

# The National Civic Federation To Work On The Legislatures

## Annual Meeting of the National Civic Federation January 12, 13 and 15, 1911—Great National Problems Will Be Considered.

### Program Includes Discussion Upon Regulation of Combinations And Quasi-Public Utilities, Compensation For Industrial Accidents.

The eleventh annual meeting of the National Civic Federation will be held January 12, 13 and 14, 1911, in New York City. The state councils, organized by the federation during the past year to promote the unification and co-ordination of state and federal laws, will hold their first national meeting in conjunction therewith. In addition there will be special meetings of the various departments of the federation. The important topics of the hour in which the federation has been especially interested and which will be considered, are: Regulation of corporations and combinations, Regulation of railroads and municipal utilities, Compensation for industrial accidents, Arbitration and conciliation.

The announcement of the meeting thus describes the program.

**Trusts and Combinations.**  
"State and federal regulation of corporations" and questions dealing with the limitations of combinations in restraint of trade, whether in manufacturing, finance, labor, agriculture or other fields, will be considered at this meeting. A feature of this part of the program will be a thorough exposition of the new act which went into effect in Canada, May 1, 1910. This act provides that upon application of six citizens who complain against a corporation a judge may order that a commission of three be named one member by the complainants, one by the corporation and the third by the two thus selected. The commission is required to make an extended inquiry and publish a report, which must be accepted by the corporation within 10 days upon penalty of a fine of \$1,000 a day.

Another feature of the program will be a description of the potash syndicate recently organized by the German government, in which the government itself has a minority interest. The syndicate is practically a pool, fixes prices and regulates the output under government supervision. The same principle is being applied in that country to the electric and whiskey industries.

**Railway Regulation.**  
The need for uniformity in state regulation of railroads and other public utilities, the co-ordination of the laws governing the state railroad commission and the state railroad commission and the interstate commerce law, made evident at the recent hearings on the railroad rate question and also the regulation of public utilities by commissions will be discussed. The controversy over the proposition to increase railroad rates, now before the interstate commerce commission, is of tremendous scope not only to the stockholders, merchants, manufacturers and other shippers, but also to the three million employees working on the railroads and in the shops of the railroad supply manufacturers. It indirectly concerns the millions of depositors in savings banks and policy holders in insurance companies which are large investors in railroad securities.

**Compensation for Industrial Accidents.**  
A proposed uniform bill on compensation for industrial accidents will be presented for consideration. This measure is the result of a year's careful study of the question by a committee composed of members of official state compensation commissions, the commissioners on uniform state laws of 32 states, representatives of the American Bar Association in eighteen states, representative employers, labor men and social experts. In no subject is there greater need for uniform state action than in the matter of compensation for industrial accidents. This is clearly proven by the increased cost of insurance resulting under the application of the New York compensation law, which in some cases has doubled the rate, and which, if generally applied, would tend to work hardship on New York employers who have to compete with employers in other states.

**Law Regulating Labor Disputes.**  
In view of the recent street railway strikes in Philadelphia and Columbus and the express strike in Philadelphia and Columbus and the express strike in New York City, there will be considered questions of special interest to the public at this time, to wit: How far is the Canadian Conciliation and Arbitration Act applicable and desirable for the United States? Can the state laws on mediation and arbitration be made effective in handling industrial disturbances in general? Shall special legislation be advocated applying to street railways and other municipal utilities? Shall the Erdman act, which is so effective in the case of interstate railroads, be extended to telegraph, telephone and express companies?

### "New Nationalism" and "Old Moralities."

The following statement, in the announcement for the annual meeting, describes the work of the federation in promoting legislative harmony between the States:

Whether we call it the "new nationalism" or the "old moralities," the fact remains that there is an interminable conflict between the states themselves on some matters and between the states and the federal government on others, in respect to many of the vital problems of the day, which can only be terminated by legislation framed at the national level. It is clear that there are many questions with which the states alone can and should deal through uniform action; there are other questions with which only the federal government can deal effectively; and still others in which co-ordination of effort between the states and nation is essential, the only test being, which control is the more desirable and effective, from the standpoint of public welfare.

The importance of this situation to all business, commercial and industrial institutions is clearly recognized when we consider that our larger corporations—such as the railroads, telegraph, insurance, banking and trust companies, and, in fact, so far as taxation is concerned, all manufacturing concerns whose plants are in different states—are subject to 46 masters, each with a mind quite different from that of the others.

