

EXCUSE ME!



Drawn By M. MYER

COMMITTEE REPORTS FAVORABLY ON SUBWAY

Last night at the meeting of the committee on subway, of the board of aldermen, it was decided to advocate a subway for the railroad crossing at the corner of East avenue and A street. The following resolution was passed:

"The committee recommends to the board of aldermen that a subway be built at the intersection of A street and East avenue to carry two tracks, one each for the Southern and Seaboard Air Line railroads; that the expense be borne by the railroads in accordance with the cost of the necessary changes in its tracks; that the plans for the subway as prepared by the city engineer be adopted; that if the railroads desire to have an additional track each, they be permitted to enlarge the subway to accommodate same; that we advise against more than four tracks under any conditions."

These resolutions were adopted after the committee had heard speeches from the railway attorneys, city attorney and citizens. Mr. Firth, the city engineer, submitted to his estimate of cost of the subway. He had made plans only for a five or six-track crossing. His figures for the cost of that were \$75,000 and \$68,000, according to the number of tracks laid. The railway engineers submitted their estimate, \$92,000, to Mr. Firth. Mr. Firth said that the best solution of the matter is the subway. His plan is for a 6 per cent grade to go down the tracks. This will necessitate a raise of 4 feet in the railway tracks. According to these plans the grading of Trade street would have to begin at College. If the subway goes under only two tracks the grading can begin about 150 feet below College street. This would make the entire cost \$35,000 instead of \$75,000, as called for by the other plans.

Mr. John Van Landingham was in favor of the whole matter being settled by the corporation commission. He read a petition that had been signed by many citizens of the city, asking relief in the matter. The petition was sent to the railroad companies. It produced no results. Mr. Van Landingham advocated the entire plan for the week ending today as proposed by the railroad companies. He said that the railroads come into their property from the other ends of the line and not allow them to cross Trade street.

Mr. Chase Brenizer, attorney for the city, stated that he did not think that that plan was feasible as the city had not the power to entirely abolish this crossing.

Mr. J. S. Myers desired to do away with the S. A. L. crossing and allow the Southern to remain untouched on the grounds that the Southern had only through freights using this crossing, while the Seaboard Air Line's shifting was done there.

Mr. W. C. Maxwell was in favor of the subway. He said that in no city of this size should a grade crossing be allowed. Mr. Heriot Clarkson expressed himself in favor of the subway and desired to see the case brought before the corporation commission at once and at the same time take the matter into the courts on the strength of the recent decision in the case of "Goldboro vs. Atlantic Coast Line" in which the city had the power to force the railway to do away with any dangerous crossings, at the railroad's expense. He stated that in the case of obtaining the present Southern depot this plan was pursued very successfully.

Mr. T. T. Allison, chairman of the committee from the Greater Charlotte Club, disagreed with Clarkson on the ground that if the matter was put in the hands of the corporation commission they would have the power to divide the costs between the parties interested, which includes the city. In the court the whole cost would rest on the shoulders of the railway. He advocated that the city fix certain grades on East avenue, which the railway companies will be able to comply with, and there is a law which forces the railways to comply with the street grades they would have to arbitrate the matter with the city. It was stated that the city would not be liable for any damages caused by changing the grade of the street unless by the falling of a wall or something of that kind caused by negligence. Several citizens also in attendance who generally contended that the city should have the power to raise their tracks four feet to correspond to the grade of A street. This law was passed looking forward to the subway, but was never put into effect.

Mr. Brenizer stated that the city had the right to demand that the railways build any bridges, subways or viaducts that the safety of the citizens made necessary, provided that power was in the charter and provided an ordinance was passed. The charter does give the

HAPPY RESULTS

Have Made Many Charlotte Residents Enthusiastic.

No wonder scores of Charlotte citizens grow enthusiastic. It is enough to make anyone happy to find relief after years of suffering. Public statements like the following are but truthful representations of the daily work done in Charlotte by Doan's Kidney Pills.

W. J. Williams, 509 W. Thirteenth St., Charlotte, N. C., says: "About a year ago I began to use Doan's Kidney Pills and the results were very satisfactory. At that time I was suffering from disordered kidneys and on one occasion I had been laid up in bed for almost a month. The kidney secretions were also irregular in passage and generally contained sediment. A friend urged me to try Doan's Kidney Pills and I did so, getting them at R. H. Jordan & Co.'s Drug Store. The results were so satisfactory that I shall never forget this remedy. I was soon rid of my trouble and the cure has been permanent."

