

A Marvel in Low Prices!

Only 6 More Shopping Days Until Xmas

Read These Prices. They Are Crowding the Store Daily

DRY GOODS AND SILKS	LACE CURTAINS
Prices never before known in Charlotte. Here's just a few prices on Wool Dress Goods.	\$2.00 values at... \$1.39
25c kind, 36 inches wide, yard... 19c	\$1.00 and \$1.25 values at... 79c
50c and 68c Dress Goods, yard... 39c and 43c	\$5.00 values at... \$3.98
75c and 85c Dress Goods, yard... 69c	4 cases 36-inch Percales, 10c value, at... 5c yard
\$1.00 and \$1.25 Dress Goods, yard... 89c	Men's and Ladies' Fleece Underwear, Shirts and Drawers, garment... 48c
All \$3.00 Wool Blankets... \$2.49	10c and 12 1-2c Teasel Amoskeag Outings... 8 1-3c yard
SILKS AT YOUR OWN PRICE	3 cases Domino Gingham, 5c and 6c value... 4c yard
Men's \$2.50 and \$2.75 Shoes, Tans, Black Gun Metal, all new stock, choice... \$2.95	HOSIERY
All \$4.00 and \$4.50 Men's Shoes \$3.79	25c Hose at... 19c
New Suitings 12 1-2c and 15c values, at... 7 1-2c yard	50c Hose at... 39c
75c and 85c Table Damask 63c yard	\$1.50 Hose at... \$1.00
15c and 20c Fleece Kimona Cloth, at... 11 1-2c yard	
\$1.00 and \$1.25 Table Damask, at... 89c yard	
50c and 60c Umbrellas at... 39c	
\$1.00 and \$1.25 Umbrellas at... 79c	

Men's Clothing!

5 Big Lots

The Price Tells The Story

- Lot 1. Values up to \$ 6.00 - - \$ 3.83
- Lot 2. Values up to 8.50 - - 5.95
- Lot 3. Values up to 10.50 - - 7.77
- Lot 4. Values up to 15.00 - - 9.99
- Lot 5. Values up to 22.50 - - 14.95

Everything in the Great Millinery Department Must Be Sold. Take Your Choice . . . **Half Price**

RUBBER SHOES	CORSETS
From 19c on to 98c. Great values.	50c and 60c values... 43c
Men's and Boys' Hats and Caps, at Sale Prices.	\$1.00 and \$1.25 values... 89c
Window Shades, Oil Cloth, etc., at Cut Prices.	\$2.00 values... \$1.69
7 1-2c and 8 1-8c Bleached Domestic, at... 5c yard	\$3.00 values... \$2.49
"Hygrade" Galatea, for Ladies' and Children's Dresses and Boys' Waists, Big Special, yard... 11 1-2c	All sizes.
400 pairs large Cotton Blankets, \$1.00 value, pair... 79c	LADIES' COAT SUITS
	Must Go,
	New Styles. New Goods.
	\$25.00 and \$35.00 Suits... \$19.95
	\$16.50 and \$18.00 Suits... \$12.95
	\$12.50 and 15.00 Suits... \$9.99
	Everything in the Ready-to-Wear Department marked for quick selling. See price on YELLOW TICKET.

\$1.00 Wright's Health Underwear, for Men **68c** garment

MORROW-BASS CO.

(INCORPORATED)

31-33 East Trade Street, Charlotte N. C.

4 cases Men's 50c Fleece Underwear, garment **29c**

Government Ownership of Railroads Only Alternative If Regulation Proves Ineffective

By SIDNEY ESPEY.

Washington, Dec. 16.—Justice Knapp chief justice of the commerce court, in recent utterances concerning railroad legislation and control has stated that, if the regulation which is now sought to be enforced shall be found inadequate, government ownership of the railroads is the only alternative.

Among his remarks is the trend of times and senators who have come out for government ownership of railroads as well as other big business. Although Judge Knapp does not think that this condition will prevail, at least for the present, he does think that railroads should be regulated under the provisions of the national congress.

In speaking of this subject, he said: "The regulation of interstate commerce is one of the most commanding and certainly one of the most conspicuous subjects now before the public. The provisions in the Federal constitution giving to congress the right to regulate commerce with foreign nations, between the states and with the Indian tribes has not only stood the test of time but appears to be adequate for our marvelously changed modern conditions."

The history of litigation based on this constitutional provision is illuminating. The first case to come before the United States supreme court on this subject was not reached until 1834, one third of a century after the adoption of the constitution. Until 1840 only four cases were heard. Between 1860 and 1880 there were fifty cases. In the decade between 1880 and 1890 seventy-eight. Since 1890 hundreds of these cases have come before the supreme court and the number is increasing steadily.

In the first case that was brought before the supreme court, an attempt was made to restrict within narrow bounds the constitutional rights of congress. Chief Justice John Marshall rejected the application for such restriction and declared the power to regulate commerce given to congress knows no limit other than the constitution.