The diversity of state laws on ordinary commercial matters, such as warehouse receipts, bills of lading and negotiable notes, the urgent need for a uniform bill on compensation for industrial accidents, and, in fact, all labor legislation relating to hours and conditions of employment for men, women and children, the interminable law's delay arising from lack of uniformity in court procedure, the conflict between the states and the federal government on the question of pure food and drugs, the urgent need for an approximate uniformity in the laws governing the building of good roads, and the regulation of dairy products (both of which are being urged by farmers' organizations), give emphasis to the seriousness of our present chaotic legislative situation. To promote harmony between these conflicting interests the National Civic Federation is organizing councils in every state in the union, composed of representative men from the commercial, manufacturing, mercantile, banking, insurance, professional delegations of the state councils will attend the annual meeting and determine upon a definite program and method of work.

## Double Murder On Busy Street

Berlin, Nov. 26.—A double murder was committed the other evening within a few yards of one of Berlin's busiest streets.

Frau Tetzke had entered the flat, and was walking along the corridor when she heard a noise behind her. She turned around and saw a young man, who rushed at her simultaneously bringing a revolver. A bullet struck her in the face, penetrated the skull, and lodged in contact with the brain. With a loud scream the woman fell senseless to the ground. Hearing his wife's cry and the report, the husband, who had only reached the next lower landing, ran hastily up stairs. He was met in the door by the intruder, who also charged at him with outstretched revolver. Frau Tetzke hurriedly placed the child on the ground and attempted to grapple with the man, but he, too, was struck on the head. A short struggle seemed to have ensued between the two, in the course of which the tailor was hit by a second bullet, which injured his spine. His assailant having disabled him, made off with full speed down stairs.

The murderer and his companions, for he is supposed to have been one of three, slipped out of the house before they could be seized, and were at once lost in the stream of animated pedestrians that filled the street. The Tetzkes were taken to a hospital, where the man soon after expired. His wife's wound is described as mortal, though she still lingers. When the police arrived on the scene of the tragedy, they found that the flat had been plundered. That being so, the motive for the murder is not far to seek. Under the German criminal code, the maximum penalty for house-breaking is ten years penitentiary, while the taking of human life in the attempt to evade arrest is not a capital offense. But can be punished with as little as the term just mentioned. Consequently there is a strong temptation for a surprised burglar to clear his way to freedom with a firearm.

Paul Tippey, a brother of the girl, who was formerly in the service of the Tetzkes, has been arrested in connection with the murder.

**Insurance Men Convicted.**  
Newport News, Va., Nov. 26.—Twenty officers and committees of the Southeastern Underwriters' Association were found guilty of maliciously and in wanton disregard of the rights of the public, increasing the rates for fire insurance in the city of Newport News, and fined four hundred dollars each, by a jury drawn from Southampton county, in the corporation court.

**Byrd Set at Liberty.**  
Fayetteville, Nov. 26.—The jury, in the case of Ab. Byrd, on trial in the Superior Court for the murder of Fred Thomson, returned a verdict of "not guilty" at 7:30 o'clock Thursday night, after being out since late Wednesday night. The jury's verdict was rather surprising.

It will be heaven sure enough if there are no first of the month bills there.



LORD LANSDOWNE.

Lord Lansdowne, who broke up the English government's plan to have Parliament immediately dissolved, by demanding the introduction of a veto bill. He pointed out that the government had no ground for dissolution of parliament when no government measure had been defeated in either house. The government yielded on this point and its anti-veto measure, called the "parliament bill," was introduced in the house of lords by the Earl of Crews, secretary to India. In submitting the bill the new secretary said it would be a waste of time to discuss the measure as it was hopeless to attempt to reach any kind of agreement respecting its modification. It is said that the government has granted a week for the discussion of the measure and final action.

## REMINISCENCES OF THE OLD DAYS IN BASEBALL

[This is one of a series of reminiscences of the old baseball days written for this service by Hardie Richardson, who was the Hans Wagner of the old school. With Dan Brouthers, Deacon White and Rowe, he formed the celebrated "Big Four" that won Detroit a pennant in 1887.—Editor's Note.]

(By Hardie Richardson.)  
The method of making contracts between managements and players in the early days of professional baseball was emphatically different from the system employed in these halcyon times. This will be shown by the following narrative of my experience with one of the first—and also one of the best—teams of central New York during the time of which I write.

