

Archie Mayson, colored, killed Wallace Waldo, also colored, in Edgefield county Saturday, by striking him in the head with a wooden gun. Numbers of Edgefield county negroes have for some been engaging in drill practice for a Fourth of July celebration using wooden guns. Waldo and Mayson fell out and Waldo attempted to shoot Mayson with a pistol whereupon

the latter killed him with his wooden gun.

V. B. Wright, a vegetarian of Chester, has been notified by the War Department to report at once at Fort Sam Houston, Texas.

A charter has been issued to the Addison Mill at Edgefield to be capitalized at \$175,000.

BEST PAID MEN ARE NOW ASKING FOR HIGHER PAY

Government Officials Fail To Find Any Justice In Demands Of Train Service Employees.

By Judson C. Welliver in The Washington Times.

Administrative and legislative authorities in Washington are taking distinctly different views of the present effort of railway trainmen to compel an advancement in their wages, from any that has been taken on former occasions.

It is very apparent that the case for the employes seeking higher wages is viewed with less amiability than ordinarily. In legislative circles there has recently been serious talk of legislation to prohibit strikes by employes of interstate carriers, and to provide a procedure for compulsory arbitration.

The impression has gained a good deal of ground, that certain favored classes of employes have for a long time been systematically aggregating to themselves most of the increases in wages.

Highest Paid Class Of Men

On behalf of the engineers and trainmen who are making the demand for a large wage increase, it is urged that the higher cost of living justifies their demand. Yet these men, the engineers, firemen, conductors and brakemen, are the highest paid classes of railroad labor. The question being asked why an engineer getting an average wage in 1913 of \$5.29, should require an increase, while trackmen, who were getting \$1.58 per day, should be left out?

Again, the average wage of conductors in 1913 is shown by the statistics of the Interstate Commerce Commission to have been \$4.39 per day. At the same time, telegraph operators and dispatchers were getting an average wage of \$2.52 per day.

If the increased cost of living for the \$4.39 conductor necessitates a large increase in his compensation, where does the \$2.52 dispatcher come in?

No demand is being urged on behalf of the operators and dispatchers, and some of the railroads have lately been intimating vigorously that if a big additional burden must be laid on their labor funds they would like to give the benefit to the poorer paid classes of employes.

The truth of the whole business is that, as a whole, the railroad employes of the country are not very highly paid as compared to other people. A few classes of railroad men are paid very high wages. The most fortunate of all these classes are the engineers, firemen, conductors and brakemen.

Rate Rising Rapidly

Not only are these four classes paid much more liberally than other employes, but the figures show that their rate of wages has been rising more rapidly than that of any other classes.

In 1914 the Interstate Commerce Commission's report showed the number of railroad employes for the entire country to be 1,710,296. Out of this number there were 62,021 engineers, 64,959 firemen, 48,201 conductors, and 136,809 other trainmen; a total of 311,990, or just about one-sixth of the entire number.

At that same date, the number of trackmen, exclusive of foremen, was 337,451. That is, the number of common laborers on the section was greater than the entire roll of engineers, firemen, conductors, and brakemen. Yet this huge army of trackmen was working for an average wage of \$1.58 per day, while engineers were getting \$5.20, firemen were getting \$2.13, conductors were getting \$4.39, and other trainmen were getting \$3.04. These figures are the commission's averages for the entire country.

Condition Bettered

Largely because they are the best organized classes or railway workers and have been unremitting in their demands for better wages, these four classes have succeeded in bettering their condition rapidly and regularly, at the expense of the other classes, which are not so highly organized.

The trainmen, whenever they insist on a wage increase, have, on their side, the tremendously potent argument that if they don't get what they ask, they can walk out and tie up the whole railroad system. No other class of employes could do this, because no other is so instantly indispensable.

How effectively the four favored classes have used their power is shown by the cold figures. In the ten years from 1903 to 1912, inclusive, the salaries of general officers increased an average of 17 per cent.

In the same ten-year period the salaries of engineers increased 21 per cent.

During those same ten years the wages of general office clerks increased 13 per cent, while the wages of firemen increased 32 per cent.

