

The Academy Barber Shop
 Polite and courteous workmen and everything sanitary.
 Union Shop White Barbers

Phone No. 1
 when you want anything in the
Drug Line
 PROMPT SERVICE
 NEXT TO BLAND HOTEL
S. W. WILLIAMS, Druggist,

STEINMETZ
 Flowers for All Occasions
 Ferns, Palms and all kinds of Pot Plants for house culture. Hyacinths, Narcissus, and other Bulbs for forcing and outdoor planting.
 Best Service. Polite attention. Let us serve you.
H. Steinmetz
 FLORIST
 BOTH PHONES. RALEIGH, N. C.

K. & L. DEPARTMENT STORE
 16 E. HARGETT
Union Trade
 INVITED TO THE
Big Department Store.
 EVERYTHING IN
Ready-to-Wear
SHOES
 FOR ALL THE FOLKS.
 Millinery Parlors
 always up-to-date.

K. & L.
 means low prices. Take a look.

E. F. PERRY
 PHONE 1929
Electrical Contractor
 Repair Work a Specialty
 Estimates Furnished Upon Application.
 515 OAKWOOD AVENUE
 RALEIGH, N. C.

PHONES 476
HOBBY TRANSFER
 Moving Vans
 Service the Best. Autos for Hire.

Henry E. King
 BRICKMASON
 Setting of Boilers and Grates a Specialty
 511 W. MORGAN ST

AT THE MOVIES.

SPLENDID CABARET SCENE IS PICTURED IN "EYES OF THE SOUL"
 One of the largest sets ever built in a motion picture studio is that of the Palm Garden cabaret in Elsie Ferguson's latest picture, "Eyes of the Soul," which will be shown at the Alamo Theater next Monday and Tuesday. It is a full-sized cabaret, a flight of steps leading up to the stage from the restaurant floor and a length of restaurant which takes in perhaps twenty-five tables within the camera's range.
 The story deals with a little cabaret dancer who is loved by an elderly man, a judge and a member of one of the South's finest families. He is first attracted to her by her beauty and grace, and after making her acquaintance he realizes that not only is she possessed of a curious code of her own by which she lives, but she has many excellent qualities.
 Miss Ferguson portrays the stellar part, wearing a costume resembling that of a pigeon. A dancing instructor was engaged to give Miss Ferguson a few lessons in a bird dance and walk, which she does admirably. She is accompanied by twenty girls, all chosen for their grace and beauty from Broadway shows.
 The picture is based upon George Weston's story, "The Salt of the Earth."

BIG CROWDS WATCH MARGUERITE CLARK
 Many Turn Out to See Filming of "Come Out of the Kitchen."
 Marguerite Clark, the beautiful Paramount star, was the center of attraction of vast crowds during the filming of scenes of "Come Out of the Kitchen," at Pass Christian, Miss., recently. Miss Clark's latest starring vehicle will be displayed at the Alamo Theater next Thursday and Friday.
 The visit of Miss Clark and her company proved to be a great event

THE RAILROAD ISSUE
 The most ambitious and formidable public movement undertaken in this country since the "free-silver" campaign is that launched by organized labor for the nationalization—or socialization—of all the railroad systems of the United States. It presents issues so vast and complex, and may affect so profoundly the political and economic future of the nation, that the details and possibilities of the plan should be understood by every American citizen. It has become so involved, however, with related yet really distinct matters, such as wage demands, strike movements and the cost of living crisis, that its outlines and significance are still obscure to most Americans. The situation may be clarified somewhat by an impartial statement of the essential facts of the case. Our present aim is not to argue either for or against the proposal, but merely to present a narrative of the events from which it grew, and to recite the avowed purposes of its promoters.
 The demand, which has the indorsement of virtually all organized labor, is pressed by the four great brotherhoods of skilled railroad workers, supported by ten other unions of employees affiliated with the American Federation of Labor and by unionism as a whole. The brotherhoods, generally regarded as exceptionally conservative, three years ago won a dramatic victory which provided the basis of the power that is now put to the test.
 In August, 1916, they presented a series of demands, the chief of which was for an eight-hour day. This was really a drive for higher wages, not for shorter hours, the aim being to fix that standard of compensation and require payment at higher rates for work done outside the stipulated time. The nature of the movement was shown in the fact that its success increased the combined railroad pay-roll by more than \$60,000,000 a year.
 When the companies resisted the demand, the men called a nationwide strike. President Wilson properly intervened on behalf of the public and proposed arbitration. The unions, however, refused to submit their eight-hour day demand to any tribunal whatever, and announced that unless it were granted they would paralyze transportation. The President, who was then concerned over his campaign for re-election, suddenly adopted the brotherhood view, and caused Congress to pass the Adamson law, imposing on the railroads the increased wage scale. A Democratic member the other day openly declared that the present movement was due to that surrender.
 "The brotherhoods," he said, "got a taste of power when the Adamson law was passed under whip and spur, and they have been intoxicated by it ever since."
 In March, 1918, the railroads passed under government operation, and thereafter, under stress of war necessities and the rising cost of living, rapid increases in wages were made. The pay-rolls, which had aggregated \$1,470,000,000 in 1916, had grown to \$1,739,000,000 in 1917. Last year they were above \$2,500,000,000; this year the estimate is \$3,000,000,000, and if the demands now made are granted the workers will receive in 1920 about \$3,800,000,000. Yet the demands have never been satisfied; at no time has the railroad administration been free

