

Wm C. J. RAMBO,  
PRESIDENT AND GENERAL MANAGER.

ESTABLISHED 1886

Wm M. WOOD,  
SECY AND TREAS

# GLOBE KNITTING MILLS

## RAMBO & REGAR, INC.

### MANUFACTURERS OF Seamless Hosiery



MAIN BELOW FORD STREET.

*Norristown, Pa.*

March 2, 1933.

NEW YORK OFFICE  
366 BROADWAY  
245 - 5th Avenue

MILLS  
NORRISTOWN, PA.  
CONSHOHOCKEN, PA.  
WILMINGTON, DEL.

JOS. D. RAMBO  
DIRECTOR OF SALES

R. B. MURDOCH  
ASST. DIRECTOR OF SALES

RESIDENT SALESMEN  
LOCATED AT  
BALTIMORE, MD.  
CHICAGO, ILL.  
SAN FRANCISCO, CAL

Mr. R. S. Poag,  
Route #5,  
Rock Hill, S. C.

Dear Mr. Poag:-

Enclosed you will please find bill-of-lading from the Birmingham Slag Company, Plant No. 5, Ensley, Ala., for one car of 37-1/3 tons of their No. 7 slag. This car is to be delivered to Rock Hill, S.C., and the freight on the same will be around \$74.00.

Would have Porter take care of the hauling of this, and as we previously talked over, see that this is placed so as to be put on the land around the house and in front of the house to main highway, the strip back of the house between the two woods, and also a portion on the far hilltop between the woods and the road. Would also have one load or more dumped in the chickenyard. The first application could be around 1000 pounds to the acre. What would you think as to whether or not this quantity is sufficient?

I am also enclosing check for Rock Hill Telephone Company, City of Rock, and Burr Clover Farms for 300 chicks. Will you kindly see that these checks are delivered.

Yours very truly,

Wm. C. J. Rambo.

WCJR:HC  
ENCS.



1942  
MAY 10

1942 MAY 10

RECEIVED THE FOLLOWING  
LETTERS FOR THE OFFICE OF THE  
ATTORNEY GENERAL, MAY 10, 1942  
1. THE ATTORNEY GENERAL'S OFFICE FOR THE  
ATTORNEY GENERAL

THE FOLLOWING IS A SUMMARY OF THE  
MATTERS IN THE ATTORNEY GENERAL'S  
OFFICE FOR THE ATTORNEY GENERAL  
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1942 MAY 10



# BIRMINGHAM SLAG COMPANY

2019 SIXTH AVENUE, NORTH

CRUSHED AND SCREENED  
BLAST FURNACE BASIC SLAG  
FOR CONCRETE CONSTRUCTION, ROAD BUILDING  
PAVING AND BUILT UP ROOFS

**BIRMINGHAM, ALA.**

RAILROAD  
TRACK SCALE WEIGHTS  
AT POINT OF SHIPMENT  
TO GOVERN ALL SETTLEMENTS

February 25, 1933.

Mr. W. C. J. Rambo,  
c/o Rambo & Regar, Inc.,  
Norristown, Penna.

Dear Sir:

In accordance with your letter of February 23rd, we have entered your order for thirty-five tons of our No. 7 Slag Screenings to be shipped to Rock Hill, S.C., and enclose, herewith, formal acknowledgment under our No. 1810.

We do not load on track scales at our plant, and it is necessary for us to estimate the tonnage loaded into cars and it may be possible that your car will not contain exactly thirty-five tons. You will of course be billed on railroad track scale weights which will be furnished us by the railroad but the car is usually enroute by the time we are able to get these weights from the railroad. We feel sure that there will be only a slight discrepancy between the tonnage actually loaded in your car and thirty-five tons, and trust this will be satisfactory to you.

We appreciate this order and trust that the Slag will give you good results as used by you, and will look forward to again serving you.

Yours very truly,

BIRMINGHAM SLAG COMPANY

*C. A. Barrows*  
Sales Manager.

cab/p

cc: Mr. R. S. Poag, ✓  
Route No. 5,  
Rock Hill, S.C.



# BIRMINGHAM SLAG COMPANY

2019 SIXTH AVENUE, NORTH

BIRMINGHAM, ALA.

CRUSHED AND SCREENED  
BLAST FURNACE BASIC SLAG  
FOR CONCRETE CONSTRUCTION, ROAD BUILDING  
PAVING AND BUILT UP ROOFS

RAILROAD  
TRACK SCALE WEIGHTS  
AT POINT OF SHIPMENT  
TO GOVERN ALL SETTLEMENTS

February 26, 1933.

Mr. R. E. Jones,  
C/O Jones & Packer, Inc.,  
Huntsville, Tenn.

