

# Saved Girl's Life

"I want to tell you what wonderful benefit I have received from the use of Theford's Black-Draught," writes Mrs. Sylvia Woods, of Clifton Mills, Ky.

"It certainly has no equal for the gripe, bad colds, liver and stomach troubles. I firmly believe Black-Draught saved my little girl's life. When she had the measles, they went in on her, but one good dose of Theford's Black-Draught made them break out, and she has had no more trouble. I shall never be without

# THEFORD'S BLACK-DRAUGHT

in my home." For constipation, indigestion, headache, dizziness, malari, chills and fever, biliousness, and all similar ailments, Theford's Black-Draught has proved itself a safe, reliable, gentle and valuable remedy.

If you suffer from any of these complaints, try Black-Draught. It is a medicine of known merit. Seventy-five years of splendid success proves its value. Good for young and old. For sale everywhere. Price 25 cents.

# SUNDAY SCHOOL

Lesson XI.—Second Quarter, For June 11, 1916.

# THE INTERNATIONAL SERIES

Text of the Lesson, Gal. vi. and I Cor. ii.—Memory Verses, I Cor. ii, 9, 10, Golden Text, I Cor. ii, 10.—Commentary Prepared by Rev. D. M. Stearns.

As there is a promise and all important line of truth running through both the lessons for today, we will consider both, and the heart of both seems to be the Spirit controlled life for those who are truly redeemed. We were recently studying a lesson concerning a long journey and a great council, all because of circumlocution, and now we read that "in Christ Jesus neither circumcision availeth any thing nor uncircumcision, but a new creature" (Gal. vi, 15). The one essential thing is to be "in Christ Jesus," the Son of God, who loved me and gave Himself for me; who hath redeemed me from the curse of the law, being made a curse for me; who is the author of our life, who is the author of our redemption, who is the author of our inheritance, who is the author of our glory, who is the author of our life, who is the author of our redemption, who is the author of our inheritance, who is the author of our glory.

Because of the flesh, or old sinful nature, that remains in every believer there is a constant conflict, but the Holy Spirit who dwelleth in the believer will keep him from doing the things which the flesh would prompt him to do (v, 17). As believers we must earnestly desire to walk in the Spirit, be led of the Spirit, live in the Spirit, and thus manifest the fruit of the Spirit, to the glory of God (v, 18, 22, 25). There is a saving and a reaping in every life, and it is either the old life or the new, the flesh or the Spirit, resulting in loss or gain (v, 8). We will surely reap what we sow, and the harvest may be large for good or evil (Hosea vii, 7, 8, 13; Prov. xii, 8). May our ears be open to gather fruit into life eternal and never faint or grow weary, but go on in patient continuance, for the reaping time will surely come (Gal. vi, 9; John iv, 36-38; Rom. ii, 7; I Cor. xv, 58).

Turning to the lesson in Corinthians, the truths are just the same. Believers are by the grace of God sanctified in Christ Jesus, called saints, and in Christ Jesus have wisdom, righteousness, sanctification and redemption, so that there is no one and no thing worth knowing compared with Jesus Christ and Him crucified (I Cor. ii, 2-3; II, 2). We have here, as in the other lesson in Galatians, the flesh and the Spirit, or the wisdom of this world and Jesus Christ, who is the power of God, and the wisdom of God, and they are always contrary, the one to the other (I Cor. i, 21, 24). We know much of the wisdom of this world, being brought up at the feet of Gamaliel, but he set aside all the wisdom of men that he might know the wisdom of God (I Cor. ii, 4, 5).

We remember that Moses, being of the same wisdom as the Egyptians, had to keep sheep for forty years in the school of God that he might know the wisdom of God. He might know the wisdom of God, but the wisdom of Egypt could not interpret the dreams of Pharaoh, but the wisdom of God in Joseph easily could and did. The wisdom of the world could not tell the king what he had dreamed, nor the meaning of his dreams, nor interpret the handwriting on the wall, but the wisdom of God in Daniel easily did all. The wisdom of this world never has been able to and cannot now interpret the things of God, but the wisdom of God knoweth no man, but the Spirit of God (I Cor. ii, 11). His man scholarship, however great, unless under the control of the Spirit of God, is wholly unable to understand the things of God.

The greatest scholar that earth can produce, unless born again, is simply a natural man; and to him the things of God are only foolishness (I Cor. ii, 14), but the most unlearned and ignorant in the things of this world's wisdom may by the Spirit of God know the things of God. The wise men in the time of our Lord spoke of Him as having never learned, and they called Peter and John unlearned and ignorant men (John vi, 15; Acts iv, 13), so those who may be despised by the world's scholarship should find comfort in this. While we wait for the coming of our Lord Jesus Christ, we are called into fellowship with Him (I Cor. i, 7, 9), and this is part of the fellowship to be counted unashamedly and ignorant because we take the Bible literally, believe it all, and that God means what He says, and if the plain, obvious sense makes good sense, we need not call it foolishness. We may know the things that are freely given us of God, which neither eye nor ear nor heart of man hath seen or heard or imagined, and thus be able in the power of an endless life to endure patiently (I Cor. ii, 9, 10, 13). Commentary, I Cor. ii, from which part of this is quoted and note the revised version. In connection with the sowing and reaping of Gal. vi, note the building of I Cor. iii, 9-15, and the

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possibility of great loss even though the soul may be saved. Salvation can only be obtained as a free gift from God, apart from any works or effort on our part. But being saved there are good works prepared for us to walk in (Eph. ii, 8-10). There are no degrees in salvation, but much difference in service and rewards.

