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TAKING HOLD OF THE OARS

There are many "contrary winds" to be encountered in life, and at times they seem so fierce that we ask in fear and doubt, can we overcome them? But when one remembers that in every life there comes "contrary winds" threatening their destruction, yet there is a power unseen that urges them to press onward and to give hope and inspiration, they become powerless to destroy. Progress maybe impeded, hopes interfered with, temptations urging to an unwise course, hard tasks awaiting solution, heavy burdens to bear, trials of temper, failures and numerous other storms come, but they are always a challenge to real manhood and womanhood. In such times take hold of the oars of life with a brave heart, determined to overcome all obstacles, and steadily and surely you will see them vanishing. Your heart will cease to beat like tiny hammers, and then as a result of the difficulties you have encountered you are stronger and better prepared for the voyage of life, the dark clouds have rolled away, and the sunshine of hope and happiness will follow. Taking hold of the oars is a testing of human strength and human possibilities. When you turn loose, although it may be but temporarily, the lost ground will have to be regained and the difficulties multiplied to that extent. Friends whom you had helped, and whom you had reason to expect would be true to you, but who failed you, add to the fierceness of the "contrary winds", but this does not afford any excuse for turning loose the oars, but on the other hand to get a firmer hold and push on. Think of what it would be if all of life was easy sailing. What worth while things would we accomplish? We would not enjoy the victories we win under other circumstances unless we had a struggle, and the harder the struggle the stronger one grows when determined to pull steadily, unflinchingly upon the oars and win out at all hazards. So keep a firm grip on the oars of life--"keep your hand upon the throttle, and your eyes upon the rail."

CAPITAL PUNISHMENT.

It is not an unusual thing to hear jurors when they are being called on in murder cases, to state, when asked by the court, about the verdict they are to render if they object to capital punishment, and if that would deter them from rendering a verdict of guilty if the verdict carried with it the death penalty and it is not unusual for them to express their opposition to verdicts carrying the death penalty. This opposition to capital punishment is not confined to jurors alone, for there are many in the various walks of life who are opposed to it, and some say in substance that they do not believe the law has a right to commit murder, holding that the passing of a death sentence is murder. It would not take much persuasion to get many to reach about the same conclusion. Yet it has been a law so long that we take it as a matter of course that one who deliberately takes a life must pay the death penalty and it is accordingly written in our state books. There are several states in the union that do not impose the death penalty, and the number will likely increase as civilization advances, still we are not fully persuaded that the death penalty should not at times be inflicted.

At the somewhat dramatic close of the Bigham case in Conway a few days ago reference was made to this subject by former Judge M. L. Smith, who represented the defense, in which he expressed in clear language his views with reference to this. We understand from that part of his remarks to the court that the state should not condemn to death a prisoner upon merely circumstantial evidence. There are those who hold his view, but who would, for one crime alone, be willing to impose the death penalty. Among other things addressed to the court and jurors at Conway by Judge Smith, he is quoted as saying this:

"Life is the greatest mystery in the world. It originates in the purification and sanctification of passion, which has an unrestrained license. Its mission has given to the world the greatest suffering and heartaches as goes through this world. It is a conflict between the baser elements and impulses and the higher or constructive principles, and in that great struggle it casts a moral wreck or a great character in the end. And in the end, as someone has said, you go upon an unknown sea of events, and the destination is doubt—the lmsman is death."

"One-fourth of our soil," the President said, "is better suited to time,

that time will come in this state and in other civilized states when capital punishment will not be tolerated—when a state will not have the right to put its hand upon a citizen and destroy his life. It should be that way now when a case is grounded upon circumstantial evidence, when there is no eye to see and no one to say, 'I saw—I heard'. I will tell your honor that it takes a man to go and spend the last night in the death cell and see his anxious and restless moments going, to arise with him whose life is to be taken at the first rays of the rising sun, to stay with him until morning and hear the death decree read, to hear the solemn procession of death headed by the majesty of the law, to hear the shifting of feet by the assembling witnesses, to hear the sizzling of burning flesh and see the smoke curl from the limbs and smell the odor of human flesh burning. I say the man who condemns one under those circumstances ought to feel safe now and ever hereafter."

SHOULD WORK TOGETHER

There has been a constant attempt to stir up class strife between farming and industrial interests.

Since the voting of the McNary-Haugen bill, statements have appeared to the effect that the farmers were seeking class legislation because they believed themselves omitted from the present tariff schedules.

It is doubtful if such sentiment ever emanated from actual farmers. One has only to read over the tariff figures applying to our agricultural products to see the error in such a statement.

Anyone who will take the trouble to go through the lists of protected farm products will see that practically everything the farmer raises is covered by a good duty, while everything he buys for farm use comes into the United States duty free.