Dear Sir:

In accordance with your letter of February 23rd, we have entered your order for thirty-five tons of our No. 7 SLAG, to be shipped to Rock Hill, S.C., and enclosed, herewith, formal acknowledgment under our No. 1810.

We do not load on track scales at our plant, and it is necessary for us to estimate the tonnage loaded into cars and it may be possible that your car will not contain exactly thirty-five tons. Your bill of course will be billed on railroad track scale weights which will be furnished us by the railroad but the car is usually empty by the time we are able to get these weights from the railroad. We feel sure that there will be only a slight discrepancy between the tonnage actually loaded in your car and thirty-five tons, and trust this will be satisfactory to you.

We appreciate your order and trust that the SLAG will give you good results as used by you, and will look forward to again serving you.

Yours very truly,

BIRMINGHAM SLAG COMPANY

Sales Manager

cc/o

cc Mr. R. E. Jones,  
Route No. 2,  
Rock Hill, S.C.



(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930.)

# UNIFORM STRAIGHT BILL OF LADING

ORIGINAL—NOT NEGOTIABLE

SHIPPER'S NO. **49**

AGENT'S NO.

## Birmingham Southern Railroad Company

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at **ENSLEY, ALA.**

**FEB. 25TH. 1933**, 193

from **BIRMINGHAM SLAG CO. PLANT #5**

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for him- self and his assigns.

**FREIGHT RATE 1.95 PLUS 6¢ TON**

(Mail or street address of consignee. For purposes of notification only.)

CONSIGNEE TO **W.C.J. RAMBO & R.S. POAG, RT #5**

DESTINATION **ROCK HILL, S.C.**

STATE OF

COUNTY OF

ROUTE **BS TO BGHAM & SOU.**

DELIVERING CARRIER

CAR INITIAL **SOUTHERN** CAR NO. **119141**

| NO. PACKAGES | DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | *WEIGHT (Subject to Correction)   | CLASS OR RATE | CHECK COLUMN |
|--------------|--|-----------------------------------|---------------|--------------|
| 1            | CAR #7 SLAG  | WEIGH<br>113400<br>38700<br>74700 |               |              |

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:  
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

**BGHAM SLAG CO.**

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received \$  
to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per  
(The signature here acknowledges only the amount prepaid.)

Charges advanced:

\$

**LOADED TO FULL VISIBLE CAPACITY**

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note.—Where the rate is dependent on value shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

**BIRMINGHAM SLAG CO.**

SHIPPER

**M. JACKSON, Agent.**

AGENT



## CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export), or in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary coopersage and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier: Provided, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: Provided, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

Sec. 5. No carrier hereunder will carry or be liable in any way for any document, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignee shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. Provided, that, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, transship, or lighten, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General Average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery, or appurtenances, or from fire, or from perils of the seas, or from any other cause, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or perils of the seas were not discoverable by the exercise of due diligence) the shipper, consignee and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

Sec. 10. Any alteration, addition, or erasures in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect, and this bill of lading shall be enforceable according to its original tenor.



WM C. J. RAMBO.  
PRESIDENT AND GENERAL MANAGER.

ESTABLISHED 1886

WM M. WOOD,  
SECY. AND TREAS.

# GLOBE KNITTING MILLS

## RAMBO & REGAR, INC.

### MANUFACTURERS OF Seamless Hosiery



MAIN BELOW FORD STREET.

*Norristown, Pa.*

March 13, 1933.

NEW YORK OFFICE  
366 BROADWAY  
245 - 5th Avenue

MILLS  
NORRISTOWN, PA.  
CONSHOHOCKEN, PA.  
WILMINGTON, DEL.

JOS. D. RAMBO  
DIRECTOR OF SALES  
R. B. MURDOCH  
ASST. DIRECTOR OF SALES

RESIDENT SALESMEN  
LOCATED AT  
BALTIMORE, MD.  
CHICAGO, ILL.  
SAN FRANCISCO, CAL.

Mr. R. S. Poag,  
Route #5,  
Rock Hill, S. C.

Dear Mr. Poag:-

Your favor of the 3rd received.

Note what you say in reference to getting oats from J. D. Good & Company on basis carload prices. I suppose this is the best way to handle this. Would suggest getting as small a quantity of oats as possible to answer our needs. The same thing applies to nitrite of soda or sulphate of ammonia, whichever you decide to use.

As you must realize, from what has happened since you wrote your last letter, we are going to have some very bad conditions over the next few months, and from present indications, cash of any kind is going to be very hard to get. I do not know what your conditions are down there, but the banks in the North here have simply refused to accept or pay out any money for the last ten days. While we are promised relief from that condition in the next few days, they have been promising that every day. As a result of this condition and people being entirely without money of any kind, sales and general business have fallen off to a considerable degree. Just how long it will take conditions to pick up is anybody's guess. It is extremely unfortunate that we should have run short on feed on a year like this, as any money spent on feed will have to be deducted from the amount available for fertilizer.