During those same ten years the wages of telegraph operators and dispatchers increased 14 per cent, while those of trainmen other than conductors increased 36 per cent.

Impressive Statement

Here is an impressive statement of fact about railway wages that ought not to escape attention. There were a total of 37,873 employes classified as switch tenders, crossing tenders, and watchmen. These were receiving in 1912 an average of \$1.70 per day, which was actually 6 cents a day less than they had been receiving ten years earlier.

At that time there were 48,201 conductors with whom the statistics dealt. The conductors, therefore, were only a slightly more numerous class than the tenders and watchmen; yet, while the conductors had had their wages raised from \$3.38 to \$4.29 per day, the less fortunate class of tenders and watchmen had to stand a reduction from \$1.76 to \$1.70 per day.

If the cost of living has been steadily advancing for conductors, so as to justify an increase of 27 per cent in their wages, it seems difficult to explain why that same cost of living should have fallen sufficiently to warrant a decrease of 3 per cent in the wages of switch tenders, crossing tenders, and watchmen.

Take the single classification of general office clerks. There were 87,106 of these according to the official report. A much larger number than of either engineers, firemen, or conductors.

These general office clerks were paid an average of \$2.21 per day in 1903, and of \$2.50 in 1912; an increase of only 13 per cent in the ten-year period.

General office clerks, without exception, are compelled to live in cities, where cost of living is high.

Engineers Better Off

Engineers, on the other hand, are distributed between large towns and small towns, on the average, their living circumstances ought to make their expenses average considerably less than those of office clerks, yet the statistics show that engineers have received in the ten-year period an increase of 24 per cent in their wages, making them average exactly \$5 per day, while general office clerks have received an increase of only 13 per cent, making them average \$2.50 per day.

One of the worst underpaid classifications of railway employes is that of the station agents. There are just about 10,000 of these in the country, or nearly as many as the number of conductors.

In 1903 station agents averaged \$1.80 a day, and in 1912 they had been raised to only \$2.20 a day, while in that same time conductors had advanced from \$3.38 to \$4.20.

That is, the station agent in 1912 was getting just about half the wages of the conductor, and in ten years he had had an average increase of 17 per cent, while the conductor's increase had been 27 per cent.

Here are two of the most numerous classes of railway employes: Trainmen, other than engineers, firemen, and conductors, numbered 136,809, while trackmen numbered 337,451. The statistics show that the trackmen were getting in 1903 an average of \$1.31 per day, and in 1912 an average of \$1.50 per day, an increase of 14 per cent.

What Others Got

On the other hand, the classification of other trainmen was getting in 1903 \$2.17 per day, and in 1912, \$2.96 per day, an increase of 36 per cent.

In percentage, this is the largest advance received by any single class of railway employes during this decade.

A general survey of wage conditions in the railway service and in other industries, it is believed, would show that in the last fifteen years the highly organized and favored classes of railway wage earners have had their incomes increased more than almost any other class of workers in the country, while the much more numerous, but less effectively organized classes of railway workers have probably received rather less increases than other industrial workers in general.

In view of the strong feeling that these most fortunate classes of the railway employes are now making excessive and unreasonable demands, attention is now being called as never before to these general discrepancies. There is a strong disposition to inaugurate a general and sweeping investigation of the whole question of railway wages with a view to establishing some sort of public regulation not unlike that already applied to railroad rates, in the interest of employes and public alike. Meanwhile, there is a marked indisposition to extend further favors to those classes already most highly favored, at the expense of other classes of employes who appear to be getting very low wages.

Four national railroad unions threaten to tie up every steam road in the country. The number of employes involved may total 400,000. They seem to have it in their power to stop all freight and passenger traffic on 250,000 miles of track. We have never had a strike of such scope and magnitude. It would paralyze all American industry and commerce and export trade. A nation of 100,000,000 people would stand still, while its biggest industry fought out a question of wages and hours. A deadlock would be inconceivably destructive. — Bangor (Me.) News.

Change of Venue For Bethune.