A concurrent opinion by Associate Justice Johnson declared that not only the articles and subjects of interstate commerce may be regulated by congress, but all the agencies and facilities entering into such commerce are within the regulating power of congress.

"Why," says Judge Knapp, "should carriers be regulated? The right goes back to primeval days. Man, in those times, had ways of passage from one hunting field to another from his rude abode to the places where he found his sport.

"When advanced in civilization, the right of way was one of the first fixed by ancient custom and finally by law. Then came the establishment of the highway and the street. It may well be said that the street is the foundation of the state.

"Government has three important functions, to give security to the person, protection to prosperity and as-

social problem confronting this country, he declares, is the more equitable distribution of wealth. This, he says, must come from a general increase in the wages of railroad employes. Likewise, he argues, there should be an increase in the revenue of railroads that there shall be a betterment of existing lines without the need for increased capitalization. Such methods, he continues, mortgage the future and impose burdens upon the generations to come.

Judge Knapp, who has made a long study of the railroad question in the country, has been chairman of the interstate commerce commission and later organized the new commerce court sums up by saying that the method of dealing with the railroads is still in an embryo condition, but that out of it all probably will arise the necessity of extended government regulation or government ownership.

"Cyclone" Thompson Defeated. Special Cable. Sydney, N. S. W., Dec. 16.—"Cyclone" Johnny Thompson, the American middleweight boxer, was defeated on points here today in a twenty round fight by a middleweight named Rice.

"It is regarded as settled, therefore, that the large shippers must not be favored over the small shipper, that communities may not suffer for discrimination in rates, that schedules may be examined by the government, that rebating and other practices shall be punished and that unfair rates may be charged.

"The power to change rates has been given by congress to an administrative tribunal. The railroad and the public are interdependent and it is the function of this tribunal to determine the right in all controversies. The shipper is not always the underdog, so to speak.

"It is my observation," continued Judge Knapp, "that most of the evils of which complaint has been made are the outgrowth of the competitive system. It is my deliberate opinion that railroads should be permitted by law to associate for the purpose of making reasonable uniform rates and for the abolish of destructive competition.

"Our whole future depends on the solution of these problems of interstate commerce. If we are to go forward, the revenues of the railroads should be sufficient to pay such a return upon honest investment that capital may be attracted for the construction and extension of railways and the development of regions that await us. It may surprise you to know that in the old states of Maine there is a territory larger than the whole state of Massachusetts which has not one mile of railroad.

"Our methods of dealing with the railroads are still in the experimental stage. I see serious danger in the present condition. Congress is constantly agitated. So are the legislatures of all the states. There is the menace of stubborn conflict between the railroads and their two million employes. Finally there is the menace of political influence. If the regulation which is now sought to be enforced shall be found inadequate, government ownership of the railroads is the only alternative."

At the present time, Judge Knapp states, the problem of the "hour" is that the revenues of the railroads should be large enough to pay all employes' wages which will make for national progress. The fundamental

The Norfolk Southern

Raleigh should deal justly with the Norfolk Southern Railway. Its coming to Raleigh, by opening up to the city direct and through communication with the eastern part of the state, has assisted in no small way in the development and growth of this city. Its extension from Raleigh to the west means communication with more territory, a large part of which will be great deal of its trading with Raleigh and with all of which we have large dealings in one way and another and with which we will have much more business when the road is put through to Charlotte. The extension of the road will mean great things for Raleigh in many ways.

Besides the business we are sure of there is a possibility that Raleigh may get the shops of the road. And to get them to bring the shops here we ought to give them every inducement possible. Are we doing that? Not only are we not doing it, but we are not treating them fairly. We have, or think we have, them hemmed up in Raleigh. We know they are going through, that they have to go through to make connection between their lines on opposite sides of the city. We know that they want to come into the union depot on their own track, and armed with this knowledge, we are holding them up and gouging them for every cent we can get out of them here.

The Norfolk Southern is willing to pay a fair or even a fancy price for the property necessary to a right-of-way into the union station and out of the city on the south. It has paid well for so much of the right-of-way as it has secured. But it doesn't like to be robbed and probably doesn't intend to be robbed. The men who own land that is desired for enterprises of this kind have rights that must be respected. For various reasons a man may not want to part with his holdings and it is nothing but right that he be paid a sufficient valuation over the worth of the land to induce him to do so. The proposed route of the Norfolk Southern is necessarily through one of the most valuable sections of the city. Real estate is high and constantly advancing because the city is building that way. Under these circumstances we can understand why the man who owns property in that section and is able to hold it wants a good price for it if he parts with it now. But the man who is willing to sell, but because he thinks he has the advantage and can dictate terms, and therefore places the price beyond reach, is guilty of a hold-up game. To set a valuation higher than the land will be worth in a hundred years and accept it because the road is helpless, is near related to robbery, for Mr. Good Citizen who is doing that is forcibly taking money out of another man's pocket without giving an equivalent for it and putting the money into his own pocket. Yet, just now the road is blocked in Raleigh because of work of this kind. We hope those who are standing in the way will realize that they are making a mistake. Possibly they will line their own pockets, but we doubt it. There is such a thing as "killing the goose that lays the golden egg." Pushed to the wall the railroad will make some other arrangement and in the meantime will have acquired such a distrust of Raleigh through the cupidty of two or three of its citizens, that it will be adverse to bringing the shops here or doing any of the other things it will have the power to do to help Raleigh grow.

