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INDIANA STATE FAIR RACES WEEK OF SEPT. 4.

The harness races at the Indiana state fair will have the usual large number of starters and the sport will be of superior quality in which many famous trotting and pacing stables will be represented by their best talent. The program follows:

Monday, Sept. 4—2:25 pace, 2:10 trot; 2:03 pace; 2:25 trot; 2:09 pace; purse in each race, \$800.

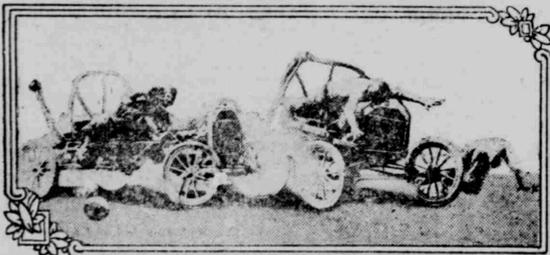
Tuesday, Sept. 5—2:28 trot, 2:17 pace, Western Horseman pacing stake for three-year-olds, purse \$3,000; 2:12 pace; purses \$1,000 each.

Wednesday, Sept. 6—2:20 trot, Western Horseman trotting stake for three-year-olds, purse, \$6,000; 2:08 trot, 2:06 pace; purse, \$1,000 each.

Thursday, Sept. 7—2:18 trot, 2:20 pace, 2:12 trot, 2:20 pace; purse in each race, \$1,000.

Friday, Sept. 8—2:15 trot, free-for-all pace, 2:24 trot, 2:15 pace; purse in each race, \$1,000.

AUTO POLO AT INDIANA STATE FAIR



Polo played by men who use automobiles, instead of ponies or roller skates, will be one of the conspicuous outdoor features of the Indiana State Fair the week of Sept. 4. Auto polo abounds in thrills for the spectators from start to finish. A large light ball is used, with the same kind of driving mallets as are seen in the pony games. The light cars skim over the field at full speed, head-on collisions and sidescraps being frequent, and the wonder of the game is that any of the players escape with their lives.

Hankinson's teams will play the games at the Indiana fair. They are world famous, having appeared at eighteen of America's largest expositions and state fairs, and they have toured Japan, China, the Philippines and other countries of the Orient and far East.

ZOUAVE BAND AT STATE FAIR



Ewing's Zouave band, the flashiest musical organization in the country, will be a musical feature of the Indiana State Fair the week of Sept. 4. It is nationally known for its stirring music and brilliant uniforms and will give continuous concerts morning and afternoon during the fair.

LONG HOURS A RARITY.

Only Once in Five Years Does Average Trainman Exceed Legal Limit.

That long hours in train service have been reduced to a minimum is shown by a report issued by the Interstate Commerce Commission. Only one employe in five on the average last year was compelled to remain on duty more than sixteen hours during any one day in the whole year. Stated in another way, the chance of an engine man or trainman remaining on duty beyond this prescribed limit was reduced to once in five years.

The total number of cases of excess service from all causes reported to the commission was only 61,247 during the year ending June 30, 1915, as compared with 137,439 in 1914 and 270,827 in 1913, and with rare exceptions those represented cases recognized as due to unavoidable causes.

Statistics on this subject are collected by the Interstate Commerce Commission under the national hours-of-service law. Every time a train is so delayed by a blizzard, washout or other cause that any part of the train crew is on duty longer than sixteen hours the railroad company must report the occurrence to the commission, giving the names of the individual employes concerned and a full statement of the cause for the excess service.

For several years the railroads and the Interstate Commerce Commission have been co-operating in efforts to prevent the keeping of employes on duty for long periods. The reduction of nearly 80 per cent. in such cases which has been brought about in three years shows that the working of men for long stretches of continuous service has practically disappeared. In rare cases of unavoidable delay,

HIGHEST WAGES. LOWEST RATES.

American railroads today pay the highest wages in the world, out of the lowest rates in the world, after having set down to capital account the losses, amortization and depreciation of the countries of the world. As a result of occupation and the employer of labor in this country can make it his business to pay \$4.00

RAILWAY MAIL PAY.

Congress Directs Interstate Commerce Commission to Investigate Subject.

Washington.—The annual Post Office appropriation bill recently passed by Congress contains a clause directing the Interstate Commerce Commission to take up for investigation, report and the fixing of rates the system of payment to the railroads for carrying mail. The Commission is authorized to test the relative merits of payment by weight and by space.

The railroads have long contended that they were underpaid for the service and that the average amount of dollars a year in the case of payment now in effect was less than that the Interstate Commerce Commission, on account of the enormous amount of railroad operating expenses, is in a position to determine the merits of the case.

GOVERNMENT SHOULD REGULATE WAGES.

If a set of conditions have arisen which obligate the government to regulate rates, then it is equally obliged, on the basis of economic analysis, to regulate wages accordingly. Having taken one step, it must take the other. The logic of events is forcing this dilemma on the government. It is the public which sooner or later must pay for the increased expenses of transportation.—Professor J. Laurence Laughlin, University of Chicago.

