

GATHERING TO FIGHT THE ACT

Washington, D. C., Nov. 18.—The arrival in the capital of many prominent railroad officials, financiers, economists, and representatives of commercial and industrial organizations throughout the country indicates the widespread interest that is being taken in the big railroad investigation under the Newlands resolution, which is to be launched here Monday with the beginning of a series of public hearings to be conducted by the joint sub-committee of Congress appointed for that purpose.

While the joint committee's work will be distinct from that of the special investigating commission, authorized by the Adamson law, enacted to prevent the threatened railroad strike, its scope will be broad and any legislation recommended in the report to be made may include questions involved in the controversy between the roads and their employees.

The public importance that attaches to the Newlands probe, however, lies in the fact that it is the first investigation attempted in this country with a view of inquiring into the advisability of government control or government ownership of the railroads and other public utilities. For some time past rumors have been in circulation to the effect that the committee will seize the opportunity to make a thorough investigation of the roads and their employees, and to condemn proceedings.

These rumors have been strengthened by statements and interviews given out by Senator Newlands, head of the committee, who in a recent address in Chicago declared that "if government regulation fails, government ownership of railroads is inevitable. There is no other course open in settling disputes between the big employers and employees in public utilities. Government control or ownership is the question of the hour and must be faced by the people."

According to Senator Newlands the plans of the committee with relation to the question of government ownership will include a consideration of the practical results as to efficiency and economy where actually practiced; whether it is compatible with our system of government; what its effect will be on our institutions, and whether such a system would suit local needs. A practical method of acquiring the properties and securities of the railroads also will have to be

devised, he says.

The principal questions that will confront the sub-committee are: Whether there shall be absolute government ownership of the railroads as well as of other public utilities, such as telegraph, wireless, cable, telephone and express companies, or

Whether there shall be continued Federal regulation, including requirement of Federal incorporation or control of incorporation of railroads, with increased powers given to the Interstate Commerce Commission.

One of the principal arguments against government ownership will be the claim that it will bring into politics the 1,700,000 employees, and that the efficiency of the roads when handled by the government will be less than by private hands. In answer to this the advocates of government ownership will point to the post-office system as an instance where government control is best.

While the resolution creating the committee calls for a report to Congress on or before the second Monday in January, it is assumed that an extension of time will be granted, and plans have been made for an inquiry that may require nearly two years for its completion.

While no definite decision has been reached, it is expected to hold hearings in the principal cities of the country, as well as in Washington, and the tentative itinerary includes New York, Chicago, Omaha, Kansas City, St. Louis, San Francisco, New Orleans and Atlanta. It is not expected, however, that any hearings will be held outside of Washington before the first of the year.

The committee will ask leading economists, publicists, railroad commissions, railroad executives, employees, investors, farmers, shippers, bankers and representatives of business and industrial organizations to attend these hearings and present their opinions on the important subjects involved in the investigation.