*I find from quotations which I have, prices*



ESTABLISHED 1888

# JOSEPH KENNEDY & SONS, Inc.

100 Broadway, New York, N.Y.

RECEIVED

March 13, 1934

Dear Sir:

New York Office

March 13, 1934

Mr. J. B. Kennedy  
Rock Hill, S.C.

Dear Mr. Kennedy:

Your favor of the 1st has received.

of what you say in reference to the  
this from J. B. Kennedy up to the date of  
I suppose this is the best way to handle this. I  
request that you send a quantity of 1000 as per  
to answer your needs. The same thing will be  
of note or signature of Kennedy, which ever you prefer  
use.

As you must realize, from what has happened  
since you made your last letter, we are going to  
have very few competitors over the next few months.

to very hard to get. I do not know what your  
are down there, but the price in the North here  
is fairly refused to accept or pay out any money for  
last few days. This is the price we are offering  
competition in the next few days. They have been  
that every day. As a result of this condition and  
being entirely without money of any kind, sales  
of business now being off to a considerable  
just how long it will take them to pick up  
advertising money. It is extremely uncertain  
whether we can afford to keep in a year like this  
any money spent in need will have to be deducted  
the one available for last year.

I am very grateful



Mr. R. S. Poag

-2-

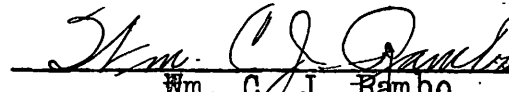
March 13, 1933.

f.o.b. Ogden will be as follows:

|                        |   |          |
|------------------------|---|----------|
| 10-4-4                 | - | \$ 20.50 |
| 9-3-7                  | - | 20.00    |
| Soda                   | - | 30.30    |
| Sulphate<br>of Ammonia |   | 26.00    |

I am herewith enclosing check to J. M. Porter for \$18.63 for hauling slag. I am holding up check for asparagus roots and will send that to you at the end of the month. I doubt if this check to Porter will be any good for another week or ten days, as it may take the banks that long to get straightened around.

Very truly yours,

  
Wm. C. J. Rambo.  
NR

WCJR:HC  
ENC.







Rock Hill S.C.  
March 15/33

Mr W C Rambo  
Nurseries  
Poe

Dear Mr Rambo

Your letters of the 2nd and 13th  
received with enclosed checks R.H. Telephone Co City P.H.  
and for Clover Farms J M Porter

Note what you say about first application  
of 1000 pounds slag to the acre I have put it on the  
2 fields of oats one on the hill on parcel Road the  
other on road leading down to Deas mine think  
we got just about 1000 pounds to the acre

Note what you say in reference to the quantity  
of Oats We will have to buy you can depend on me trying  
to get buy with as little as possible, ~~in reference~~  
~~to sulphate of ammonia I can buy it for \$25.00 and~~  
~~10-4-4 for \$18.90 and 9-3-7-\$19.50 - delivered in our~~  
~~barn and can get 40 cts a ton off if we take as~~  
~~much as 20 tons of the mixed goods these prices must~~  
~~be kept to our selves as they are the dealers price~~  
~~and out of town man the Co is the planters fert~~  
~~Company they have sold Clemson College and~~  
~~Winthrop College farms for the past 12 years~~  
~~I used it for 5 years and find it as good as~~  
~~any that I have ever used~~



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# GLOBE KNITTING MILLS

## RAMBO & REGAR, INC.



MANUFACTURERS  
OF

### Seamless Hosiery

MAIN BELOW FORD STREET.

*Norristown, Pa.*

March 22, 1933.

NEW YORK OFFICE  
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245 - 5th Avenue

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DIRECTOR OF SALES

R. B. MURDOCH  
ASST. DIRECTOR OF SALES

RESIDENT SALESMEN  
LOCATED AT  
BALTIMORE, MD.  
CHICAGO, ILL.  
SAN FRANCISCO, CAL.

Mr. R. S. Poag,  
Route #5,  
Rock Hill, S. C.

Dear Mr. Poag:-

We are herewith enclosing check for Hollis.

Note the Central Union Bank has not yet opened. Suppose, however, that it is open by this time.

Note what you say in reference to fertilizers. Have recently received quotations from the Armour Company, at Columbia, which are slightly lower than quotations I gave you the other day, which were from a Charleston company and were the lowest received up to date. More recent returns have been lower than those received at first. Price of fertilizers would, I imagine, be largely influenced by the action on Senator Smith's Bill. If this bill is passed, fertilizers may go up. It looks, however, as though the bill will be held in Congress until too late to do any good. In that event, prices on fertilizers will gradually decline.