In the summer of 1875, after some correspondence and on receipt of \$75—the acceptance of which was, at that time, equivalent to signing a contract—I started from Binghamton, N. Y., to join the celebrated "Cricket" of that city. Distinctly I recall the morning of July 23rd, when about 2 a. m. I pulled into a place called Waverly, where a change of cars was to be made. The night was dark. The small station was deserted. But worse luck, my train was not due until 5 a. m. On the platform I noticed a long box, upon which I placed by satchel. Then, to while away the monotony I began to walk around the depot.

Suddenly I heard something fall away out on the tracks. Hastening around the corner I first discovered that my baggage was missing. A man now stood in the heavy shadow by the long box. He informed me emphatically and coolly that the box contained a corpse which he was guarding. With profuse apologies I retrieved my distant luggage. When I had returned and reasoned with my irate companion of how sorry I really was of having used the sacred property entrusted to him for such a purpose he became quite calm and sociable. I tell you I was mighty glad of his company for the three hours' wait passed off pleasantly thereafter.

I arrived in Binghamton in due time and played that afternoon. It soon got noised about among the rest of the team that the new comer had been paid some advance money. This naturally resulted in wholesale gentle "touches." My seventy-five rapidly dwindled to thirty. There was no cause for alarm. I was assured, as the loans were to be repaid on the very next day. But never mind. There was only one of these I received, but two dollars more. By signing a contract to return the next season, I got another pittance of advance money. This time it was only \$25, but with it I was able to pay off a few small bills and return to my home with less than a dollar in "chicken feed" in my pockets. I was almost convinced then that baseball playing as a means of livelihood was a rank failure.

I called to mind an experience of mine as a small boy when my father gave me a board and had me work at a neighboring farmers at the enormous salary of ten cents a day. At the end of one year my connection with my neighbor's agricultural operations suddenly terminated. For upon my request for a little more recognition in a financial way, he presented a bill for instructions in the art of driving cows and splitting wood, which he said in his estimation balanced accounts.

About the only thing in the old times which there was plenty for everybody was the very glory of being a ball player. It seems to me, as I look back, that there was more than that

now. For, if one but remembers, there were no gloves, masks, protectors, shin-guards, etc., in those times, nothing but the bare hands! And say: do you know they heaved the ball just as hard then as now. It is probably due to the introduction of the various protections to players that many have entered the profession who would otherwise have been unable to endure the hardships of the "no-gloves" times.

A very successful season had the "Cricket" in 1876, as far as winning games was concerned. The organization was made up as follows: Homer Mix, a very fine man, was president; Henry Wheeler, vice-president and Henry Perlee, manager. Will White was pitcher. Joe Roach, catcher; Geo. (Juice) Latham, first base; McGuinness, second base; Smith, third base; Laly, shortstop; Eddie Kennedy, left field; myself, center field; Hutchkick, right field.

The next year, 1877, on returning I found a new management in control and pay days came in regular order. The team was strengthened in the addition of John Richmond, "Nick" Alcott, Arthur Allison and Bob Clark. All went well until the great railway strike, and such was the tie-up that it was impossible to get into or out of the city. Rather than keep the team they held a meeting and agreed to submit to a reduction of \$15 per month each. Under these conditions "the club was kept together and remained until the end of the season."

It would be interesting to know how fortune has dealt with the men of that team. And if any of them shall read this article I shall be greatly delighted if he communicate with me.

**Dividing With Bill.**  
A good old preacher who lives in a small town down in Indiana received an invitation a few days ago to travel several miles into the country for the purpose of performing a marriage service. Being too feeble to go on foot and having no funds with which to hire a conveyance, the reverend gentleman was somewhat perplexed until he happened to think of Bill Haines, the proprietor of the local livery stable. He called on Bill and mentioned the fact that a young man and a fair maiden were waiting far from the madding throng to be joined in the holy bonds of wedlock, and Bill, being a man of keen perception, replied: "I allow you'd like to get a horse and buggy to take you out there?"

"I had an idea that it would be a fine thing if you could help me in that way. I'll tell you what I'll do, William. If you will let me have one of your rigs, I'll divide what I get with you when I return."

