7-21-1916

The Chester News July 21, 1916

W. W. Pegram

Stewart L. Cassels

Follow this and additional works at: https://digitalcommons.winthrop.edu/chesternews1916

Part of the Journalism Studies Commons, and the Social History Commons

Recommended Citation

https://digitalcommons.winthrop.edu/chesternews1916/58

This Newspaper is brought to you for free and open access by the The Chester News at Digital Commons @ Winthrop University. It has been accepted for inclusion in Chester News 1916 by an authorized administrator of Digital Commons @ Winthrop University. For more information, please contact bramed@winthrop.edu.
Solicitor J. K. Henry stands for re-election. His present assurance, therefore, has the value of news to the wide circle of his countrymen that they never could have realized.

James H. Glenn, County Commissioner.

LAHARSTON’S DRINKING WATERS WILL BE SAVED.

Charleston, July 15.—Engineers of the United States army have directed the city to put in course a permanent provision for improving the public health, necessitated by the railroad and the railroads of the South. Beneficiaries of government service in the form of the public health, are the result of the system of the city.

NATUALLY, the city has been put into the hands of the Federal government by the railroads. The US army, under the direction of the city, has been put into the hands of the Federal government by the railroads.

NEGRO LOSES LIFE.

William Cherry, colored, who with his family reside on what is known as the goods of the hour.

U. S. Army.

JOE'S WYLIE & COMPANY.

Fall Tailoring Opening

We will have our Fall Tailoring Opening next Wednesday and Thursday, July 26th and 27th. Mr. Gross, representing Stouffer & Bros., High Art Custom Tailoring, will be in attendance to take the measures. Mr. Gross has been with us the past three seasons and has given entire satisfaction. A misfit with him is almost impossible. We invite you to call on either of the above dates and see the new Fall Styles. Make your selection early.

JOS. WYLIE & COMPANY.

NATURAL OIL COMPANY

STANDARD OIL COMPANY


Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.

Solicitor's Office.
**RAILROAD WAGES**

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The representatives on all the trains are voting whether they will give their leaders authority to go up the company's road and demand that every man make $100 a month wage.

The railroaders are in the public service—your service. This army of employees is in the public service—your service.

You pay for rail transportation 3 million dollars a year; and 44 cents out of every dollar from you goes to the employees.

At the Southern railroad in 1915, 40,000 employees represent a sum of wages over $70,000,000, high standard and minimum.

Publicly needed that relief is not necessary for all of the benefit of the public transportation. It would not be necessary for railroad companies to be in the public service.

Chauvinist well represented.

Volunteer as one of the public service, take it away, and the railroaders would find a public service in the country.

The railroaders are fighting for your rights and wages, but you have a right to be paid for your work as you would do it yourself.

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employees) is equal to 5 percent increase in all costs of living for all people, which is exactly what the railroaders want.

The managers of the railroads, as trustees for the public, have a right to place this burden on the cost of transport, to your good, and you have a right to pay for your work as you would do it yourself.

The railroads have proposed the settlement of this controversy under the existing national arbitration law, or by reference to the Interstate Commerce Commission. The railroaders have been refused by the employees' representatives.

Shall a nationwide strike or an anti-trust suit determine this issue?