What the Public Pays. Out of every dollar the public pays the railroads for transportation the railroad employes receive 44 cents. The traveler who spends \$100 a year for his tickets is paying \$44 for railroad labor. The merchant whose freight bills amount to \$1,000 contributes \$440 to the railroad payroll. The merchant gets the money from his customers in the prices he charges for his wares. The public pays every dollar of the railroad bill.

GREAT R. R. STRIKE IS THREATENED

Transportation Tie-up Would Paralyze Business.

FARMERS TO FACE DANGER.

Could Not Market Crops and Losses Would Run into Hundreds of Millions—With Factories Unable to Operate Wage-earners Would Suffer.

From the viewpoint of the public it is an intolerable situation when any group of men, whether employes or employers, whether large or small, have the power to decide that a great section of country shall undergo great loss of life, unspeakable suffering and loss of property beyond the power of description, through the stoppage of a necessary public service. This, however, is the situation which confronts us as a nation.—From the Report of the Eastern Engineers' Arbitration Board (1912) signed by Charles R. Van Hise, Oscar Straus, Frederick N. Judson, Albert Shaw, Otto N. Eldlitz and Daniel Willard.

As a result of the demands for more wages which the train service employes of the railroads have been pressing upon the transportation lines, the country is face to face with the possibility of the greatest strike and the most serious industrial catastrophe in its history. The engineers, conductors, firemen and brakemen on practically all the railroad lines have voted to place their entire interests in charge of a few leaders within their organizations, and to give these leaders authority to call a strike if they wish to do so.

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part transportation plays in every industrial activity of the country.

Cities Would Face Starvation.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard, it would mean a cutting off of food supplies that would place the inhabitants virtually in a state of siege.

In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week; and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

Vast Loss to Farmers.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, while the market value of more perishable articles would disappear entirely. The strike would make it extremely difficult to harvest crops in many sections. It would make the disposal of the crops impossible, and would inflict losses amounting to hundreds of millions of dollars upon the farmers of the country.

The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work.

With the income of practically every class of citizens either seriously cut down or suspended entirely, merchants would conduct little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually paralyzed from the moment the railroads ceased to operate. The injury to the railway companies and to the striking employes would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

FEDERAL INQUIRY IN WAGE DISPUTE

Railroad Managers Submit Plans to Avoid Great Strike. ARBITRATION IS OFFERED.

Agree to Refer Demands of Men For More Pay to the Interstate Commerce Commission or to Accept Settlement Under Newlands Act.

New York.—The announcement that the strike vote which has been in progress among the train service employes of American railroads for the past several weeks has been completed, and that the final demands by the union leaders are soon to be presented to the railroad managers here, indicates that the public will soon know whether the controversy between the railroad workers and their employers is to be settled peaceably, or whether a nation-wide strike is to be inflicted upon the country.

Thus far the leaders of the four unions—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen—have refused to consider any proposal for an arbitration of the questions in dispute, or for settlement of the controversy by the Interstate Commerce Commission.

Would Cost \$100,000,000.

The demands of the train service men for an increase in wages, which, it is estimated, would cost the railroads of the country \$100,000,000 a year, were originally presented last March. At that time the representatives of the unions asked for a conference with a committee of railroad managers representing the various railroad lines of the country.

This conference began here in New York on June 1st, and continued for two weeks. The railroads were represented by a committee of nineteen managers, and the brotherhoods by the heads of their various national and local organizations—some eight hundred men in all.

Choice of Methods Offered.

The conference failed to reach a decision owing to the refusal of the union leaders to consider any modification of their demands, or any proposal for arbitration. At the conclusion of the meetings the railroad managers submitted a proposal to refer the whole question to the Interstate Commerce Commission, or to arbitration under the provision of the federal statute covering this matter.

The alternative suggestions which they advanced for adjusting the controversy were as follows:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenues of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law, entitled, "An Act Providing for Mediation, Conciliation and Arbitration in Controversies Between Certain Employers and their Employees," approved July 16, 1913, and commonly known as the Newlands Act."

Unions Refuse Offer.

The union leaders declined to consider the suggestion of the railroad managers, and announced that they would seek a vote of the members of the unions asking that they be given authority to declare a strike on all the railroad lines of the country. This strike vote has been in progress for the past six weeks, and, according to reports which have been received here from time to time, will result in giving the four union leaders the authority which they asked for to halt every railroad train from one end of the country to the other.

Meanwhile a resolution has been introduced into Congress at the request of the Chamber of Commerce of the United States directing the Interstate Commerce Commission to investigate the whole question of railway wages and their relation to railway earnings. The commercial interests, the newspapers, and public men of the nation have gone on record as demanding that the dispute be settled peaceably.

The Black Sheep.

"What," asked the man who had returned to his native town after an absence of many years, "because of Ed Ferguson?"

"Ed? Oh, he's doing fine. Got the best livery stable anywhere around here and runs the depot back."

"Let's see! He had a younger brother, hadn't he?"

