

# THE WILSON TIMES.

SUBSCRIPTION \$1.00 A YEAR.

WILSON, N. C., FRIDAY, JANUARY 13, 1910.

VOLUME 17—NO. 103

## R. R. RATES ARE AMPLE

### ATTORNEY BRANDIES OPENS ARGUMENT AGAINST INCREASED RATES

### NEED GOOD MANAGEMENT

Washington, Jan. 12.—“We contend that rates are ample, but that the expense of operation is excessive, that wages are not too high, but that, as the management is unscientific, labor, material, equipment and plant fail to give adequate results. We plead for the introduction of scientific management, under which the railroads shall get 100 cents for every dollar expended.”

In opening his arguments for the shippers of the Atlantic seaboard before the Interstate Commerce Commission, Louis D. Brandeis, of Boston, thus presented the fundamental reason, in his mind, why freight rates should not be advanced as proposed by the railroads.

Mr. Brandeis declared that no railway company operating in official classification territory had introduced into any of its departments the principles of scientific management. He believed that these principles were properly as applicable to railroads as to any other industrial enterprise.

If there were co-operation among the roads the highest measure of efficiency could be obtained and the saving of 3 per cent of the aggregate cost, or even far more than 3 per cent readily could be obtained, he said.

Co-operation also, in Mr. Brandeis' opinion, would secure reductions in the cost of steel rails, in the price of which, he believes, an enormous saving could be made. He suggested, however, that no effort was being made by the railroads to obtain a reduction of the prices of steel rails because of the financial connections of railroad officials with the four great steel companies which manufacture the rails.

“The economies which would result if all the railroads in the United States introduced scientific management has been estimated at not less than a million dollars a day,” said Mr. Brandeis. “This would result in reducing the present operating cost of the railroads an average of 20 per cent.”

Mr. Brandeis then presented figures to indicate that this estimate was moderate. A saving of 20 per cent in official classification territory alone would amount to approximately \$500,000 a day, or \$189,000,000 a year; while the proposed advances would yield only \$27,000,000 a year.

Mr. Brandeis indicated the various ways by which, in his opinion, the saving of \$1,000,000 a day to the American railroads could be effected. Some of the savings could be made in equipment charges; in the operation of machine and repair shops; in planning before performing; in the standardizing of methods, material and equipment in keeping accurate records of industrial performance; and in the paying of adequate rewards for individual accomplishments. He believed that a saving of \$50,000,000 a year could be made in the one item of coal, his argument being that there was enormous waste in fuel on practically all lines.

In his belief, the terminal problem was the greatest problem of transportation now confronting the railroads. He believed that at least 33 per cent in the present terminal charges now aggregating \$300,000,000 a year, could be saved through scientific management. Such management would reduce delays in the handling of shipments and, aside from a reduction of the direct cost, would be of enormous benefit to both railways and shippers.

through more scientific, more efficient management, is not broadly open,” said Mr. Brandeis, “\$1,000,000 a day seems a moderate estimate of the savings possible.”

Amid impressive silence Mr. Brandeis concluded his argument with the declaration that the railroads of the country were confronted with the greatest opportunity of their existence to increase the efficiency of their labor, equipment and plants. If they should embrace the opportunity they would make for themselves and for the shipping interests of the country and of the world. If they should not, the result only could be, in response to an irresistible popular clamor and demand, the government ownership of railroads of the United States.

### Yankes Spend Two Weeks At Hot Springs.

New York, Jan. 12.—Arrangements for the Southern training trip of the Highlanders were completed yesterday. President Farrell, Secretary Davis and Scout Arthur Irwin have been very busy for weeks mapping it out, with the result that an extended exhibition tour will be made before the American League season opens on April 12th. For the first time on record the Highlanders, managed by Hal Chase, will play games in Cincinnati, Columbus, Indianapolis and other Western cities, where there is much curiosity to see the players who finished second to the Athletics last fall.

Manager Chase will have more than thirty men at Athens, Ga. On February 28th Chase will leave here with twenty-two players, including the regulars and several youngsters who are expected to make strong bids for regular places.

## NEWS ITEMS OF GENERAL INTEREST

Chicago, Ill., Jan. 12.—Cashier Frank C. Russell, of the Government sub-treasury has reported to Sub-Treasurer Lem Small that the actual cash in the vaults had passed the \$100,000,000 mark for the first time in the history of the Chicago Sub-Treasury.