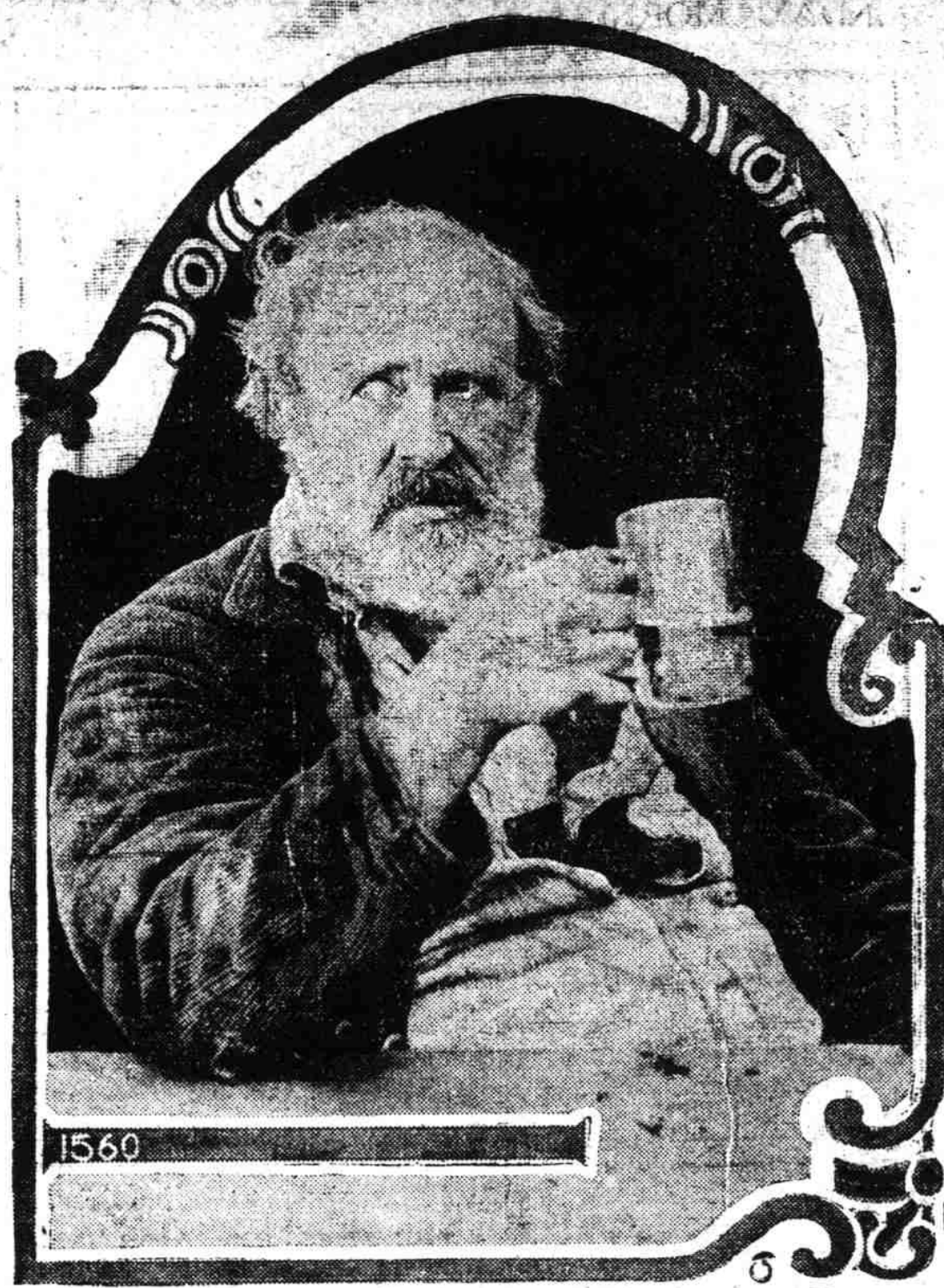
FORECLOSURE SALE.

By virtue of the power of sale contained in a certain mortgage deed made by Walter H. Swenson and wife to Joseph Tate, bearing date the 28th day of October, 1914, duly registered in Book 88, of the records of New Hanover County, the undersigned will on Monday, December 11th, 1916, expose for sale at public auction for cash at the Court House door of said County the following described real estate:

Beginning in the western line of Twelfth street at a point one hundred and ninety-nine (199) feet south from the southern line of Dawson street and runs from thence south in said line of Twelfth street thirty-three (33) feet, thence west and parallel with Dawson street one hundred and sixty-five (165) feet, thence north and parallel with Twelfth street thirty-three (33) feet and thence east and parallel with Dawson street one hundred and sixty-five (165) feet to the point of beginning in the western line of Twelfth street, some being parts of Lots 4 and 5 in Block 41 of the plan of the city of Wilmington, N. C.

This the 11th day of November, 1916.
JOSEPH TATE,
Mortgagee.

