more insidious method of com-PREIGHT CLASSIFICATION.

eginning with the year 1900, hun-is and even thousands of articles been reclassified by raising m from a lower to a higher-priced in the various orders promulrated by the railroads in the into which they have divided, for this purpose, the whole country. In one classification, known as order No. 20, issued early in that hundred reclassifications, of which 5.2 increases and only six reduc-By another reclassification or in the same year and known as order No. 30, and applying to Western business, 257 reclassifications were roads. made, of which 240 were increases and only 17 reductions, while by order No. 25 applying to Southern traffic made in the same year out of 636

reclassifications 531 were inc. ca-es.

Considering all reclassifications Considering all made during these years, it may be that the number of articles actually raised did not greatly exceed the number nominally reduced, but, Mr. President, the relative number of a: ticles raised or reduced is comparatively unimportant. The significant fact is the commercial importance of the articles so raised or reduced and the resultant increase or decrease in cial importance, but that the powent ofton,

portance.

I have in my hands a letter from the chairman of the railroad commis-sion of my own State, a lawyer of that State in 1902 attempted a sweeping reclassification of the subjects of transportation which, had it not been prevented by the commission over which he presides, Would have raised

reduction itzed. would come to us for a schedules. Likewise as in the case of the tariff so in the snug sum to surplus profits.

by the railroads and in their behalf, country based upon a comparison of the present average rate per ton mile with tify the conclusion sought to be drawn from it, that there has been no material increase in the rates ac-tually paid and collected. A superficial analysis of the problem will suface to show that the average rate per ton mile paid during two different periods, obtained by a calculation of the total freight, number of miles it was hauled and charges actually paid for hauling it in two given periods may be and are in certain circum-stances of but little or no value in determining the actual difference in the transportation charges of these respecive periods. It is obvious if the high-grade com-

low-grade commodities

common knowledge, shown by statis- the profits of radical investments. common knowledge, shown by statis. The profits of radioad investments, afforded by results in my own State. fact has held down the more. the average rate per ton mile.

in 1890 only 4.73 per cent and in 1904 4.53 per cent of our total railroad ton-nage. On the other hand, coal and nd other products of the mines, h are law grade and low priced reducts, reported to the commission, constituted in 1896 47.32 per cent, while in 1904 they constituted 51.56 per cent.

Know how to bake, wash, sing and to play; Without these talents a wife is N. G. Unless she takes Rocky Mountain R. H. Jordan & Co.

figures, these products constituted in 1890 129,000,000 out of a total tonnage in that year of 274,000,000, while in 1904 they constituted 230,000,000 out of a total tonnage of 641,000,000 originating on all railroads. Lumber, and other products of the forest, also low grade and low priced products, consti-tuted in 1889 only 10.89 per cent., and in 1904 12,53 per cent of the total railroad tonnage of that year, or, stated in round figures, these products constituted in 1889 only 48,000,000 out of a

year and applying to Northern and total tonnage in that year of 441,090,000. while in 1904 they constituted 80,000, 000 out of a total tonnage in that year of 641,000,060, originating on all railreads. In this estimate, to avoid the duplication necessarily involved. I do not include tonnage from connecting

With practically no increase during these years in the tonnage of manufactures and merchandise, and other like high grade and high price commodities, contemporaneously with this enormous increase in the products of the mine and forest, and other like low grade and low price commodities, is it not apparent if there had not been a great increase in specific rates there would of necessity have been not a small but a large decrease in the average rate per ton mile?

THE INCREASE IN RATES. But, Mr. President, if, for the increased since the beginning of the appeared to be unreasonable or unjust, reasons I have just stated, there has year 1900, I do not believe that all This has not been frequent; the fact the cost of their transportation. Ex- been in recent years no increase in the rates, or even the larger part of them, that we had the power rendered it unamination conclusively shows that the commodities reduced compared with those increased in these years, are not only relatively of little commer-