The case of Willie Bethune, charged with murder, has assumed a new aspect with the granting by Judge Jno. S. Wilson at Manning on Tuesday in the Clarendon county court of a change of venue from Clarendon to Lee county, where the case will be tried in the circuit court. Solicitor Stoll asked that it be removed to Williamsburg county for trial, while Messrs. Clinton and Moore, the defendant's attorneys, requested that it be moved to Sumter county. Judge Wilson decided on Lee county and named that as the place for the trial.

This case has attracted a great deal of attention throughout the State, especially in this section, as it has been in the Supreme Court on Appeals a number of times and has brought out a number of interesting legal points. — Sumter Item.

UNIVERSITY OF SOUTH CAROLINA SCHOLARSHIP AND ENTRANCE EXAMINATION.

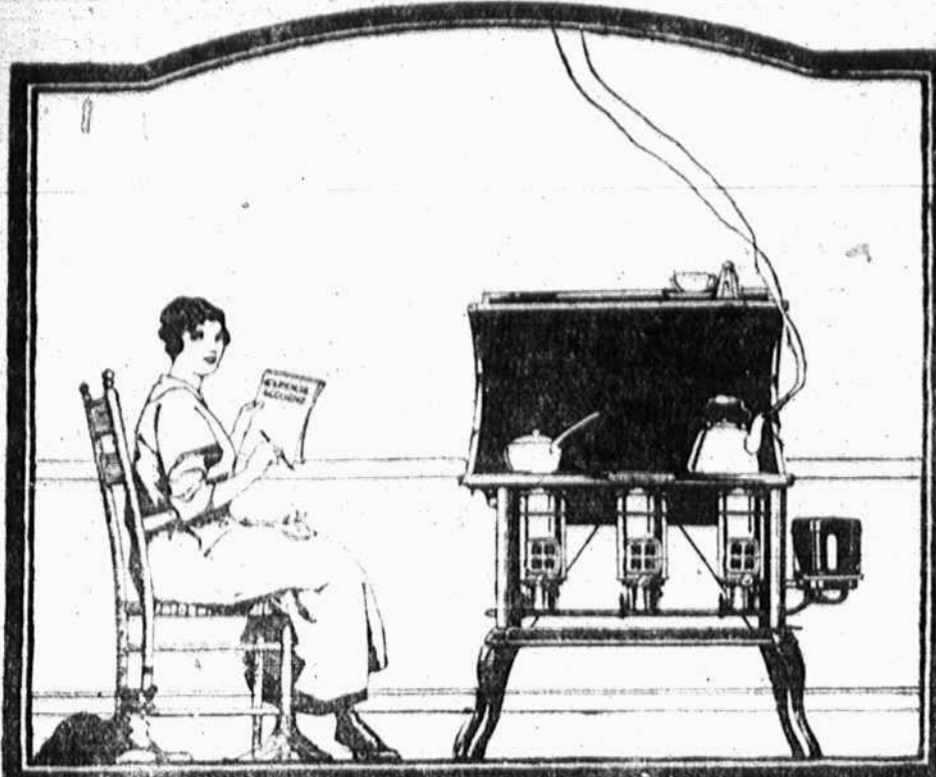
The University of South Carolina offers a Teacher's Scholarship to one young man from each county. The scholarship is worth \$100 in money and exemption from all fees, amounting to \$158.00.

The examination will be held at the county seat Friday, July 14th, 1916. General entrance examinations will be held at the same time for all students.

The University offers great advantages. Varied courses of study in science, history, law and business. Write at once for an application blank to

THE PRESIDENT, University of South Carolina, Columbia, S. C.

10-11-12



NEW PERFECTION

"I SAVE MONEY TOO!"

"NO coal, gas or wood bills! I use a New Perfection Oil Cook Stove. It only costs two cents to cook a meal for six people."

A New Perfection Oil Cook Stove saves you time and strength. It turns on and off like a gas stove—cooks anything and keeps your kitchen cool.

The long blue chimney assures a perfect draft, a clean, odorless heat, and lasting satisfaction.

