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**CASTORIA**  
For Infants and Children.  
Mothers Know That  
Genuine Castoria  
Always  
Bears the  
Signature  
of  
*Dr. J. C. Hathorn*  
In  
Use  
For Over  
Thirty Years  
**CASTORIA**

## RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return All the Saving by Reduction in Charges.

### FULL TEXT OF THE PROPOSAL

Statement by Thomas DeWitt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas DeWitt Cuyler, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today it was determined by the railroads of the United States to seek to bring about a reduction in rates. And as a means to that end to seek a reduction in the present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the labor board's decision of July 20, 1920 (which would involve a further reduction of approximately 10 per cent) and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down. The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime. The management have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$22,000,000 upon a property investment of over \$19,000,000,000 and even this amount of \$22,000,000 included back pay for prior years received from the government of approximately \$4,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic. Roads forced to defer maintenance. In this situation, a policy of the most rigid economy and of postponing and cutting to the bone of the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 16 per cent, or 374,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of but 40 per cent, or not more than 100,000 as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under these conditions, and with this large bill charged up against the future—which must soon be provided for and paid if the carriers are to perform successfully their transportation duties—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends amounting to only 3.6 per cent per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads Earning Far Below Reasonable Returns. It is manifest from this showing, that the rate of return of 5 1/2 or 6 per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated, much less reached, and that the present high rates accordingly are not due to any statutory guarantee of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 80 cents on the dollar they receive for transportation services whereas in 1914, 40 cents on the dollar went to labor.

On the first day of January, 1917,

when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about \$1,485,000,000 annually. In 1920, when government authority made the least wage increase, the labor cost of the railroads was about 3,695,000,000 annually, or, if continued through the year instead of for the eight months during which the wage increase were in effect, the labor cost, on an annual basis, would have been largely in excess of \$4,000,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately \$2,500,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent, in no sense meets or solves the problem of labor costs, and in no way makes it possible for the railroads to afford a reduction of their revenues.

Thousands of Rates Already Reduced. Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return in property investment of the railroads of the United States for the past several years has been as follows:

Year	Per cent
1912	1.8
1913	1.5
1914	1.7
1915	1.9
1916 (fiscal year)	2.0
1917	2.1
1918	2.2
1919	2.3
1920 (calendar year)	2.4
1921 (calendar year)	2.5

It will thus be noted that during the years when other industries were making very large profits, the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

Roads handicapped More Than Other Business. 2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respect (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited.

However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a strict relation be maintained between the price of their services and the price of commodities that can be sold in the market, and that existing labor and other costs of transportation thus generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the present situation and desire to do everything in their power to make it compatible with their duty to furnish transportation which the public must have.

At the moment railroads in many cases are paying to carry an hour for unskilled labor when similar labor is working alongside the market and can obtain no more than 20 cents an hour. The railroads of the country paid in 1920 a total of considerably over \$1,000,000,000 for unskilled labor alone. However desirable it may be to have the schedule of wages, it is obvious that it cannot be paid out of the railroad earnings, unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them, the people generally are also hampered in their efforts to economize by a schedule of unskilled wages which is in many cases a disproportionate relationship to the price at which commodities can be sold in the market, and that existing labor and other costs of transportation thus generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the present situation and desire to do everything in their power to make it compatible with their duty to furnish transportation which the public must have.

## SMILES.

It isn't the fellow who has a smile  
Because of the smile of others,  
But the fellow who counts is the fellow who smiles  
In spite of his scowling brothers;  
Or whether they smile or whether they don't.  
If he's true to his own soul's light  
He will keep on smiling through thick and thin.  
He will smile for the sake of the right.

The old song says if you smile for them  
They will have smile for you;  
But the man who smiles if they smile or not  
Is the man who will put things through—  
The man who smiles because it's his heart  
That brings to his face the glow  
Of the peace and the power of his part  
In the great world's daily show.

To do things just to gain in return  
Some gift or some grace of life  
Is only a half-way style to win  
In the toil and struggle and strife.  
For the best old grace of joy  
In doing and serving along  
With a smile that is sweet as the smile of a boy  
Till your smile makes labor a song.

