

# Society

The Religious Work Committee of the Y. W. C. A. met this morning at 11 o'clock.

The Business Woman's Bible Class of the Y. W. C. A. will meet with Mrs. Thomas P. Noe this evening at 7 o'clock at the association.

Mrs. P. P. Walker and little daughter, Ella Mae, have returned to their home after spending two weeks with Mrs. J. D. Walker, at Carolina Place.

Adjutant and Mrs. James Yates, of the local Salvation Army Post, have gone to Augusta, Ga., where they will spend a few days visiting friends.

Miss Leona McGeorge, field secretary of the South Atlantic States for the Y. W. C. A., will arrive tomorrow to spend several days here. She will be a guest of Mrs. John R. Kenly.

There was a large audience in attendance at the closing exercises of the World's Fellowship Week conducted at the Y. W. C. A. yesterday afternoon at 5 o'clock. Mrs. John R. Kenly presided at the meeting and addresses were made by Mesdames N. N. Davis, J. J. Hurt, Andrew J. Howell, F. B. Clausen and M. T. Plyler.

Many here will be interested to learn of the approaching marriage of Miss Florence Harper Potter, daughter of Captain and Mrs. L. D. Potter, of this city, to Mr. A. Mortimer Prall, son of Mr. and Mrs. Anning P. Prall, of Westerleigh, Long Island, N. Y., which takes place Thursday evening in the Dutch Reform church at Port Richmond, Staten Island. The bride-elect is well known here. They will make their future home at Port Richmond.

The announcement of the approaching marriage of Miss Nellie Edgerton, of Goldsboro, to Dr. Charles F. Strosnider, which is to take place in Goldsboro Wednesday, November 29, will be a pleasant surprise to many friends here. Miss Edgerton is a daughter of Capt. J. B. Edgerton, a prominent business man of Goldsboro. Dr. Strosnider is favorably known here.

This week the women of the First Presbyterian church will observe the annual Home Mission Week for Prayer. Services will be held every afternoon at 4 o'clock except Saturday in the church parlors. All women are invited to attend. Friday afternoon the specially prepared program of responsive readings will be used and a thanksgiving and self-denial offering for the General Assembly's great Home Mission Work will be taken.

**PERSONAL MENTION.**

Rev. J. A. Sullivan, pastor of Calvary Baptist church, has returned from Sampson county, where he conducted a series of services at Dell School last week. There were about 30 professions of faith among the 130 students enrolled there.

Dr. Ellen Gleditsch, a pupil of Mme. Curie, has been appointed a lecturer in radio chemistry at the University of Christiania.

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PRACTICAL GIFTS.

## REV. J. H. LUMBA CAN EAT CABBAGE AFTER FIVE YEARS

### Another Well Known North Carolina Preacher Tells Why He's For Tanlac. Weighs 188 and Is Making Up For Lost Time in Eating.

The Rev. J. H. Lumba, of Castalia, is another well known preacher of North Carolina to endorse Tanlac. He says: "I suffered from indigestion and catarrh of the stomach and bowels for 12 years. During the past five years I could eat no meats, cabbage or potatoes. If I did eat any of them I would be filled with gas and have hard pains in my stomach.

"My symptoms were a dull pain in the region of my stomach, choking of the throat and sharp pains at heart. Sometimes when I ate even the smallest amount of food I would suffer from bloating of the stomach.

"I saw Tanlac recommended and found when I had taken about one-half bottle that my food did agree with me. All bloating, swelling and gas and pains were leaving me. I am O. K. I can eat anything I wish, and it does not trouble me.

"I take Tanlac in tablespoonful doses three times a day, and take the Tanlac Laxative Tablets every third day, and suffer no more from constipation. There are no more bad effects."

The Rev. Lumba, who is 58 years old and weighs 188 pounds, concludes: "I am making up for lost time in eating now."

Genuine Tanlac is sold in Wilmington, exclusively at the Bellamy Drug Store, where its merits are explained daily to health seekers; Acme, Acme Store Co.; Burgaw, C. L. Halstead; Southport, Watson's Pharmacy; Rocky Point, A. N. Rhodes; Supply, G. W. Kirby; New Bern, Brandham Drug Co.; Magnolia, W. L. Southall; Faison, Faison Drug Co.; Pembroke, G. W. Locklear; Snow Hill, J. T. H. Harper; Vineyard, R. B. McRoy & Co.; Whiteville, J. A. McNeill & Son; Verona, G. W. Humphrey. Each town has its Tanlac dealer.—Adv't.