"Yes—Lem. He never amounted to much. Wrote poetry and painted pictures. I guess the family kind of disowned him. At least he went away several years ago, and I dunno what ever became of him."—Chicago Tribune.

Difficult to Catch.



New Member (who desires to be admissible, to old members)—Do you fish Old Member (who hasn't been late (soon)—What for? Sketch.

Didn't Suit Washington.

Until the early part of the last century Milford, Conn., had a house in which Washington was said to have spent a night. It was in 1789, when Washington made a tour of New England. Tradition says that there were certain things about his stay at the Milford tavern which he did not enjoy. The supper set before him consisted of boiled meat and potatoes. He was not pleased with the meal and asked for a bowl of bread and milk. The landlord brought the new order and a broken pewter spoon with which to eat it.

"Have you no better spoons than this?" asked General Washington.

"It's the best I have in the house, sir," replied the host.

"Send me the servant," said his excellency. "Here's 2 shillings. Go to the minister's and borrow a silver spoon."

Tradition does not add whether he got the spoon or not.—Exchange.

The Nutmeg Tree.

The nutmeg is the kernel of the fruit of several species of trees growing wild in Asia, Africa and America. The cultivated nutmeg tree is from fifty to seventy-five feet high and produces fruit for sixty years. The fruit is of the size and appearance of a roundish pear, yellow in color. The fleshy part of the fruit is rather hard and resembles candied citron. Within is the nut, enveloped in the curious yellowish red aril known to us as mace. Up to 1796 the Dutch, being in possession of the islands producing the only valuable variety of the nutmeg, jealously tried to prevent the carrying of the tree or a living seed of it into any territory independent of Dutch rule.

His Latin Helped.

There was a famous British officer, Lieutenant General Sir George Murray, who served in the expedition to Egypt. When before Alexandria, the troops having suffered severely from want of water, his literary acquirements were of the greatest service, instructing him that Caesar's army had been in the same predicament. Referring to his "Caesar" (which he always carried in his portable library), he found his recollection right—that water had been obtained by the Romans from wells dug at a certain spot in the sands. A trial was immediately made, and the result was a copious supply. The British troops braced up and conquered Egypt.—New York Press.

One Chance.

Mother (coming swiftly)—Why, Willie! Strike your little sister! Willie (doggedly)—Aunt Frost-face made me.

Aunt Frost-face—Why, Willie, I said if you did strike her I would never kiss you again.

Willie (still doggedly)—Well, I couldn't let a cho... it slip.

A DIAMOND STORY.

The Way a Russian Princess Disposed of Her Jewels.

A few years ago Ludwig Nissen, a well known wholesale dealer of the Maiden lane district, was in the office of a diamond merchant in London when a stranger came in and offered an unusually beautiful stone for sale. The Englishman did not care to buy. But Nissen thought he saw a gem. But he was not willing to buy until he learned who owned the stone and where it had come from. The man said he represented a friend, a woman, who did not care to have her name disclosed. The American was firm. If he could not learn the owner's name he would not buy. The stranger said he would see the woman and talk the matter over with her.

The next day he came back and took Mr. Nissen to the woman's home. She lived in a handsome apartment in one of the most fashionable quarters of the city. It turned out that she was a Russian princess who, with her husband and her daughter, had been driven from Russia for having taken part in a nihilist movement. Of all their large property they had saved only their jewels. She opened a little safe and showed the American one of the finest collections of diamonds he had ever seen. They were worth \$200,000 or \$300,000.

"We sell them a few at a time," she explained, "just enough of them each year to give us a living. Perhaps you will wonder why we don't sell them all and live on the interest of the money? But my husband has the gambler's spirit. The money would not last a year. So we part from them piecemeal. I estimate that there are enough of them to keep us twenty years, and I don't expect to live longer than that."

One of those diamonds forms the centerpiece of one of the most valuable necklaces in New York. A few others are sent to this country every year. In the "diamond horse-shoe" at the opera there is never a night when there are not some of the jewels of the exiled princess on view.—New York Tribune.



"You don't look like a man who has fasted for three days." "Appearance is a mere thing, but ah, if you only knewed how many pairs of pants I got on!"—Littell's Living Press.

A Diamond's Horns.

The young lady sighed deeply and was almost affected to tears.

"Harold," she said, "declares that if I don't marry him he will end his life, and I am afraid he will."

She stifled a sob, then continued: "And Randolph declares that if I don't marry him he will go into politics and become great and famous, and then he says I shall see what I have missed, and I am afraid he will keep his word too."

Overcome by emotion, she buried her face in her hands, not knowing whether to save a life or to spare the country another politician.

The First Census.

The idea of the census originated among the Romans, when a group of the many functions performed by the high officer called censor received the name of census. It was taken every five years and indicated not only the number of the respective classes of the people, but their domestic relations as husbands, wives, fathers, mothers, sons and daughters. The first modern nation to take up the census was the United States of America in 1790. The first British census was in 1801, and the first French census in 1802.