the varied elements entering into marriage relations."

Mr. Rockefeller took occasion to score the man who, living an outward moral life, insisted that his private affairs must not be scrutinized. "No man's life," he declared, "is private. A man taking such a stand makes a grave mistake regarding the service he owes to mankind."

**Eggs For Hatching.**

Wycoff and Barron Strain White Leghorns, \$1.50 per setting. \$1.75 if by parcel post.

Mrs. GEO. F. MIMS.

2-23-2f

**South Carolina Imported \$111,000,000 of Food From the West.**

Columbia, March 13.—South Carolinians imported \$111,000,000 worth of food and foodstuffs from the West last year according to figures compiled by the committee on banking, legislation and warehousing of the South Carolina division of the American Cotton Association. The importation of this enormous amount of food stuffs into the state was made necessary by the eagerness of the farmers to raise cotton, many of them planting seventeen acres to the plow.

In a statement issued yesterday the association declared that there was no reason for the farmers of the state to be panic-stricken over the fact that price which cotton is now bringing forbids them planting over a half crop of it next year. It is declared that a study of the figures collected by the committee on banking, legislation and warehouses of the association ought to convince them that a diversification of crops in South Carolina will prove profitable.

According to the committee statement the importation of food and foodstuffs into South Carolina from the West last year as follows:

Corn, \$15,000,000; mixed feeds, \$13,000,000; hay \$12,000,000; oats, \$10,000,000; flour, \$20,000,000; beef \$15,000,000; bacon, \$20,000,000; eggs and butter, \$3,000,000; canned goods, \$13,000,000, making a grand total of \$111,000,000.

"These figures," says the association, "are purchases from this state only and every item must be paid for in cash before the goods are delivered, together with the freight. This amount could be spent at home if the farmers of South Carolina would get their minds off of cotton for a few minutes."

**Wireless Links Poland With America.**

Schenectady, N. Y., March 13.—America is soon to be linked with Poland by direct wireless service, it was announced today at the local offices of the General Electric company.

The General Electric company is manufacturing the apparatus which is to be installed at Warsaw as the Polish end of the new system by the Radio Corporation of America. The American end of the system will be the high-powered wireless station at New Brunswick, N. J.

The new wireless will enable Poland to communicate direct with the United States without relaying or foreign censorship for the first time in history. About 20 per cent of the Polish people are in this country, it is estimated.

**Why Colds Are Dangerous.**

It is the serious diseases that colds lead to that makes them dangerous. They prepare the system for the reception and development of the germs of influenza, pneumonia, tuberculosis, diphtheria, scarlet fever, whooping cough and measles. You are much more likely to contract these diseases when you have a cold. For that reason you should get rid of every cold as quickly as possible. Chamberlain's Cough Remedy will help you. It is widely known as a cure for bad colds.

**Notice of Final Discharge.**

To All Whom These Presents May Concern:

Whereas, H. W. Kenner has made application unto this Court for Final Discharge as Administrator in re the Estate of W. B. Kenner deceased, on this the 14 day of February, 1921

These Are Therefore, to cite any and all kindred, creditors or parties interested to show cause before me at my office at Edgefield Court House, South Carolina, on the 18th day of March, 1921, at 11 o'clock a. m., why said order of Discharge should not be granted.

W. T. KINNAIRD,  
Probate Judge, E. Co.

Edgefield, S. C.,  
February 14, 1921.

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Mrs. P. N. LOTT.

3-9-2t.

**DYED**

By NELLIE F. BROWN.

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The rural delivery had just come. There were no letters today; the farm paper for dad, a circular for Dick, advertising chick feed, the daily paper from the city, and two magazines.

Mrs. Merritt glanced over the headlines of the news, and then picked up one of the magazines for a peep at its contents. It was charmingly illustrated, but after a moment or two Mrs. Merritt flung it down with something like a snort of disgust.

"I'd like, for once, to read something real good and homelike," she exclaimed. "A body would think, from all the magazines nowadays, that everyone lived in New York city or on a Western ranch. Why don't they ever write stories about real people—people that live in New England, like us, for instance, or—"

"Because," flashed Lucille stormily, not waiting for her mother to finish. "because nothing ever happens in this dead-and-alive town. We wash on Monday and iron Tuesday, and go to the Ladies' Aid once a month Wednesday, and we boil sap in spring and pick berries in summer and make pickles in the fall—"

"Mercy! What a blue streak you are in!" expostulated her mother good naturedly. "And with a party at Rose Wilder's this very night!"

"That's just it!" wailed Lucille. "I haven't a thing to wear, and there'll be all the summer folks."

"Your green batiste is pretty," said her mother.

"That!" cried Lucille. "I've had it three years, and everyone knows it was white with a pink figure once, and that I boiled it out and dyed it green. And those soap-dyes fade so, everyone knows when it has been freshly washed and dyed again. I couldn't find any green only in a new kind the last time I went to the city, and this kind has to be boiled."

"I'm sorry," said Mrs. Merritt, "but 'what can't be cured must be endured.' You know we decided this summer that we'd go without everything we could buy the washing machine. Go get your dress and do the best you can with it. I'm sorry I haven't had time to fix your white dress, but that's torn pretty bad."

Mrs. Merritt's philosophy was always to make the best of things, and Lucille tried to make it hers as she brought down her seersucker batiste, ripped off the wide white collar and cuffs, and surveyed rather scornfully its faded green folds.

The mixing of the dye was rather "messy," but at length it was ready, and Lucille dropped the dress in, damp from washing. The directions said, "stir constantly," but who ever follows dyeing rules explicitly?

Besides, Lucille had the dishes to wash, so contented herself with a poke now and then with her wooden dye-sticks.

But alas, the dishes done, she lifted out the dress and found it mottled with all shades of green, from light yellow-green to deep olive.

"Oh, for v's sake," ejaculated the girl. "It's a now. And at least it was white and I could have got lots more of it."

"Never," cheerily said Mrs. Merritt, called upon to comfort, console and counsel. "Put it in strong soapsuds and boil it out white and start again."

But Lucille was discouraged. She shook her head, bit her lip to hold back the lump in her throat, and hurried off toward the barn.

"Poor child," murmured her mother sympathetically. And splash, went the kettle of green dye down the sink-spout, hiss went a stream of hot water into a tin tub, sivers of strong yellow soap followed, and pop went the dress again, into a soap bath this time.

When Lucille came back from her walk down the lane her head was high and her eyes bright, but they shone brighter yet as Mrs. Merritt lifted from the hot suds the wet, clinging folds of a dainty blue gown—the soft dull blue of old rugs and tapestries.

"Why, mother, how did you do it?" cried Lucille, and "Did you ever!" burst from Mrs. Merritt.

"Why, it's a real pastel shade," exclaimed Lucille, who had caught the light through a single thickness, which, as everyone knows, shows the shade the goods will be when dry.

"Take it out, quick, before it turns anything else."

"It will be lovely—"

"No one would ever guess—"

"With my lace fichu—"

"And some flowers—"

"Japanese honeysuckle—"

"You've got a blue feather just that shade—"

"I'll retrim my white hat—"

"There," said her mother. "Don't ever say nothing happens in this place. I'm sure this is good enough for a story."

So here is the story.

You'll notice there isn't any young man in it. But there are always young men at parties. So perhaps you can guess the sequel.

If you can't you have no imagination at all.

A Modern Courtship.

She—One more question.

He—Yes, dear, I am listening.

She—Will you love me when I'm old?

He—Well—er—this is a practical age, you know, dear. At any rate, I'll see that you get adequate alimony.

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