Evidently J. D. Good is representing several fertilizer outfits if he has had quotations from the Virginia-Carolina people. I also have a letter from the International Agricultural Corporation in which they fail to quote me but advise that J. Good, of Rock Hill, is their agent. What commission do these agents usually receive in handling this stuff?

General prices on cotton seem to be going down gradually.



# Great Northern Mills

## Rambo & Regan

March 22, 1937

Mr. H. S. Post,  
Route 4,  
Rock Hill, S.C.

Dear Mr. Post:-

We are herewith enclosing check for \$10.00.  
Note the Central Union Bank has not yet  
opened. Suppose, however, that it is open by this  
time.

Note what you say in reference to fertilizers.  
Have recently received quotations from the American  
Fertilizer Co., which are slightly lower than those  
I gave you the other day. Which were from a  
Nashville company and were the lowest received by  
me. More recent returns have been lower than those  
I gave at first. Price of fertilizer is  
largely influenced by the action on cotton  
which is still in this bill is passed. Fertilizer  
it looks, however, as though the bill will  
be in Congress until too late to do any good.  
That event, prices on fertilizer will gradually be  
checked.

Evidently J. D. Good is representing several  
fertilizer outfits if he has had quotations from  
Virginia-Gardens people. I also have a letter from  
the International Agricultural Corporation in which  
they fail to quote me but advise that J. Good of  
Rock Hill is their agent. What commission do these  
usually receive in handling this stuff?

General prices on cotton seem to be going  
down gradually.



March 22, 1933.

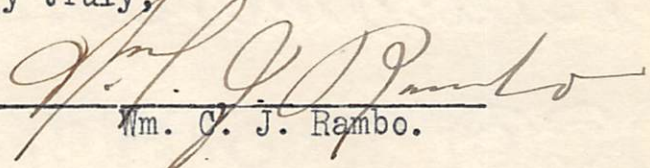
There was one other place we were going to put some of the slag rock and that was on the hill over where we talked of placing stable or cattle shed. I believe I mentioned to you before about scattering a supply of this material in the chicken yard.

Understand if the asparagus comes up that you will have to continue to cover the same. Is that the way it operates? Glad to hear the chickens are doing so well.

I rather hope to pay you a short visit about April 1st. Whether or not I will be able to do this will depend on conditions about that time.

I would see that the entire farm is plowed up and ready for planting, as I deem it advisable to plant something on every acre of ground available, whether it is cover crop or vines to stop erosion, or crops.

Yours very truly,

  
Wm. C. J. Rambo.

WCJR:HC  
ENC.



Rock Hill S.S.

March 26/33

Mr W.C. Parns

Haristown Pa

Dear Mr Parns

Your favor of the 22nd received with  
enclosed check for \$10.00

Note what you say in reference to the opening  
of the Central Union Bank it opened on Wednesday  
but in the hands of a Conservator they are not  
paying out any money that was on deposit before the  
Bank's closing day.

Note what you say in reference to receiving  
quotations from the Armour Fertilizer Company at  
Columbia Mr Parns those people are the ~~the~~  
cheats in the fertilizer business.

On reference to the Commission<sup>a</sup> fertilizer  
salesman get they are suppose to get one dollar a ton  
but J. D. Ward is paid a salary by the W.C. people and  
the International Corporation.

I have <sup>had</sup> Slep feet on all of the cats and started  
on the lawn in front of your house coming on to the  
paved road but have not quite finished but to the  
road also put it in the chicken yard the baby  
chicks are doing fine the nicest of any we have  
had by the time they are 8 weeks old they will be  
large enough to eat I go out every night at 10  
o'clock and again at 3 in the morning to make  
sure the temperature is kept the same.

Note what you say in reference to plowing  
up every acre on the farm when we finish breaking  
land there won't be a single acre but what will  
be plowed and ready to plant some kind of a crop  
on.

On reference to buying the fertilizer  
if it should be possible I think we should give  
J. D. Ward the order as he is not going to charge us  
any commission on what cats we are getting through  
him as we are to get them at what the bill of lading  
calls for.

We have done quite a lot of plowing tenants  
working good



BUILDING REPORT

Clear  
Weather - Rain

Date \_\_\_\_\_

Number of men

Payroll total for day - A \_\_\_\_\_

Material received - B \_\_\_\_\_

| Payroll | Name | Occupation | Hours<br>Worked | Rate<br>Hour | Total |
|---------|------|------------|-----------------|--------------|-------|
|---------|------|------------|-----------------|--------------|-------|

| Material | Kind | Quantity | Price | A Total | Total |
|----------|------|----------|-------|---------|-------|
|----------|------|----------|-------|---------|-------|

B Total



Sioux Rapids, Ia.  
Oct. 16, 1933.