sion of my own State, a lawyer of great ability, who has devoted the last six years of his life almost, exclusively to the study of questions connected with his official duties, in which he says that the railroads of that the railroad profits have the "hold-up" of these monopolistic that profits from capital invested in reads for more and higher dividence, as swill show that the commission has not made as many mistakes as the traffic managers whose rates they have changed because they were found that State in 1902 attempted a sweepcourse the average percentage of prot- If the bill under consideration shall its could not be expected to be large pass and can be and is enforced in the upon a capitalization including mil-cutendment of its friends, it will give lions and even billions of dellars, bas- the inter-State commerce commission

hedules the rankest stand-patter fifteen thousand miles of railway and the railroads of supervision of rates in Congress would be unable to re-over eight hundred independent lines the past, both by the government and mentals of our system and question or a fin sist the overwhelming demand which have been re-organized and re-capital- the States, will demonstrate that the

overwhelming is the present demand whose stock was sold at one time since low from the enactment of this legis-for government interference to pro- the war at \$10 per share of the par lation are unfounded. tect the people against excessive rall-value of \$100. This road has recently Mr. President, during the ten years road rates. I have no doubt the sub-been taken into a consolidated sys-from 1887 to 1897 in which the inter-

earnings, and their mutterings of dis- dent lines have in a few years been r - istance, content grow louder and louder day organized and re-capitalized into the. The f Mr. President, the argument made trol the entire railroad mileage of the rower of the commerce commission to

that of a few years ago, is as I said enormous earning capacity of our rall- tions taken in connection with the fact before, misleading, and even if the roads the percentage of railroad that in over 400 answers filed to concention of the railroad that there stocks paying dividends and the earn-plaints in proceedings before the combas been no increase in this rate ing capacity of railroads has materinission during this time that this should be admitted, it would not jus- ally increased in recent years and is power of the commission was not chaibe still increasing.

RAILROAD DIVIDENDS.

In 1883 the percentage or tallroad stocks paying dividends was only 38.56 and exercised. stocks paying dividends was only as an and exercised, per cent, and the average rate of Twenty-five years ago the States bedividend paid on these stocks was only gon to assert their inherent powers are administrative or executive. I over transportation charges, and to know of no reason why the proposed dends in that year being only a little create commissions vested with control over eighty millions of dollars. In 1994 over rates on all domestic business. Toover eighty millions of donars.

the percentage of railroad stocks paythe percentage of railroad stocks paythe percentage of railroad stocks paythe percentage of railroad stocks payfor years past, twenty-six States have
for years past, twenty-six States have
over dends on these stocks had increased to domestic business far more 6.09 per cent. The amount paid in dividends in that year exceeding the enormous sum of two hundred and twen- traffic between the States.

ty millions of dollars. y modities on which high rates are ty-millions of dollars.

Charged are mixed indiscriminately. But, Mr President, dividends do not the road investment. The true measure of reads or the people have suffered average cost per ton mile will be in these profits is the balance left after a result of this supervision and conful authority of Congress in this matfluenced to a far greater extent by the amount of tonnage handed than by the rate charged. In other words, if this balance, including all ratiroals, pressively. On the contrary, their the volume of low grade commodities was in round figures, \$74,000,000, while ratiroal. Industrial progress with respect to this subject.

The proposition that Congress can say the commission as to defeat or render interier with the right in the right in the supervision and conful authority of Congress in this matter of rates, or so hamper it in the discharge of these powers through its the volume of low grade commodities was in round figures, \$74,000,000, while ratiroad, agricultural industrial progress with respect to this subject.

than the higher rate and more than all kirols of frame, was 81 cents, and railroad mileage was increased over trusted by the constitution to the extended Now. It is in 1904 it 31 a difference in cost of 50 one hundred miles in the fiscal year clusive judgment of Congress.