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Remember the name—Doan's—and take no other.

city that power and the only thing that now remains is to pass the ordinance. The courts could only declare this law invalid on the grounds of unreasonableness. It has not occurred exactly the same laws void in other cities under the same situation. He suggested that the action would be hastened by securing a writ of mandamus which would be brought to the attention of the present term of court, and if an appeal was made it could be made at the next term of the supreme court. Mr. Brenizer was in favor of immediate action.

Mr. E. T. Cansler, attorney for the Seaboard Air Line railroad, stated that his road was prepared to stand for anything that was fair, and just and was ready to stand for their just share of the expense, but owing to the fact that these railways came to this city to deliver freight to the very backdoors of the jobbers that he thought that they should have some consideration. "It does not mean another dollar in the pocket of the railroads that they deliver the good at the door of the shipper. They could get just as many dollars if goods were delivered in one of the suburbs and the shippers had to do the hauling." In consideration of the fact that the presence of the railway tracks at this point is a favor to the shippers he asked that the railways not be made to pay the whole costs. He asked that the committee tell the railroads what they want but before they "load the dogs of war." He stated that the Seaboard Air Line had never been notified that the city wanted and asked that they be given a chance.

The last speaker was Mr. W. I. Henderson, a prominent jobber of the city. He said that if the railway was forced to move its tracks it would be a ruin of the wholesale district on College street, as the business men there would be forced to follow the railway wherever it went.

After the various parties had been heard the committee went into a business session and adopted the resolution given above.

Dr. Canoll Pease Addressed Teachers

Special to The News.

Raleigh, N. C., Dec. 2.—For the general evening session of the North Carolina Teachers' Assembly yesterday the principal feature was an address by Dr. Carroll G. Pease, superintendent of the public schools of Milwaukee, and president of the National Educational Association. School administration as it applies to the state and the municipality and the county was his theme and it abounded in progressive ideas of educational system, state and local. There was another address by Miss Nan L. Mildren, of Philadelphia, formerly a supervisor of primary schools in Maryland. She dealt more directly with class room work in the primary schools and supervision of primary schools. All of the divisions of the assembly held separate sessions during the day that were chock full of interest to those technically interested in them. The division of primary teachers heard an excellent address by Miss Lida B. Ernhart, of the New York City Public Schools on courses of study and aims of the primary grades and relationship of the primary with the higher grades. Miss Postle Doub, of Elscot, led a discussion on the State Normal and Industrial College, and another by Miss Anna B. Jarvis, of the Washington Public Schools on supervision of the primary grades.

The Grammar School division heard Dr. Merritt of the State Normal and Industrial College, on courses of study for the grammar schools and there was a general discussion that endorsed most heartily the ideas advanced by Mr. Merritt. Miss Johnnie Coit, of the Salisbury Public Schools, presented a paper on revisions for intermediate organization of the grammar grades.

The State Association of School Principals heard a paper of great value on practical industrial work in the North Carolina schools presented by E. E. Balcombe, of the chair of agricultural, State Normal and Industrial College. The discussion indicated a general progressive sentiment among the teachers in an industrial training.

The division of city superintendents and principals devoted considerable time to the consideration of library facilities and the minimum that every school should have in this sort of equipment. J. A. Bivins, of the state department of education, and J. P. Breedlove, of Trinity College, went into these matters very fully and elicited profitable discussion by the superintendents. Minimum physical equipment for city schools of various proportions came in for lengthy discussion under the leadership of R. H. Bachman, of the Edenton Public Schools and Joe S. Wray, superintendent of the Gastonia Public Schools.

The division of primary teachers, of the Teachers' Assembly, this afternoon elected as officers for the next year Miss Edith Royster, Raleigh, president; Mrs. Joseph E. Roberson, Durham, vice president; Miss Irma Carraway, Wilson, secretary and Miss Annie Jarvis, of Washington, treasurer. The other divisions of the assembly will elect officers Saturday.