By Judson C. Welliver in The Washington Times.

# BEST PAID MEN ARE NOW ASKING FOR HIGHER PAY

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

Administrative and legislative authorities in Washington are taking a distinctly different view 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 employees seeking higher wages is viewed with less animosity than ordinarily. In legislative circles there has recently been serious talk of legislation to prohibit strikes by employees 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 employees 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 by an engineer getting an average wage in 1913 of \$5.20, should require an increase, while trackmen, who were getting \$1.55 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 that time the average wage of 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 employees.

The truth of the whole business is that, as a whole, the railroad employees 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 employees, 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 employees for the entire country to be 1,710,296. Out of this number there were 62,021 engineers, 64,559 firemen, 48,201 conductors, and 155,509 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 employees has been unremitting in their demands for better wages, their 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 employees 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 that same ten-year period the salaries of engineers increased 24 per cent. During those same ten years the wages of general office clerks increased 12 per cent, while the wages of firemen increased 22 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.

One or two instances will show what this means in actual practice. Some years ago a farmer in Sullivan county, Tenn., had to haul barbed wire a distance of twenty-three miles. The most his two horse team could manage was a load of 500 pounds, and three days were necessary to make the round trip. The road has since been improved, and the same team now draws a ton without difficulty and makes the round trip in two days. Estimating the time of a man and team to be worth \$3 a day, the old conditions it cost \$30 to haul a ton of the barbed wire. The same amount of wire can now be hauled the same distance at a cost of \$0. In estimating the cost of hauling road engineers usually adopt as the unit the ton-mile—that is to say, the cost of hauling one ton one mile. In the case described the cost per ton mile under the old conditions was \$1.50 and under the new \$0.23.

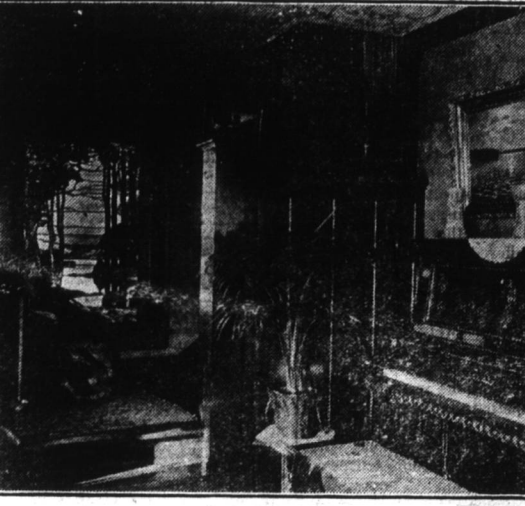
Another significant instance is reported from Crosby, Tex. For a mile out of town there was an excellent road which terminated, however, in a stretch of unimproved highway. A farmer who lived four miles out of

# ARTISTIC STAIRWAY DESIGN.

Design 835, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH



INTERIOR VIEW—AN ARTISTIC STAIRWAY.

A practical stairway is one of the features of this little home. The art glass window could be omitted, and even without this the stairway would be attractive. The size of this house is 24 feet by 30 feet. Cost to build, exclusive of heating and plumbing, \$2,000. First story, 9 feet high; second story, 8 feet, and basement, 7 feet.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 300 designs costing from \$1,000 to \$6,000; also a book of interiors, \$1 per copy.

# POOR ROADS COST TIME AND MONEY

Horse Can Pull a Heavier Load on a Good Highway.

BAD CONDITIONS SPELL LOSS

On a Muddy Road the Amount of Weight Drawn is From Zero to a Maximum of 300 Pounds On a Smooth Earth Highway a Horse Can Pull From 1,000 to 2,000 Pounds and More on Gravel and Brick.

Every one knows that a horse can pull a heavier load on a good road than on one that is bad. It is, however, a rather difficult matter to calculate just how much he can pull on different kinds of surfaces. After careful study engineers have accepted as fairly accurate the following weights:

On a muddy earth road the amount varies from nothing at all, when the road is in very bad shape, to a maximum of 300 pounds. On a smooth, dry earth road a horse can pull from 1,000 to 2,000 pounds; on a gravel road in bad condition, from 1,000 to 1,500 pounds;

on a gravel road in good condition, about 3,300 pounds; on a macadam road, from 2,000 to 5,000 pounds; and on a brick road, from 5,000 to 8,000 pounds. From these figures it appears that a horse on a good macadam road can do from three to five times as much work in a day as on a moderately muddy earth road.

