

# The Bee

PAUL M. MOORE, EDITOR AND PUBLISHER.  
JAMES E. FAWCETT, ASSOCIATE EDITOR & BUSINESS MGR.

### SUBSCRIPTION RATES.

One Year \$1.00  
Six months .50  
Three Months .25  
Single Copies .05

Telephone, No. 47.

THURSDAY, JAN. 19, 1905.

**W** CONGRESSMAN Stanley threatens to break precedents and be elected for a third term. And it is predicted that he will win.

**SH** DAVID M. DUNCAN, editor of one of the best and busiest week-newspapers, the Meade County Messenger, published at Brandenburg, is a candidate for a Democratic nomination for Representative. We know nothing of the possibilities in that

Are we quite satisfied as to the possibilities in this ambitious newspaper candidate. He has all the qualities an excellent representative needs and would degenerate on this simple argument that he has served his party and his county in the publication of the creditable newspaper.

**The Blackburn** is denouncing Beckham and his "machine." Beckham is ridiculing Blackburn and his record. Beckham, the first specific charge in his arraignment of the senior Senator characterizes him as the adorer of the cause of Queen Wilhelmina, the dusky and deposed ruler of the Hawaiian Islands, who blushing seeks, through Senator Blackburn as her severest champion, the modest sum of \$200,000 from this government to soothe her wounded feelings, etc. This, in Kentucky, amounts to the injection of the "nigger" question into the senatorial race, and if Senator Blackburn can overcome it, it is an argument he will have established a new record in Kentucky elections.

**The Louisville Bar Association** is moving toward the prevalence and ultimate enactment of a law that will permit all political parties to endorse a candidate for Judge and thus to make the judiciary of Kentucky a political issue. This is in line with the New York system. If they shall ever rescue the Kentucky judiciary from the clutches of the Louisville Bar Association, it will have erected to its credit a monument more magnificent than any of its kind. Judges are and they are partisans, and they are bitter partisans, and they are bitter partisans, and they are bitter partisans.

**Pure of their bitter partisans,** sees for a their tenure of office depends upon the suffrages of an uneducated and partisan public. They must generally attain and retain their positions on the catback by the same disreputable methods used by other professional politicians. Following this method we find some parties, at courts, the most dangerous went to the institutions. Our Judges are generally good men but they are too often, by the system of choosing, thrust into positions where judicial views be muddled with partisan influence and partisan prospects.

**The Louisville and Nashville Railroad Company** will break ground for a ten story office building to accommodate the general officers of the company near Tenth and Broadway, Louisville, on Thursday. Local contractors are today going over the specifications with a view of bidding. The building will be 60 x 200 feet and will be of stone and brick. The building has been under contemplation for several years, but the order was given only a few days ago to proceed with the work.

## LOCOMOTIVE BLASTS

An extra telegraph operator has been put on the north end at this place on account of heavy business in the telegraph service. His hours are from twelve until twelve.

Dispatcher Shartle, who has been working the third trick on the south end for some time, has resigned and will leave Earlington in a short time.

Dispatcher Jewell, of the St. Louis division, has accepted a position at Earlington as third trick dispatcher on the south end.

A new time card was recently issued for the H. & St. L. divisions and went into effect Sunday. Only a few slight changes were made.

Flagman Joe Hale has sufficiently recovered from his injuries to accept a place as flagman on trains 51 and 52.

Engineer Frank Giannini, who has been in bad health for several months, has gone to The Red Boiling springs in Tennessee for the benefit of his health.

Conductor Moody was off a few days last week attending court at Madisonville.

Train Master M. Seargent was in Evansville Sunday on business for the Company.

New Orleans, Jan. 14.—President M. H. Smith, of the Louisville & Nashville, is in the city, and within a few hours after his arrival it was announced that the Louisville and Nashville is to have its own refrigerator car service, an order having been placed for 200 of the most improved cars of this type. This will mean that the private car lines will have but little to do with the Louisville & Nashville, and that road will receive much of the business of the commission men in the South, who are pledged to fight the private car lines.

