

The Western Sentinel

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A THOUGHT FOR THE DAY
But naught so vile that on the earth doth live
But to the earth some special good doth give.
—Romeo and Juliet.

In some states the law provides for the maintenance of public comfort stations by cities. And it is a good law, too.

Woman's suffrage appears to have been decidedly more of an issue in the gubernatorial contest than was generally expected.

It is certainly to be hoped that another chair car can be put on trains 21 and 22. The supply of chair seats on those trains is never equal to the demand.

About as easy a way as any to account for some of the bizarre political doctrines that are being preached nowadays is to reflect that the "silly season" is on. In a few weeks much of this kind of stuff that is taken with a certain degree of seriousness now will be entirely forgotten.

The action of citizens of Hickory in offering to pay part of their taxes even before they are due has naturally attracted much favorable attention. Such a spirit should be shown in every city in North Carolina.

The effect of a presidential primary, says the Outlook, "appears to be, not the selection by the people of their favorite, but the elimination of those candidates to whom there is any great hostility."

An item in the Philadelphia Record says that "The Curtis Corporation announces that it abandons the manufacture of aeroplanes for commercial purposes as the direct result of the failure of Congress to protect the airplane market of the United States against the invasion of British aeroplanes bought by a syndicate from the British government at 1 per cent of their cost for export to this country, and now about to be dumped into this market."

In speaking in his book, "The American Commonwealth," of "dark horses," Hon James Bryce, former British ambassador to the United States, says: "A dark horse is a person not very widely known in the community at large, but known rather for good than evil."

The Woman's Club is already doing effective work along various lines and will do more in the future. Would it not be practicable for this organization along with the other work, to take up the matter of suggesting a distinctive flower or shrub for Winston-Salem and urging residents of the community to plant it?

ANDERSON, S.C. HIT BY A HEAVY STORM

Train Wrecked and Fireman Is Killed, Immense Damage To Roads, Mills and Crops

Anderson, S. C., July 20.—Damage estimated at thousands of dollars was done to new roads and bridges in Anderson county last night by a rain storm, which at times reached the proportions of a cloudburst.

The engine and tender, Blue Ridge passenger train No. 3 overturned at Watson's Crossing, near Anderson, killing the negro fireman and shaking up a number of passengers.

Piedmont and Northern Electric railway line into the city is cut of commission on account of damage to trestles between Anderson and Belton.

Several cotton mills and other manufacturing enterprises located near streams were flooded. Damage to crop was extensive.

The storm was accompanied by a brilliant electrical display and considerable damage was done to telephone and power lines in the city.

GOVERNMENT TO PAY FOR AUTO ACCIDENT
Mrs. Mattie D. Jacobs Gets \$4,750 From United States District Court; Husband Gets \$485

Asheville, July 22.—Under a decree issued by the United States district court, in session here again, Mrs. Mattie D. Jacobs was awarded \$4,750, while the jury gave her husband \$485 following a trial of the case against T. D. Grimes, defendant, with the United States government as a party to the suit.

It was alleged that the defendant driving a Buick sedan army motor car, collided near Billmore with the machine in which Mr. and Mrs. Jacobs was awarded \$5,750, for injuries to the plaintiffs. The case required two days before it was finally completed. The war department, it is understood, will be asked to stand for the verdict.

Arguments were heard in the case of Frank Hill versus the Southern railway, in which the plaintiff seeks to recover for alleged damages, said to have been received when the truck he was operating was struck by a passenger train on the tracks of the Southern railway, near Tuxedo.

Other cases came up in the district court yesterday. JACK JOHNSON BEING TAKEN TO CHICAGO
Los Angeles, Cal., July 22.—Jack Johnson, former world's champion heavyweight pugilist was bound for Chicago today in the company of federal authorities after years of self-enforced exile from the United States, following his disappearance while out on bail after being convicted of violation of the Mann Act.

Johnson surrendered Tuesday at the Lower California border. He had been living at La Juana, in sight of the international boundary, for some time. Because of Johnson's expressed dismay at the prospect of traveling to Texas and Louisiana, federal authorities said their original plan called for transportation over the southern route had been altered. The start was made over a northern route.

At no time since his surrender has Johnson been handcuffed, federal officers said. Fear of being manacled had deterred Johnson's surrender several days, but no promise has been made that handcuffs would not be used, the authorities said. "If I had known all this trouble would have been brought upon me by defeating Jim Jeffries I would have laid down in Reno just as I did in William, Kansas," said Johnson while in jail. He won his championship by knocking out James Jeffries at Reno, Nev., in the fifteenth round on July 4, 1910. He held the title until knocked out in the twenty-sixth round by Jess Willard at Havana, Cuba, on April 5, 1915.