The farmers and industry should not permit themselves to be placed at cross purposes with each other, as a method of making political capital for any faction or party. Their interests are common and they should work together.

BANKING HABITS ENCOURAGE NATIONAL THRIFT

The American people have had much teaching, particularly during and since the World War, in the doctrine of thrift. We have made some measurable progress along that line, to be sure. A century ago the savings banks deposits in this country were less than \$1,250,000; today they are about \$25,000,000. Seventy years ago there were 8635 depositors in savings institutions; today these have increased to 40,000,000.

The size and number of banks and similar financial organizations have increased tremendously in recent years, and a glance at the daily news dispatches indicates that this expansion has by no means reached its maximum. In the matter of dollars and cents we as a nation are becoming well placed in the thrifty class.

RAILWAY AND ELECTRIC COMPANY INTERCONNECTION

Following the lead of the railroads in combining their track and car facilities in order to render the public the most extended service with the least inconvenience, lower stations are today linking together so that it is difficult, if not quite impossible to tell from what plants the current is being generated," says president Thompson of the United Gas Improvement Company, of Philadelphia.

"As the power is being developed and put into the transmission lines from a number of points, and as a demand occurs at varying points at different times, various plants are speeded up to meet the situation. In case of an emergency, such as a breakdown in the service in some one system or group, current may be passed through another system to provide the service."

Attention Delegates to Southern Baptist Convention.

The Southern Baptist convention meets in Louisville, Ky., May 4th. The railroad fare will be one and one-half regular rate, provided you have a certificate. Those purposing to go to the Convention can get a railroad certificate and enrollment card from me. Preachers who have clergy permits will save money by using their permits. Be sure to write for your enrollment cards and railroad certificates in time. CHAS. A. JONES, Baptist House, Columbia, S. C.

A NEW FARM CROP

A suggestion that the agricultural problem might be solved to some extent if poor farm lands were converted into forests, was made by Pres. Coolidge in proclaiming April 24 to 30, "American Forest Week," and recommending its observance to the Governor of the 48 state.

"One-fourth of our soil," the President said, "is better suited to time,

than growing than anything else. I cannot escape the conviction that our industrial and agricultural stability will be strengthened by bringing into full productive use this great empire of land."

"Although much progress has been made in public forestry, and hopeful beginnings in private industry, we still have a vast aggregate of idle or semi-idle forest land, and another large aggregate of poor farm land that might more profitably grow timber instead of adding to the problem of agricultural overproduction.

"Our migratory forest industries would be stabilized and made permanent. Rural industry would be greatly strengthened and vitalized. Agriculture would find in silviculture a strong ally, providing markets for farm produce and for surplus labor. Our farms themselves contain nearly a third of our woodland—an enormous potential farm asset if handled for continuous timber crops."

The President said he proclaimed the seventh annual observance of forest week, which Canada had decided to celebrate at the same time, in the realization that "no other of our internal problems is of greater moment than the rehabilitation of our forests."

THE PEOPLE PAY.

Engineers on Eastern railroads have asked 15 per cent increase in wages. Other branches of railroad labor are also asking increases.

It is interesting to consider what would happen to the common citizen if all the wage increases demanded by railway employees were granted, if all the tax raising bills proposed in state and national legislative bodies were passed, and if all the wage demands in other trades were allowed.

The cost of living would be doubled in the twinkling of an eye and the problem of living increased twofold. Every increase in the cost of wages or commodities comes out of the ultimate consumer, hence demands for uncalled-for wage increases or commodity prices are really aimed at the consumer.

For this reason the public should take an interest in these problems, for in the end it pays the bill. It is in favor of fair wages and fair prices, but it should not be forced to pay an unnecessary premium to either labor or capital.

The legislature last week voted down the bill providing for licenses for motor vehicles to be issued in the counties where they operate, and as a result they will have to be obtained in Columbia as heretofore. Gov. Richards favored this change, but like some of the other policies favored by him it went into the discard.

In his campaign Gov. Richards favored certain reforms which would be a saving to the taxpayers and at the same time a convenience to the people, but a majority of the present legislature seems not to favor the governor's measures of reform only to a very limited extent.

Judge Dennis, of Darlington, has issued an injunction against all peace officers of the state from interfering with the business of flying machines on Sundays. They are used for commercial purposes but Judge Dennis does not see the difference between passengers using a flying machine and an automobile. Well, maybe his reasoning is right, but we are unable to see it as he does. Automobiles are a necessary mode of travel now, and maybe the airplane will be after awhile, but it can hardly be considered as yet. The flying machine operated here a number of times on Sundays at a good fee for a few minutes ride up in the air, but we did not think it necessary, while the use of automobiles is frequently a necessity.

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