Plain if the amount let at a lower reads showing a net increase in profits ending June 30th, 1904, fourteen were. In saying the courts have this duting the last ten or fifteen years not calamity arguments against govern-

inter-State commerce commission, that to justify the contention of the rain-commission with full rate-making during the period of our great pros- roads that this legislation will bring power. When this law was passed we perity and business activity there has disaster to them or the country? Is had only a little over three thousand en an increase in the volume of it true, as contended, that our rali- miles of railroads. We now have about low grade freights altogether out of roads cannot make money and prosper four thousand miles, an increase proportion to the increase in volume unless they are permitted, without about nine hundred miles, while to-of high grade freights, and that this outside interference, to make and en- day at least a dozen new lines are in held down the increase in enforce their own rates without regard process of construction, with several

> States to-day, and in most of that inside the State or outside by the number for years past, rates on all do-mere asking. mestic traffic (and this traffic con-stitutes twenty per cent of the en-several railroads in my State were in tire transportation business of the country) have been fixed either by lecal commissions, or by railroads under their control and supervision.

past and to-day our railroads have not receipts \$3,100,000. In 1904 gross rehad a free hand in fixing their tariffs s also true as to a large part of inter- \$7,500,000. State as well as of domestic business. It is a well-known fact that certain Georgia, in Mississippi, in Minnesota combinations have monopolized many and in a number of other States have of the prime commodities of industry ing commissions with rate-making she takes Rocky Mountain and commerce, and, through the enermoss volume of business they can give manufactured products and of farm or withhold, aided by the devices of property has increased at a rate so

on all railroads, or stated in private switches, cars, refrigeration, these products constituted in ventilistion and icing, have for some 1,000,000 out of a total tonnage time past compelled and to-day in

ing business, as well as to other important lines of business. This traffic, tific and equitable rate adjustment by added to the domestic traffic of the railroads difficult if not impossible. States having commissions with rate-fixing powers, constitutes no inconsid-erable portion of the total freightage of this legislation that the possession of the country, with respect to which by the inter-State commerce commis-the railroads do not now and have not sion of effective power over rates will

hand over rates. ed them nor prevented them from speaking of rate-making by the com making money and paying dividends mission over which he has for eight on stocks largely, in some instances several times, in excess of the value of "While we have full rate-making" several times, in excess of the value of their tangable properties.

There is a railroad in my own State on their behalf of injury likely to forwhose stock was sold at one time since low from the enactment of this legisface. The plain truth in this contast

stitution of the reclassification method of rates advancement for the more open method of raising specific rates of schedules and commodities has rerved the railroad well and operated to both posipone and lessen the force on this basis of four to one earning in the case of the tariff so in the supplier and his power which justifies these predictions. power which justifies these predictions case of the railroads the truth is bethis is given as a striking example of disaster should Congress now give
ing forced home to the people by of the way in which a large part of the commission the powers exercised
the heavy drafts made upon their our more than eight hundred indepenby it during these early days of its ex-

> The fact that in eight years the rallsix or eight groups which now con- roads did not judicially challenge the Notwithstanding this false and ficti-the fact that that power, if conferred tious capitalization, on account of the at all, was conferred only by implicalenged, strongly confirms the conclusion that they did not find themselves seriously hampered or crippled by the right of rate supervision then claimed

to the commerce commission over

There is nothing in the history these States in these years which correctly measure the profits of rall- shows or tends to show, that the rall-

out of proportion to that of the latter logs per mile was \$6,362, in 1904 they have been given a freehand in adjust- denied and if it does not already exagainst either, the average per ten were \$9.306 per mile, an increase in tog rates, and in many of them the demile will be reduced or a converse that time of about \$3.000 per mile. In velopment along these lines has been raised. To illustrate: If the given issue the average revenue per train so far above the general average as to sums of money are loaned, one at a mile including all trains, was \$122, attract widespread attention.

higher rate and the other at a lover and in 1904 \$1.93, a gain of 71 cents—in support of this statement I call

the average rate per ton mile

For instance: Manufactures, which

are high grade and high price commodities, constituted in 1890 only 13.52

railroads have not had altogether a ates, and some by rich New England
free hand in fixing their tariff charges
free hand in fixing their tariff charges

free hand in fixing their tariff charges

to the interest and his associrailroads have not had altogether a ates, and some by rich New England
free hand in fixing their tariff charges

to the interest and his associrailroads have not had altogether a ates, and some by rich New England
free hand in fixing their tariff charges

to the interest and his associrailroads have not had altogether a ates, and some by rich New England
free hand in fixing their tariff charges
the charge of the total railroad tomage.