"ETERNAL TRIANGLE" AT DANVILLE PROVES FATAL
Danville, Va., July 22.—William Henry Anderson, white textile operative, was shot and killed in the presence of his wife at their home in North Danville yesterday afternoon by his brother, James Anderson, the divorced husband of the slain man's wife. The slayer met the woman, his own former wife, who had subsequently married his brother, accosted her on the street and walked home with her, against her protests, she claims. A few minutes later the husband arrived and the shooting followed. The wounded man walked from the house and a block away fell dead. The slayer is held without bail.

INCREASED WAGES FOR RAILROAD MEN

All Branches Share In The Increase Which Is An Average Of About \$300 Per Man

Chicago, July 20.—The United States railroad labor board today awarded the nearly 2,000,000 organized railway workers wage increases totaling \$600,000,000.

The increase amounts to approximately 10 per cent of the present rates of pay. "The board assumes as the basis of this decision," the award says, "the continuance in full force and effect of the rules, working conditions and agreement in force under the authority of the United States administration. The intent of this decision is that the named increase, except as otherwise stated, shall be added to the rates of compensation established by the United States railroad administration."

The award is retroactive to May 1 of this year. The decision of the board grants to the railroad workers approximately 60 per cent of the billion dollar increase in which they sought.

Passenger service: Engineers and conductors, \$1.84 a day over present rates; freight conductors to be increased from \$5.40 to \$7.65 a day in valley territory, with increases in the mountain rate from \$5.81 to \$8.37 a day; local freight conductors to be increased from \$5.92 to \$8.24 a day in valley territory, with increase in mountain rate from \$6.26 to \$9.13 a day.

Brotherhood of Locomotive Firemen and Engineers: Road freight firemen to be increased an average of \$1.34 a day over present rates; yard freight firemen to be increased an average of \$2.25 a day over present rates; passenger firemen to be increased for time compensated an average of \$4.31 a day to \$6.50 a day.

Brotherhood of Locomotive Engineers: While presenting no specific requests, notice was served that the engineers raised increases proportionate to any increases granted other employees.

All road employees, as distinguished from yard employees, in the four foregoing organizations, generally grouped as the Big Four brotherhoods, now get proportionately increased daily pay when they make mileage in excess of 100 miles and in freight service get time and one-half for time consumed in excess of what would be required on the guaranteed speed basis which is two and one-half miles an hour.

Switchmen's Union of North America: Firemen or conductors to be increased from \$5.33 to \$7.40 a day and \$8 a night; helpers or brakemen to be increased from \$5 to \$7 a day and \$7.50 a night; switch tenders to receive same rate as helpers; time and one-half for time consumed in excess of what would be required on the guaranteed speed basis which is two and one-half miles an hour.

Freight service: Engineers, firemen, helpers, \$1.04 per day. Yard service: Engineers, firemen, helpers, 18 cents per hour. Passenger service: Conductors, ticket collectors, baggage men, flagmen and brakemen, \$30 per month. Suburban service passenger employees, \$30 per month.

Freight service: Conductors, flagmen and brakemen, \$1.94 per day. Superfunding rates established by the railroad administration the board fixed the following schedule: Yard service: Foremen, \$5.96 per day; helpers, \$4.48; switch tenders, \$5.04.

Hostler service: Outside hostlers, \$6.24 per day; inside hostlers, \$5.50 per day; helpers, \$5.04. The following increase were authorized for shop employees: Supervisory forces—machinists, boiler makers, blacksmiths, sheet metal workers, electrical workers, power men, moulders, cupola tenders and coremakers, including those with less than four years experience, all crafts, 13 cents an hour.

Regular helper apprentices and helpers, all classes, 13 cents an hour. Car cleaners, five cents an hour. Telegraphers, telephone operators, agents, tower men, lever men, lower and train director block operators and staff men, ten cents an hour.

Agents at small non-telegraph stations, five cents an hour. The following increases were granted maintenance and unskilled forces: Construction foremen, their assistants, track and maintenance foremen and assistants and machinics in the departments, 10 cents an hour.

Laborers employed in shops and round houses, 10 cents an hour. Mechanics, helpers in bridge and building departments, track laborers, common laborers, bridge tenders, hoisting firemen, pumper operators, engine men, telegraph men, signmen and lamp lighters and tenders \$ 1-2 cents an hour.

Train dispatchers are given an increase of 13 cents an hour and yardmasters and assistants, yardmasters, 15 cents an hour. The following increases are added to the established rates for clerical and station forces: Storekeepers, chief clerks, foremen and other clerical supervisory forces, clerks with over five years railroad experience, train and engine crew cleaners, assistant station masters, mail announcers, stationmen and baggage and parcel room employees, 10 cents an hour.

Sanitor, elevator men and telephone operators, watchmen and employees watching office appliances and similar work, ten cents an hour. Freight handlers or truckers ten cents an hour. All common laborers in and around stations, store houses and warehouses, not otherwise provided for, \$ 1-2 cents an hour.