Miss Maude Howell, a high school girl, was awarded first prize at a recent Missouri fair as the best judge of beef cattle.

### Aged Woman Makes Quilts.

Burlington, Kan., Nov. 20.—A piecework quilt containing 4,358 pieces of cloth, each piece measuring not more than one and one-half inches square before sewing, has just been completed by Mrs. Betsy Minor Hackett, 96 years old, who lives here with her daughter, Mrs. E. T. Elder.

Mrs. Hackett, during the last five years, has made fifty-eight quilts. Despite her age she is still active and prefers sewing to sitting idle about the house. She is an artist in designing piecework quilts and her work has received much praise.

Her 96th birthday was celebrated by Mrs. Hackett August 27, last. She was born in Huron county, Ohio. Her parents preempted land there in the early days, which later developed into valuable property. Each of the children in the family was given a farm from the original holdings.

Mrs. Hackett was widowed more than a half century ago. An aged brother, who lives in Ohio, and two daughters, Mrs. Elder and Mrs. L. H. Gehring, of Hays, Kan., alone remain of her immediate family.

## WILL LOOK INTO GOVT. CONTROL

### Congressional Investigation of Public Carriers Begins in Washington

Washington, Nov. 20.—Congressional investigation into the broad question of government regulation and control of railroads and other common carriers, suggested by President Wilson in his opening address to the last session begins here today before a joint committee of Senators and Representatives.

Although the investigation was authorized before the threatened strike by the four great brotherhoods, the investigation will go into the questions which came up at that time, such as regulation of wages by the Interstate Commerce Commission and legislation to prevent a similar situation.

Questions which the investigators will take up go to the heart of the transportation problem and the inquiry probably will have a potent influence in Congress on the subject of government ownership.

At the hearings it is expected that all the leading railroads, telegraph, telephone and wireless concerns and express companies, as well as economists, leaders of labor and agriculture, shippers and bankers will be heard.

The committee is required to report to Congress by January 8, and an effort may be made to put through legislation before the session ends on March 4, after which the administration will not have its present majority in the House.

The resolution for the investigation came at the conclusion of many months of effort on the part of railroads and others interested in questions affecting them, to have a comprehensive inquiry into all phases of government control.

President Wilson, in his address to Congress in December, 1915, called attention to the need in this language:

"The transportation problem is an exceedingly serious and pressing one in this country. There has from time to time of late been reason to fear that our railroads would not much longer be able to cope with it successfully, as at present equipped and coordinated. I suggest that it would be wise to provide for a commission of inquiry to ascertain by a thorough canvass of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem.

"It is obviously a problem that lies at the very foundation of our efficiency as a people. Such an inquiry ought to draw out every circumstance and opinion worth considering, and we need to know all sides of the matter if we mean to do anything in the field of federal legislation. No one, I am sure, would wish to take any backward step. The regulation of the railways of the country by Federal Commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what should we undo. It is whether there is anything else we can do that would supply us with effective means, in the very process of regulation, for bettering the condition under which the railroads are operated and for making them more useful servants of the country as a whole. It seems to me that it might be the part of wisdom, therefore, before further legislation in this field is attempted, to look at the whole problem of coordination and efficiency in the full light of a fresh assessment of circumstances and opinion as a guide to dealing with the several parts of it."

Some months later the joint resolution was adopted. It provides for the appointment of five Senators and Representatives, "to investigate the subject of the government control and regulation of interstate and foreign transportation, the efficiency of the existing system in protecting the rights of shippers and carriers and in promoting the public interest, the incorporation or control of the incorporation of carriers, and all proposed changes in the organization of the Interstate Commerce Commission and the act to regulate commerce, also the subject of government ownership of public utilities, such as telegraph, wireless, cable, telephone, express companies and railroads engaged in interstate and foreign commerce and report to the wisdom or feasibility of government ownership of such utilities and as to the comparative worth and efficiency of government regulation and control as compared with government ownership and operation."

Power was given the committee to sit during a recess of Congress and to summon witnesses and to call on government agencies for assistance. The sum of \$24,000 was appropriated for expenses.

Under the resolution the following members were named on the committee: Senators Newlands, chairman; Robinson, Underwood, Cummins and Brandegee; Representatives Adamson, Sims, Cullop, Esch and Hamilton, all coming from the Interstate Commerce Committees of the two houses.