When it was passed, gross receipts heir control and supervision.

from ratiroad operation in the State
The statement that for many years were in round numbers \$8,600,000; net ceipts were \$20,300,000; net receipts

Not only in North Carolina but in ing commissions with rate-making powers, railroad mileage, the value of manufactured products and of farm

for a long time past exercised a free render the use of that power in a large hand over rates.

This interference with their control to coerce the railroads to correct upon over rates on this large portion of their their own initiative the inequalities business has not proven disastrous to and injustices of which the people the railroads; it has neither bankrupt- complain. In this letter Mr. McNeill,

powers, we have not attempted to su-Mr. President, I do not wish to be persede traffic managers of railroads; misunderstood about this matter of on the contrary, we have adopted tarrates While I believe, indeed while I iffs made by them and only changed am sure, that rates have been greatly rates on certain commodities as they

lowed to control in adjusting rates, and to charge that either through ig-for the year ending June 30th, 1901, and that when these conditions con-norance or in response to popular claage of the reduction in rates on articles reduced is far below the perticles reduced is far below the perticles increased.

For the year ending June 30th, 1901, and that when these conditions conticles increase in rates on articles increased.

For example, as a result of these ticles increased in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of increase in rates on ary year ending June 30th, 1899, was 1.49 contage of wills of which the people complain and the rate of which the people complain and which the people complain and which the people complain and the rate of which the people complain and which the people complain and which the people complain and the rate of which the people complain and the rate of which the people complain and which the people complain and the rate of which the people complain and the rate of which the people complain and the rate of which the people complain and the rate of the number of times the power than the people complain and which the people complain and the rate of the people complain and the rate of the people complain and which the people complain and which the people complain and are articles of enormous production and consumption, constituting in the and consumption, constituting in the aggregate a large per cent, of the total railroad tomage of the country and it is obvious that an increase in the rates charged on a few articles of this character more than offsets many bundreds of reductions on commodities of lesser commercial importance.

Now is it not plain, in these condition. The remedy for these evils, in my judgment, Mr. President, consists not seven cases. In over two hundred and thereby seven cases. In over two hundred a the point of demonstration that spessary to do so in order to protect the a total of about three hundred and cific rates have been largely increased people on the one hand against these twenty-seven decisions the commisunreasonable and extortionate rates sion was over-ruled in only twenty-

which he presides, Would have raised that the presides, Would have raised that the presides and the properties power to restrain the infer-State commerce commission between the public cannot trust those delegated to administer the law is not an admissible argument in a government like our upon tangible values at all, but of both those offending the railroads and these big shippers. When this is thirty-three and a third per cent.

Mr. President, I have often thought every commodity of commerce had attached to it a label showing the difference in its cost to the final purchaser on account of the high tariff large part of our two hundred and schedules the rankest stand-patter of the proposition of the stand-patter of the rankest stand-patter of the railroads of religious power to restrain the infer-State commerce commission between the infer-State commerce commission to infer the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admissible argument in a government like ours. If the personnel of a commission to the law is not an admission to administer the law the capacity of our people for self-

We had as well look the fact in the between these corporations and the laws affecting them administered by commission, but because they fear that power of the people to quickly call them to account for any frgetful-

ness of their interest will lead them to narily in such cases mutual bonds afford put the public weal above that of special privilege. Of the score or more State commissions which for twenty-five years have exercised power over domestic rates, not one, so far as I know or have ever heard is amend-five. But manifestly this would be compared to the public weal above that of seasonable protection. In this case it is apparent that such bonds will be of little or no practical value. Impounding the difference between the rate-supplanted and that substituted will help, and this should be done if nothing better can be done. But manifestly this would be a supplanted and the supplanted know or have ever heard, is amendable to the charge of having sacrificed the legitimate interest of a railroad to public clamor. They have made mistakes and committed errors no doubt. but so have the courts and all other human tribunals

All of our laws, both State and national, providing for supervision or regulation of great private enterprises roads, made necessary by conditions for which they are solely responsible, cannot be safely administered in the same way. I know of no reason which entitles them to the exemption which they clafm and assert with such confident persistency.

the volume of the former is the reason. In 185, the amount of railroad carns of the States in which the railroads review by the courts ought not to be ist it ought to be conferred. But, Mr. President, I submit that the courts higher rate and the other at a lower and in 1904 \$1.93, a gain of 71 cents in support of this statement I call the average course per mile. In 1885 the average cost of attention to the fact that of the nine-than the higher rate and more than all kinds of trains, was \$1.22, attract widespread attention.