Denver, Col., Jan. 12.—Charles James Hughes, Jr., junior United States Senator from Colorado, died in his home here yesterday after an illness of nearly a year. He had been unconscious since Monday and passed away from a state of coma almost imperceptibly into death.

Washington, D. C., Jan. 12.—The Crumpacker reapportionment bill fixing the House membership at 433, exclusive of Arizona and New Mexico, was ordered favorably reported to the House yesterday by the Census Committee on motion of Representative Burleigh, of Maine.

Washington, D. C., Jan. 12.—Two set speeches were delivered in the Senate yesterday, one by Senator Gallinger in support of his bill providing for an ocean mail subsidy to ports in South America, but no vote was taken, and the other by Senator Newlands in advocacy of a permanent tariff commission with comprehensive powers.

New York, Jan. 12.—The report of Postmaster Morgan, of the money order business transacted at the New York postoffice (Manhattan and the Bronx), during the calendar year of 1910, show that there were in all 13,655,551 transactions, representing the sum of \$570,089,996. This is an increase over 1909 of \$104,620,516.

Winston-Salem, N. C., Jan. 12.—A company is being formed to develop the coal mine near Walnut Cove, in Stokes county. An expert who has inspected it, expresses the opinion that there is as fine a bed in quantity and quality as in the Pocahontas in West Virginia.

## RANSOM BUST IS UNVEILED

### ADDRESSES BY J. BRYAN GRIMES AND R. W. WINSTON AT CEREMONIES

### GOVERNOR ACCEPTS GIFT

Raleigh, N. C., Jan. 12.—“This evening we lift the veil and look upon the face of him whom all North Carolinians knew and loved. It is the image of the scholar, the orator, the soldier, the statesman, the patriot who loved the South as he loved his life, and loved North Carolina even more than the South—the peerless Ransom!” Thus spoke Secretary of State J. Bryan Grimes, who is also chairman of the State Historical Commission, in his speech of presentation at the ceremonies held in the Hall of the House of Representatives last night incident to the unveiling of the bust of the late Senator Matt. W. Ransom, in the rotunda of the Capitol. The bust was presented to the State of North Carolina by the State Historical Commission, and the speech of acceptance was made by Governor W. W. Kitchin, whose well chosen words were exceedingly appropriate and patriotic.

“The Life and Character of Matt. W. Ransom” was the subject of the principal address of the exercises, the speaker being Hon. R. W. Winston, who raised the funds necessary for the production of the bust at the request of the State Historical Commission. In the glowing tribute which Judge Winston paid to the deceased he said: “Senator Ransom was no such trained lawyer as Senator Badger. He was not a student and a scholar like Senator Graham. He had not the technical knowledge of Senator Haywood, nor was he the popular idol like Senator Vance, but in his influence with the President of the United States, with the departments, and with his colleagues in the Senate, in the services which his peculiar talents enabled him to render to the South, he was superior to them all. In fine, Ransom was the Senator, every inch of him.”

Other able and interesting addresses were made by Hon. A. H. Boyden, Senator from Rowan county, and Hon. B. S. Gay, Representative from Northampton county. A great throng of Raleigh people and visitors to the city witnessed the unveiling and attended the ceremonies, which were deeply impressive and beautiful.

### Memorial of Protest by Mount Vernon Ladies' Association.

Washington, D. C., Jan. 12.—Senator Martin has presented to Congress the memorial of Mrs. Charles B. Hall, vice-regent of the Mount Vernon Ladies' Association for the State of Virginia, remonstrating against the location of a criminal reformatory for the District of Columbia on what is known as the Belvoir or White House tract of land, which is very near Mount Vernon.

### Gov. Repleves a Murderer.

Raleigh, N. C., Jan. 12.—An order is made by Governor Kitchin relieving Charles E. Plyler to February 17. He was to be electrocuted in the State Prison here January 20th for murder in Union county. The reprieve is on recommendation of the Solicitor who prosecuted Plyler.

## THE WEATHER

Washington, D. C., Jan. 12.—For North Carolina: Unsettled weather, with rain tonight or Friday in the west portion; colder Friday in the interior. Light to moderate variable winds.

