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Tuesday, Aug. 1st, 1922

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STATEMENT ISSUED BY RAILROAD LABOR BOARD

The Transportation Act, under which the Railroad Labor Board functions, makes the enforcement of the Board's decisions largely dependent on public sentiment and imposes upon the Board the duty of publishing information relative to the "respective privileges, rights and duties of carriers and employees."

In order that the general public, the railway management and the shop craft employes may understand the attitude of the Board toward the strike and may have a correct conception of the Board's powers and duties in the premises, the following statement is made public.

The law confers upon the Board no powers of arbitration, mediation and conciliation, by virtue of which it can intervene between the carriers and the striking employes and, by a give and take process, effect a compromise of any differences that may exist.

As a matter of fact, the Board hears, considers and decides disputes much in the same manner that a court does, and endeavors to reach and render judgments based upon the law and the evidence. A carrier and its employes, in conference, may compromise their differences, but, having failing to agree, the Labor Board can only adjudicate, but not compromise.

Having once decided a controversy, the Board's jurisdiction is at an end, unless, upon a proper petition, the case is re-opened and re-heard.

There seems to be a misapprehension in some quarters to the effect that the Board may settle the strike by initiating some voluntary modification of its decisions complained of. Everybody concerned should understand that it would be grossly improper for the Board to pursue such a course and that it has no intention of so doing.

The paramount purpose of the labor article of the Transportation Act was to prevent interruptions of traffic arising from labor disturbances.

The underlying principle is that it is better for the immediate parties and for the people at large that controversies between the carriers and their employes should be settled in the court of reason rather than the court of force. It is believed that an impartial tribunal, composed of representatives of the three carriers of this industrial triangle, will attain justice far more often than will threats, intimidation, mobs, riots, bombs, torches, murder and all the forces of violence incident to a strike.

The shop crafts have been fairly heard before the Labor Board. They have appealed from the sober conservative judgment of this Board to the strike, with all its inevitable, un-American subversion of law and order.

For the Labor Board to yield to measures of this kind would be an outrage upon public decency and would hasten the enthronement of anarchy in this country.

Let it be understood, however, that the Railroad Labor Board is always open to any class of railway employes who approach it in conformity to the law for the presentation of any grievance. The Board welcomed the announcement policy of the Maintenance of Way employes to proceed within the limits of the law. Their course points the only feasible way for the Shop Crafts. Their conduct will meet with the approval of the public and with the responsive gratitude of railway managements.

Upon one question, the striking employes should not be deceived. Their leader has said that the strikers are no longer employes of the railways, and they have thus automatically abandoned all the rights they possess under their agreements and under the decisions of this Board, including their seniority. This is not the Board's action. It is their own action.

Many carriers are giving their former employes the opportunity to re-enter the service within a limited time. It must be understood now that men remained in the service and those who are now entering it will have rights of seniority that this Board could not ignore. No better

advice could be given to the men who are out than that they return to the service immediately. They have misjudged the situation that confronted them, but it is not too late to escape many of the evil results.

It is to be hoped that the leadership of these organizations will perceive the hopelessness of any effort to intimidate the American public and will find a way to lead the men back into the adoption of peaceful methods, before some regrettable catastrophe has occurred that will detract from the unquestioned strength and usefulness of the organizations involved, it is does not destroy them outright.

This is an individual utterance, but it expresses, in substance, the sentiments of a large majority of the members of the railroad labor board.

WOMEN SAVE SEWING TIME ATTENDING PATTERN CLASS

If a woman's time sewing at home is worth 30 cents an hour, and if, through learning to make a foundation pattern according to the United States Department of Agriculture, she saves an hour or more of time each sewing day, the 371 women in 2 training classes in Dunklin County, Mo., who saved a total of 408 hours after they had studied with the home demonstration agent, must obviously have saved time worth \$734.40. These women made 74 foundation patterns among them, 324 undergarments, 469 outer garments, and 148 garments that would have been bought or hired made under ordinary circumstances. In addition to the time saved, and its value, these garments represented a saving of \$975 cash outlay.