Presented to Dr. Joyner. During the morning session of the county superintendent of schools there was a pleasurable special feature in the way of a presentation of a gold headed cane to Dr. J. Y. Joyner, state superintendent, who is an ex-officio president and presiding officer of the State Association of Superintendents. The presentation was with the love and esteem of the one hundred county superintendents and the acceptance was with deep feeling of appreciation on the part of Dr. Joyner.

HUGH JENNINGS STILL UNCONSCIOUS. By Associated Press. Scranton, Pa., Dec. 2.—Hugh Jennings, of this city, manager of the Detroit American League Baseball club, who was injured in an automobile accident late last night, was still unconscious this morning and attending physicians say that he probably will die.

Died of Lockjaw. By Associated Press. New Orleans, Dec. 2.—Clifford Edward Flesher, aged 8, died of lockjaw last night in a hospital here as a result of a fall from his bicycle, injuring a toe.



To Prevent Headaches

USE common sense. That's all there is to it. Don't use pills and powders. Headaches never come from nothing. Headaches always have a cause. Headaches are easy to prevent. Of course you've got to know how. Read the story on page 744 of Pearson's Magazine for December. That shows how to cure all kinds of headaches—except the "morning-after" kind—in ways that soon prevent headaches. If your head sometimes aches, this will be about the best story you ever read. What may be done to insure that our courts, which have been called the backbone of privilege, may really be the backbone of the nation, is the subject of another article. Another explains how many of the things we eat and drink and wear are being imitated everywhere. The same magazine contains another chapter of the story of "The Four Hundred"—the wonderful story of the rise and fall of big, rich American families which form our so-called aristocracy. This story tells of the rise of the Vanderbilt family. There is another tale of the famous "Apaches of New York," and seven mighty good, complete, short fiction stories. Whether you seek information or entertainment, here's the best magazine that will be published this month.

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Pearson's Magazine for December

The beggar who has his alms cut off naturally has no visible means of support.

There is always room for highway commissioners to mend their ways.

When a bore calls on you when you are out, it is really quite thoughtful of him.

Children Cry FOR FLETCHER'S CASTORIA Children Cry FOR FLETCHER'S CASTORIA Children Cry FOR FLETCHER'S CASTORIA Children Cry FOR FLETCHER'S CASTORIA

A HOUSEHOLD MEDICINE That stops coughs quickly and cures colds is Foley's Honey and Tar Compound. Mrs. Anna Feltz, 2526 Jefferson St., So. Omaha, Neb., says: "I can recommend Foley's Honey and Tar Compound as a special cure for coughs and colds. It cured my daughter of a bad cold and my neighbor, Mrs. Benson cured herself and her whole family with Foley's Honey and Tar Compound. Everyone in our neighborhood speaks highly of it. For night coughing, croup and tickling in the throat, hoarseness and all coughs and colds, take Foley's Honey and Tar Compound. Contains no opium. Always in a yellow package. Bowen Drug Store on North Square."

S. A. L. Ry. SCHEDULE JAMES KERR, T. P. A., Selwyn Hotel, Charlotte, N. C. J. B. WYLIE, T. A., Selwyn Hotel, Charlotte, N. C. Trains Leave Charlotte—Effective July 30, 1911. NO. 40—5:00 a. m. through train for Wilmington with parlor car attached. Connects at Hamlet with No. 33 for Portsmouth and Norfolk, No. 66 for Raleigh, Washington, Baltimore, Philadelphia and New York. Dining car service and vestibule coaches to Washington. Pullman sleeping cars to Jersey City. NO. 45—7:30 a. m. for Monroe, connecting to all points south. NO. 133—9:55 a. m.—Local for Lincoln, Shelby and Rutherfordton. NO. 47—4:45 p. m.—For Lincoln, Shelby, Rutherfordton and points west. NO. 48—5 p. m.—For Wilmington and all local stations. NO. 132—7:25 p. m.—Handles local sleeper for Portsmouth, Norfolk, connects at Monroe, with No. 41 for Atlanta and Southwest with through sleeper to Birmingham; at Monroe with No. 32, fast train with sleeper to Portsmouth and Norfolk and Jersey City. Connects at Hamlet with No. 34 with through vestibule coaches to Washington; Dining car Richmond to New York. Pullman sleeper to New York. Trains Arrive at Charlotte: NO. 133—9:50 a. m. from the east. NO. 46—9:55 a. m. from the west. NO. 45—12:01 p. m. from Wilmington and all local stations. NO. 132—7:00 p. m. from the west. NO. 48—7:25 p. m. from the east. NO. 39—10:50 p. m. from the east. C. BRYAN, G. P. A., Portsmouth, Va. JAMES KERR, T. P. A., Charlotte, N. C. H. S. LEAD, D. F. A., Raleigh, N. C.

