

Why Railroad Rates Are High

The following letter from the Chamber of Commerce of Kansas City, Mo., has been addressed to the chairman of the United States Railroad Labor Board:

"It has been said that possibly the greatest element making necessary the present high level of railroad freight rates is the onerous burden placed upon the railroads by the National Agreements, so called. Freight rates have been increased about seventy per cent. Freight rates must either be absorbed at the point of origin by the producer of the raw material, such as farm products, etc., or must be placed on the ultimate consumer.

"Farmers in the Middle West and Southwest are being ruined by conditions beyond their control. The prices of their commodity have fallen off greatly, but they are paying higher freight rates than ever before.

Believing it a proper procedure at this time to develop the facts as to whether or not all that has been said in regard to the burden imposed by the National agreements is correct, we respectfully beg leave to submit to you the following questionnaire, which we believe can be answered very readily by one familiar with the facts. We would be glad to receive reply to these questions at the very earliest possible date.

"We are taking the liberty of sending a copy of this letter to the Public Service Commission of Missouri and the Court of Industrial Relations of Kansas, and would appreciate your

sending a copy of your reply to those bodies."

Is it true that under the present classification rules of the Shop Crafts, in order to change a nozzle tip in the front end of a locomotive, it is necessary to call a boilermaker and his helper to open the door because that is boilermakers' work; to call a pipeman and his helper to remove the blower pipe, because that is pipemen's work; and to call a machinist and his helper to remove the tip, because that is machinists' work; also for the same force to be employed putting in the new tip?

Is it true that before Federal control a machinist's helper, or a handy man, could put in this nozzle tip alone?

Do similar classification rules exist for all other shop work?

Is it true that men working on trucks, spring work and kindred occupations, and paid, before Federal control, handymen's or helpers' wages, or shade above common laborers' pay, were made mechanics by Supplement No. 4 issued by Mr. McAdoo, and are now receiving 85 cents per hour, mechanics' pay?

Is it true that all of these mechanics are called McAdoo mechanics, because they were made mechanics by the Director General of Railroads, and not by experience?

Is it true that men employed to couple hose between the cars (not as difficult or hazardous a task as hitching a span of mules), are now classed as car men, receiving 80 cents per hour,

with time and one-half for Sundays and holidays, averaging about \$215.00 per month, for working seven hours and forty minutes per day?

Is it true that before Federal control these same employees received from 28 to 34 cents per hour and straight time for Sundays and holidays averaging about 806 per month for a ten hour day?

Is it a fact that the present actual hourly compensation of such employees is 296 per cent of what it was prior to Federal control?

Is it true that when a wrecking crew, usually consisting of ten men, is called after its regular hours for a stated job in the yard, and is assigned to two other jobs, all of which is done in seven hours, from start to finish, these men receive not less than fifteen hours and possibly eighteen hours' pay, for seven hours' work, because the two last jobs did not develop when the crew was first called?

Is it true that if a mechanic is called after regular hours for a stated job, and is assigned to two other jobs, all of which is done in seven hours, from start to finish, he would receive not less than fifteen hours' and possibly eighteen hours' pay, for seven hours' work, because the two last jobs did not develop when he was first called?

Is it true that if a shopman is held after his regular eight hour assignment, to complete a job, for say, one hour and fifteen minutes, he would receive pay for six and one-half hours, for his one hour and fifteen minutes' work?

Is it true that under the former practice the employee, in the above case, would receive one hour and fifty-two minutes, instead of six and one-half hours?

Is it true that under the present rules all Shop employees are allowed one hour a week without performing any service—time is allowed on the pretext of checking themselves in and out of the Shop.

Is it true that this bonus hour costs the roads twelve million dollars per year?

Is it true that all shop forces, telegraphers, agents, towermen and yardmen receive eight hours' pay and work only seven hours and forty minutes, the twenty minutes being allowed to eat on the company's time?

Did this practice prevail under private operation?

Is it true that under the National Agreement with the Shop Crafts piece work was discontinued and that since that time the output per man has been greatly reduced?

Is it true that under private management foremen were allowed to give a hand and do whatever work they could without impairing their usefulness as foremen?

Is it true that under the present rules foremen are not allowed to do work of any kind, except supervision?

Is it a fact that railroads cannot require shop employees to pass a physical examination when entering service so as to protect them against fictitious claims for hernia, defective eyesight, etc.?

Is it not a fact that before Government control Shop men were required to pass a physical examination?

Is it true that where arrival of trains require the service of employees two hours in the morning and two hours in the evening, say 8 to 10 a. m. and 6 to 8 p. m., that railroads now have to employ two shifts of eight hours each, or sixteen hours service where there is only four hours actual work?

Was this work not done by one shift working a split trick under private control?