## SOMEBODY'S MOTHER.

The woman was old, and rugged and gray,  
And bent with the chill of the winter's day.  
The street was wet with the recent snow,  
And the woman's feet were aged and slow.

She stood at the crossing and waited long,  
Alone, uncared for, amid the throng  
Of human beings who passed her by,  
Nor heeded the glance of her anxious eye.

Down the street with laughter and shout,  
Glad in the freedom of school let out,  
Came the boys like a flock of sheep,  
Hailing the snow, piled white and deep.

Past the woman so old and gray,  
Hastened the children on their way,  
Nor offered a helping hand to her,  
So meek and timid, afraid to stir  
Lest the carriage wheels or the horses' feet  
Should crowd her down in the slippery street.

At last came of the merry troop  
The gayest laddie of all the group;  
He paused beside her and whispered low,  
"I'll help you across if you wish to go."

Her aged hand on his strong young arm,  
She placed, and so, without hurt or harm,  
He guided her trembling feet along,  
Proud that his own were firm and strong.

Then back to his friends he went,  
His young heart happy and well content.  
"She's somebody's mother, boys, you know,  
For all she's aged and poor and slow."

"And I hope some feller will lend a hand  
To help my mother you understand  
If ever she's poor and old and gray  
When her own boy is far away."

And somebody's mother bowed her head  
In her home that night and the prayer she said  
Was "God be kind to the noble boy,  
Who is somebody's son and pride and joy."

### A LONG LIFE.

This is the Secret of a Long Life and a Happy One.

Sometimes we see a woman whose old age is as exquisite as the perfect bloom of her youth.

You wonder how this has come about, you wonder how it is that her life has been a long and happy one. Here are some of the reasons:

She knew how to forget disagreeable things.

She understood the art of enjoyment.

She kept her nerves well in hand and inflicted them on no one.

She believed in the goodness of her own daughters and that of her neighbors.

She cultivated a good digestion.

She mastered the art of saying pleasant words.

She did not expect too much of her friends.

She made whatever work came to her congenial.

She retained her illusions, and did not believe that all the world is wicked and unkind.

She relieved the miserable and sympathized with the sorrowful.

She retained an even disposition and made the best of everything.

She did whatever came to her cheerfully and well.

She never forgot that a kind word and a smile cost nothing, but are priceless treasures to the discouraged.

She did unto others as she would be done by, and now that old age has come to her, and there is a halo of white hair about her head, she is loved and considered.

This is the secret of a long life and a happy one.

### CAUSE FOR MIRTH.

When the young mistress of the house entered the kitchen she carried herself with great dignity. She had, incredible as it might seem, come to call the cook to account.

Bridget, she said, I must insist you have less company in the kitchen evenings. Last night I was kept awake by the uproarious laughter of one of your women friends.

Yes, mum, I know, Bridget admitted cheerfully, but she couldn't help it. I was telling her how you tried to make a cake yesterday morning.

### SOUR STOMACH INDIGESTION

Theford's Black-Draught Highly Recommended by a Tennessee Grocer for Troubles Resulting from Torpid Liver.

East Nashville, Tenn.—The efficacy of Theford's Black-Draught, the genuine, herb, liver medicine, is vouched for by Mr. W. N. Parsons, a grocer of this city. "It is without doubt the best liver medicine, and I don't believe I could get along without it. I take it for sour stomach, head ache, bad liver, indigestion, and all other troubles that are the result of a torpid liver."

"I have known and used it for years and can do highly recommend it to every one. I won't go to bed with out it in the house. It will do all it claims to do. I can't say enough for it."

Many other men and women through out the country have found Black-Draught just as Mr. Parsons describes—valuable in regulating the liver, its normal functions, and in cleansing the bowels of impurities.

Theford's Black-Draught liver medicine is the original and only genuine. Accept no imitations or substitutes. Always ask for Theford's.

