

The Bee

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ments. Also locals that run
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Entered at the Earlington
Post Office as Second Class
Matter.

Friday, August 11, 1916

ANNOUNCEMENTS

For Congress

Hon. William T. Fowler

We are authorized to announce
Hon. William T. Fowler, of Chris-
tian County, as Republican candi-
date for Congress from the Second
Congressional District, subject to
the action of the voters in the pri-
mary election to be held Saturday,
August 6, 1916.

SPLENDID SUMMER OFFER

Including Sixteen Beautiful
Portraits of Motion
Picture Stars

HERE IS YOUR CHANCE TO GET

The Semi-Weekly Bee 1 year \$1.00
Cincinnati Weekly Enquirer 1 year
75 cents.
Household Journal (Monthly) 1
year 25 cents.
Woman's World (Monthly) 1 year
35 cents.
Up-to-Date Farming (Semi-Mo.)
1 year 50 cents.

All five publications each one year
and the Sixteen Motion Picture Stars
only \$1.50.

Good bargains come and go—this
is one of the best this season. We
do not know how long it will last,
but the Opportunity is Given You
Today so it is best to subscribe or re-
new your subscription for the Bee
and permit us to order the others for
you. The Cincinnati Enquirer is well
known throughout this locality;
Household Journal is a bright little
magazine devoted to home and flow-
ers; Up-to-Date Farming is a Semi-
monthly farm magazine with a mis-
sion. If you are interested in mar-
ket reports, and how to market your
crops—you need this journal. Wo-
man's World is known everywhere
as one of the best woman's maga-
zines published. The Movie Pictures
—If you are a lover of the silent
drama you will hail with delight the
opportunity of securing portraits of
the sixteen most famous moving pic-
ture actresses in America. Remem-
ber these magnificent pictures are not
ordinary photographs, but genuine
Rotogravure Art Subjects; 8x11 in.
in size, handsome enough to be fram-
ed and adorn the walls of the most
artistic home.

Take advantage today and also do
as the favor of letting your friends
know of this offer.

Call or mail all orders to The Ear-
lington Bee, Earlington, Ky.

To Cheer Her Up.

"The Fun of Cooking" is among the
new books. What a splendid present
for her!



ONE DROP

Bourbon Poultry Cure
down a chick's throat cures
gapes. A few drops in the drink-
ing water cures and prevents
diarrhoea, cholera and other
chick diseases. One 5c bottle
makes 12 gallons of medicine. At
all drug stores, or by mail postpaid.
Valuable poultry book free.

Sold by
ST. BERNARD MINING CO.
Incorporated
DRUG DEPARTMENT
Earlington, Ky.

BUSINESS MEN TRY TO AVERT STRIKE

Ask Congress to Direct U. S.
Inquiry Into R. R. Wages.

FOR PEACEFUL SETTLEMENT

Members of United States Chamber of
Commerce Vote Overwhelmingly In
Favor of Letting Interstate Commerce
Commission Adjust Controversy.

Washington.—In order to ascertain
the position of the business men of
the nation on the controversy between
the railroads of the country and the
unions of train service employees, which
was precipitated by the demand of the
latter for an increase in wages that
would amount to \$100,000,000 a year,
the United States Chamber of Com-
merce recently submitted the mat-
ter to a vote of all its members. They
were asked to express their opinion as to
whether the dispute should be al-
lowed to take its course with the possi-
bility of a great strike that would tie
up all the transportation lines
throughout the country and paralyze
all business, or whether they would
favor the adoption of a joint resolu-
tion by the two branches of congress
directing the Interstate Commerce
Commission to investigate and pass
upon the matter.

The vote received was a very large
one and represented business organ-
izations in every part of the country.
The result was overwhelmingly
in favor of placing the matter in the
hands of the Interstate Commerce
Commission, 98 1/2% votes being cast in
favor of this course and only 2 1/2%
against it. The result showed clearly
that the business interests of the
country are unalterably against per-
mitting the transportation lines to be
tied up by a national railroad strike
that would paralyze the commerce of
the country and inflict enormous losses
on all classes of citizens.

Chairman Wheeler of the Commit-
tee in charge of the matter for the
Chamber of Commerce appeared
before the representatives of the
railroads and their employees at their
conference in New York in June. He
announced the result of the Com-
mittee's inquiry among the business
men of the country and urged both
parties to the dispute to get together
and adopt the course suggested. As a
result the committee of managers re-
presenting the railroads submitted a
proposal that the whole subject be
placed before the Interstate Commerce
Commission as requested by the repre-
sentatives of the business interests.
As an alternative they offered to sub-
mit the demands to arbitration under
the Federal law. Both offers were
refused by the union leaders, who an-
nounced that they would go back to
their unions and get authority to de-
clare a strike. This they have since
been doing.

Meanwhile a resolution has been in-
troduced in Congress directing the In-
terstate Commerce Commission to
make an investigation of railroad
wages. This resolution is now await-
ing action. It is believed here that if
nothing further is done by Congress or
by the parties to the wage dispute to
bring about a peaceful settlement the
business interests of the country,
through the United States Chamber
of Commerce, or some other organiza-
tion, will appeal to the Government
to take some direct and decisive action
to prevent the destruction of national
prosperity by a strike on all the rail-
road lines.

