

President Taft's Message to Congress.

The outstanding features of President Taft's message to congress are these: He declares it is time to stop legislating with reference to regulation of corporations, and to witness the effect of a vigorous execution of the laws already on the statute books. The exact limitation upon business methods imposed by law will doubtless be made clearer by pending decisions of the supreme court. He recommends strongly some form of ship subsidy to increase American shipping, especially to South America. The tariff board is not ready to mit a report on any of the schedules of the Payne law, and Mr. Taft says he will not recommend any tariff legislation until the new congress convenes in December, 1911. He urges that the tariff board be made permanent and that all future revisions be made schedule by schedule. He vigorously opposes another general revision. The Panama canal should by all means be fortified. An appropriation of \$19,000,000 is recommended for this purpose. There must be no more "oak-barrel" methods in river and harbor and public building bills. The latter should be based upon the report of a commission of experts. In the past, congress has appropriated too much for buildings not needed and not enough for buildings badly needed. Recommendations for anti injunction and Federal incorporation laws are renewed.

It is proposed that second-class mail rates shall be readjusted so as to charge magazines a much higher rate on their advertising sections. Strong representations are made for the establishment of a new banking and currency system. Two new battleships and several auxiliary vessels are urged for the navy. The President recommends that coal, phosphate and oil lands and water power sites be disposed of in the future by leasing. Estimates for government expenditures during the next fiscal year appropriations for the current year. The estimated receipts for the next fiscal year are \$680,000,000.

The President urges the extension of the civil service principle to all classes of postmasters and to the diplomatic and consular corps, and the acquisition by the government of residences and offices for its diplomatic officers.

Some criticisms of the Payne tariff act are just, says the President, but more are unfounded.

There should be more officers for the army; the engineer corps should be increased by sixty.

Regarding the Panama canal, the President says: "The progress of the work is most satisfactory. It will be completed well within the time set, January 1, 1915, and within the estimate cost of \$375,000,000. The slides in Culabra cut offer no great reason for delay." Interstate railroads should be prevented from owning or controlling ships trading through the canal.

The President declares the crying need of the United States is cheapening the cost of litigation by simplifying judicial procedure and expediting final judgment. The supreme court should be relieved from unnecessary appeals. The salaries of Federal judges should be increased. Postal savings banks will be established in a number of cities January 1 A parcels post on rural delivery routes is recommended.

The President recommends that congress give some fitting recognition of the polar discoveries of Commander Robert E. Peary, the secretary of the navy suggests that Peary be made a rear admiral and placed on the retired list. The stupendous value of the agricultural products, amounting to \$3,926,000,000 this year, indicates a good prospect for business throughout the country. The present census promise to be the best ever taken, but is not perfect. The census takers are to be vigorously prosecuted. A bureau of health should be established. Heavier fines should be imposed against steamship companies for violating the immigration laws. The facilities at Ellis Island, N. Y., should not be so increased as to offer an inducement to the steamship companies to concentrate their immigrant business at one port. Immigrants are needed in the rural districts. Some provision should be made for retiring superannuated government clerks.

The only amendments suggested in the interstate commerce law are an appropriation to enable the interstate commerce commission to ascertain the valuation of railroads and fixing the responsibilities of public carries in the issuance of bills of lading.

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Daily	Schedule	Daily
Read down		Read up
6:15 a. m.	Lv. Raleigh	Ar. 7:25 p. m.
8:20 a. m.	" Wilson	Lv. 5:31 "
9:12 "	" Farmville	" 4:39 "
9:40 "	" Greenville	" 4:14 "
10:15 "	" Chocowinity	" 3:35 "
10:40 "	" Ar. Washington	" 3:20 "

10:07 a. m. Lv. Washington Ar. 3:00 p. m.
10:28 " " Chocowinity Lv. 2:50 "
11:35 " Ar. New Bern Lv. 1:45 "

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Express	Schedule	Express
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5:25 " " Durham	" 9:50 a. m.	
4:35 " " Henderson S. A. L. Ry.	" 1:28 p. m.	
9:00 " " Raleigh	Ar. 7:30 a. m.	
11:15 p. m. " Wilson	Ar. 5:20 a. m.	
7:30 " " Wilmington	" 9:45 a. m.	
6:50 " " New Bern, via Goldsboro	" 9:25 "	
8:02 " " Kinston, via Goldsboro	" 8:07 "	
10:15 " " Goldsboro, via Wilson	" 6:40 "	
12:41 a. m. " Greenville	" 8:53 "	
1:50 " " Washington	" 3:00 "	
5:10 " Ar. Elizabeth City	Lv. 11:18 p. m.	
7:30 a. m. Ar. Norfolk	Lv. 9:30 p. m.	

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