Is it a fact that where two shifts are worked, starting time must be between 7 and 8 a. m. and if the arrival of a train, or other operating conditions require a man on duty at 6 a. m., he must be paid for five hours each day in addition to a regular 8 hour

day? Is it a fact that an employee who keeps a record of wheels applied and removed from cars must be classified as a mechanic and paid 85 cents per hour?

Is it true that men in train service receive time and a half after 8 hours?

Is there any way for the officers to know these men are not laying down on the job in order to get the time and a half after eight hours?

Was this rule in effect under private management of railroads?

Is it true that the labor organizations restrict the amount of miles or money made by men in train and engine service, some as low as fifteen to twenty days a month?

Is it true that a crew can make 200 miles in eight hours and receive 200 miles or two days' pay, but if they make only 25 miles in eight hours, or less receive 100 miles, the minimum day?

Is it true that when a freight crew finishes a run in four or five, or less than eight, hours, that they cannot be used in any other service to fill out the day without receiving an additional eight hours' pay?

Is it true that train men are now receiving between \$300 and \$400 per month on local passenger and other runs that before the Adamson Law, on exactly the same runs and same schedule as to departure and arrival, received from \$135 to \$150 per month?

Is it true that under the rules a Section Foreman or his men are not allowed to fix or repair motor car that carries them to and from their work (a machine not as complicated as a farm tractor), because this is a machinists' work and a machinist must be sent to make repairs, or the motor sent to the shop for repairs?

Is it true that roundhouse men, car men and others, whose services are absolutely essential to the movement for trains on Sundays and holidays, receive time and one-half on such days?

Did this practice prevail under private management?

Did the Labor Board direct the Railroads to continue the rules and regulations issued by the Railroad Administration?

Has Board authority to direct Railroads to restate the rules and regulations built up between the roads and their employees during all their experience prior to Federal control?

Waterce Mill News.

The Baptist Young People's Union of Waterce Church served refreshments to its members on the church lawn Wednesday evening. All report a very happy time. They are planning a straw ride in the near future.

The costumes for the pageant, "Christ in America" which will be held Saturday evening July 2nd have arrived. Rehearsals are taking place every evening and the B. Y. P. U. are undertaking one of the finest entertainments ever presented to the people of Waterce.

A great deal of interest has been roused by the return of the Indian evangelist Rev. Locke who is now holding revivals at Hermitage Mill. Rev. Locke held services at Waterce church last winter and the people are glad to welcome him back once more.

The Board of Aldermen held a call meeting Monday, June 20th to take action on the objection of almost the entire village to the lifting of the ban which has been placed on Sunday bathing. A committee headed by Rev. Furcron presented a list of 88 names as evidence to the Board of the true sentiment of the people. The Aldermen voted unanimously to not only place the ban on Sunday bathing again, but also to close the bathhouse every night at 10 o'clock. They also voted that no dogs on the village must be kept tied or muzzled.

The Fourth of July celebration was discussed at length. A program pro-

viding entertainment for the entire day is planned which will include races, swimming, boxing and two base ball games between the Camden city team and a collection of the fastest players available in South Carolina. The annual barbecue will be conspicuous by its absence this year as the funds for it are lacking. Instead a basket picnic will be held and lemonade will be furnished by the ml. The following committees were appointed: Program—Hollis F. Cobb, Ben Gardner, C. E. Davis, G. C. Davis. Swimming—Bud Johnson, Clyde Baker, Tom Thames.

Races—R. D. Dillard, Ted Whitney, Rev. Furcron.

Prizes—J. E. Robinson, N. H. Rice, Arthur Denton, Nettles Lindsay, Mrs. Lipscomb.

Boxing—J. J. Sanders, W. T. Plover, A. C. Reddick.

Picnic—L. P. Anderson, Ben Threatt, H. C. Christmas, Miss A. Thompson.

On Friday evening, July 1st, the Men's Club will hold another outdoor meeting to which everybody is invited. A musical program will be rendered and Mr. Gordon A. Johnstone, president of the Southern Textile Association and agent of Winstboro Mills will speak. Mr. Johnstone is a very interesting speaker and an authority on cotton textiles. Let's all come and give Mr. Johnstone a rousing reception.

The London Polytechnic Institute has opened a special department for training of laundry workers.

1785 COLLEGE OF CHARLESTON

Open to Men and Women. Entrance examinations, and examinations for the free tuition county scholarships at all county seats, Friday, July 8, at 9 a. m.

Four-year courses lead to the B. A. and B. S. degrees. A special two-year pre-medical course is given. Spacious buildings and athletic grounds, well equipped laboratories, unexcelled library facilities. A dormitory for men. Expenses moderate. For terms, catalogue and illustrated booklet, address:

HARRISON RANDOLPH, President.

SALE OF STOCK OF GOODS.

The stock of merchandise formerly of Isadore Wolfe, situated in the store house formerly occupied by him, on the West side of Broad Street, Camden, South Carolina, will be sold at public outcry to the highest bidder, at said store house, on Friday the 1st day of July, 1921, at 11 o'clock a. m. Terms of sale cash.

