

HAVE GOOD WAGES AND SHORT HOURS

Some Interesting Figures As To Actual Earnings Of Men On Southeastern Roads.

Washington, D. C.—In connection with the movement of train and engine employes for increased wages, a frank statement of the earnings of men employed in freight service in the southeastern territory will doubtless be of interest.

For engineers the prevailing minimum rate in through freight service ranges from \$5.15 to \$6.50 per day for engines of ordinary types, in local freight service from \$5.25 to \$6.00 for engines of ordinary types, in both through and local freight service from \$6.25 to \$7.00 for Mallet type engines.

For white firemen on engines of ordinary types the minimum rate ranges from \$2.75 to \$3.50 per day in through freight service, from \$3.00 to \$3.60 in local service, on Mallet engines in both through and local service from \$4.00 to \$4.25.

For conductors the standard minimum rate in through freight service is \$4.10 per day, in local service \$4.50 per day.

For white brakemen the standard rate in through freight service is \$2.75 per, in local service \$3 per day.

The foregoing are the minimum daily rates that must be made by the railroads to each employee in the classes named who does any work at all in a day, irrespective of how few hours he may be on duty or of how few miles he may actually run. These rates are paid for any work up to 100 miles with additional pay for overtime if the run is not completed in the specified number of hours.

On the other hand, the earnings of employees frequently exceed these figures as the actual earnings depend upon the number of miles run and, in the case of fast freight runs, the earnings are much higher for comparatively short hours.

Taking as an illustration a fast freight train running over a division 150 miles long where the run can be made in 7 hours and 30 minutes, the engineer would receive for this 7 1/2 hours on duty the sum of \$8.15, the fireman \$4.75, the conductor \$6.15, and the white brakeman \$4.10.

Thus while the first figures show the minimum that can be paid an engineer, fireman, conductor, or brakeman for a day's work, the latter figures show the wages that can be and are being made by train and engine employes on fast freights on long divisions, such as are being run every day in regular service by a number of roads in the southeast for hauling live stock, perishables, and other freight which it is necessary to move on expedited schedules.

In yard service the standard rates for white employees vary from \$3.00 to \$3.50 per day for day switchmen, and from \$3.20 to \$3.70 for night switchmen, and from \$3.50 to \$3.80 for day foremen, and from \$3.70 to \$4.00 for night foremen. These are the minimum rates that can be paid for a day or any part of a day up to 10 hours, after 10 hours pro rata overtime is paid.

Under the union proposals the lowest yard employees who now receive \$3.00 for a 10-hour day would receive \$3.00 for an 8-hour day, or \$4.12 for the work at present performed in 10 hours, and the night yard conductor now receiving \$4.00 for his 10-hour day would receive this \$4.00 for his 8-hour day, or \$5.50 for the work at present performed in 10 hours.

It is the rankest nonsense for the Trainman to pretend that the public has nothing to do with this business. The public has everything to do with it, as the brotherhoods will find, if they refuse arbitration and cast conservatism to the winds. The most cowardly government could not, in that case, shrink from its supreme duty of keeping the national highways open to commerce.—New Orleans Times-Picayune.

FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS Might Just As Well Ask Country To Return To Sailing Boats And Ox Carts

Washington, D. C.—To the public that pays every dollar of the railroad bill and forty-five cents of every dollar paid for transportation is for wages, the leaders of the four brotherhoods of railway employes, who are demanding increased pay, say: "All the railroads have to do to meet our demands for higher wages is to shorten their trains, move freight more rapidly, and escape the penalty of overtime wages."

The fallacy of this statement, which is the last-ditch argument used in support of the demand for increased wages, is well shown in the following editorial which appeared in the Washington, D. C. Times of April 19, under the heading "A Mad Freight Train Idea."

"Everybody in the ranks of the general public will agree with the railway managers that the campaign which the railway workers are waging, particularly in the west, for shorter trains, while at the same time demanding higher pay, is the most postposterous. Indeed, in economics it is an ideal little short of mad. The railroads have spent hundreds of millions of dollars lowering grades, eliminating sharp curves,

STRIKE WOULD INFLICT A STAGGERING LOSS

Would Cut Farmers' Prices, Stop Industry And Face Cities With Starvation

New York.—On one point related to the demands of the unions of train service employes for a heavy increase in wages the sentiment of the general public has been expressed in no uncertain terms. That is on the question of a strike.