THE CAREFUL CROSSING CAMPAIGN HAS SOAKED IN?

Despite the wide publicity that has already been given the subject of grade crossing accidents since June 1st, the date on which this campaign was inaugurated, quite a number of fatalities have occurred. In one case alone six human lives were snuffed out, simply because the driver failed to stop, look and listen before attempting to cross the tracks.

A motor vehicle in the hands of a careful driver is an agency for safety. It can be driven up close to the railway track and stopped in perfect safety—differing from horse-drawn vehicles in this respect. But if an improper person is at the wheel, driving a car is more dangerous than making dynamite. Recently an automobile driver tried

to beat a railroad train to a crossing. The result was a wrecked train, a smashed up automobile and a number of people killed. And until safety becomes the uppermost thought in the minds of persons driving cars, no improvement in the situation can be expected.

Nobody can read the daily accounts of fatal accidents at crossings, without being impressed with the fact that in a very large majority of cases, the means of prevention lies in reach of the person at the steering wheel.

FINANCIAL SUPPORT SHOWS CONFIDENCE IN METHODS

In the course of 26 poisoning demonstrations held in Lane county, Wash., between March and June, to show the method of controlling the "gray digger," about 6,000 pounds of strychnine-coated barley were fed to the ground squirrels. Thousands of moles, pocket gophers, and skunks were also destroyed. The encouraging feature of this campaign from the point of view of the Biological Survey of the United States Department of Agriculture and the extension agent who co-operated in the demonstrations was that the Lane county authorities and the local agricultural council each provided \$250 toward the undertaking, and business houses, railroads, and farmers all co-operated in the substantial manner known as "going down into their pockets," with the result that the county is now almost cleaned up.

FEDERAL MARKET SERVICES HAVE NATION-WIDE SCOPE

During the current fiscal year the Bureau of Agricultural Economics of the United States Department of Agriculture has had field men stationed in approximately 130 cities and towns, conducting various lines of service and regulatory work in marketing.

Market news reports on fruits and vegetables have been issued from 14 permanent offices and from 33 temporary field stations. Live-stock and meat reports were issued from 9 permanent offices, dairy and poultry products reports from 7 offices, and cotton reports from 5 offices.

Food-products inspectors have been maintained at 32 of the important central markets of the United States, and inspections of fruits and vegetables have been made at more than 100 points designated by the Secretary of Agriculture. Butter inspectors have been maintained at 5 of the important butter markets of the country, and a cheese inspector has been stationed at Fond du Lac, Wis., which is the center of one of the most important cheese-producing sections in the country.

For the enforcement of the United States grain standards act, branch offices have been maintained in 36 cities. There are six branch offices for the enforcement of the cotton futures act, and eight branch offices in connection with the administration of the United States warehouse act.

The bureau also conducted investigational and extension work in 30 States in co-operation with various State marketing agencies.

GRASSHOPPERS DOING A BIG DAMAGE

Since late winter the United States Department of Agriculture has been advising farmers in the Northwest to prepare early for grasshopper control this season by ordering poisoning material well in advance of hatching time. Reports received indicate that grasshoppers are already doing tremendous damage in eastern Montana and Wyoming, over a widely scattered area, where precautions have been inadequate. The pest will last six or eight weeks, or until about the middle of August. The Bureau of Entomology has four men in the territory helping in control work.

ROAD OFFICIALS CONSIDER LINKING UP STATE SYSTEMS

A meeting of New England State highway officials and engineers of the Bureau of Public Roads of the United States Department of Agriculture, on June 20, marks an important point in the development of highways in this country. This is the first meeting ever held between officials empowered to act, for the purpose of laying out a system of highways to serve an area larger than a single State. It is the first of a series of similar meetings which will be held between the Federal officials and highway authorities of various groups of States, the object of which will be the solution of the problem for the whole country.