Mr. W. C. J. Rambo  
Rock Hill, S. C.  
Dear Sir:-

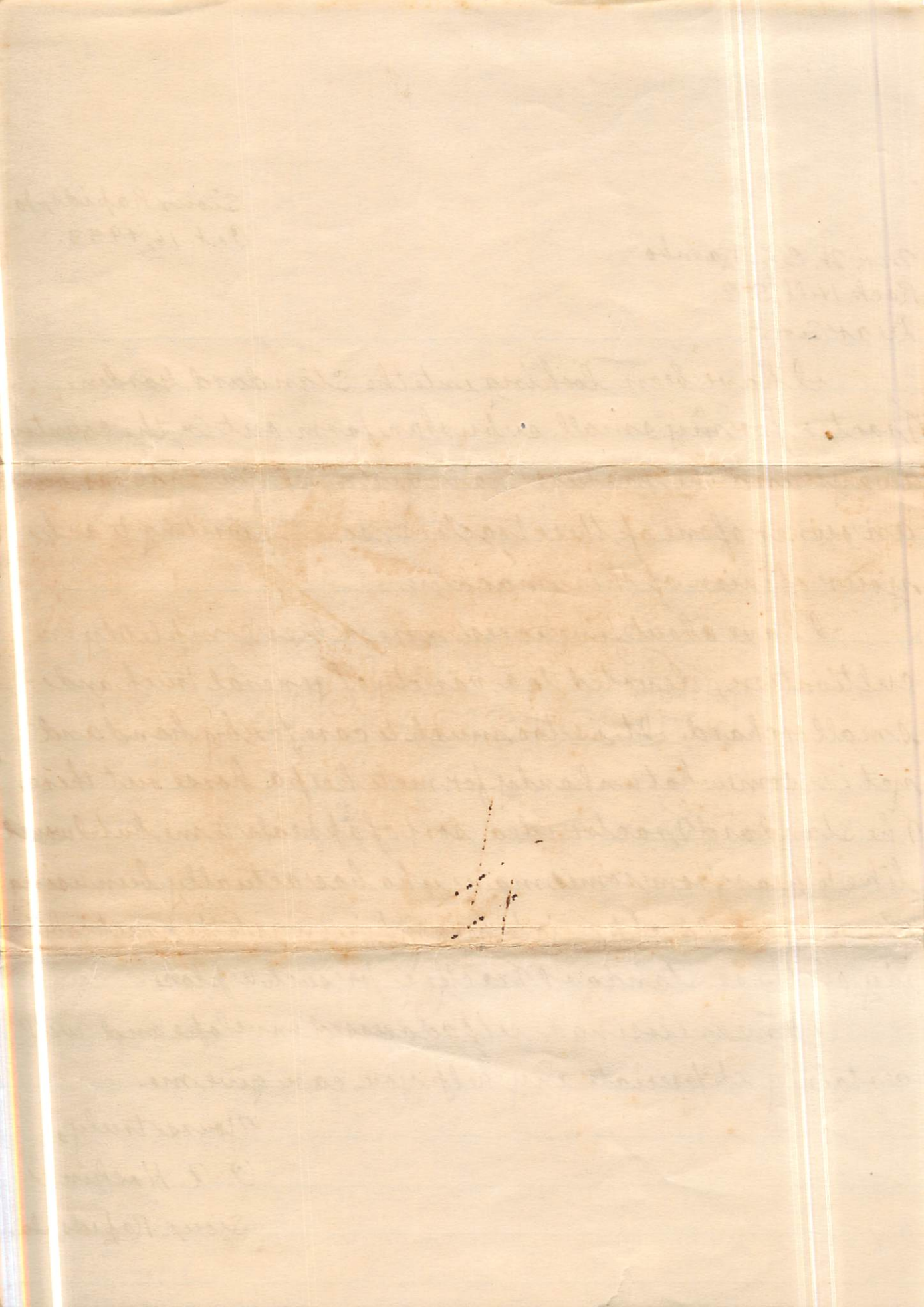
I have been looking into the Standard Garden Tractor for my small suburban farm out in the country away and the makers have given me your name as being an owner of one of these tractors, so am writing to ask your opinion of this machine.

I have about five acres more or less completely in cultivation, devoted to a variety of general truck and small orchard. It is too much to care for by hand and yet is somewhat unhandy for me to keep a horse out there. The Standard Tractor idea sort of appeals to me but I would like to hear from some man who has actually been using one and would appreciate your opinion as to the practicability of these Standard Tractors for such a place.