Declarations have come from every quarter that an interruption of transportation will not be tolerated by the public, but will call forth drastic action. The enormous injury to the country that would result from a nationwide strike of train service employes is discussed by a writer in the March National Magazine, from which the following extract is taken:

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part railway transportation plays in every industrial activity of the country.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning thousands of miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard it would mean a cutting off of the food supplies that would place the inhabitants virtually in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation, therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, which the market value of more perishable articles would disappear entirely. The great industrial plants of the country would be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work. With the income of practically every class of citizens either seriously cut down or suspended entirely, merchants would transact little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment the railroads ceased to operate.

The railroads cannot purchase betterment materials in huge quantities and also devote the same money to the payrolls. If they yield to the demands of the men they must abstain from spending what they are planning to spend for purchases; the result will be that the steel mills will drift back into slackness and the business boom just getting well under way will flatten out, to the bitter cost of everybody in the country.—Detroit Free Press.

The use of the huge new locomotives and the long and heavy trains, against which the Brotherhoods of freight trainmen, who are asking an enormous increase in wages, protest so vigorously, seems to have resulted in a rapid decrease in accidents to railroad employees, and a decided increase in their safety. The number of railway employees killed in service diminished from 620 in 1911 to 422 in 1914, and the number of injured from 6591 to 4822.

To pursue a dispute as to hours and wages on the theory that workmen are entitled to all that can be forced from employers and extorted from the people by employers is not the best way to promote the permanent welfare of labor.—New York World.

KERSHAW SCHOOL CLOSING. Six Young Ladies and Three Young Men Received Diplomas.

The closing exercises of the Kershaw Graded school were held last Friday evening. The opening prayer was made by Rev. R. M. DuBose. Superintendent Humphries read a comprehensive report of the school's work throughout the session, which was both interesting and gratifying to the patrons. He submitted a recommendation that the eleventh grade and the necessary teacher be added to bring the school to a higher standard and place it in the class with the very best.

Dr. W. S. Currell, president of the University of South Carolina, who was present by invitation to deliver the address to the graduating class, was then introduced by Prof. Humphries, and charmed his audience with his combined wit, wisdom and eloquence. Dr. Currell is a most pleasing speaker and possesses in a most unusual degree the faculty of knowing what to say, and just how to say it. He was here at great inconvenience to himself and had to leave by automobile immediately after concluding his address, in order to catch the night Seaboard train to Columbia, where he had to be early next morning to participate in the commencement exercises at the University.

The gold medal offered by Schlossburg & Karesh to the pupil in the eighth grade making the best record in general scholarship, was awarded to Eliza Knight, the medal being presented by J. W. Hamel.

The graduates then rendered the class exercises in accordance with the program published in the Era last week. The following were the members of the class: Misses Willean Croxton, Margaret Dempster, Ottilie Gregory, Louise Hamel, Ruth Stogner, and Sara Truesdale; John Blackmon, Burke Gregory and William Hayes. Their diplomas were presented to them by Dr. L. T. Gregory of the board of trustees. In his introductory remarks Dr. Gregory stated that the board had under consideration the additions recommended by Superintendent Humphries and that it might be the privilege of the class to graduate again next year, from the eleventh grade, if they desired to do so.

County Superintendent of Education C. W. Birchmore, of Kershaw county, was present and was introduced to the audience. He complimented the school very highly and the Civic League for its active interest in the school. One of the pleasant features of the evening was a song by Miss Eileen Floyd. The exercises were concluded by Rev. R. M. DuBose with the benediction.

The play Thursday evening by pupils of the school furnished good entertainment and was highly enjoyed by the large audience. Vocal solos were rendered between acts by Misses Nancy Hayes and Josephine Nelson, and Miss Mary Hayes presided at the piano.—Kershaw Era.

Dr. W. H. Kelly, of Spartanburg, has filed his pledge as a candidate for railroad commissioner.

ANNOUNCEMENTS

(Cards under this heading will be run from now until the primary at the following rates: For all State and County offices, \$5.00; magistrates and county commissioners, \$3.00. Cash must accompany copy, except those who have ledger accounts at this office.)