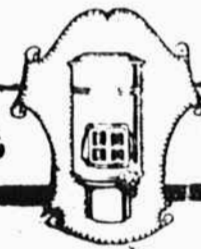
New Perfection Oil Cook Stoves are made in many styles and sizes. They are sold by most good dealers.

Look for The Long Blue Chimney

Use Aladdin Security Oil to obtain the best results in Oil Stoves, Heaters and Lamps

STANDARD OIL COMPANY

(New Jersey)
Washington, D. C. BALTIMORE Charlotte, N. C.
Norfolk, Va. MD. Charleston, W. Va.
Richmond, Va. Charleston, S. C.



"IT'S THE LONG BLUE CHIMNEY"

"Telephone as You'd Be Telephoned To"

TELEPHONE courtesy is just a bit of ordinary politeness and everyday kindness that we put into our conversation when we talk by telephone.

Its the face to face brand of politeness and kindness used when we're voice to voice.

It's the same politeness and kindness that we like to receive from the other end of the wire.

Giving a little thought to telephone courtesy and practicing its simple rules will make the telephone an even more efficient aid for you. "Telephone as You'd Be Telephoned To," always.



SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.



With several hundred makers of automobiles in America, the Ford factory turns out more than one-half of the entire finished product. Because the worth of Ford cars as dependable, money-saving utilities has been demonstrated beyond all question, the demand is constantly increasing. Order yours NOW. Runabout \$390; Touring Car \$440; Coupelet \$590; Town Car \$640; Sedan \$740. All prices f. o. b. Detroit. On sale at

Kershaw Motor Co.

Phone 140

Camden, S. C.

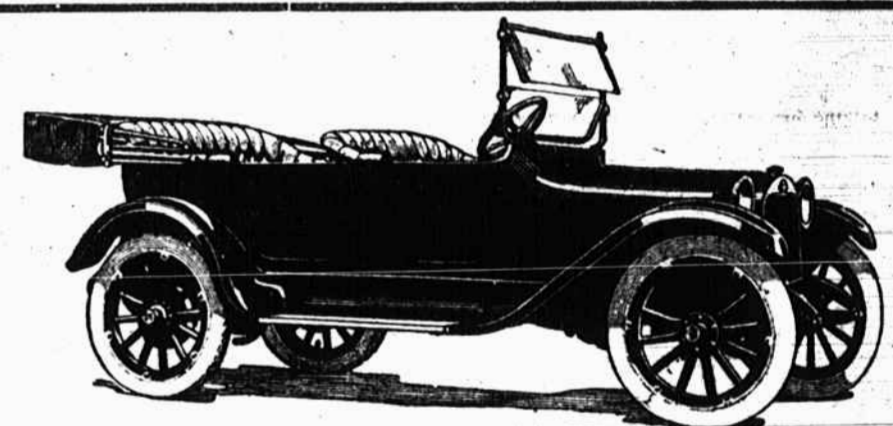
United States Tires "R" Tread

AT REDUCED PRICES

30 x 3	PLAIN TREAD	8.55	NON SKID	\$8.95
30 x 3 1/2	PLAIN TREAD	11.10	NON SKID	11.65
32 x 3 1/2	PLAIN TREAD	12.75	NON SKID	13.40
33 x 4	PLAIN TREAD	18.20	NON SKID	19.15
34 x 4	PLAIN TREAD	18.60	NON SKID	19.50

WE HAVE ONLY A LIMITED NUMBER AT THE ABOVE PRICE. ACT QUICK BEFORE THEY ARE ALL GONE.

LEWIS & CHRISTMAS, CASH GROCERS



Dodge Brothers Cars

Can be bought on time payments.

Come in and let us explain plan to you.

Camden Motor Co.

DEALERS

SEABOARD AIR LINE RY. CO.

"The Progressive Railway of the South"

SUNDAY EXCURSIONS

...TO...

COLUMBIA AND RETURN

\$1.25—Rate from Camden—\$1.25

Tickets good going on train No. 17 and returning on train No. 18. Subject withdrawal without notice.

Call on Seaboard Agent for further information.

C. W. SMALL, Division Passenger Agent, Savannah, Ga.