

Mother's Troubles

Mother's unending work and devotion drains and strains her physical strength and leaves its mark in dimmed eyes and careworn expressions—she ages before her time.

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as a strengthening food and bracing tonic to add richness to her blood and build up her nerves before it is too late. Start SCOTT'S today—its fame is world-wide.

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CONGRESSIONAL COMMITTEE BEGINS RAILWAY INQUIRY

Proposed by President to Better Condition of Carriers.

MAY CHANGE PRESENT SYSTEM

Officials of Roads Prepared to Advocate Federal Incorporation, Supervision of Securities and Extension of Authority of Interstate Commerce Commission.

Washington, Nov. 20.—Ten members of Congress, five Senators and five members of the House of Representatives, began here today an inquiry into the subject of public control and supervision of railroads that may lead to the revolutionizing of the whole scheme of governmental regulation of the country's transportation lines. Incidentally the committee is to look into the question of government ownership of railroads, telephone and telegraph lines and express companies.

The members of the committee which will conduct this important investigation are Senator Newlands of Nevada, chairman; Senators Robinson of Arkansas, Underwood of Alabama, Cummins of Iowa and Brandegee of Connecticut, and Representatives Adamson of Georgia, Sims of Tennessee, Cullop of Indiana, Esch of Wisconsin and Hamilton of Michigan. The inquiry was recommended by President Wilson in his message to Congress in December of last year. He described as its purpose to determine what could be done "for bettering the conditions under which the railroads are operated and for making them more useful servants of the country as a whole."

Prominent Men as Witnesses.

In order to obtain the views of all interests affected by the operations of the transportation lines the committee has invited prominent shippers, bankers, representatives of commercial organizations, railway executives, economists and others to appear before them.

The first to be heard are railroad commissioners of various states who began their evidence today. Their testimony is directed chiefly to opposing any enlargement of the federal authority over commerce that would detract from the powers now exercised by state bodies. They will be followed shortly by officials of railway labor organizations who are expected to register their opposition to the increase of governmental authority over wages and conditions of labor.

Chief interest in the hearings centers in the proposals that will be put forward by representatives of the railroads, for it is reported that they will advocate an extension of federal authority over rates and securities to the practical exclusion of state control of these matters. It is understood also that they will go on record in favor of federal incorporation of all railroad lines.

Legislative Program of Railroads.

From an authoritative source is obtained the following outline of the legislative program which the railroads will ask the committee to consider in its investigation: They will endeavor to demonstrate to the commission that one of the principal defects in the present system of railroad regulation is the lack of coordination resulting from the simultaneous and conflicting regulation by the federal government and by the 48 states. They will, therefore, ask that entire governmental control of the rates and practices of interstate carriers, except purely local matters, be placed in the hands of a federal body so that interstate traffic may be regulated without reference to state lines, leaving to the state commissions

jurisdiction only over local matters and local public utilities. As a part of this plan, a compulsory system of federal incorporation is to be recommended, accompanied by federal supervision of railroad stock and bond issues.

A reorganization of the Interstate Commerce Commission will be asked, in order to enable the commission properly to exercise its increased powers. It is also proposed that the preparation and prosecution of cases against the railroads shall be delegated to some other agency of the government, possibly the Department of Justice, so that the commission may devote its energies to its administrative functions.

With the commission thus relieved of some of its present duties and equipped to handle its business more promptly, the railroads will urge that the period during which the commission may now suspend proposed increases in rates be reduced from ten months to 60 days, with provision for reparation to be paid to the shippers if the advance shall be declared unreasonable.

They will also ask that the commission be given the power to prescribe minimum as well as maximum rates so that in meeting complaints of discrimination the commission may order the advance of a rate which it considers too low.

One of the most important recommendations for which the railroads will ask favorable consideration is that the commission be specifically authorized to take into account in rate regulation the effect of rates upon total earnings in the light of expenses.