In support of this statement I call the subject which they can exercise this subject which they can exercise without substituting their judgment than the higher rate and more than all kinds of trains, was \$1.22, attract widespread attention.

In saying the courts have this rate is greatly increased, while that for this time of 21 cents per train mile States which had commissions with power, I am not unmindful of the fact let at a higher rate is not. This instead of 18.91 per cent, in divinerance of a ship Now, Mr. President, it is a fact of only a steady, but a large increase in ment interference with rates than that given jurisdiction over certain specific when these courts were created and subjects they became so instant! withinvested with all the judicial powers of the constitution over and pertain-

ing to that subject. When Congress invested these courts with jurisdiction over the property rights with which this legislation deals, as it undoubtedly did, the constitution did the rest by imposing upon them the duty of safe-guarding these rights against any and all un-constitutional acts of the legislative and executive branches of the govern-ment and all their agencies. In the discharge of these great powers and these great duties these courts are with all equitable jurisdiction necessary for their exercises and per-

Under the law as now written, the courts, by virtue of their general pow-ers, can set aside at the instance of the carrier a confiscatory rate, and perhaps at the instance of the shipper an exterionate rate, but under this bill the courts will not have, and they ought not to have, the right to inter-fere with and set aside a just and reasonable rate fixed by the commission.

They will not have that power and they ought not to have it, because the establishment of rates is a matter which the constitution entrusts to the

private switches, cars, refrigeration, ventiliation and icing, have for some time past compelled and to-day in many instances compel, the ralirosas to accept such compensation as they are willing to pay for the transpe tation of commodities in which they deat or for' the traffic which they cont of. This control of the big shippers includes not only the oil and fresh meat to the fruit business of the country, but it extends to the fruit business, the dairy business, the truck business and the brewling business, as well as to other imposed in the proposed legislation and comment.

In this connection I want to read and my chief apprehension concerning this measure is that while the courts have not the constitutional right, as I turnishes a striking argument against the objection to the proposed legislation so persistently urged that under the power to revise and correct a challenge rate the commerce commission will put its hands upon every schedule unreasonableness, these orders may be and in the end take over the whole rate-making power and render scientific turnishes as it may employ to carry out its will.

My chief apprehension concerning this measure is that while the courts have not the constitutional right, as I see it, to review a lawful rate fixed and ordered by the commission, and while this bill by not conferring it demission of North Carolina. It to review a lawful rate fixed and ordered by the commission, and while this bill by not conferring it demission of North Carolina. It to review a lawful rate fixed and ordered by the commission, and while this bill by not conferring it demission of North Carolina. It to review a lawful rate fixed and ordered by the commission, and ordered by the commission of North Carolina. It to review a lawful rate fixed and ordered by the commission, and ordered by the commission of North Carolina. It to review a lawful rate fixed turnishes as triking argument against the proposed l this way many unreviewable as well as reviewable orders of the commis-

sion will be held in abeyance until final decree. It is probable that the only escape from this danger will be found in taking from the courts the right to suspend the orders of the commission in any and all cases. If Congress can do this, would it be right to do itwould it be good policy to do it? Whether good or bad policy, if it would be wrong or unjust to do it, we cannot, as individuals, or as a nation, to do it for mere profit's sake. In all history there is no grander ntterance than that of Aristides on a memorable occasion when he said to the Athenian people: "What Themistocles proposes would be greatly to your advantage, but it would be un-

In opposition to this suggestion it is said in behalf of the carrier that the constitution guarantees him against the taking of his property by the shipper without due process and without just compensation and that if the rate fixed by the commission can not be enjoined pendente lite he will be denied the full benefit of this guarantee in case he is successful in his suit, and left without remedy as to that part of his property taken before final decree.