SOUTHERN Ry

SCHEDULE N. B.—The following schedule figures published only as information and are not guaranteed: 3:20 a. m.—No. 29, daily, Birmingham special for Atlanta and Birmingham. Pullman drawing room sleeping cars, observation cars and day coaches to Birmingham. Dining car service. 3:30 a. m.—No. 8, daily, local for Danville, Richmond and all intermediate points. 5:10 a. m.—No. 31, daily, the Southern Southeastern Limited for Columbia, Savannah, Aiken, Augusta and Jacksonville. Pullman drawing room sleeping cars for Aiken, Augusta and Jacksonville. Day coaches to Jacksonville. Dining car service. 6 a. m.—No. 44, daily, local for Washington, D. C. 6:40 a. m.—No. 25, daily, local train for Columbia and intermediate points. 7:15 a. m.—No. 39, local for Atlanta. 7:50 a. m.—No. 16, daily, except Sunday, local for Statesville and Taylorsville, connecting at Mooresville for Winston-Salem. 10:00 a. m.—No. 37, daily, New York, Atlanta and New Orleans Limited. Pullman drawing room sleeping cars and observation cars New York to New Orleans, Atlanta and Macon. Dining car service. Solid Pullman train. 10:15 a. m.—No. 36, United States fast mail for Wilmington and points North. Pullman drawing room sleeping cars, observation cars to New York. Dining car service. Solid Pullman train. 10:20 a. m.—No. 28, daily, for Winston-Salem, Roanoke and local points. 11:00 a. m.—No. 11, daily, local for Atlanta, intermediate points. 2:55 p. m.—No. 46, daily, local for Greensboro and intermediate points. 4:35 p. m.—No. 27, daily, local for Columbia and intermediate points. 4:50 p. m.—No. 41, daily, except Sunday, local for Seneca and intermediate points. 6 p. m.—No. 12, daily for Richmond and Norfolk. Handles Pullman cars, Charlotte to Richmond, Charlotte to New York and Salisbury to Norfolk. 6:30 p. m.—No. 24, daily, except Sunday, local for Mooresville, Statesville and Taylorsville. 7:30 p. m.—No. 38, daily, New York, Atlanta and New Orleans. Limited for Washington and points North. Drawing room sleeping cars, observation cars to New York. Dining car service. Solid Pullman train. 9:30 p. m.—No. 35, daily, United States fast mail for Atlanta and Birmingham and New Orleans. Pullman drawing room sleeping cars New York to New Orleans and Birmingham. Day coaches Washington to New Orleans. Dining car service. 10:00 p. m.—No. 32, daily, the Southern Southeastern Limited, for Washington, New York and points North. Pullman drawing room sleeping cars for New York. Day coaches to Washington. Dining car service. 10:30 p. m.—No. 43, daily, for Atlanta and points South. Handles Pullman sleeping cars Raleigh to Atlanta. Day coaches Washington to Atlanta. 11:20 p. m.—No. 30, daily, Birmingham Special for Washington and New York. Pullman drawing room sleeping cars, observation cars to New York. Day coaches to Washington, Dining car service. All New York trains of Southern Railway will arrive and depart from the magnificent Manhattan terminal of the Pennsylvania Railroad, Seventh and Eighth avenues, "Thirty-first to Thirty-third streets, and will be composed of modern electric lighted, steel constructed Pullman cars. R. H. DEBUTTS, T. P. A., Charlotte, N. C. R. L. VERNON, D. P. A., Charlotte, N. C. H. F. CARY, G. P. A., Washington, D. C. S. H. HARDWICK, P. T. Mgr., Washington, D. C. E. H. COAPMAN, V. P. & G. Mgr., Washington, D. C.