I am enclosing a self addressed envelope and will certainly appreciate any help you can give me.

Yours truly,  
O. A. Hoskins  
Sioux Rapids, Ia.







Rich Hill SC  
Oct 29/33

Mr W C Pamba

Warristor No

Dear Mr Pamba

Your letter of the 25th received  
I in reference to replying to letter from O A Haskins  
I am mailing it today

Note what you say in reference to pump  
have not been able to get in touch with Starnes but  
will try and get him to night have not been using  
the pump for some days haven't any fire pit

sunlap has not quite finished the window  
frames and the steps to Chicken house have put one  
coat of paint on Chicken house and pump house some  
out of paint I ordered 1 gal more the same as we  
had from Sears & Roebuck came yesterday will put  
it on Monday that lumber took it in a much  
like peeling it in a sponge

Note what you say in reference to the  
eleven acres which made 56 1/2 bu of oats I want to  
plow that back to cotton next year I have just as  
good land that joins the 11 acres that is too low to  
plow in cotton and have made as good oats as the  
long you speak which we will plow in oats this year

Note what you say about the hill just back  
of Anna's house we will have to save some time  
to put on that land as this summer when the crop  
of barley is taken off.

Had the big disk plow fixed like I  
showed you works pretty good have not plowed  
a great deal with it yet but enough to know  
that it will work all have gotten our hay  
all up and plowed 15 acres of oats am putting the  
land in good condition for planting

Note what you say about the location on  
which we will plow cotton next year also the amt  
of Fertilizer I will do that in a short time

I sold 11 bales of cotton this week at 10 1/4  
purchased the tenant pack at 9 3/4 8 bales of it  
we had on hand for some time am enclosing check  
and bill for it in this letter

The tenants want their part of the money  
for the land which they plowed up these three  
have paid their acts are George Minn which is  
entitled to \$33.00 which is half of his 6 acres  
Milton Barks the half of 5 acres \$27.50 Mose Caldwell  
\$16.50 and Sam Hick \$16.50 Sam Hick & Mose  
Caldwell are in debt to me and have agreed to  
let me come to me the others will get through  
picking their cotton this week and will settle their  
acts



BUILDING REPORT

Clear  
Weather - Rain

Date

Number of men

Payroll total for day - A

Material received - B

| Payroll | Name | Occupation | Hours<br>Worked | Rate<br>Hour | Total |
|---------|------|------------|-----------------|--------------|-------|
|---------|------|------------|-----------------|--------------|-------|

| Material | Kind | Quantity | Price | A Total<br>Total |
|----------|------|----------|-------|------------------|
|----------|------|----------|-------|------------------|

B Total



some things like the lock on the hen house several night a go and got away with around 50 chickens they came in the back of the chicken yard with the wire loaded the chickens in a car at the fork of the road the officers and myself tracked them on to Erwin Dean's house where they broke his lock and got some of his chickens



# BUILDING REPORT

Weather - <sup>Clear</sup>~~Rain~~

Date \_\_\_\_\_

Number of men \_\_\_\_\_

Payroll total for day - A \_\_\_\_\_

Material received - B \_\_\_\_\_

| Payroll | Name          | Occupation        | Hours<br>Worked | Rate<br>Hour | Total |
|---------|---------------|-------------------|-----------------|--------------|-------|
|         | George Miller | 6 acres placed up | 166             | 33           | 33    |
|         |               |                   | 33              |              | 1650  |
|         | Sam           | 3 acres           | 33              |              | 1650  |
|         |               | 5 acres           | 55              |              | 2750  |



# GLOBE KNITTING MILLS

## RAMBO & REGAR, INC.

### MANUFACTURERS OF Seamless Hosiery



MAIN BELOW FORD STREET.

*Norristown, Pa.* October 25, 1933.

NEW YORK OFFICE  
245-5TH AVENUE

MILLS  
NORRISTOWN, PA.  
CONSHOHOCKEN, PA.  
WILMINGTON, DEL.

R. B. MURDOCH  
ASST. DIRECTOR OF SALES

RESIDENT SALESMEN  
LOCATED AT  
BALTIMORE, MD.  
CHICAGO, ILL.  
SAN FRANCISCO, CAL.

Mr. R. S. Poag,  
Route #5,  
Rock Hill, S. C.

Dear Mr. Poag:-

I am herewith enclosing a letter from O. A. Hoskins, Sioux Rapids, Iowa, also a reply to the same, which I would suggest that you copy in longhand and mail to him, as I do not wish to open communications with the Standard people at any point other than Rock Hill. I think the letter as outlined about covers our experience.

Referring to the pump, had a talk with the pump man yesterday, and his recommendation was that we put an air chamber on the line in connection with the automatic pressure switch. He said that this should steady the pressure on the automatic switch and stop the throwing off and on of the switch which has been giving us trouble.