On February 1 the headquarters of C. C. Cameron, general freight agent of the Illinois Central in Louisville, will be removed to Memphis. D. W. Long, street, assistant general freight agent, will succeed Mr. Cameron here. The business of the Illinois Central is increasing steadily at Memphis, necessitating the appointment of an expert freight man to look after it. Mr. Cameron is one of the best posted freight traffic men in the South. His successor here, Mr. Longstreet, has long been with the company, and is well posted as to the needs of shippers in this territory. He will have charge of the Louisville division. Mr. Cameron has been in Louisville for about seven years. He lives in New Albany. The Illinois Central has three general freight agents in the South, one at New Orleans, one at Memphis and one at Louisville.

The L. & N. announces a reduction in freight rates from Cincinnati to Atlanta, Augusta and other points in Georgia, also to several points in Alabama, effective February 1. The announcement of the proposed reduction was received with much satisfaction by Cincinnati shippers. Other lines will probably make similar reduction.

The Louisville and Nashville Railroad Company will break ground for a ten story office building to accommodate the general officers of the company near Tenth and Broadway, Louisville, on Thursday. Local contractors are today going over the specifications with a view of bidding. The building will be 60 x 200 feet and will be of stone and brick. The building has been under contemplation for several years, but the order was given only a few days ago to proceed with the work.

**WILL THE LIGHTS BE WHITE!**  
Oft when I feel my engine swerve  
As o're strange rails we fare;  
I strain my eyes around the curve  
For what awaits us there.

When swift and free she carries me  
Through yards unknown at night,  
I look along the line to see  
That all the lamps are white.

A blue light (rep track) crippled car;  
The green light signals "slow"  
The red light is a danger light,  
The white light "let her go."

Through the open fields we roam,  
And when the night is fair;  
I gaze up at the starry dome,  
And wonder what is there.

For who can speak for those who dwell  
Behind the curving sky?  
No man has ever lived to tell  
Just what it means to die.

Swift toward life's terminal I trend;  
The run seems short tonight;  
God only knows what's at the end;  
But I hope the lamps are white.

Richard Laswell, better known as "Dick," formerly switch fireman for the L. & N. at E. St. Louis, is now working for the Wiggins Ferry Company at St. Louis.

Hugh Bonham, of the I. C. R. R., was at Howell Thursday on business. Hugh will remember as one of firemen on the Henderson Division. He is now firing out of Paducah.

J. J. Reid, general master mechanic, was at Howell last Friday. Mr. Reid has many compliments for the condition of things in this section.

Engineer Jacob Lamott, of the Shawneetown accomodation, has been off for several days. Walter Kopf filled the run during his absence.

Brakeman E. Bauers was knocked off the side of a box car at Eldorado, Ill., Sunday while passing a coal chute.

Andy Smith, an engineer on the South and North, spent a few days at Howell the first of the week visiting friends. Mr. Smith was traveling fireman on this division sometime ago. He had been with the company of engineers who accompanied the remains of B. Frank Harrison to Nashville from Birmingham. Mr. Harrison, a young engineer, had been killed by his engine turning over. He was well known in this section, having begun his career as a railroader on the Henderson Division.

Theodore Schmidt has been running the Shawneetown Branch train for a few days.

O. L. Dugger, engineer, was slightly injured the other day at Mt. Vernon, Ill., on account of jumping out of the cab window of engine 625, when it was about to be side swiped by a switch engine, he being afraid that the engine would turn over.

George Thompson, an employe of the L. & N. at Howell, after a long confinement in an Evansville hospital, has returned to work.

Albert Reddix, for several years night watchman at the Howell shops, has decided to become an agriculturist, and has resigned.

Stacer L. Carter, the popular St. Louis Division time keeper, has been called to Louisville to help out in the Superintendent of Machinery's office for two or three weeks on inventories, he being adept in figures and clerical work in general.

Thomas Walsh went to Louisville Wednesday on business.

Letters of an Engineer to His Master Mechanic, No. 12.

Dear Sir:—Yesterday and last night we had the worst snow storm I ever saw. I never experienced such cold weather in my life. It was just like Trainmaster Rasemup, though, to take a notion to go out on a special. Engr. Smokestack was first out,

but his wife was suffering with cold feet and couldn't respond. Engr. Throttalarm was next but his baby had the colic awfully bad and he couldn't go either. The third out was Engr. Mane rod, but the boys had crippled his dog and he couldn't go. The only thing the caller could do then was to come after me. I was hardly able myself, having a bad case of the blues, but my mother-in-law had just arrived and I went. Trainmaster Rasemup certainly had his nerve to order a train out in such weather

### A THOUGHT FOR THE WEEK.

A Lonely Spot.