in the quiet social life of the quaint little town. Never before had the village been honored by the presence of a real motion picture troupe, and only once before had a camera-man ever turned a crank there for the edification and education of the inhabitants. This was several years ago, when President Wilson visited some relatives there for a few days, the event subsequently finding its way into one of the motion picture news weeklies. The result was that the schools of the village were closed for an entire day, and excursions were run from Biloxi and other near-by towns, in order that the inhabitants might see just how motion pictures are made.

TRAGEDY OF A MOTHER'S SECRET HIDDEN FROM HER DAUGHTER IS PICTURED
 Can a mother keep from her daughter the secret of her identity? This question is answered with tremendous dramatic power in "The Painted World," the picture which will be shown in the Alamo Theatre on Thursday.
 The mother, "The Masked Lady of the Moulin Rouge," had sworn that her child, Yvette, should never know who and what she was and should never pass the gates of the painted world where she lived. To this end the child was brought up miles from the city and seen by her parent only at long intervals.
 How the mother succeeded until the child grew up to young womanhood and the tragedy that finally tore aside the mask furnishes the theme of the great drama of backstage life written by Jacques Futrelle.
 Anita Stewart, as Yvette, has one of the biggest and most appealing roles in her screen career, and is finely supported by E. K. Lincoln, Julia Swayne Gordon, Charles Kent and Harry Northrup. Ralph Ince directed the picture.

from controversy and threats of strikes to enforce higher scales.
 The wage issue came to a head on July 30, when the director general of railroads reported to the President a deadlock over demands of the shopmen, which had been in dispute for several months. He explained that granting those increases would require corresponding grants to all other employees, involving a total of \$800,000,000 a year. With the railroads piling up an enormous deficit every month, settlement was impossible. President Wilson devised the simple expedient of loading the bill upon the public. On August 1 he wrote to the chairman of the appropriate committees in Congress asking for creation of a body to determine all railroad wage questions, its decisions being mandatory on the rate-making authority. In other words, wage increases would be granted, and rates automatically raised to pay them.
 Congress promptly rejected his suggestion, on the ground that he already had the power to deal with the matter. President Wilson thereupon ordered the director general to deal with the question raised by the shopmen on its merits.
 But this has settled nothing. The railroad workers scorned the President's proposal for a system of parallel increases in wages and rates, which, they justly said, "would simply add to the endless chain of wage and rate increases, an eventually result in disaster." While insisting and rate increases, and eventually admitted that success would provide no solution of the problem of the cost of living, but would really aggravate the struggle. "If Congress adopts the plan proposed by the director general and the President," declared one leader, "we will tie the railroads up so tight they will never run again."

This statement was made after the introduction, on August 2, of the brotherhoods' bill providing for purchase of the railroads by the government and their operation on a profit-sharing basis. The measure embodies a plan drafted by Glenn E. Plumb, counsel for the brotherhoods. It is described as a project for "public ownership of the railroads, with democracy in their control."
 Under this scheme the government would issue 4 per cent bonds to pay for the "legitimate private interests" of the present stockholders in the railroads. The securities represent nearly \$20,000,000,000, but the promoters of the Plumb plan say that two-thirds of this amount would be enough to make just compensation. They would have the valuation made by the courts.
 Control of the railroads would be vested in a board of fifteen directors, five to be appointed by the President as representing the public, five to be elected by the operating officials, and five by the classified employees. This board would fix wages. After operating expenses were met and fixed charges paid, including interest on the bonds, the surplus would be divided equally between the government and the railroad men; of the latter half share, the operating officials would receive twice as much, proportionately to their numbers, as the classified employees.
 Power to fix rates would remain with the Interstate Commerce Commission. When the government's share of the surplus equaled 5 per cent or more of the gross operating