One or two instances will show what this means in actual practice. Some years ago a farmer in Sullivan county, Tenn., had to haul barbed wire a distance of twenty-three miles. The most his two horse team could manage was a load of 500 pounds, and three days were necessary to make the round trip. The road has since been improved, and the same team now draws a ton without difficulty and makes the round trip in two days. Estimating the time of a man and team to be worth \$3 a day, the old conditions it cost \$30 to haul a ton of the barbed wire. The same amount of wire can now be hauled the same distance at a cost of \$0. In estimating the cost of hauling road engineers usually adopt as the unit the ton-mile—that is to say, the cost of hauling one ton one mile. In the case described the cost per ton mile under the old conditions was \$1.50 and under the new \$0.23.

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# Impressive Statement

Here is an impressive statement of fact about railway wages that ought not to escape attention. There were a total of 37,373 employees 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 45,201 conductors with whom the statistics deal. 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 37 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 \$2.31 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 their 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 employees is that of the station agents. There are just about 40,000 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 employees: Trainmen, other than engineers, firemen, and conductors, numbered 138,809, while trackmen numbered 337,451. The statistics show that the trackmen were getting in 1903 an average of \$1.51 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, \$2.98 per day, an increase of 36 per cent. In percentage, this is the largest average received by any single class of railway employees 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 railway employees 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 employees 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 employees 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 employees involved may be 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.

Hydrofluoric acid is an acid compound of hydrogen and fluorine. It may be prepared by the action of sulphuric acid upon cryolite in an appropriate apparatus made of lead or platinum. It may thus be readily obtained in a liquid form and is colorless. Its vapors are exceedingly poisonous, and the liquid itself, even when mixed with more or less water, causes severe swellings on the skin. Great care must therefore be taken in working with this acid. Hydrofluoric acid dissolves glass, forming hydrofluosilicic acid with its silica; hence its use for making etchings on glass—Exchange.

Wonderful Wind. "You seem to be rather busy." "Yes, I'm writing a love letter. I've been working on it for more than an hour."

"Why take such pains?" "I want to feel sure that if this letter is ever read in court it won't make me look like a fool."—Birmingham Age-Herald

New Zealand's Great Glacier. The Tasman, the greatest glacier in New Zealand, has an average width of 6,270 feet, though at its widest point it is somewhat more than two miles across. The Tasman is eighteen miles in length.

A Scandal Spilled. "Of course he and his wife seem devoted to each other now," said the jealous Miss Gansupp, "but do you think she will always be so true and all that?" "Well," replied Miss Kidder, "I have reason to know that only last night he had occasion to set a trap for her."

"Ah! Do you know, I suspected something?" "They more than suspected; they knew there were mice in the house."—Philadelphia Press.

Limbs. Limbs are made of cork, wood or bone. Cork limbs are useful in life preservers. Wooden limbs can be taken on and off for purposes of defense. Bone limbs often enable one to get on one's feet.—Life.

BE CHEERFUL. "We all ought to be as cheerful as we can. Every one must have felt that a cheerful friend is like a sunny day, shedding brightness on all around, and most of us can, if we choose, make of the world a palace or a prison. To be bright and cheerful often requires an effort, but the effort is well worth the making and will amply repay those who succeed in making it a success."—Avebury.

Limbs are useful in many ways. Pelicans, who are very economical and therefore never get into deep water, use only one at a time. Soldiers use them for various purposes, sometimes standing upon them and sometimes running away.

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# Children Cry for Fletcher's CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher, and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

# What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

# GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years

The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY.

# Income Bearing Wealth a Grievous Burden on the Nation

By MORRIS HILLQUIT, Noted Socialist

An extension of the income and inheritance taxes and a progressive property tax are immediate steps that should be taken to limit private fortunes. IF THAT IS NOT DONE MORE RADICAL MEASURES WILL EVENTUALLY HAVE TO BE TAKEN.

The extent of the national tribute paid to the owners of large private fortunes is already crushing. The income of private fortunes is a charge upon the industries of the country, a tax upon the working population to the extent of \$75 per capita, including men, women and children.

The average family consisting of five persons is thus saddled with a tax of \$375 a year for the right to work and live. Our so-called "national wealth" so far as the people at large are concerned, is not an asset, but a liability, a heavy mortgage hanging over the heads of all generations of Americans to come.

# Very Serious

It is a very serious matter to ask for one medicine and have the wrong one given you. For this reason we urge you in buying to be careful to get the genuine—

# THEFORD'S BLACK-DRAUGHT Liver Medicine

The reputation of this old, reliable medicine for constipation, indigestion and liver trouble is firmly established. It does not irritate other medicines. It is better than others, for it will not be the favorite liver powder, with a larger sale than all others combined.

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