

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Southern railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the payrolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1972 3810	\$2308	\$1455 3505	\$1916	\$1156 2424	\$1546
Conductors	1552 2696	1847	1353 2358	1580	1055 1749	1245
Firemen	943 1652	1209	649 1638	979	406 1302	777
Brakemen	957 1738	1109	755 1854	958	754 1405	990

The average yearly wage payments to all Southern train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2144	\$1712	\$1313
Conductors	1723	1484	1157
Firemen	1096	865	688
Brakemen	1013	845	668

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

- ELISHA LEE, Chairman.
- F. B. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
- L. W. BALDWIN, Gen'l Manager, Central of Georgia Railroad.
- C. J. BASSON, Gen'l Manager, New York, New Haven & Hartford Railroad.
- B. B. CHAPMAN, Vice-President, Southern Railway.
- B. E. GIBBS, Gen'l Manager, Wheeling Railway.
- F. B. GOWLEY, Asst. Vice-President, New York Central Railroad.
- G. B. HERRON, Gen'l Manager, Great Northern Railway.
- C. E. GUNDEL, Gen'l Manager, Philadelphia & Reading Railroad.
- A. W. GIBBS, Asst. Gen'l Manager, Chesapeake & Ohio Railway.
- A. G. GREGG, Asst. to President, St. Louis & San Francisco Railroad.
- C. W. KOURN, Gen'l Manager, Ashland, Topeka & Santa Fe Railroad.
- B. W. MCGRAW, Gen'l Manager, Wheeling and Lake Erie Railroad.
- B. J. RAHBEK, Vice-President, Norfolk and Western Railway.
- JAMES HUNNELL, Gen'l Manager, Denver & Rio Grande Railroad.
- A. H. SCHRYER, Southern Vice-Pres., Pennsylvania Lines West.
- W. L. SADDON, Vice-President, Seaboard Air Line Railroad.
- A. J. STANTON, Vice-President, Erie Railroad.
- G. S. WARD, Vice-Pres. & Gen'l Manager, Sunset Coast Lines.

JOHN D. ROCKEFELLER.

Physician Says World's Richest Man Will Live to Be 100 Years Old.

Cleveland, O., July 9.—John D. Rockefeller, the world's richest man, was 77 years of age yesterday.

Dr. H. F. Bigger, Sr., of Cleveland, who has been Rockefeller's physician for 25 years, says the famous oil magnate will live to be 100 years of age.

Rockefeller is following the rules of living laid down by Doctor Bigger and the physician gives these rules in the following article:

The average span of life has lengthened. Three hundred years ago the average period of life was less than 20 years. Today it is more than 40.

And if the men, women and children of today, continue to improve certain habits of life the span of life should be lengthened to 100 or even more!

To attain age without being aged you must follow certain rules.

First of all, don't worry.

Daily worrying for no good reason weakens body and mind. Then when the real cause comes for worry, the reserve force of the body has all been used up.

We hear much of diet these days. The chief thing to remember is this: Do not acquire overweight if you would acquire length of years.

Underweights live longer than overweights. Escaping consumption in early life, the underweight is fairly safe, while the overweight seldom attains old age. He usually succumbs to some disease of the heart, brain or stomach, or to diabetes.

The accepted standard of weight of a man at 40 is 150 pounds, and his height is five feet six inches. For every inch above this height add three per cent of the weight.

Drink enough water between meals to keep clear of eye and pink of skin. Fresh, pure water, two or three quarts a day, will make that brave little machine, your heart, rejoice in having good, clean fluid to work upon.

Be sure to exercise.

Exercise makes it possible for muscle to throw off its waste. Exercising in bed, if practiced every day, is better than 36 holes of golf on a Saturday and a swivel chair the rest of the week.

More energy is stored up in sleep than in any other way. The conditions of sleep have improved. It is customary now to sleep with fresh air, whereas a century ago only supposed freaks risked exposing themselves to night air.

There is something in the adage about beauty sleep.

Sleep after sundown carries you farther than sleep after midnight.

Early retiring, moreover, makes for an even-tempered mind.

Moses, who taught the former slaves of Egypt principles of life that were so thorough and far-reaching that they might have been founded upon all we know of sanitation and bacteriology, was "120 years of age when he died, yet his eyes was not dim nor his natural force abated."

GREAT NAVY BILL PASSES THE SENATE.

Prolonged Contest With the House Is Likely Before Enactment.

Washington, July 21.—The naval appropriation bill with a three-year building program including the immediate construction of four dreadnoughts, four great battle-cruisers and 58 other craft, passed the Senate late today by a vote of 71 to 21. It carries \$314,885,843, or \$45,857,588 more than the total as the measure passed the House.

Many proposals to curtail the enormous building increases written into the measure by the Senate Naval Committee were defeated overwhelmingly and as soon as final passage was announced the Senate voted to insist on its amendments and send the bill at once to conference. The House is expected to insist upon its building program, and a long struggle is in prospect before agreement is reached.