Final Chapter In One Of Greatest Tragedies of Years

New York, Dec. 2.—The final chapter in one of the greatest tragedies of recent years—the Triangle Shirtwaist Factory fire—will befittingly be written in the pages of the New York Times, when Isaac Harris and Max Baer, proprietors of the company, go on trial before Judge Crain in special sessions, charged with first degree manslaughter in connection with the deaths of the 146 persons, mostly young girls, who were burned or leaped to their death during the holocaust. There are seven indictments against Harris and Baer, the first degree manslaughter charge being the one selected by Assistant District Attorney Postwick, as that on which he believes he is most likely to win the verdict against them. The criminality of the defendants is alleged to lie in the conditions which they allowed to exist in their factory in the Asch building at the time of the fire. It is alleged that the doors of the factory, which swung open inside, were locked; that the fire escapes were not only too few in number but were so poorly constructed as to make it impossible for any number of persons to descend by them at one time; that the staircases were too small to permit rapid exit of the employees; that too many persons were employed per square foot of floor space; that fire drills were never ordered by the employers; that proper equipment for rapidly extinguishing small fires were not on hand. There are many other allegations also. The fire, which occurred on last March 25, presented one of the most gruesome spectacles ever witnessed in New York city. Within a minute after the start of the conflagration, the first girl had leaped from a ninth story window. A moment later every window was crowded with the young girls, striving to reach the free air and escape the terrific flames inside. The highly inflammable materials inside caused the blaze to spread within a few minutes to the eighth and tenth floors. The employees tried to batter down the doors, said to have been locked, but were either crushed to death in the mad panic or killed by inhaling the flames and smoke. Some of them tried to get away by means of the fire escape, which broke like so much paper under their weight. When the police completed their official report several days later, it was shown that 146 lives had been snuffed out by the fire. Spirit ran high among the survivors of the holocaust. Mass meetings were held, which joined in by other members of the shirtwaist union. Resolutions were passed sympathizing with the bereaved relatives of the victims. When the common funeral of all the victims took place, there was held in connection with it a great parade of protest. Investigations of conditions were demanded, and the indictments of the proprietors of the shirtwaist company followed.

The Tradesman's Weekly Review

- Atlanta—\$100,000 fertilizer plant. Augusta—\$20,000 crate factory; \$125,000 tire and rubber company. Adrian—\$25,000 bank. Cuthbert—Water works system. Ellenwood—\$25,000 bank. Macon—\$25,000 grain company; \$2,500 safety window blind and lock company. Savannah—\$25,000 electric sales company. North Carolina. Asheville—\$50,000 talcum powder manufacturing company. Charlotte—\$25,000 development company. Fayetteville—\$25,000 lumber company. Forest City—\$20,000 cotton gin. Goldsboro—\$25,000 laundry. Greensboro—\$25,000 realty company. Hickory—\$50,000 furniture polish company. Lenoir—1,950,000 lumber company. Warrenton—\$10,000 drug company. Wilmington—Shirt factory. Winston-Salem—Box and lumber company; \$25,000 realty company. South Carolina. Charleston—\$10,000 realty company. Columbia—\$5,000 lumber company. Conway—\$20,000 naval stores company. Fort Mott—\$6,500 warehouse company. Johnston—\$20,000 electric light, ice and fuel company. Lancaster—\$5,000 light and power company. Rhemys—\$50,000 realty company. Sumter—\$50,000 realty company. St. Matthews—\$35,000 hardware company. Tennessee. Clarksville—Dye works. Chattanooga—\$100,000 bank. Gleason—Electric light plant. Johnson City—Dimestone mill. Winchester—\$50,000 oil and fuel company. Virginia. Buckroe Beach—\$15,000 ice and cold storage plant. Norfolk—\$10,000 realty company; \$25,000 brick company. Roxbury—\$10,000 lumber company. Richmond—\$150,000 realty and investment company; \$500,000 bank; two \$50,000 realty companies. Rosslyn—\$10,000 realty company. To Increase German Navy. Berlin, Dec. 2.—A news agency which is sometimes well informed states that an increase of the German navy has been decided upon. It is said that the government is determined to spend \$90,000,000 on the augmentation of its fleet, which sum will be spread over six years. Official circles maintain silence.

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