This progressive step, long wished for by all users of the highways, can be attributed to the requirements of Federal-aid legislation. It is required that all Federal aid be spent on a connected system of highways designed to serve the needs of the whole country. Tentative systems have been submitted by all except eight States, and now the series of meetings is being held to connect and co-

ordinate the proposed State systems. The Bureau of Public Roads intends to push this work as rapidly as possible, so as to lay before the people the plans for what will be by far the greatest highway system in the world. At present only roads certain to be on the system are being approved for construction with Federal aid; in May more than 20 miles of completed road was added to the system of each working day. It is estimated that the system will comprise 180,000 miles of highway.

WORLD'S LARGEST FISH PIER SITUATED AT BOSTON, MASS.

Boston has the largest fish pier in the world, says the Bureau of Chemistry, United States Department of Agriculture, which supervises interstate shipment of fish under the Federal food and drugs act. The pier is devoted exclusively to the fish business, is 1,200 feet long, 300 feet wide and is paved with brick and concrete in such a manner that it can be easily cleaned by flushing with water. The pier was built by the State of Massachusetts at a cost of \$3,000,000. Eighty vessels can discharge their cargoes there at the same time.

The shiplods of fish are sold at auction to wholesale dealers, bids being based upon the statement of the captain of each vessel as to the amount and quality of each variety on board. If the buyer is dissatisfied he may call in the fish Exchange Inspector for an opinion, and either party may appeal to the Arbitration Committee of the Fish Bureau.

On the pier fresh water is used for washing the fish, but it has been found that salt water is more effective in removing fish slime from walls and floors.

COUNTY ASSESSOR'S FIGURES AID EXTENSION-WORK PLANS

In making county and community programs of demonstrations and other extension activities for the year, extension agents in Oklahoma report to the United States Department of Agriculture that the use of county census and assessor's figures as a basis for determining the County's major agricultural problems is proving very successful. A meeting of the men and women from each community is called each year by the county agricultural agent for the purpose of making a program for the year's extension work.

In these meetings it has been found that these figures are of great service in showing agricultural conditions of the county in a concise and comprehensive way. In one instance it was found that about 51 per cent of the county's agricultural land was farmed by tenants. Discussion brought out the fact that the Federal farm loan was practically unknown in the county and plans were made to conduct a campaign to bring the benefits of the loan to the attention of the communities as a possible means of

securing a greater percentage of farm ownership.

Figures showing that more acres in the county were being planted to wheat than any other crop started a discussion which indicated there was difference of opinion as to the best variety for the locality; it was therefore decided that demonstration plots of the best-liked varieties of this crop be grown in eight sections of the county. In a similar way all the figures covering the agricultural activities of the county are studied in these program-making meetings, and as a result a program is made which is based on what statistics have shown to be the most urgent needs of the communities and in which general interest throughout the county is felt.

NOTICE TO CREDITORS

United States District Court Eastern District of South Carolina.

In Bankruptcy.

In the matter of The 5-10-25c Store, Inc., Bankrupt.

To the Creditors of the said Bankrupt:

Take notice that the above bankrupt has filed its petition for discharge and that a hearing will be had thereon on the 5th day of August, 1922, before said Court at Charleston, in said district, at 11 o'clock in the forenoon, and that at said time and place all creditors and other persons interested may appear and show cause if any they have why the prayer of the said petitioner should not be granted.

Richard W. Hutson, Clerk.

Professional Cards

JNO. G. DINKINS
Attorney-at-Law
MANNING, S. C.

DuRANT & ELLERBE
Attorneys-at-Law
MANNING, S. C.

R. O. Purdy S. Oliver O'Bryan
PURDY & O'BRYAN
Attorneys and Counselors at Law
MANNING, S. C.

FRED LESESNE
Attorney-at-Law
MANNING, S. C.

J. W. WIDEMAN
Attorney-at-Law
MANNING, S. C.

H. C. CURTIS
Attorney-at-Law
MANNING, S. C.

J. A. Weinberg Taylor H. Stukes
WEINBERG & STUKES
Attorneys-at-Law
MANNING, S. C.

NOTICE!

On and after July 15th, 1922, we positively will do no credit business. This applies to everyone. We are sorry to take this step, but collections have been so bad that we will either have to go on a cash basis or quit business.

F. R. DINGLE MOTOR WORKS

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