Two Democrats, Senators Thomas and Vandeman and six Republicans, Senators Clapp, Curtis, Green, LeFollette, Norris and Work, voted against the bill which has had the support of leaders of both parties during the week of debate that preceded passage.

MOVIE INDUSTRY GROWS.

United States Boasts 21,500 Houses Which Amuse Millions of People.

Interesting figures regarding the extent of the moving picture industry in the United States were brought out at the annual convention of the Moving Picture Exhibitors' League in Chicago. There are 21,500 moving picture houses operating in the United States with an average daily attendance of 21,500,000. The amount of money invested in picture houses is \$300,000,000, the salaries paid weekly, \$2,000,000, and the number of people employed at houses 25,000. It is estimated that fully \$2,000,000,000 are invested in film plants, machines, electric equipment and theatres.

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EXCHANGE

OTHER RATE VICTORY FOR STATE.

Practical Certain That Commission Will Revoke Order as to Interstate Fertilizer Rate.

Special to Charlotte Observer.

Richmond, Va., July 21.—The North Carolina Corporation Commission won another victory here today, and perhaps the most complete victory in its experience with freight rate controversies with the Virginia cities.

The entire day yesterday was spent presenting evidence to show that the interstate rate on fertilizer in North Carolina is reasonable and that the former order of the Interstate Commerce Commission, giving the interstate North Carolina railroad lines authority to increase their North Carolina interstate rates on fertilizer 20 cents the month should be revoked.

The evidence pointed in support of the North Carolina rate and the showing made that these rates do not constitute an undue discrimination against Virginia manufacturers, was overwhelming that when the hearing was resumed this morning for evidence in rebuttal, Mr. Collins representing the complainant, the F. S. Guano Company, asked permission to withdraw his complaint and have the proceeding discontinued notwithstanding the fact that the former hearing of the Interstate Commerce Commission had sustained his complaint of discrimination against the railroad companies to increase their interstate rate.

The North Carolina intrastate rate, as established by the Interstate Commerce Commission then and today with result yesterday and today with result yesterday. The attorney for the Guano Company made the following statement to the examiner this morning: "As attorney for the F. S. Guano Company, complainant in this proceeding, I wish again to state the record clearly shows complainants have always contended that interstate North Carolina intrastate fertilizer scale is not below fertilizer scale for like distances in other parts of the South, and as complainant desire to secure the establishment of interstate mileage scale of rates for commercial fertilizers applicable to North Carolina, that does not exceed the present North Carolina interstate mileage scale of rates, and now it is a possibility that this proceeding may not attain that end, I move to be allowed to discontinue the complaint, even upon complainant's request, so the record may be made up as to the commission at Washington for its consideration, but it is taken as a matter of course that the petition will be dismissed."

The examiner had no authority to grant the complaint, even upon complainant's request, so the record was made up as to the commission at Washington for its consideration, but it is taken as a matter of course that the petition will be dismissed.

The former order of the commission had stood, it would have meant an increase in freight on fertilizer with Carolina of \$160,000 a year.

In a letter to Robert Grimshaw, of the New York University, William Brewster, who ranks as one of the greatest re-makers of physically broken down men, gives advice that would be well for every man and woman, boy and girl in America to take to heart. He says:

"I was taught in early manhood not to hold my shoulders back, stick my chest out, draw my stomach in, or tuck my chin down like a goat protruding its butt, but to always try and think of some imaginary thing with the tip of my head. If one tries to do any first understand how to try and think—be doesn't have to pay attention to the rest of his physical being; that effort to touch something above him, not with his forehead but with the crown of his head, it keeps every particle of his body in the position that Nature intended it should be. And as a boy I was advised to frequently back up against a wall and make the back of my head, my shoulders, hips, heels, all press against the wall at the same time and in that way get an idea of what was straight, or, in other words, crooked I was becoming by drooping."

Muldoon is 'one of the finest specimens of physical manhood in the world. This advice he gives he insisted in reply to a question as to his views of military training. He is partly in favor of thorough training and drilling of every male. He puts a wonderful amount of good sense in it if it were made compulsory.

Try to touch something above him" is the thing that makes all the progress of the world. Without it we are all dead. If it is so with the spirit, man it certainly appears reasonable that it should be so with the body of man. At any rate it is worth a trial when recommended by an authority.—Commerce and Finance.

Good Things To Eat

Three times a day, seven days a week and fifty-two weeks a year you sit down to eat. But the number of times you sit down to enjoy your square meals depends largely upon the kind of food you put into your stomach. Had you ever thought of this seriously? It means more than you may think.

You will be guaranteed the longest life possible, if you begin now and keep on buying and eating our foods. You will keep on when you begin. It will pay you to get the habit. Most folks hereabout have it already. But if you haven't tried our groceries, now is a mighty good time to start.

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Laurinburg, North Carolina

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Monroe	2:20 p.m.	Hamlet	1:00 p.m.
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