### BATE BILL PASSES HOUSE

(Continues From Page One), p was taken so both bills could

GRAHAM RATE BILL UP.

The senate then took up the rallway rate hill of Graham, to establish
passengur rates at two and one-half
cents per mile first-class and two
cents second-class, this being a epecial order. Graham advocated the
bill, opposing the flat rate proposition and denying the opproblous use
of the word "conservative" applied to
the Senats by Mr. Henry W. Miller,
of the Southern Rallway. Graham
said he had never considered himself
very conservative. He read extracts
from the corporation commission report, showing what the various railways were earning, and said, concerning these profits, he believed the
rates fixed in his bill were correct.
He thought the road would be satisable mileage book system in his bill,
fixing the cost at not above two and
one-fourth cents per mile for 1,000mile books. He said these rates
would apply only to those railways in
which there is a net earning from
passenger travel of \$1,500 per mile
and if not so much, then the firstclass fare may be three cents per
mile and second-class two and onehalf cents but only for those
trains which in operation do

one-fourth cents per mile for 1,000 mile books. He said these would apply only to those railways in which there is a net earning from passenger travel of \$1,500 per mile and second-class two and one half cents but only for those rails and if not so much, then the first class fare may be three cents per mile and second-class two and one half cents but only for those trains which in our case of the said and if not so much half cents but only for the said trains which in our case of the said and it cents but only for the said trains which in our case of the said and the said trains which in our case of the said trains which in our case of the said trains which in our case of the said trains which had been developed at the railway hearings the trains and held that the rates fixed by his bill were as low as the railways could be operated upon.

He read a telegram from Vice-President King, of the Norfolk and Southern, saying there are 25 short railways in the State. representing a quarter of the whole milesger in North Carolina, yet these roads receive only 12 per cent of the grown revanues and that they could not operate in the said that if a rate of less than \$1,500 a mile would roin them. The east, Mr. King's telegram said, is thinly populated and will not soon produce any increase in revenues. Mr. King said that if a rate of less than \$1,500 a mile would vote for his road it would reverse the policy of extension of the Norfolk & Southern in North Carolina, Graham a telegram from President Henry A. Page, of the Aberdeen & Ashebor was a said to the State opported to the said to the State of the

to summon the various railways to appear before it and show cause why the passenger rate should not be reduced to two and one-half cents. He said the bill gave the commission power to require persons and papers, and gave it power to fix rates, as though the latter had been fixed by the Legislature. The president said Lovill's substitute being a second one was not permissible and would be withheld to take its place in the Democratic platform. He argued against trying to reform everything and everybody at one time, declaring the question of reduction of passenger rates had been greatly exacgreated and that if this bill were passed, the Legislature would find that men would not ride to heaven on flowery beds of the Legislature. The president said Lovill's substitute being a second one was not permissible and would be withheld to take its place in the Democratic platform. He argued against trying to reform everything and everybody at one time, declaring the question of reduction of passenger rates had been greatly exacgreated not ride to heaven on flowery beds of the Legislature would find that men would be the latter had been fixed by the Legislature would find that men would be the fixed by the Legislature would find that men would be the fixed by the Legislature would find that men would be the fixed by the Legislature would find that men would be the legislature would find that men would the legislature would find that men would the legislature would find that the legislature would withheld, to take its place in the parliamentary order. the proper time proceedings. Mitchell offered an amendment to Graham's bill, fixing the rate at two and one-half cents flat and abolishing all second-class fares. Holt moved to re-refer the bill and all papers to the committee, but withdrew his motion. Kluttz offered an amendment that no mileage books

tain stipulations or conditions. M'LEAN WARMS UP. McLean declared he resented with scorn the intimation that he did not represent his people and he was tired of the frequent assertions that the members of the Legislature were not representing the people; that the Senators were sworn jurors, to perform duties fearlessly and honestly and that he had heard men occupying high and honorable stations insulted and badgered and treated as criminals on cross-examination, and that he did not believe the people would stand for this, as every man has the right to go before a committee and make his request and should be treated courteously. He said there had been discovered in the salacious Thaw case a new disease, defined as the state of "Explosive and culminating excitablity" and that this was a state of some members when any railroad was mentioned. He declared he could not understand why, in the House bill, the arbitrary sum of \$1,550 had been fixed, which would let out the Seaboard Air Line, and said the Senate wanted equal and exact justice.

He denounced the House bill.