DEMANDS OF R. R. TRAINMEN.

Wage Increase of \$100,000,000 a Year
Would Have to Be Borne by Public.

The train service employees of all
railroad lines in the United States have
united in a demand for a new basis of
pay for all men engaged in operating
trains, except those in passenger ser-
vice. At the present time they are paid
on the basis of ten hours of time or
100 miles of distance, whichever gives
them the higher pay; and every man
receives a full day's pay, no matter
how short a time he works.

The trainmen now demand that, in
all but passenger service, (1) the present
ten hours pay shall be given for
eight hours, or less, with a guarantee
of a full day's pay, no matter how lit-
tle the service is performed; (2) overtime
to begin after eight hours, instead of
after ten hours, and to be paid for at
one and one-half times the hourly rate.

These demands would increase the
hourly rate of pay 25 per cent, and the
overtime rate 75 per cent.

They also insist that all special extra
pay provisions in the 10-hour schedules
shall be included in the proposed
8-hour schedule.

These special rules frequently give
double pay for the same service, and
enable the employees to earn two and
three days' pay in a single day of
ordinary working hours.

As the increase for all the lines is es-
timated to amount to \$100,000,000 a
year the railroads say that they cannot
pay it unless they are allowed to in-
crease freight and passenger rates.
The average wages of the men en-
gaged in train service are already very
much higher than those of other em-
ployees and they receive 25 per cent of
the total payroll although constituting
only 18 per cent of the whole number
of railroad workers.

HIGH WAGES ON AMERICAN ROADS

Railroad Payroll Records Made
Public by the Carriers.

NATIONAL INQUIRY URGED

Managers Offer to Leave Question of
\$100,000,000 Wage Demands to an Im-
partial Federal Tribunal to Prevent
Disaster of a Nation-wide Strike.

New York.—What is probably the
most elaborate study of wages ever
made in any industry has just been
completed by the National Conference
Committee of the railroads.

For six months railway accountants
throughout the country have been en-
gaged in collecting the payroll records
to show the actual wage payments to
every individual employe among the
500,000 engineers, conductors, firemen
and brakemen now voting on a na-
tional strike for a new wage scale.

That these employes are one of the
highest paid groups of workers in any
industry is disclosed by the summary
made public today by the railroad
managers.

The average yearly wage payments
to all Southern train employes (includ-
ing those who worked only part of the
year), as shown by the 1915 payrolls,
were:

	Passenger.	Freight.	Yard.
Engineers	\$2,144	\$1,712	\$1,313
Conductors	1,722	1,488	1,157
Firemen	1,091	865	658
Brakemen	1,011	845	622

Three-quarters of these men (includ-
ing those who put in a full year's ser-
vice), earned these wages:

Engineers (road), \$1,455 to \$3,983;
(yard), \$1,158 to \$2,424.

Conductors (road), \$1,553 to \$2,696;
(yard), \$1,055 to \$1,740.

Firemen (road), \$649 to \$1,632; (yard),
\$406 to \$1,302.

Brakemen (road), \$755 to \$1,854;
(yard), \$754 to \$1,405.

For the whole country the average
wages of three-quarters of the employ-
ees were:

	Passenger.	Freight.	Yard.
Engineers	\$1,967	\$1,592	\$1,225
Conductors	1,559	1,319	1,010
Firemen	1,201	1,117	824
Brakemen	1,096	1,011	769

The railroads have considered every
man whose name appears on the Janu-
ary and December payrolls as an em-
ployee for a year, no matter how little
service he performed in the other ten
months. It is pointed out by the man-
agers that these averages are, in con-
sequence, an understatement of the
earning power of these employes.

An Appeal to the Public.

The National Conference Committee,
in making these wage figures public,
says:

"Do you believe in arbitration or
industrial warfare?"

"The train employes on all the
railroads are voting whether they
will give their leaders authority to
tie up the commerce of the country
to enforce their demands for a
\$100,000,000 wage increase."

"The railroads are in the public
service—your service. This army
of employes is in the public service
—your service."

"You pay for rail transportation
\$2,000,000,000 a year, and 44 cents
out of every dollar from you goes
to the employes."

"A \$100,000,000 wage increase for
men in freight and yard service
(less than one-fifth of all employes)
is equal to a 5 per cent advance in
all freight rates."

"The managers of the railroads,
as trustees for the public, have no
right to place this burden on the
cost of transportation to you with-
out a clear mandate from a public
tribunal speaking for you."

"The railroads have proposed the
settlement of this controversy either
under the existing national arbitra-
tion law, or by reference to the
Interstate Commerce Commission
This offer has been refused by the
employes' representatives."

"Shall a nation wide strike or an
investigation under the government
determine this issue?"

TRAINMEN'S HIGH WAGES.