The undersigned reserve the right to reject all bids.

M. BARUCH, Assignee.

L. A. WITKOWSKY, Agent for Creditors.

SUMMONS FOR RELIEF

State of South Carolina.

County of Kershaw.

Court of Common Pleas.

W. L. Blackmon, Plaintiff,

against

James Ellis, Defendant.

To the Defendant:

You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber at his office in the City of Camden, S. C., within twenty days after the date of such service; and if you fail to answer the complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint. Dated, Camden, S. C. June 8th, A. D. 1921.

E. D. BLAKENEY,

Plaintiff's Attorney.

Mr. James Ellis,

Port Deposit, Md.

To the defendant James Ellis:

You will please take notice that the complaint in the above stated action has this day been filed in the office of the Clerk of Court for Kershaw County, State of South Carolina.

E. D. BLAKENEY,

Plaintiff's Attorney.

Jan. 20, 1921.

A thief named James Williams was nabbed in the Church of Immaculate Conception in Chicago last Sunday while attempting to pick the pockets of a woman who was kneeling in prayer. Father Thomas Kearns made the capture.

Eighty-two per cent of the people who died or were injured by fire in this country last year were mothers.

Wants--For Sale

ATTENTION—Housewives of Camden Attention—Housewives of Camden to try an order of our nice trout or other fish, for a side dish. Your order will be dressed and delivered. Sanitary Fish Market, Phone 37. It

FOR RENT—Three rooms, close in. Rent reasonable. 1206, Main street, phone 491. 12-14p

FOR SALE—One Ford sedan in good condition. Apply J. H. Burns, Camden, S. C. 8f.

KODAK FINISHING—Quick service guaranteed. E. B. Buddin at W. Robin Zemp's Drug Store, Camden, S. C. 12f.

WANTED—You to know that you had better get your license tag for your dog, or he will be impounded and shot.—H. C. Singleton, City Clerk.

LEMONS, 45c per dozen at The Cash Store, for today only.

GET BUSY—Keep busy. Is your job unsafe? Is it permanent? You want a life-long business. You can get into such a business selling more than 137 Watkins products direct to farmers if you own auto or team or can get one; if you are under 50 and can give back with personal smiles. We back you with big selling help; 52 years in business; 20,000,000 users of our products. Write for information where you can get territory. J. R. Watkins Co., Dept. 113 Winona, Minn. 11-12-13p.

WANTED—You to know that you had better get your license tag for your dog, or he will be impounded and shot.—H. C. Singleton, City Clerk.

National Biscuit Company's Cakes and Crackers at new reduced prices.—The Cash Store.

PLUMBING—Plumbing and Roofing repair work correctly done. Call Gus Hayes, phone 217 J. Camden, S. C. 7f.

WANTED—You to know that you had better get your license tag for your dog, or he will be impounded and shot.—H. C. Singleton, City Clerk.

Sugar—8c per pound at —The Cash Store.

WANTED—To buy all kinds of cash iron scraps. Camden Iron & Brass Works, near Southern passenger station, Camden, S. C. 6f.

24-POUND Sack best Flour, \$1.20—The Cash Store.

LOANS—on improved real estate, easy terms. E. C. vonTresckow, Camden, S. C. 4f.

KODAKERS—Correct developing means better pictures. Send your kodak films to us and get the best. Columbia Studio, 1423 Main street, Columbia, S. C. Write for price list. 47-50

Carbide For All Makes of Gas Generators—Save trouble and delays by buying from T. B. McClain, at Manufacturers prices plus freight to Camden, T. B. McClain Camden, S. C. 43.

FOR RENT—Two connecting offices for rent over The Mens Shop. Apply J. H. Burns, Camden, S. C. 1-2-3f.

AGENT WANTED—For Worthmore Hair Preparation. See or call on Madam K. E. Belton, 1713 Gordon Street, Camden, S. C. 20f.

NOTICE—When you can and while you can, call the Fish Market. Phone 37. All fish dressed and delivered.

In response to the inquiry of many telephone subscribers: "What can I do to help my service?" this advertisement is published.

The Right Way Saves Annoyance

There are two ways to call a telephone number.



The wrong way is to call from memory; to "take a chance," to trust to luck that your memory doesn't play a trick on you, with the fickle figures in a telephone number.

The right way is to consult the Telephone Directory before calling and make sure you have the right number.

The right way saves annoyance to yourself and to the persons you might have called by mistake. It helps build up a higher grade of service for yourself and others. It eliminates useless calls which hamper service.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY



IMPORTANT NOTICE

If any other agent has canceled your policy for non-payment of premiums, do not ask us to write it. We do not want this class of business.

WILLIAMS INSURANCE AGENCY
C. P. DuBOSE & COMPANY
CAMDEN LOAN & REALTY COMPANY