Bound and gaged, the maiden was thrust into a gunny sack and unable to move or scream felt herself carried up a flight of stairs from the dungeon, and then was put in a buggy and driven down the street at a rapid rate. Ineffectually she struggled to release herself from the gag. Alas! she was bound too securely. Finally the conveyance stopped. She was again carried into a building and fainting gasping for breath the sack was taken from her head. The villain still masked took the gag from her mouth, his eyes gleaming like coals of fire through his black mask, released her and hissed through his tightly clenched teeth, "There my pretty bird, scream and yell as long as you like no human ears can ever reach you. You are in my power. Do you hear? Totally within my power." "Where am I?" she gasped. "In a store that never advertises," was the cruel response. "Alas! Alas! she moaned, "no power on earth can save me; no one will look for me here" and the poor girl fainted.

### To California

Via Scenic Colorado or True Southern Route. Daily through Pullman standard sleeping cars, St. Louis to San Francisco, via the Missouri Pacific Ry. and Scenic Colorado. Elegant tourist sleeping car service every Tuesday and Thursday from St. Louis. Daily through Pullman standard sleeping cars, St. Louis to Los Angeles, Cal., via Iron Mountain Route—the True Southern Route. New tourist sleeping car excursions via Iron Mountain Route and El Paso, leave St. Louis every Tuesday and Saturday. The service and equipment is strictly up to date. Round trip and low rate one way tickets are on sale via Iron Mountain or Missouri Pacific Ry. from all principal points in the East. For berth reservations and full information, address any representative Missouri Pacific-Iron Route System or R. T. G. Matthews, T. P. A., Room 801 Norton Bldg., Louisville, Ky., or N. C. Townsend, G. P. & T. A., St. Louis, Mo.

### ANOTHER BOSTON SUBWAY.

East Boston Tunnel, Just Opened, Runs Under Harbor.

Boston, the pioneer city of America in subway construction, now boasts a subway said to be the greatest single boring yet completed under the water of a river or harbor. It is the East Boston tunnel, extending from the



NEW EAST BOSTON TUNNEL.

"city proper" under the harbor to Maverick square, East Boston. It is the second subway to be opened in Boston, was begun in 1900, has cost \$3,000,000 and has just been turned over to the Boston Elevated Railway company for operation. It is about one and two-fifths miles in length and has an exterior diameter of nearly thirty feet, though the thickness of the walls brings its interior diameter down to about twenty-four feet.

The East Boston tunnel runs to a depth of more than ninety feet below the waters of Boston harbor through a blue clay sediment. It is for the use of regulation trolley cars, which come to the surface at the suburban end of the passage and continue their journeys over the street tracks. Eventually the tube will be connected directly with the present subway in Boston's congested district.

## OWENS PINK MIXTURE

FOR CHILDREN  
Makes teething easy, regulates the bowels and stomach, stops crying, cures summer complaint.  
Mayor Yewell of Owensboro, Ky., says: "Our baby was wasting away while teething. His bowels seemed beyond control. Three physicians gave him up. Owens Pink Mixture saved his life. I cannot say enough. It saved our baby."

None genuine without this signature on every package: *Frank W. Floyd*  
For sample and book free, address THE FLOYD MEDICINE CO., DETROIT, MICH.  
ASK FOR FLOYD'S DYSPEPSIA TABLETS

Sold by St. Bernard Drug Store.

## AFTER INVENTORY REDUCTIONS.

Great reductions are to be found in every line of goods since taking inventory and especially low will you find all remnant and short end lots in the line. Look them over and see if we don't make you a goodly saving.

### Grand Leader, MADISONVILLE, KY.

## THE ST. BERNARD MINING COMPANY, EARLINGTON, KY.

Miners and Shippers of the Celebrated

### No. 9 COAL.

The Coal that produces the most heat and least waste. The best coal in the market.

## CRUSHED COKE...

For base burners and furnaces. One ton of this Coke will give better satisfaction than a ton of the best anthracite coal and at a much less price.

WHOLESALE AGENTS:  
Hunt & Bro., Memphis, Tenn.; Jno. T. Hesser & Co., Rialto Building, St. Louis, and J. W. Bridgman, 303 Dearborn Street, Chicago, Ill.