Clerks of less than one year's experience \$ 1-5 cents an hour. Office boys, messengers and other employees under 18 years of age, five cents an hour. Stationary engine and boiler room employees were advanced 13 cents an hour for engineers, firemen and others while water tenders and coal passers receive a ten cent increase.

CITY MILK SUPPLY OF GOOD QUALITY

Health Department Reports Constant Improvement In Dairies Producing Supply

Mr. J. H. Heald, director of food and dairy inspection, has submitted to the health department the following list of dairies supplying milk to Winston-Salem with their respective grades as based on samples analyzed in city laboratory since January first, of this year.

This tabulation shows the average amount of fat content, solids not fat, and the number of bacteria per cubic centimeter, the grade attained by each dairy and the minimum bacteria allowed by ordinance to obtain certain grades. This list and the grades should be of interest to milk consumers. It shows that the milk being received day by day is of good quality.

Dr. Carlton says the standards of the dairies producing the city's milk are constantly being improved and that the supply being brought to the city now is much superior to that which was marketed here three years ago. The list follows:

Table with 4 columns: Dairy Name, Fat, Solids, Bacteria. Includes Reynolds Dairy, Southside Dairy, E. F. Linville, etc.

Grade A—Raw Fat Solids Bacteria Reynolds Dairy 4.3 9.45 16,400 Southside Dairy 3.7 8.38 14,400 E. F. Linville 4.6 9.98 10,800 R. Myers & Son 4.1 9.56 34,800 Westview Dairy 4.3 9.31 27,600 Brook Farm Dairy 3.8 8.71 28,800 J. W. Martin & Son 4.4 9.14 27,600 Forsyth Dairy Co. 3.8 8.58 37,200 Chap Bodenheimer 4.2 8.66 27,600 Salem Dairy 3.7 8.45 27,600

Grade B—Pasteurized Fat Solids Bacteria West End Dairy 3.5 8.71 25,200 Forsyth Dairy 3.8 8.58 27,200 The bacteria standard per c. c. for Grade A—raw milk is 100,000; for Grade B—pasteurized is 50,000. The standard for fats is 3.5 per cent and for solids, (not fat), is 8.50.

HIGH POINT'S PROPOSED HOUSING CORPORATION
High Point, July 22.—Interest in the High Point Housing corporation, an organization launched recently for the purpose of meeting the intense demand for residences and dwelling houses in the city, is being evidenced to a marked degree, according to statements given out by prominent business men.

The corporation, it will be remembered, was started some few weeks ago and a charter was granted by the state commission. An amount of \$100,000 was the capital stipulated, and committees are now working on the subscription to stock, which must come from public spirited men who have a surplus of capital to invest.

When the organization is completed the corporation plans to erect dwelling houses and residences on the pyramid plan—that is to begin on a new group of houses as soon as the first is completed, with money borrowed on those standing. In this manner, many houses can be erected, and a number will be under process of construction at any one time.

ORDER OF RAILROAD TELEGRAPHERS: That rates received by telegraphers on the Southern Pacific system, which were said to be practically the highest in the country on any important railroad, shall be taken as a basis, the rates of all other telegraphers on the same basis, and then an increase of 17 cents an hour added to rates so established; also increase to approximately 85 cents an hour for employes now generally receiving 67 and 72 cents an hour.

EMERGENCY CALL—Postmaster R. S. Galloway is seeking the address or whereabouts of Mrs. Minnie Chambers, for whom he has important information from the government. In asking for this information, Postmaster Galloway stated that Sam Chambers, who was in the world war, gave her name care of General Delivery, Winston-Salem, in case of emergency.

INSURE YOUR CURING BARN AND CONTENTS

With W. A. WILKINSON, Mgr. Ins. Dept. Wachovia Bank & Trust Company, Agents, Winston-Salem, N. C., For The North Carolina Home Insurance Co. Raleigh, North Carolina

Table with 2 columns: Description, Amount. Capital \$400,000.00, Assets \$98,802.93, Surplus to policyholders \$72,163.96

Farm for Sale!

One of the oldest and best farms in the Piedmont section for sale—245 acres—70 in corn, 10 in fine clover; 3 in tobacco; 150 in good level bottom land, which produces the best of corn. Two good houses, six rooms and two rooms. One large feed barn; one tobacco barn. Well watered. Will produce all crops grown in the Piedmont section—wheat, corn, tobacco, oats, etc. Reason for selling: Am getting old, can't get help; too much land for one man. Apply to

The Realty Bond Co. 404 O'Hanlon Bldg. Winston-Salem, N. C.

Advertisement for Bowyer Piano Co. featuring a piano image, text about quality and price, and contact information for Courthouse Square, Winston-Salem, N. C.

Advertisement for Nujol For Constipation, featuring an illustration of a man with a muscular physique, text describing the benefits of the medicine, and contact information for Standard Oil Co. (New Jersey), 50 Broadway, New York.