## LEGISLATIVE PROCEEDINGS

### BILL DIRECTED AT INSURANCE TRUST CAUSES A WARM DISCUSSION

### KITCHIN SENDS MESSAGE

Raleigh, N. C., Jan. 12.—The House opened this morning with a warm discussion of Koonce's motion to refer his bill to investigate the insurance trust to Judiciary Committee No. 1 instead of the Committee on Insurance. Conner participated in the discussion, upholding Koonce's request to have a bill in which he feels such a strong interest in its passage referred to such committee as he may desire.

Numerous speeches were made by Woodson and others against the practice of referring bills to committees other than those to which they properly belong. The bill was referred to Judiciary Committee No. 2 last week, Battle, of Wake, chairman, at Koonce's request, and today that committee reported it back without action with the recommendation that it be properly referred to the Insurance Committee, which has not yet been announced by the Speaker.

Koonce, in a speech, said that while he no longer knew the prospective personnel of the new Insurance Committee, he took it that it would be made up largely of men now in the insurance business, or with past experience. That it was because of this that he objected to the reference of his anti-insurance trust bill to that committee.

On a vote taken to finally send it to the Committee on Propositions and Grievances, that course was ordered at 12 o'clock by a vote of 77 to 21.

In the House the following new bills were introduced:

By Kellum: To enable New Hanover county to build bridges. The bill provides for a bond issue of \$50,000 for that purpose.

By Kellum: A bill to amend the law relative to the fees of justices of the peace in New Hanover.

By Kellum: A bill looking to a constitutional convention was reported favorably and set for the special order on Wednesday, January 25th.

By General Carr: A bill to place Durham county officials on a salary basis.

By Dopelin: A bill relating to passenger rates.

By Taylor, of Vance: A bill to provide fire proof buildings for the State's record, library, etc.

By Connor, of Wilson: To amend Section 439 of the Revisal relative to the service of summonses.

By Turlington: To amend section 1994 of the Revisal and to give the Corporation Commission supervision over railroad track scales and other scales.

By Ewart: Raising the age limit from 18 to 21 years as to working the roads.

The Governor submitted the regular reports of the heads of various State departments, and they were appropriately referred. He also gave his reasons for granting pardons, etc.

Senator Graham introduced an important bill to relieve the State Treasury. Its provisions authorize the State Treasurer to borrow ready to cover the difference between invoices on hand and the amount necessary to cover appropriations how or hereafter by the General Assembly. In order to accomplish this, provision is made for a bond issue “not to exceed one million dollars” to be used in case the loans can not be made at satisfactory rates of interest. It was referred to the Committee on Judiciary.

Raleigh, N. C., Jan. 12.—The introduction of bills having for their pur-

the establishment of Piedmont county from portions of Guilford, Davidson and Randolph and the abolishment of near-beer traffic in the State featured the day in the sessions of the General Assembly yesterday.

In the House the members settled down to digest some of the measures which were fed to it yesterday. There were few measures introduced and these were generally of minor importance.

Mr. Allred, of Johnston, introduced a bill requiring railroads to stop all trains at county seats upon flagging and Mr. Battle offered the bill to increase the pay of the State Librarian from \$1,500 to \$2,000. The other measures offered were mostly of a local character.

Among the bills that were favorably reported from committees were General Carr's bill to enable Trinity College to own more than \$2,000,000 worth of property, this being needed to enable the college to rebuild administration building on the scale desired since the recent fire burned it.

### Bills and Resolutions Introduced.

Carr, of Durham: Allow the State Literary and Historical Society to use the Representatives' Hall Thursday night.

Kirkman, of Guilford: Create Piedmont county out of portions of Guilford, Randolph and Davidson.

Majette, of Tyrrell: Amend the game laws.

Allred, of Johnston: Regulate running of passenger trains through county seats.

McArthur, of Robeson: Change the name of Croatan Band to Cherokee Indians.

Battle, of Wake: Increase the salary of the State Librarian to \$2,000.

Kellum, of New Hanover: Prevent disorderly conduct on public roads.

Regulate speed of automobiles in New Hanover. To require automobile license tax.

Caviness, of Wake: Relating to incest. Also relating to enticing away servants.

Pace, of Wake: Relating to forced contributions from railway employees.