S. M. EMPIRE, Attorney for Mortgagee.
11-11-30dys



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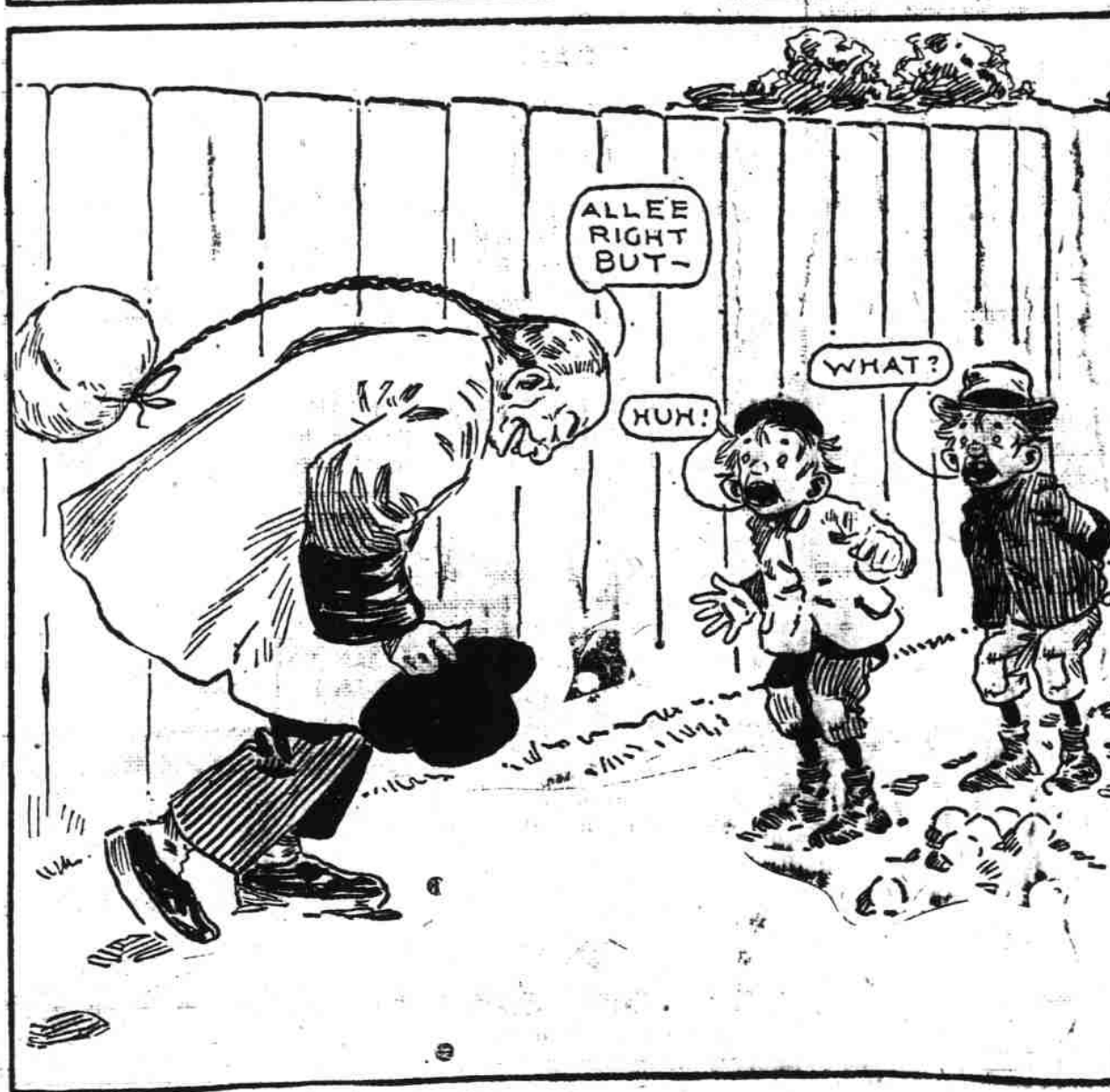
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