When I note from the reports
made to the Interstate Com-
merce Commission that these
men receive average yearly
wages 50 per cent higher than
those of all other railway em-
ployees, and practically double
those of the average American
wage-worker, it occurs to me
that they at least have less
cause for complaint than most
others. When I consider that
the average locomotive engineer
has an income of over \$2,000
a year, and that most of the
engineers who have been long
in service make from \$2,000
to \$3,000 a year, and when I
compare their hours, labor and
responsibilities with those of
the average small merchant,
farmer or doctor, whose income
is far less, it seems that in all
fairness they are well paid.—
John V. Farwell, Chicago Mer-
chant.

Coward's Mammoth Cave Contest Count

The following is the list of contestants and the
standing Thursday night, July 27th.

Miss Mabel Browning.....10,027	Miss Katharine Blair.....3,987
Miss Annie Hill.....5,592	Miss Elbe Raymer.....11,451
Mrs. Maud Adams.....7,985	Miss Sue Wade Davis.....9,690
Miss Leila East.....11,303	Nell Cothran.....5,058
Miss Ethel Oldham.....5,558	Miss Bessie Vickers.....3,643
Mrs. John Swift.....9,575	Miss Nell Blair.....12,040
	Mrs. Bert Watts.....11,135

Buy your dry goods wants from us and get one vote for
each penny, and money received on account you get two votes
for penny. We have cut the price of every article in our stock
10% on the dollar during this contest. You can both save
money and help someone win a free trip to the Mammoth Cave
by making your purchase with us.

Specials for Monday August 14. Every 25c item in our
stock will be sold for 19c cash.

Coward's Busy Store EARLINGTON, KY.

Here is a Good Place to Stop For Little Money
Louisville Hotel Louisville, Ky.

MAIN ST., BETWEEN 6th and 7th

THE ONLY HOTEL IN LOUISVILLE OPERATED ON THE
AMERICAN AND EUROPEAN PLANS

AMERICAN PLAN (With Meals)

Rooms without Bath but with Hot and Cold Running Water
75 Rooms.....single, \$2.00 per day; 2 people, \$2.00 each
50 Rooms.....single, 2.50 per day; 2 people, 2.25 each
50 Front Rooms.....single, 3.00 per day; 2 people, 2.50 each

Rooms with Private Bath

50 Rooms.....single, \$3.00 per day; 2 people, \$2.75 each
50 Rooms.....single, 3.50 per day; 2 people, 3.00 each

EUROPEAN PLAN (Without Meals)

Rooms without Bath but with Hot and Cold Running Water
75 Rooms.....single, \$1.00 per day; 2 people, \$0.75 each
50 Rooms.....single, 1.25 per day; 2 people, 1.00 each
50 Front Rooms.....single, 1.50 per day; 2 people, 1.25 each

Rooms with Private Bath

50 Rooms.....single, \$1.50 per day; 2 people, \$1.25 each
50 Rooms.....single, 2.00 per day; 2 people, 1.50 each

The Old Inn Louisville, Ky.

Cor. 6th and Main Sts., European Plan Only

Rooms without Bath, \$1.00 and up; Rooms with Private Bath, \$1.50 and up
BEST EATING PLACE IN TOWN

The Louisville Hotel and the Old Inn are located in the
wholesale district and only a three-blocks' walk to the retail
district and theatres.

LOUISVILLE HOTEL & OLD INN COMPANY, Proprietors

FARE \$3.00 DAILY BETWEEN CLEVELAND & BUFFALO



The Great Ship "SEANDREE"
The largest and most costly steamer on any inland water of the world. Sleeping accommo-
dations for 1000 passengers.

"CITY OF ERIE" — 3 Magnificent Steamers — "CITY OF BUFFALO"
CLEVELAND—Daily, May 1st to Nov. 15th—BUFFALO

Leave Cleveland 5:00 P. M. Leave Buffalo 1:00 P. M.
Arrive Buffalo 7:30 A. M. Arrive Cleveland 4:30 A. M.
(Central Standard Time)
Connections at Buffalo for Niagara Falls and all Eastern and Canadian points. Railroad tick-
ets reading between Cleveland and Buffalo are good for transportation on our steamers. Ask
your ticket agent for tickets via C. & B. Line.
Reservations and special rates, showing both exterior and interior of the Great
Ship "SEANDREE" sent on request. Also sent to you by mail postpaid. Also ask
for our 24-page pictorial and descriptive booklet free.

THE CLEVELAND & BUFFALO TRANSIT CO., Cleveland, Ohio

Treatment at Hazelwood Offered at Cost

Hazelwood Sanatorium, conducted by the Louisville Anti-
Tuberculosis Association for the treatment of pulmonary tuber-
culosis cases in all stages, is not operated for profit, but the ser-
vice is rendered at actual cost for the benefit of those suffering
from the disease. The services of a resident physician, nurses,
with the constant care and attention thus afforded, mean every-
thing. Our infirmary and four cottages are well equipped for
the comfort and attention of our patients. The rate is \$12.50 per
week. Write for detailed information.

HAZELWOOD SANATORIUM STATION E
LOUISVILLE, KY.
FOR PULMONARY CASES IN ALL STAGES

Subscribe For The Bee