The force of this argument is obvious,

The force of this argument is obvious, but, Mr. President, the law and the constitution also guarantee the shipper against the taking of his property by or

erty without compensation; the reply on behalf of the shipper is that the order protecting him is based on the finding of the Commission made not on an ex parte showing, but after full hearing and in-vestigation, that his property has vestigation, that his property has already been unlawfully and unconstitutionally taken for the benefit of the carrier, and will, until the final decree, continue to be so taken if it is suspended, not only without compensation or due process, but without any process whatever

In these conditions it will be seen In these conditions it will be seen, therefore, if the order is not suspended pendente lite, and the carrier succeeds in his suit, his proprty will be unlawfully taken, and if it is so suspended and the Commission is sustained the shipper's property will be unlawfully taken. It is a case in which necessarily one or the other must suffer. Which shall it bethe master or the servant? The answer I believe will largely be found in the inthe master or the servant? The answer I believe will largely be found in the inquiry as to which, in balancing probabilities as to the final result of the controversy, is entitled to the greater weight, a finding based on an exparte hearing without argument of opposing course. a finding based on an ex parte hearing without argument of opposing counsel or a finding after full hearing with both parties to the controvesy present and speaking through their witnesses and attorneys, by a board created by the law to make that finding.

In these conditions the imperial mind and the legislative mind, should be im-

partial, will, I think, conclude that the finding of the commission so reached raises a stronger probability that the

later to protect the shipper and his rights as much so as it is his duty to protect the carrier and his rights. Can this be done, and if so, how? Ordidone. But manifestly this would be a mere makeshift and at best would fall short of adequate protection even to the middle man, and would be practically none at all to the man upon whom the loss would, in the final analysis, chiefly

fall.

If there is any way to secure protection to each of these conflicting interests without abridging the equity jurisdiction of the courts, that way ought to be found and incorporated in this bill. The situation would seem to devolve the duty of finding that way upon those who insist that this function of the courts should not be impaired but, on the contrary, should be in express terms reasserted and affirmed in this bill. But however this may be, if no way can be found to accomplish this end, and I greatly fear none can be, I have reluctantly reached the conclusion that we should, if we have the power, employ it to prevent the suspension pending suit and before final hearing of the rate prescribed by the commission.

Can Congress do this? Undoubtedly REVIEW BY THE COURTS.

I have no objection to such right of review by the courts as does not in as effect either interfere with the right-

> tion to the carrier, would deny the same or equal protection to the shipper, and as the law, as it is at present written, does not afford him this protection, and as we are unable to otherwise provide for him this protection, you must not and shall not interfere except to administer the rights of the litigants as you may find them when you are ready to pronounce your final conclusion as to them," presents to my mind a yery serious question with regard to which I frankly confess I have grave doubts and misgivings, and sents to my mind a very serious question with regard to which I frankly confess I have grave doubts and misgivings, and concerning which I do not care to venture an opinion without further investigation and reflection. All I- am prepared to say at this time is if we have the power to do this, and no way can be found to give to the shipper the same protection in this behalf which a suspension of the rate would give to the carrier, then, and in that case, in my opinion, it would be our duty to exercise this power in such a way as it may lawfully be exercised to accomplish this result.
>
> Mr. President, the evils with which we are confronted are not such as can be remedied through the courts, either upon the initiative of the individual sufferer, or the government on behalf of the complaining public. Any law regulating or attempting to regulate the great corporated business enterprises of the country, affecting the interests of the whole people, over which the government has the right of supervision in the interest of the public, which can only be enforced through the courts is concerned, doomed to failure from the beginning; not because of any weakness or corruption of the personnel of the courts—for our judges are rarely subject to that criticism—but because of the inadequate machinery and powers of the courts to quickly, efficiently and comprehensively exert and apply the law and its semedies in enforcing obedience and punishing disobedience to its commands and requirements.

NO REGULATION THROUGH THE COURTS.

The futility of any attempt to regulate these great corporated enterprises through the medium of the courts is exemplified in the open deflance and contempt displayed by the trusts of our anti-trust laws, which the courts have declared ample in provision and scope to remedy the evils they denounce. In spite of these laws and the courts, these great monopolies continue in the light of day and within the knowledge of everybody, organizing and extending their corporate combinations and increasing their tevies and exaction upon the people. If we had a commission from which corporations

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