Greensboro yesterday offered the road \$100,000 to go to that city. Charlotte also is dealing liberally with the road and Raleigh—is trying to bleed it to death. Stop it, gentlemen, not only stop it but get busy and offer it some inducement to bring its shops here. Offer it a free site out near Famlco Junction, or some other suitable place, if it will bring them here. That will help the city and help everybody in it. Robbing the road because we can will help nobody and it doesn't keep it from being robbery by calling it some other name.—Raleigh Times.

Society for Advancement of Education

Chattanooga, Tenn., Dec. 16.—H. E. Bierly of this city, secretary, has issued a call for the annual meeting of the society for the advancement of education in the south to be held in Atlanta December 27, 28 and 29.

The Southern Educational Society embraces the following sixteen states: Alabama, Arkansas, Florida, Georgia, Louisiana, Kentucky, Maryland, Missouri, Mississippi, North Carolina, Oklahoma, South Carolina, Texas, Tennessee, Virginia and West Virginia.

An attractive program is being arranged for the occasion and the secretary reports that he expects a large attendance.

FOR SALE OR RENT—Crown Hosiery Mill property on R. Road, close in. Possession January 1st. J. M. Oates, 14-16 East.

Steel Trust Committee Costs Money

Washington, Dec. 16.—The house "steel trust" investigating committee is costing congress \$2,700 a month while extra stenographic work for various house committees at this session costing \$2,000 a month according to statements made in a speech in the house today by Mr. Fitzgerald.

Charges that the executive heads of the government pruned the appropriation estimates last year below the actual needs of the government service also marked the speech of Mr. Fitzgerald when the house took up the urgent deficiency bill.

"If this keeps on, the house will not be devoting its efforts to reducing the burdens of taxation but must find new methods of raising revenue," he said.



ROBERT W. CHANDLER Robert Winthrop Chandler who recently arrived in New York from Paris where he had been with his attorney to put the finishing touches to his suit for divorce he instituted against Lina Cavalieri to whom he was married on June 18th, 1910, "Sheriff Bob" as he is known, said that hereafter he will devote himself to art and will hereafter keep away from international marriage.

HARD LUCK.

Oh, dear! Oh, dear! I'm settin' here With nothin' at all to do, And under the sun There's naught to be done That's novel, or strange, or new.

The things with while, That's got some style, It's a fact that can't be hid, From A to Z, On land or sea, Has every one been did.

They've got the Pole, Discovered coal, Invented the telephone; And Columbus Has discovered us, And there ain't no lands unknown.

The famous goems Of hearts and homes Somebody's already writ, And all the fights For human rights Somebody's already fit.

Bill Shakespeare's wrote His plays of note, And Dickens his wondrous tales; And pioneers For years and years Have finished the untold trails.

And I—Oh, dear! I'm settin' here With nothin' at all to do To win me name And wealth and fame, With suthin' that's really new! —John Kendrick Bange, in Harper's Weekly.

Stung!

The husband arrived home much later than usual "from the office." He took his boots and stole into the bedroom; but, vain precaution! His wife began to stir. Quickly the panic-stricken man went to the cradle of his first-born and began to rock it vigorously.

"What are you doing there Robert?" queried his wife.

"I've been sitting here for nearly two hours trying to get this baby asleep," he growled.

"Why, Robert, I've got him here in bed with me," said his spouse.—London Opinion.

Give Your Wife a Set of Teeth for Xmas

OUR \$5.00 TEETH ARE BEAUTIFUL, AND PAINLESS EXTRACTING FREE!

Teeth Without Plates and Alveolar Dentures for Those Who Do Not Wish to Wear False Teeth.

Everything modern is waiting for you at prices and terms you can afford.

Our work is guaranteed for 15 years.

Sets of Teeth \$5 up
Gold Filling \$1 up
Silver Fillings 50c up
Gold Crowns and Bridge Work \$3, \$4, \$3 a Tooth

NEVER SLIP OR DROP \$5.00—A SET—\$5

Terms, well don't worry; these are arranged to suit.

Open daily 8:30 a. m. to 8 p. m., Sundays 10 to 3. Appointment can be made by Phone 365.

Best service for least money. Lady Attendant.

Dr. C. M. Beam of 310-311 Realty Bldg. is associated with the Baltimore Dental Parlor (Inc.) and has supervision of the work.

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