revenue, rates would be reduced so as to absorb the extra amount. The theory is that the reduction in rates and profits would benefit all concerned—that it would stimulate business, encourage the men to strive for greater efficiency so as to earn more, and tend to cheapen commodities and so lower the cost of living. The government's share of the surplus would be devoted to improvements and extensions and to retiring the bonds, so that eventually the railroads would be owned by the public at cost price.
 It should be borne in mind, therefore, that the present controversy has two phases. First, there are demands of the railroad workers for wage increases aggregating \$800,000,000 a year, to come out of the pockets of the public in higher-priced transportation and commodities; to enforce these demands the unions declare they are ready to call a nationwide strike. Second is the Plumb plan of nationalizing the railroads, with the employees sharing in the management and the profits; no strike is threatened to support this proposal, the avowed program being to carry it through by propaganda and political action.
 The significance of the second undertaking is that it embodies revolutionary principles. "It marks," says a formal statement by the brotherhoods, "the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled." In other words, organized labor proposes, so far as the railroads are concerned, to oust capital and establish a socialistic system, in which the workers shall be effectually represented in the direction of the enterprises, the fixing of their wages and division of the profits. It is the program, furthermore, to extend the plan eventually to all the "basic industries."

Sentiment in Congress seems to be overwhelmingly against the project. The railroad workers were prepared for this, and are gathering enormous funds to carry on their propaganda. "It is going to be a fight to a finish," declares Mr. Plumb. "If this Congress won't stand with us, we will try to elect a Congress that will favor our program. We will not stand for any modification of the principles and proposals set forth. No legislation passed without the incorporation of our principles would be other than temporary. There can be only one outcome. We would be satisfied if this question went to the people at the next presidential election."
 The confidence and determination of the railroad workers are inspired to a great degree by a belief that they can count upon the eventual indorsement of their program by President Wilson. They were somewhat disappointed by his declaration last week that "We cannot hastily revolutionize all the processes of our economic life, and shall not attempt to do so." But they quote with enthusiasm his words to Congress on May 19 respecting the question of labor: "We cannot go any further in our present direction. We have already gone too far. We must find another road, leading in another direction and to a very different destination. It must lead not merely to accommodation, but also to a genuine cooperation and partnership based upon a real community of interest and participation in control."
 "The object of all reform in this essential matter must be the genuine democratization of industry, based upon a full recognition of the right of those who work, in whatever rank, to participate in some organic way in every decision which directly affects their welfare or the part they are to play in industry."
 "Democratization of industry" is a somewhat vague term, and no one dare say how it would be interpreted by Mr. Wilson. But the American people cannot be too diligent in informing themselves as to what it signifies in the minds of the railroad workers and their supporters in organized labor.—Philadelphia North American.

TYPHOID IS PREVENTABLE.
 About 25,000 persons die of typhoid fever in this country every year, and this disease is preventable, says the United States Public Health Service.
 Typhoid fever is described as a serious, contagious, infectious disease, lasting from four to eight weeks or longer. There are often serious complications, such as ulcers, hemorrhage or perforation of the bowel, and in about one out of every ten cases the patient dies.
 The fever is referred to as a "filth" disease, and is caused by swallowing typhoid germs which have come from the discharges of a person who is ill with typhoid or who has recovered and who continues to discharge the germs. Infected water, milk, food, dirty fingers and filthy flies often spread the disease.
 It is stated that typhoid fever can be prevented by good sanitation, personal cleanliness and typhoid vaccination. This vaccination, says the public health service, affords a protection from one to four years, sometimes longer. There is "absolutely no risk and no danger."

MILL MEN ORGANIZE.
 Chattanooga, Tenn., Sept. 3.—Workers employed in planing mills in this city have organized and affiliated with the Brotherhood of Carpenters.

CHAS. E. JOHNSON, JR.
 OFFICE: NO. 21 RALEIGH BANKING AND TRUST COMPANY BUILDING
GENERAL INSURANCE
 ALL FORMS OF INVESTMENTS
 We have special accommodations for those who are able to lay aside small sums each month and who are seeking lucrative investments.
CHAS. E. JOHNSON, JR., Manager. **JAS. R. BYNUM,** Asst. Manager.

Merchants National Bank
 Is anxious to be of service to its friends and customers. Both active and savings accounts solicited. We have ample resources to take care of your needs.
 New accounts especially invited.
Largest Bank in Raleigh.

SEE US
 before buying your
... FURNITURE ...
Royall & Borden
Furniture Company
 Raleigh, N. C.

SANITARY STEAM LAUNDRY
 Office and Plant 316-318 South Blount Street
 RALEIGH, N. C.
 Both Phones 391
 Our Work the Best.
Palm Beach Suits a Specialty.

Herbert Rosenthal
 The Shoe Fitter
 Our new Fall Shoes are ready for your inspection. All the newest lasts, and ranging in price from
\$8.50 to \$16.00
 Hose that Wear for Men and Women
 Traveling Bags and Suit Cases
Herbert Rosenthal
 129 FAYETTEVILLE STREET

Whiting-Horton Co.
 10 E. MARTIN ST.
 31 Years Raleigh's
Leading Clothiers.