

STRAIGHT FROM THE SHOULDER TALKS

—BY HECK—
No. 2

"Plum Pudding and Prunes"—Human nature is a peculiar thing. As I've said before, most of us prefer plum pudding, and there are some who are satisfied with mere prunes.

And the same thing holds good in Motion Picture programs. "The Cave Man," "Playing With Fire," "The Wall Between" are just a few of the "plum pudding" feature program we've been serving you.

Programs picked from the open market, selected for discriminating people. Look over next week's program and—and take "plum pudding" for yours.

THIS WEEK **THIS WEEK**
THAT TEXAS QUARTETTE
The Southland's Favorite Singers

THURSDAY "The Mysteries of Myra" and specially selected program. America's Greatest Mystery Serial.	MONDAY Harold Lockwood and May Allison in "The Come-back," a Metro Wonder Play.
FRIDAY Viola Allen and Richard Travers in "The White Sister."	TUESDAY Henry B. Walthall in "The Raven," a Romance of Edgar Allen Poe.
SATURDAY "The Iron Claw," "Hazards of Helen," "Lonesome Luke" and other good pictures.	WEDNESDAY "Excuse Me," a Pullman Car Pleasantry in Five Sections by Rupert Hughes. One long, lingering laugh.

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WE'LL SHOW THEM TOO

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INTERESTING LETTER

FROM J. D. ARTHUR, JR.

To the traveller just landed in Colon, making his first trip across the Isthmus of Panama in a car of the Pacific Railroad company, the glimpses he gets of the canal must be disappointing. Imagine Broad river—just about as muddy, just about as wide—running along in the midst of tropical jungles, with hills rising on every side, and you have an idea what the canal, as such, looks like. Then, too, in places, you'll see water lilies floating on the water, and where it traverses the low land you'll see dead trees sticking up, and an occasional island, but that island is probably floating. Not a very prepossessing sight, eh?

But, of course, you realize that this first view is purely superficial. Now, let us look closer; let us see what there is here that makes this canal the greatest engineering feat of the world, and something of which every American has the right to be proud. Let us go first to Miraflores Dump. Here we see a pile of earth about the size of the town of Union and about 20 feet deep. All of this came out of the canal. Go to Fort Grant, one of the strongest defences of the canal, you'll see quite a large town, and it will be hard to believe that this space was once the ocean—land that has been built from earth taken from the canal.

Go to Gatun, where we have built a dam that encloses the largest artificial lake in the world. But when you get there you'll have to look closely to see the dam, it seems as if it might be just a big hill that Nature put there. But all that earth came out of the canal also and millions of cubic yards dumped in mid-ocean. So much for the digging, which aside from the necessary organization for handling all this earth, was a small part of the job. And, by the way, all this may give you an idea of the dimensions in which the heads of this work learned to think. For example, it was necessary to have more track space near some of the pieces. A hill happened to be in the way, so they put the steam shovels to work and cut it away. There was no appropriate site for an administration building, so they built a good-sized hill and erected the building on that.

There's no use in detailing the system of the canal, that's common knowledge. Just a short sketch of the main scheme. When a ship enters Colon harbor, on the Atlantic side to pass through the canal, it proceeds along at sea level to Gatun, some eleven miles. There it enters Gatun Locks, and is lifted to the level of Gatun Lake, an artificial lake fed by the Charges river. Here let me mention that it has been accurately determined just how much the depth of this lake, under minimum rainfall and maximum lockage, will vary. This knowledge of course necessitated a thorough study of the water basin of the Charges river, a matter of some years of work and study.

From Gatun Locks the vessel proceeds through Gaillard cut to Pedro Miguel. Here it again enters the locks, and is dropped to the level of Miraflores Lake. Then it reaches Miraflores it is again lowered, this time to the level of the Pacific, and from here it can steam directly out to sea. There were two reasons for this system of locks. First, to have made a sea level canal would have more than doubled the amount of digging in crossing the Continental Divide, and second, the level of the Atlantic and Pacific oceans is not the same. In the Atlantic, the tide the Pacific the tide has a variance of as much as thirty feet. Imagine the varies by only a few feet, while in current that would have been produced had these two been united. Some scientists go so far as to say that it would have changed the Gulf Stream enough to actually change the climate of the United States.

That about explains the canal itself, and it would require too much space to explain all of its adjuncts. As you know the Panama Railroad company is also run by the government as a vital part of the canal itself. Then there is the commissary department which feeds, practically at cost, every one who lives on the zone, and in addition, all ships that touch at either end. This department has its stores, its steamships, its farms, its dairies, its purchasing agents in all part of the country, its hotels, its restaurants. And this is only part of the whole.

Then there are the schools, the hospitals, the insane asylums, the police department, the fire department, the doctors, the shops; in fact, everything that you'll find in a city government, except on a vastly larger scale. department, which has charge of And in addition there is the sanitary keeping doing mosquitoes.

The number of men employed is still quite large, and each and every one, black and white, is provided with quarters, light and heat free of charge. The wages paid are excellent, and it will probably make you jealous to hear that every employee is entitled to sixty-one days leave out of every year.

Perhaps this will serve to make you appreciate and be proud of the work that has been done. And when you hear someone say, as some people do, that "The Frenchmen, he furnish the trains and the idea, the American, he furnish the money, and the poor Jamaican, he dig the canal," don't believe it.



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PERSONAL MENTION.

Mr. D. Lester Gault of Kelton was a visitor to Union Wednesday.

Postmaster J. L. Hames of Lockhart was a visitor to Union Thursday.

Miss Vera Murrah has gone to Congaree to be bridesmaid for one of her college friends.

Miss Edith White entertained Tuesday evening in compliment to her aunt, Miss Pearl White.

Miss Virginia Briggs, who teaches in Columbia, returned to the city last week for the summer vacation.

Mrs. Wilcox and family have moved to the mountains of North Carolina for the summer months.

Misses Fraley and Wilson of Batesville, Arkansas, are the guests of Mesdames Lindsay McNally and Macbeth Young.

Miss Lizzie Gaillard, a teacher at Cedar Springs institute, is the house guest of Mrs. Herbert Smoak, on E. Main street.

Mr. and Mrs. Macbeth Young gave a dance at their home on E. Main street Wednesday evening, commencing their house guest, Miss Wilson, of Batesville, Arkansas.

Mr. Pope Nabors left Union last Thursday for Fort Slocum, N. Y., where he was ordered for enlistment. He will be held there till July 1 and then assigned to the Signal Corps.

Mr. F. W. Moore arrived in Union Friday and spent several days visiting his brother, Mr. M. A. Moore and other relatives and friends here. Mr. Moore has been elected superintendent of the graded schools at Mountville in Laurens county for the coming year and moved there three weeks ago. Mr. Moore was a successful teacher in Madison, Ga., for several years preceding his move to Mountville.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

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 revenue 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 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" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

A Question for the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

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