**Horsford's**  
SELF-RAISING  
BREAD PREPARATION  
It is the pure phosphates and soda in Horsford's which make it so wholesome—which make hot breads, biscuits, pastry so light, tartly nutritious and easy to digest. Horsford's is economical—makes baking success sure. For free Prize List showing the PREMIUMS GIVEN FREE BY RED LABELS. Write: Ransom Chemical Works, Providence, R.I. Mix a package with a sack of your regular flour.

## INVITATION.

You are invited to open an account with the

### BANK OF ENFIELD,

ENFIELD, N. C.

4 Per Cent. allowed in the Savings Department Compounded Quarterly.

YOU can bank by mail

## Bargains for you

IF YOU BUY ALL YOUR GROCERIES FROM

### W. T. PARKER & CO.,

Wholesale Cash Store

WELDON, N. C.

## A Wonderful Cleaning Soap

made with **RED SEAL LYE**

ONE large can of Red Seal Lye mixed with 5 1/2 pounds of grease and water (according to directions) makes ten pounds of wonderful cleaning soap. You can either make hard or soft soap—which ever you need, and you'll say it's the greatest cleanser you ever saw.

For Red Seal Lye is absolutely pure lye of the highest quality. It is free from any adulterations. Red Seal Lye is granulated and packed in cans that are easy and convenient to use.

There is nothing like Red Seal Lye for washing greasy pots and pans or cleaning out greasy sinks. You simply stir Red Seal Lye into the pan or sink with a little water to dissolve it. It eats up the grease, combining with it to make soap, and water washes grease, soap and lye away in a jiffy. You'll find many helpful ways to use Red Seal Lye—as a water softener—a disinfectant—a purifier and cleanser.

Always ask your storekeeper for, and be sure to get, the old reliable Red Seal Granulated Lye.

P. C. TOMSON & CO., Philadelphia, Penna.

## \$ MILLIONS HAVE BEEN SAVED THIS YEAR HOW MUCH HAVE YOU SAVED?

## THE BEST FRIEND

YOU will ever have is your bank book. In case of trouble or sickness he is a good fellow to have around. When an opportunity comes for investment where you can better yourself and you need some money quickly, HE won't turn YOU down if YOU have cultivated him properly. Why not start that account today and be prepared to laugh at adversity?

### THE WELDON BANK & TRUST CO.

WELDON, N. C.

## BIG SALE OF End of Season Specials.

Final Clean-Up of All Organdies, Voils, White Goods

Big line of Attractive Oxfords and Pumps and Men's Shoes Going at Little Prices.

Wonderful Sale on Boys and Men's summer Clothing

### A. L. STAINBACK,

The Busy Store, WELDON, N. C.

## AN AID TO THRIFTY HOUSEWIVES OUR STORE

We are not boasting. We are only stating a fact and what hundreds of satisfied patrons say about us. Besides excellence of goods, we also lay claim to promptness and carefulness in the filling of all orders.

I sell groceries as cheap for cash as any one in town, and will deliver same FREE OF CHARGE.

### L. E. HULL,

Near Batchelor's Opera House, WELDON, N. C.

## THE BANK OF HALIFAX,

ORGANIZED 1906

Capital and Surplus \$65,000.

Conducted under strict Banking principles and the same efficient management which has marked its success in the past. Your business is respectfully solicited, which will have our careful attention

Quentin Gregory, President. S. M. Gary, Vice-President. P. H. Gregory, Cashier.

## The Citizens Bank

HALIFAX, N. C.

WE invite the people of Halifax and surrounding country to patronize this Bank. Why not have a checking account? It is necessary in these times. It saves you money, and you have a receipt against payments to your creditors. Besides it gives you a standing in your community. We have every facility known for Sound Banking, and invite you to open an account with us.

The smallest account receives as much attention as the largest with us.

We pay 4 per cent. Compounded Quarterly on Savings. Come in and talk it over with us. We need you, you need us.

## CASTORIA

For Infants and Children In Use For Over 30 Years Always bears the Signature of *Dr. J. C. Hathorn*

## Children Cry FOR FLETCHER'S CASTORIA

Clever people often make you think that you don't think what you think you do think.

## Children Cry FOR FLETCHER'S CASTORIA