I am herewith enclosing a small sketch showing the arrangement of the --

Pump  
Relief valve  
Automatic pressure  
switch (which I have marked "A")  
Gate Valve  
Bends in the line going to the house  
Also location of T at the stake  
which is about 10' from the  
reservoir.

Where the line comes down from the house and butts against the reservoir wall, just where it rises and goes into the pump house, my recollection is that



# CHORUS KNITTING Mills

## RAMBO & REAR, Inc.

October 23, 1938

Mr. R. S. Long,  
Route 25,  
Rock Hill, S. C.  
Dear Mr. Long:

I am herewith enclosing a letter from  
O. A. Hoskins, Rock Hill, S. C., also a reply  
to the same, which I would suggest that you copy in  
longhand and mail to him, as I do not wish to open  
communications with the Standard people at any point  
other than Rock Hill. I think the letter as outlined  
about covers our experience.

Referring to the pump, had a talk with the  
pump man yesterday, and his recommendation was that  
we put an air chamber on the line in connection with  
the automatic pressure switch. He said that this  
would steady the pressure on the automatic switch and  
stop the throwing off and on of the switch which he  
was giving as a cause.

I am herewith enclosing a small sketch show-  
ing the arrangement of the --

reservoir.  
which is about 10' from the  
also location of T at the same  
leads in the line going to the pump  
Gate Valve  
switch which I have marked "A"  
automatic pressure  
relief valve  
pump

Where the line comes down from the house  
butts against the reservoir wall, just where it rises  
and goes into the pump house, my recollection is that



October 25, 1933.

there was a space of a few inches between the pipe and reservoir wall. If this is a fact, it might be well to block this space with timber so as to bring the pipe tight against the wall, using a small piece of 2 x 4 to take care of it. The next thing to do would be to disconnect the automatic pressure switch at the point "A". I have shown it in sketch A as it is now, where it is tapped into the  $1\frac{1}{4}$ " pipe line through a  $\frac{1}{2}$ " outlet in the T.

The new arrangement would start at the  $\frac{1}{2}$ " outlet, using first a  $\frac{1}{2}$ " close nipple, then  $\frac{1}{2}$ " x  $\frac{1}{2}$ " x  $\frac{1}{2}$ " T. The open end of the  $\frac{1}{2}$ " T to be blocked. The top end to have a  $\frac{1}{2}$ " close nipple, and this to open out into a  $\frac{1}{2}$ " to a 3" reducer or a built up connection of some kind, which increases this from a  $\frac{1}{2}$ " pipe to 3" pipe. Into this would be screwed a piece of 3" pipe about 2 or  $2\frac{1}{2}$ ' long. On top of this would be used an arrangement similar to the one on the bottom, which would bring us back to a  $\frac{1}{2}$ " pipe again, and on this  $\frac{1}{2}$ " pipe would now be placed the automatic switch. The material required for this would be about as follows:

- 1 -  $\frac{1}{2}$ " T
- 3 -  $\frac{1}{2}$ " close nipples
- 2 -  $\frac{1}{2}$ " to 3" reducers, or equivalent
- 1 piece of 3" pipe about 24 or 30" long, threaded on both ends.

This material you can get from Waldrop, and when the same is all ready, I would get hold of Starnes and Ford and have them come out and put this on the line. Ford can, at the same time, disconnect the automatic pressure switch, so that the same can be screwed on good and tight, as you recall it is very loosely connected with the line at the present time, and may be causing considerable leakage. They can tie in the electrical connections loosely, same as they have them now, and we will not shorten them up any until we are satisfied this new arrangement will operate. Has Starnes cut the electric wire on the corner pole over at your house? If not, have him do that when he is out on this work. Be sure and put the  $\frac{1}{2}$ " T in at the bottom of this air chamber, as I will want to use it in case it would be necessary to introduce air into the chamber at any time. We would be able to blow through this hole with an arrangement similar to the one we are now using on the big tank.

Did Dunlap get the chicken house finished, and how is the painting progressing? I suppose you have completely finished your hay making and will be starting in your plowing and planting at once.

I recall you referred to the eleven acres where you made such a crop of oats, approximately fifty bushels to the acre. Is there any reason why this should not be planted in oats this year, as I feel certain that we will not have enough oats at the same rate of production as last year.







October 25, 1933.