- FOR CONGRESS W. F. STEVENSON
FOR SOLICITOR W. H. COBB
FOR SHERIFF BEN P. DELAOCHE
FOR TUESDAY H. D. GOLF
FOR F. L. TRUESDEL
FOR J. F. BATEMAN
FOR R. B. WILLIAMS
FOR G. C. WELSH
FOR J. R. BELK
FOR D. G. FLETCHER
FOR S. H. MICKLE
FOR K. T. ESTRIDGE
FOR R. B. HUMPHRIES
FOR J. D. SINGLAIR
FOR SUPERVISOR J. ROBT. MAGILL
FOR M. C. WEST
FOR D. M. KIRKLEY
FOR CLERK OF COURT JAMES H. CLYBURN
FOR H. C. SINGLETON
FOR REPRESENTATIVES D. T. BLACKMON
FOR T. K. TROTTER
FOR GEO. G. ALEXANDER
FOR J. M. MARTIN
FOR NORMAN S. RICHARDS
FOR NEWTON KELLY
FOR SUPT. EDUCATION ALLEN B. MURCHISON
FOR GROVER C. GASKIN
FOR I. J. MCKENZIE
FOR THOS. H. YOUNG
FOR T. M. MCCASKILL
FOR MAGISTRATE (DeKalb Township) SAM'L N. NICHOLSON
FOR D. F. DIXON
FOR H. M. FINCHER
FOR UPPER DIVISION WATREE TOWNSHIP T. W. STARNES
FOR FLAT ROCK TOWNSHIP JAMES T. TRUESDEL
FOR J. E. CREEDE
FOR G. W. ESTES
FOR FLETCHER M. JORDAN
FOR F. G. PERRY
FOR BUFFALO TOWNSHIP W. C. RALEY
FOR J. E. SEVERANCE
FOR TOWNSHIP COMMISSIONER (DeKalb Township) D. S. TRAPP
FOR D. W. JOY
FOR W. N. WEST
FOR FLAT ROCK TOWNSHIP J. S. BARFIELD
FOR L. B. OGBURN
FOR J. C. FAULKNERBERRY
FOR WATREE TOWNSHIP J. M. PORTER
FOR M. CORNER
FOR G. L. DIXON

Where Books Will Be Found.

No one will be allowed to vote in the primary election who does not go in person to the secretary of his precinct club and sign his own name or make his mark, if he can't write, upon the book provided for that purpose. The book for the Kershaw precinct, in the Lancaster county side, is at the Era office, in charge of Jas. H. Hamel, secretary. It is open now and will close Monday, July 31st.

The enrollment book for Hanging Rock club is at the office of Magistrate B. N. Jones.

The book for 30's club is in the hands of J. Robt. Magill.—Kershaw Era.

John Davenport, who is wanted in Anderson county on the charge of operating an illicit distillery, has been captured in Philadelphia, Pa., and brought back to Anderson.

Nineteen graduated at the Training School for Nurses at the State Hospital for the Insane.

Eleven Brothers in Army.

From Waterloo, S. C., during the War between the States, eleven brothers by the name of Anderson went forth to defend Southern homes and firesides. The names of these soldiers were D. W. O. P., R. W., C. S., George, Adolphus, Thomas, John, Joel, Patrick and Benjamin Anderson. Four were in the Western army (one of them an engineer), one was a member of the Second South Carolina Regiment, two were in James' Battalion, Kershaw's Brigade, one was a member of a cavalry regiment, two were in the army, and the youngest, on account of age, was with the State troops. One was killed in Virginia, and one was wounded. The casualties of those in the Western army are at hand. All have passed over the river except two, now past three score and ten.

Mr. George Anderson and Mrs. Anne Smith Anderson were the uncrowned king and queen of this remarkable family of sixteen children all told. Mr. Anderson was born about the close of the eighteenth century. Mrs. Anderson four years later, and both attained a patriarchal age.

I am disposed to challenge our Southland to produce the name of a family that gave more sons to fight for Southern rights.—O. M. Buzhardt, of Newberry, in Confederate Veteran.

Signed Petition to Hang Minister.

Amiston, Ala., June 2.—"Therefore be it resolved, that the city council appoint a committee whose duty it shall be to hang each and every minister in the city."

