

### BITS OF STATE NEWS

Will Rhodes, a St. Albans 15-year-old, tips the beam at 273 pounds and he is still gaining in flesh daily. He is 5 feet and 4 inches in height.

There is a superstition to the effect that it is an omen of good fortune to find money, which, if true, indicates that the Sanitary Manufacturing company, now operating in Kenova, is going to be a lucky concern, says the Herald-Dispatch of Huntington. Recently the company purchased from a junk dealer as scrap metal two barrels of old bar checks such as used to be good for traffic at certain dispensaries of joy now known to Huntington no more. This metal was purchased for use at the brass foundry where mountings and attachments are cast.

Needless to say the work of shifting the checks went slower thereafter. There is still much to do but the average yield per gallon is so great that the management hopes to get back in small coins enough or more than enough to pay for the checks.

The Charleston Mall one day this week received the following very interesting letter written by Clark Howell:

"For some time past we have been missing gold fish from a pool in our back lawn. This pool is also devoted to water lilies. Once I offered a cash reward of \$5 through your columns for evidence to convict the thief. The pool is efficiently guarded against cats by wire netting about fifteen inches high.

Yesterday afternoon the thief was discovered in the act. One of the gray squirrels that have their home in the State Capitol grounds and wander about the city was seen to leap over the barricade into the pool, seize a fish and carry it up a nearby tree and devour it alive.

"Squirrels are accused of robbing birds' nests and eating the eggs, but so far as I have learned have they never been seen or charged with catching and eating living creatures of any kind. The evidence in this case is incontrovertible. He was seen to capture the fish and devour it to the last morsel. Mrs. Howell, when informed, said: 'I hope he chokes.'"

George B. Wyndham, of Summit Point, was in Charleston last week delivering honey to some of his old customers. He brought 120 pounds which is only a small portion of his entire crop as his bees have made between 3,500 and 3,800 pounds of honey this season. Mr. Wyndham has been in the business for a number of years and is the champion honey producer of Jefferson county. His honey is of the white clover variety, clear and white, and would be classed with premium goods at any fair. He is shipping his honey this year to one firm in Elkins, W. Va., except a small quantity which he has sold near home. This year the white clover has made a wonderful growth, blossoming freely in orchard, meadow and along the roadsides, and this has furnished the bees with the quality of ram material for their work.

J. C. A. McCullough, of Tyler county, was at Spencer last week with his attorney, Ike Underwood, of Middleborne, to look up the record of a divorce proceeding in which McCullough played a leading part many years ago. A suit for divorce was filed in the Circuit Court of this county September 19, 1896, almost twenty years ago, styled Elizabeth McCullough against J. C. A. McCullough. Process was issued to the Sheriff of Ritchie county by Clerk P. C. Adams, who was then the Circuit Clerk of this county, but no return of service was ever made. The late Ike Lynch was the plaintiff's attorney. The plaintiff seems to have labored under the impression that a divorce had been granted and she was married soon after the filing of her suit. A daughter by her second husband is married and has a child. Mr. McCullough recently decided to re-enter the matrimonial state, but before doing so thought it best to investigate the records to see if he was free from former entangling alliances. The result of his investigation in the local courts was not reassuring, but he left here with Attorney Underwood to investigate the records of Wirt and Wetzel counties in the hope of finding that a divorce had been granted in the courts of one or the other. The former Mrs. McCullough will be in quite a serious predicament if no record of a divorce in her favor can be found.

### FAME AND ROMANCE FADE AS SCULPTOR FACES LIFE'S WINTER



HERCULES ANDROZZI

From simple, rural life to royal mansions and back to a hovel of a home tells the life story of Hercules Androzzi, 88, one time sculptor for British royalty.

Instead of valued carvings of marble and granite, he now ekes out a bare existence with sales of plaster casts.

Born of simple folk in Florence, Italy, he says, he left for England and became a sculptor. Honors and wealth showered on him. He married an heiress and his fortune soon vanished.

Fate took hold of him and landed him finally in the hovel, broken down and deserted.

"But I fear not death," is his consoling remark.

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At the Wyandotte club on East Eleventh street, Wheeling, near Tunnel Green, they have fish several times a week. Many large cat and sucker fish are caught in Wheeling creek in the rear of the club every evening. No bait is needed or hooks according to the voracious members of this club. The fish come to the top of the water and a garden rake is used to rake them in. They make very little fuss in trying to get away from the fishermen. Members say these fish are doped as they come to the top of the water and seem to have but little life. They are taken to the club, put in the bath tub and are revived. This is caused on account of the acid and poison which is thrown into the creek by manufacturing plants.

### WINFIELD.

Will Hayhurst killed a large rattlesnake near his home one day last week.

Miss Elizabeth Swisher spent a few days at Mr. James Baker's this week. Mr. W. A. Morley has been very ill for some time.

Mr. and Mrs. Arthur Layman were visiting at Mr. Clyde Tattersson's last Sunday.

Miss Alice Cook has spent the past several days visiting friends at Winfield.

Mr. and Mrs. W. Morgan were calling at Mrs. Sabina and Miss Ella Morgan's last Sunday.

Mr. and Mrs. D. C. Baker were at Mr. Eli Powell's Sunday.

Mr. and Mrs. Charley Morley were visiting at N. I. Hawkins' Sunday.

Mr. and Mrs. M. M. Lawson were at Arthur Layman's Monday of this week.