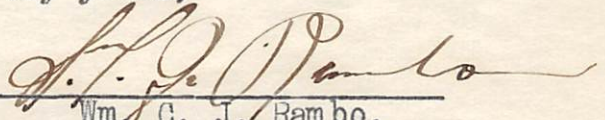
The hill just beyond Ann's house, as I recall, was planted in barley. This is one of the places we were talking of liming and putting in the pasture. When will this be done, as it could hardly be done now without sacrificing the barley crop. The barley is not now up high enough to do any good in plowing in. In the event that you cannot lime this particular piece of land at the present time, be sure and save enough lime so that we can do it later, as I particularly want this in pasture and want it well limed.

The second place I wish limed is the red land back of the woods, where you were going to do the deep plowing. I would appreciate it if you would give me the location of where the slag was used last year, also locations on which we put lime this year, as I want to watch particularly how these places work out.

It might be well for you to give me the location where you intend planting your cotton next year and the amount of fertilizer you feel it will require, as it is my intention to purchase very limited amounts of fertilizer in the future, and simply build up the land from year to year so that it will furnish, to a large extent, its own fertilizer. After checking up on the past three years, I figure that the money spent on fertilizers, under existing conditions, has been a waste. While there is no question but what it increased the crop yield where used, the increase was not sufficient to justify the expense, and the land would have been better off in soil building crops, so only select your best land at the present time and have a limited amount, and advise of the estimated fertilizer requirements, and our spring purchases will be made in accordance with this outline.

I have received from the Southern Railroad Company a notice to deliver the broken lamp to their agent in the claim department in Rock Hill. This lamp is on the workbench in the garage in the box as originally received. I would appreciate your getting it from the workbench and delivering it the first time you are in Rock Hill. When you deliver the box to them, it might be well to look through the contents of the same to see if the sales slip is in there, as it is just possible this slip is in the box and would answer them for the original bill. Have them give you a receipt for this lamp so that our records will show that they have received it.

Very truly yours,

  
Wm. C. J. Rambo.

WCJR:HC  
ENCS.



October 25, 1933

-3-

Mr. H. S. Jones

The bill that beyond Anna's house, as I recall, was placed in the house. This is one of the places to which I have been referring in the past. When will it be done, as it would be a very good idea to have it done now, as the party is not now in the house. I am not sure if this is the case or not, but I am sure that it is a very good idea to have it done now, as the party is not now in the house. I am not sure if this is the case or not, but I am sure that it is a very good idea to have it done now, as the party is not now in the house.

The second place I wish to mention is the red land of the world, where you were going to do the same. I would like to see it, as it would give me the idea of where the air is, and I am sure that it is a very good idea to have it done now, as the party is not now in the house.



It might be well for you to go to the location where you intend to build your house next year, and see if it is a good place. I am sure that it is a very good idea to have it done now, as the party is not now in the house. I am not sure if this is the case or not, but I am sure that it is a very good idea to have it done now, as the party is not now in the house.

I have received from the Southern Railway Company a notice to deliver the broken lamp to their agent in the same department in New York. This lamp is on the workbench in the room where I am working. I would like to see it, as it would give me the idea of where the air is, and I am sure that it is a very good idea to have it done now, as the party is not now in the house.

Very truly yours,

*[Handwritten signature]*

Mr. H. S. Jones

Mr. H. S. Jones



Wm C. J. RAMBO,  
PRESIDENT AND GENERAL MANAGER.

ESTABLISHED 1886

Wm M. WOOD,  
SECY. AND TREAS.

# GLOBE KNITTING MILLS

## RAMBO & REGAR, INC.

### MANUFACTURERS OF Seamless Hosiery



MAIN BELOW FORD STREET.

*Norristown, Pa.*

September 26, 1934.

NEW YORK OFFICE  
245-5TH AVENUE

MILLS  
NORRISTOWN, PA.  
CONSHOHOCKEN, PA.  
WILMINGTON, DEL.

RESIDENT SALESMEN  
LOCATED AT  
BALTIMORE, MD.  
CHICAGO, ILL.  
SAN FRANCISCO, CAL.

Mr. R. S. Poag,  
Route #5,  
Rock Hill, S. C.

Dear Mr. Poag:-

Your favor of the 24th received. We are herewith enclosing check for \$174.33, covering labor statement - \$91.00, and your salary - \$83.33.

Note you have spent some money in plowing and discing etc., but have spent considerable in terrace and ditches. Do we take care of the terraces and ditches on the tenants' property, or does he do that himself?

Would look to me as though 12,000 pounds allotment, or 25 bales tax free, is rather low, being only around 35% of the five year average. It may be, however, that our production this year will not run over the 25 bales, so we will not worry about that until we see what happens.

Hope to be in Rock Hill in the very near future, at which time will take up with you definitely the course to be pursued with cotton and seed.

We return cotton allotment herewith.

Very truly yours,

*Wm. C. J. Rambo*  
Wm. C. J. Rambo.  
N. C.

WCJR:HC  
Encs.



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