Wall, of Rockingham: An amend laws pensioning Confederate soldiers.

### THE NAVIES OF THE WORLD TO VISIT THE CAPITAL

#### Wonderful Spectacle Planned in Bill Prepared by Martin and Swanson.

Washington, Jan. 12.—Washington will be the scene of one of the greatest naval spectacles ever attempted in connection with the Panama Canal exposition in 1915, if the provisions of an amendment to the exposition bill, and to be offered by Senators Marlin and Swanson, of Virginia, are carried out. The amendment will provide that the navies of the world en route to the exposition shall be asked to assemble first at Hampton Roads, Va. There they will be reviewed by the President, the members of his Cabinet and the naval authorities of the world. Then Hampton Roads will be made the base from which detachments will be sent to Washington, there to participate in a grand international parade. After the various functions, naval, official and social, have been completed at the nation's capital, the assembled navies of the world will depart in one grand parade of the monster fighting machines. They will take their way through the completed canal, demonstrating its capacity for handling any possible emergency.

“Big Tim” For Woman's Suffrage.

New York, Jan. 12.—“If a man is the mighty affair he thinks he is, why should he be afraid of political competition by the women? If he's not such a mighty affair then it's time he stepped down and gave the ladies a chance to show what they can do in politics.”

With these words “Big Tim” Sullivan, Tammany leader on the Bowery and a member of the Assembly, comes out for women's suffrage. The Bowery chieftain aligned himself under the suffrage standard with many gallant phrases.

## TRUST CASES NEAR END

### ARGUMENTS IN TOBACCO TRUST CASE CONCLUDE BEFORE SUPREME COURT TODAY

### STANDARD OIL CO. NEXT

Washington, D. C., Jan. 12.—In the closing arguments yesterday in the contest before the Supreme Court of the United States over the proposed dissolution of the so-called “Tobacco Trust,” the issue between the “trust” and the government became more focalized than ever before. This was particularly true in regard to the interpretation of the “monopolizing” section of the Sherman anti-trust law, which has been passed by the court.

In interpreting this section of the law, Junius Parker, speaking for John G. Johnson, who was unable to be in court, said on behalf of the Tobacco organization, that bigness of an organization or more power possessed by it was not a criterion of a monopoly. It was argued that there must be an exclusion or attempt to exclude others from interstate trade by means at least tortious under the common law or under statutes other than the Sherman law.

Attorney General Wickersham, for the government, objected to this interpretation and gave another to the court. He said that decisions of the court itself had demonstrated that it was brought about by acts of individuals in endeavoring to engross to themselves all of a given commodity and that it has become a question of intent.

Evidently bearing in mind suggestions made earlier in the day by Chief Justice White that intent as a criterion of a violation of the law was uncertain and made it impossible for the business man to know whether he was violating the law until the courts passed on his case, Attorney-General Wickersham argued that “intent” was no more uncertain than “fraud,” which was punished by the law.

The arguments of the day were made by W. B. Hornblower, representing the Imperial Tobacco Company, of Great Britain; S. M. Stroock, representing the United Cigar Stores Company; Mr. Parker, for the American Tobacco Company, and Mr. Wickersham. Mr. Wickersham was given a few minutes today to conclude.

Thereafter, arguments in the Standard Oil dissolution suit will be taken up.

Mr. Wickersham devoted much of his time in showing that the tobacco organization had been built up with an intent to restrain trade and to monopolize the business.

He ridiculed the testimony of the officials of the American Tobacco Company, wherein they maintained that they never had any idea of restraining trade.

## COTTON MARKET

The New York cotton market opened today about five points up. January, 14.57; March, 14.75; May, 14.92; July, 14.90; August, 13.61; October, 13.32. At twelve o'clock the market had gained several points. March, 14.81; May, 14.97; July, 14.90.

The market closed still higher. January, 14.64; March, 14.87; May, 15.04; July, 15.03; October, 13.42.

Spots in Wilson around 14 3-4 for good grades.

Receipts in Wilson, 70 bales. Receipts at the ports yesterday, 59,899 bales against 63,975 bales last week and 23,336 last year; for the week, 225,000 bales against 222,716 last week and 161,290 last year.

Yesterday's receipts at New Orleans, 11,561 bales against 12,483 last year, and at Houston, 11,663 bales against 6,090 last year.