In its announcement of the hearings the committee said it would consider the subjects as follows:

"The subject of government control and regulation of interstate and foreign transportation, the efficiency of the existing system in protecting the rights of shippers and carriers and in promoting the public interest, the incorporation or control of the incorporation of carriers, and all proposed changes in the organization of the Interstate Commerce Commission and the act to regulate commerce, also the subject of government ownership of public utilities, such as telegraph, wireless, cable, telephone, express companies and railroads engaged in interstate and foreign commerce and report to the wisdom or feasibility of government ownership of such utilities and as to the comparative worth and efficiency of government regulation and control as compared with government ownership and operation."

## THIS DATE IN HISTORY.

One Hundred Years Ago Today. 1816—Christopher Ebeling, famous German scholar and the greatest authority of his time on all matters relating to North America, celebrated his 75th birthday at his home in Hamburg.

Seventy-five Years Ago Today. 1841—Treaty signed in London by which France, Austria, Prussia and Russia adopted the English laws against the slave trade.

Fifty Years Ago Today. 1866—First National convention of the Grand Army assembled at Indianapolis.

Twenty-five Years Ago Today. 1891—"The Farmers' Alliance" convened at Indianapolis split on the sub-treasury plan.

The old-fashioned custom of going to market with basket has been resorted to by Milwaukee women in an effort to reduce the H. C. L.

Miss Frances Miller, one of "Billy" Sunday's chief assistants for the past 11 years, is an ordained minister of the Congregational church.

In recognition of the service and sacrifice of mothers who have sent their sons with their blessings to the battle fronts, it is proposed in Canada that the government present to them a silver memento in the form of a Maltese cross.

George Stovall, first baseman of the Toledo American Association baseball team, but at Leeds, Mo., 36 years ago today.

A leading Chicago hotel has engaged bell girls to displace the customary bellboys.

foreign transportation," and under this head:

"The efficiency of the existing system in protecting the rights of shippers and carriers and in promoting the public interest.

"The incorporation or control of the incorporation of carriers.

"All proposed changes in the organization of the Interstate Commerce Commission as the act to regulate commerce."

Under another head the committee will consider:

"The subject of government ownership of all public utilities, such as telegraph, wireless, cable, telephone and express companies, and railroads engaged in interstate and foreign commerce," including specifically:

"The wisdom or feasibility of government ownership.

"The comparative worth and efficiency of government regulation and control as compared with government ownership and operation."

Discussing in detail questions of government regulation and control and government ownership the committee announced it would consider:

"Whether the Interstate Commerce Commission is overloaded and whether its jurisdiction should be confined to questions of discriminations, rebates, and rates, its jurisdiction over other subjects, such as valuation, safety inspection, etc., to be talked over to some other body or bureau to be created by law.

"Whether it is necessary to make any change in the organization of the Interstate Commerce Commission with a view to prompt and efficient action; whether it is feasible to increase the number of commissioners and to permit them to divide into several departments for the consideration of cases, and if so whether there shall also be considered in bank and also whether there shall be appeal from decisions in the department to the commission in bank.

"Whether such departments of the Interstate Commerce Commission shall sit in Washington, or be assigned to definite traffic areas somewhat after the manner of the judicial circuits, and whether in the latter case there should be provision for their sitting in bank at Washington or some central body in Washington with the duty of hearing appeals and directing the procedure of the departments.

"Whether under the present system the credit of the common carriers is assured with a view to their securing the moneys needed for necessary improvements and extensions in the interest of the public and at reasonable rates of interest. Whether government regulation of the issue of securities is advisable, and if so whether it is to the interest of the public as well as the carriers that this regulation should be exercised by the National government and whether it should involve merely publicity or absolute control of the issue of securities. Whether concurrent jurisdiction of the Nation and the States to control such issues is in the interest of the carriers and the public. What will be the field of operations for the State Railroad Commission in the interest of the public if the control of rates is vested in the Interstate Commerce Commission. Whether and to what extent without a period of five years it will be necessary to enlarge the facilities of the common carriers in the interests of the public and whether the present system of government regulation is such as to insure the credit of the carriers with a view to their making additional necessary expenditures.

"What is the effect of dual regulation on the part of the States and the Nation of the rates of carriers? What, if any, contradictions does it involve, and what, if any, discriminations does it involve as between States and localities.

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"Whether or not any regulation is feasible of the wages and hours of employees of common carriers, and whether or not it is advisable, in the interest of the public and with a view to maintaining uninterrupted commerce between the States, to take any further legislative action regarding the adjustment of disputes between the carriers and their employees and regarding strikes and lockouts.

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