While the Newlands Committee is required, under the resolution creating it, to submit a report by January 2 next, it is not anticipated that the Committee will have come anywhere near completing its labors then.

AFTER THREE YEARS

Marion Testimony Remains Unshaken.

Time is the best test of truth. Here is a Marion story that has stood the test of time. It is a story with a point which will come straight home to many of us. J. F. Williams, mgr. Telephone Co., Johnson St., Marion, says: "I was all run down from kidney trouble and the best doctors in the state had no hope for my recovery. I had rheumatic twinges throughout my body. I was extremely nervous and didn't sleep well. The kidney secretions were scanty and scalded in passage. I got Doan's Kidney Pills at Streetman's Drug Store and they cured me." (Statement given February 10, 1911.)

OVER THREE YEARS LATER Mr. Williams said: "Since I recommended Doan's Kidney Pills, I have had no sign of kidney trouble. I think they saved my life."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Williams has twice publicly recommended. Foster-Milburn Co., Props., Buffalo, N. Y.

Wilson's Majority in State 47,493.

Raleigh, Nov. 23.—The state board of elections canvassed yesterday the North Carolina vote for president, certified the vote by counties to Governor Craig who in turn affixed his signature and the great seal of the state. The total democratic vote in the state for President Wilson was 168,383 and that for Hughes, the republican candidate, 120,990, giving a majority for Woodrow Wilson of 47,493 votes. There were fifty-one votes cast for the prohibition candidate for president and 490 votes for the socialist candidate. In 1912 Wilson received 144,507 and Taft 20,139 and Roosevelt 60,130.

Hughes Congratulates President.

Lakewood, N. J., Nov. 23.—Chas. E. Hughes, Republican candidate for president in the recent election, last night sent President Wilson a telegram congratulating him upon his re-election.

In his telegram Mr. Hughes said: "Because of the closeness of the vote I have awaited the official count in California and now that it has been virtually completed, permit me to extend to you my congratulations upon your re-election. I desire also to express my best wishes for a successful administration."

Bryan to Visit Asheville.

William Jennings Bryan, of Lincoln, Neb., three times democracy's nominee for president, will be a North Carolina visitor early in December. Mrs. Bryan will accompany him. Mr. and Mrs. Bryan expect to visit their daughter, Mrs. R. L. Hargreaves of Raleigh, about December 4. They will be in Asheville either prior to their visit in Raleigh or just afterwards.

Oldest Voter, Aged 94.

Harnett county claims the distinction of having the oldest democratic voter in the state at the last election—John Gregory, aged 94, of Grove township. He has been voting the straight ticket since the Civil war. Noah B. Barefoot, aged 91, of Sampson, comes next.

Children Cry for Fletcher's

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The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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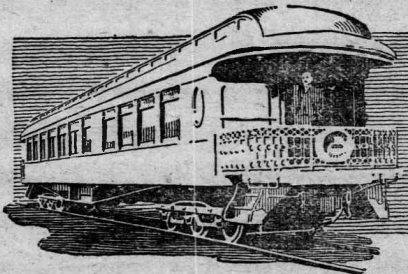
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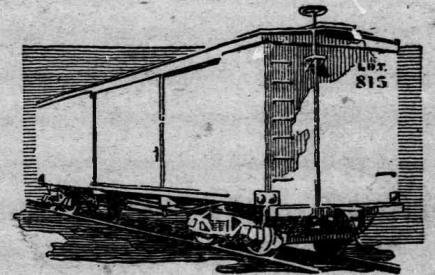
How Your Wants Are Filled

- ☞ Do you know that the merchants in this town can fill every want of yours?
- ☞ Convince yourself.
- ☞ Read the home papers.
- ☞ You can get anything you need in this town and at a reasonable price.

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No one would think of riding in a freight car if he could enjoy the comfort of a big, comfortable easy riding Pullman parlor car.

So with automobiles. Most of the popular priced cars ride like freight cars. This is due to the old fashioned type of spring.

Many manufacturers still continue to use them.

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