"All right," said Bill, "that's a go." The parson was accordingly provided with a horse and buggy, and he drove away. When he got back, covered with dust and considerably fatigued, he climbed out of the buggy and, handing the reins to Bill Haines, said: "William, I thank you five hundred times."

"I thought you were going to divide with me," Bill answered.

"I am doing so. When I had pronounced them man and wife the groom offered me a thousand thanks."—Chicago Record-Herald.

**Dies Suddenly.**  
Winston-Salem, Nov. 26.—Mr. B. F. Cottle, a leading citizen, died suddenly at 2:30 yesterday afternoon at his home on North Liberty street, his age being fifty-five years.

After eating a hearty inner yesterday, Mr. Cottle went in the bedroom to take a rest. Mrs. Cottle appeared in the room and found her husband sitting on the side of the bed. He seemed to be having trouble in getting his breath. He fell over on the bed and expired before a physician could be summoned.

**Went Two Days With Broken Ribs.**  
Atlantic City, Nov. 26.—After suffering intense pains in her side following a coughing fit, Mrs. Luther L. Jones, of No. 22 North Vermont avenue, decided to go to a physician. She was much surprised when the doctor discovered the procyon had snapped two of her ribs.

## INCREASED CORN YIELD BROUGHT \$100,000,000

By Associated Press.  
Baton Rouge, La., Nov. 26.—That the South has been enriched to the amount of \$100,000,000 by its increased corn yield was the statement made here today by Prof. V. K. Roy, who has charge of the boys demonstration work of the United States department of agriculture and also of the agricultural extension courses of the Louisiana State University. The work of the boys corn clubs in Louisiana has been productive of thousands of bushels of corn, according to figures presented to Professor Roy.

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### When Wife's Away

Of all the insidious temptations insidious Contrived by the devil to pull a man down,  
There is no more delusive, Seductive, abusive, Than the snare to a man with his wife out of town. He feels such delightfulness, Stay-out-all-nightfulness, Sure-to-get-tightfulness, 'Tis one without pain; A bachelor rakishness, What-will-you-takishness, None can explain. His wife may be beautiful, Tender and dutiful, 'Tis not her absence would cause him delight; But the d— opportunity, The baleful immunity Scatters his scruples as day scatters night.

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### SOUTHERN RAILWAY.

N. B.—The following schedule is published only for information and does not guarantee. June 1909.

1:30 p. m. Daily for Washington, Baltimore, Philadelphia, New York. Day coaches, Pullman sleeping cars to Washington, Baltimore, Philadelphia, New York. Day coaches, Pullman sleeping cars to Washington, Baltimore, Philadelphia, New York. Day coaches, Pullman sleeping cars to Washington, Baltimore, Philadelphia, New York.

### SEABOARD AIRLINE SCHEDULE

**JAMES KER, JR., T. P. A., Selwyn Hotel, Charlotte, N. C.**  
**J. B. WYLLIE, T. A. Selwyn Hotel, Charlotte, N. C.**  
Trains Leave Charlotte—Effective Nov. 4, 1910.

NO. 40—4:50 A. M.—Connects at Monroe with No. 38, which carries through coach, picking up mail car at Hamlet, to Portsmouth, Norfolk, Wilmington, 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. 48—7:00 A. M.—Local for Monroe and all points south.

NO. 13—10:00 A. M.—Local for Lincolnton, Shelby and Rutherfordton.

NO. 44—5 P. M.—Local for Wilmington; connects at Hamlet with No. 42 for Columbia, Savannah, Jacksonville, through coaches and sleeping cars; arrives at Wilmington at 12:30 a. m.

NO. 47—4:45 P. M.—Local for Lincolnton, Shelby and Rutherfordton.

NO. 122—7:00 P. M.—Handies local sleeper for Portsmouth, Norfolk; connects at Monroe with No. 4, for Atlanta and Southwest with through sleeper to Birmingham, at Monroe with No. 31 fast train with sleeper to Portsmouth and Norfolk and Jersey City, connects at Hamlet with No. 92 with through vestibule coaches to Washington. Dining car, Richmond to New York. Pullman sleepers to New York.

Trains Arrive at Charlotte.

NO. 123—9:55 A. M. from the East.  
NO. 45—12:01 Noon from the East.  
NO. 46—10:00 A. M. from the West.  
NO. 132—7:00 P. M. from the West.  
NO. 49—7:25 P. M. from the East.  
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