That was about the wording of the last paragraph of a petition which twenty prominent business men of this city signed last week. The petition was circulated by a well-known banker in a jest, to show that some men were so compliant they would sign anything put before them in evident good faith.

The petition started by asking the city council to pass an ordinance excluding the ministers of the gospel in

this city from paying a sanitary tax. The document was couched in legal verbiage and ambled along with many "wherefores" and "whereases" until the final paragraph was reached, when it was shown that in order to make the payment of the tax unnecessary the ministers would have to be hanged and the petitioners urged the city council to appoint a committee to do the hanging.

The joke was on the signers. Of course, a number of them are saying they knew it was a joke all along, but others frankly admit they did not read the document before signing it, as they should have done.

STUDY COURSE AT WINTHROP Being Arranged For Summer at Winthrop College.

To the Club Women of South Carolina: At the request of Mrs. J. W. Allen, Mrs. Alexander Long, and other Club Women of South Carolina, Winthrop College is offering a short course arranged especially for them. This course will be given during the Summer Session of this year. It will begin Tuesday, June 27th, and end Saturday, July 8th.

This course will present an opportunity for as serious study as the women desire or just for attendance on the open lectures and the lighter offerings. In either case, a woman will

get many suggestions which will help her to keep abreast of the times. The Summer Faculty will be material from the standpoint of woman in the home who wish to serve home and community in a quiet fashion. The offerings will be the purely cultural, the real, and the spiritual.

The following are the subjects planned: The Home—The Family Home Nursing, Health Education, House Planning to Eliminate the Want, Care of Milk and Butter, Bread Making, Balanced Diet for the Family, Fireless Cooking, Construction, Back Yard Poultry, Year Round Garden, Economy in Taste in Dress, Kindergarten in the Home, Open Discussion, Household Decoration and Plants, How to Judge a Picture, Literature—What Books to Read and How to Read Them, Storying, Folk Lore, The Bible as Literature.

Civics—City Planning, Parks, Playgrounds, Town Libraries, Organized Charities, Curb Markets, Planting, Beautifying Yards. Recreation—Use of Gymnasium, Swimming Lessons.

Each woman planning to come is requested to notify D. B. Johnson, president, Winthrop Normal and Teachers College.

Camden Milling Company MANUFACTURERS AND DEALERS IN Home Ground Meal, Grits, Cow Feed Cracked Corn, Graham Flour, Etc. We sell Hay, Shucks, Pea Hulls, Ground Cobs, etc., and will have stock the first of March a supply of Lintless Hulls and Feed Cotton Meal, these Hulls are gotten out by The Buckeye Cotton Oil Co. The people having put in machinery which works the Hulls, taking off practically every particle of lint, leaving nothing but the hull itself, and every one knows there can be no food value in the lint, and as they 25 per cent. lint taken from the Hulls, you can readily see the value in the feeding of the LINTLESS HULL in preference to the old hull with the lint on them, we ask you give us a call, and any time that you have anything in the way of Grain, Hay, Shucks or Fodder, to sell, we will buy as we buy and sell these products. Several tons of cotton seed fertilizer meal for sale at the right price. Respectfully, Camden Milling Company

Valuable City Property FOR SALE THE HANDSOME 8 ROOM DWELLING OF MRS. VAL JORDAN ON NORTH BROAD STREET. THIS IS AN EXCELLENT HOUSE WITH ALL CONVENIENCES ONE TWO ROOM SERVANT HOUSE AND BARN ON PREMISES. SIZE OF LOT 138x570 FEET. C. P. DuBose & Company REAL ESTATE AND INSURANCE. VARIOUS FORMS OF Automobile Policies ISSUED COVERING OWNERS AGAINST LOSS OR DAMAGE OCCASIONED BY FIRE, TRANSPORTATION AND THEFT ALSO COLLISION MEANING DAMAGE SUSTAINED BY THE AUTO-MOBILE IN COLLISION AND LIABILITY FOR DAMAGE TO OTHER PROPERTY CAUSED BY COLLISION. SPECIAL FORMS OF POLICIES ALSO ISSUED COVERING MANUFACTURERS, DEALERS AND TAXICABS. POLICIES MAY BE EXTENDED TO COVER IN FOREIGN COUNTRIES. C. P. DuBose & Co. Agents