Mrs. Grace Rogers and two children, Lena and Raymond, and Mrs. Kate Satterfield were calling at Mr. Eli Powell's Sunday afternoon.

Mr. and Mrs. George Huffman were visiting at Mr. J. O. Swisher's Sunday.

Willie Kisner was calling on Burlene Travis Sunday afternoon.

Mrs. Zeb Heck and two grandchildren called on Manuel Leeson Sunday.

### Or Went Over It.

Coll—Was Dick surprised when you told him that he had flunked Math?

Issimo—Yes, he said it never entered his head.—Siren.

### "Look Pa, How 'Gets-It' Works!"

Lifts Your Corn Right Off. Never Fails.

"Ever in your life see a corn come out like that? Look at the true skin underneath—smooth as the palm of your hand!"



Well, Now, Look at That! Off Comes That Pesky Corn as Slick as a Whistle.

The earth is blessed with the one, simple, painless, never-failing remedy that makes millions of corn-pesey people happy and that's "GETS-IT". Apply it in 3 seconds. It dries. Some people jab and dig at their corns with knives and razors—wring their toes in packages with bandages or sticky tape, make them red and raw with salves. Nothing like this with "GETS-IT". Your corn loosens—you lift it off. There's nothing to press on the corn, or hurt. A pain couldn't ask for more. Try it tonight on any corn, callus or wart. "GETS-IT" is sold and recommended by druggists everywhere. Use a bottle, or sent on receipt of price by E. Lawrence & Co., Chicago, Ill. Sold in Fairmont and recommended as the world's best corn remedy by Crane's Drug Store, Mountain City Drug Co., Hall Drug Co., Martin Bros. J. H. McCloskey & Co., Holt Drug Co.

# FOR THE INFORMATION OF THE PUBLIC:

## The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

### The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

### Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

### Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

### Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

### Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

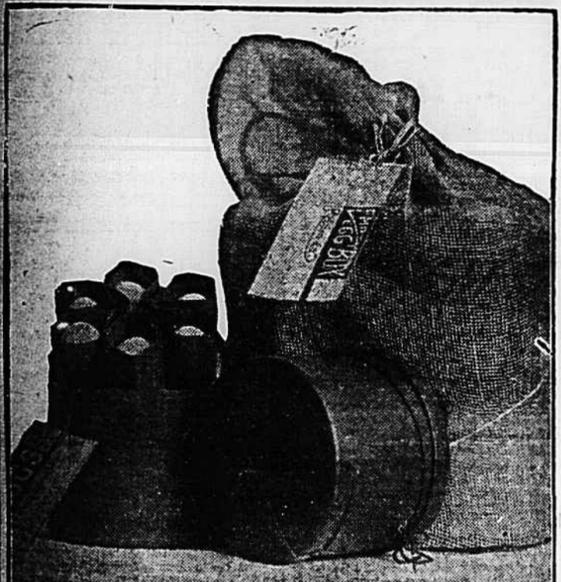
The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

- HALE HOLDEN, Chicago, Burlington & Quincy Railroad.
- W. W. ATTERBURY, Pennsylvania Railroad.
- FAIRFAX HARRISON, Southern Railway.
- R. S. LOVETT, Union Pacific System.
- E. P. RIPLEY, Atchafalaya, Topoka & Santa Fe System.
- A. H. SMITH, New York Central Lines.
- FRANK TRUMBULL, Chesapeake & Ohio Railway.
- DANIEL WILLARD, Baltimore and Ohio Railway.

### For the Poultry Fancier

Information Which Will Help the Man Who Raises Chickens for Pleasure to Realize a Profit.

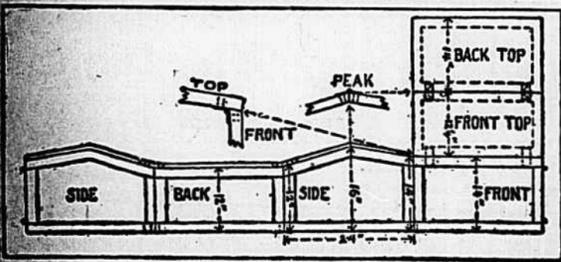
### SUPERIOR PARCEL POST EGG CONTAINER



Egg Container Made of Fiber.

A parcel post container, made of the same fiber as used in the manufacture of car wheels, has just been pronounced superior to any others by the experts of the post office department. While light, the container is strong enough to bear the weight of a can. When used for the shipment of eggs an inner arrangement of fiber partitions absorbs all shocks. In a test the box filled with eggs, is said to have been dropped three feet to a marble floor with out breaking an egg.

### POULTRY COOP THAT MAY BE FOLDED UP



Knock-Down Poultry Coop.

The ordinary poultry coop has the disadvantage that it occupies too much space during the season when it is not in use. As a consequence, such

poultry coop that may be folded up at the close of the season and stored flat in a very compact form. As will be noticed, the coop consists of six parts (see larger drawing), two sides, back and front and a two-pleat top. Measurements are shown in the drawing. Anyone handy with tools can make this coop. The second drawing illustrates the coop with wire sides, so that it may be used at a run. Another advantage in having a hinged top is that chicks may be easily removed by lifting one side of the roof. When set up a couple of wire nails are slipped through the screw eyes, shown respectively at the right and left of the large drawing.—Orange Judd Farmer.

### Coop Set Up.

Coops are either destroyed and new ones made each year, or they become an eyesore about the place. The drawings herewith illustrate a