Helt renewed his motion to re-refer the bill to the railway committee with mile to the railway committee with the salacious Thaw case a count of the court of the court. Sec. 8. That all laws and cof laws, and especially section of the Revisal of 1905, in committee with the bill to the railway committee with the bill to the railway committee with the salacious Thaw case is the next amendment was Harshaw's, to strike out 2 cents and insert 2%, and dirke out 2% and insert 2%. He wanted to strike out 2 cents and insert 2%, and accepts free transportation, or portation at a rate other than permitted by law, shall be gui a misdemeanor, and upon conversed in the arbitrary sum of \$1,550 had been to make the amount of baggage 250 in the discretion of the court. Sec. 8. That all laws and of 10 make the amount of baggage 250 in the discretion of the court. Sec. 8. That all laws and of 10 make the amount of baggage 250 in the discretion of the Revisal of 1905, in control of the Revisal of 190 to go before a committee and make

all substitutes and amendments, saying that he did not regard the Graham bill as the committee bill. Graham said Holt was mistaken. That the committee h d met and reported the bill favorably. Holt said the committee was not satisfied with any one bill and thought the Senate was entitled to the deliberate opinion of the committee on the whole question of rate reduction. Blair favored Holt's motion to re-refer. Webb said his situation was peculiar, as he wanted to vote for the committee's bill. He asked for re-reference as d Pharr, Breece and McLaughlin. he motion to re-refer was lost, 21 to

Lovill attacked the Graham bill, but Danlels tangled Lovill as to the Democratis platform. Reid wanted to know if Lovill would disregard the platform. Lovill replied he would and would represent his constituents. The discussion ended at 2 o'clock, when Webb moved that all railway bills be made a special order for to-morrow at 11:30 and that the Senate meet at 10 o'clock,

Taylor, of Vance: To create a highway

Hickory.

Johnson, of Johnston: To prevent the integration of dear in that county. Also to at mend the law as to allow citizens of obtaton to sell brandy of their own lake in quantities not less than five allons. allons. Pickett: To amend the charter of Gra-

grant: To allow Davie county to se the court house and juli and issue bond to build new ones and buy other proper Gordon: To allow the board of educa-tion to place control of schools in towns which have voted special tax under one

committee. Ehringhaus: To better regulate the aking of oysters in North Carolina wa-

RATE BILL DEBATE.

riding on trains, most of it being engaged in plowing an ox.

ROYSTER'S AMENDMENT WINS.

Dowd offered an amendment to the committee's bill striking out the \$1.50 ilmit and substituting \$1,500. Striking out 2 cents and inserting \$2\frac{1}{2}\text{cents}. Striking out 3 cents and was the unanimous expression of the North Carolina Press Association and that the section was an affront to the religious papers and the country weeklies. The section did not affect him. He understood the author of the bill would not resist the striking out of this section and it was better for the House to voluntarily strike it out than to be forced to do it by the Benate in perfecting the bill. He said the Democratic platform only called for a substantial reduction. Under the bill the Coast Line would earn but little over \$1,000. Various amendments were sent in, by Gallert, Rodwell, Galloway and Bickett. Manning, manager of the committee's bill, said the Legislature for 15 years had leaned towards the railroads and it was time the pendulum should swing the other way and that a \$2\frac{1}{2}\text{ cent rate was practically no reduction at all. He called the previous question. Roysier's amendment to strike out section 5 regarding newspapers was adopted, 60 to 51.

AMENDMENTS LOST. issued by any railway should con-

AMENDMENTS LOST.

Turlington's amendment was lost, 41 to 74. The bill passed third reading and was amended by the striking out of the fifth section by vote of \$3 to 38. Those voting no were: Albright, Bickett, Brinson, Caudler, Coleugu, Davidson, of Iredell; Dill-ing, Doughton, Dowd, Ehrhaus, Galing. Doughton, Dowd, Ehrhaus, Galloway, of Transylvania; Grant, Hanes, Harris, Harshaw, Helsobeck, Hollowell, Johnson, of Johnston; Julian, Morton, Murphy, Neal, Peels, Pickett, Pugh, Taylor, of Brunswick; Whitt, and Wood.

The House did not adjourn until a o'clock, the railway dibate having occupied four hours.

cupied four hours.

THE RAILROAD RATE BILL. Following is the full text of the railroad rate bill, introduced by Representative Yount, and now before the House:

A BILL TO BE ENTITLED AN ACT PRESCRIBING THE CHARGES RAILROAD COMPANIES MAY MAKE FOR TRANSPORTING

The General Assembly of North Carmeet at 10 o'clock.

Bills were introduced out of order by McLean to prevent unlawful restraint of trade; by Long, to prevent discrimination in telephone rentals.

THE HOUSE.

The House met at 10.20, Rev. R. T. Vann offering prayer.

The bill sliewing Scotland Neck to vote on probibition or dispensary was reported unfavorably, but Winborno, of the committee on liquor traffic, asid this was a mistake; that the bill had not been so reported, but that several votes bad been taken, these being on the question of reporting it without pre-

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fiscal year ending June 30, 1906, are

\$1,550 per mile of road so operated by said companies, or in excess there-of, two cents per mile.

(b) All railroads whose gross passenger earnings per mile of road op-erated, controlled, owned or leased by them, as reported to the North Carolina corporation commission for the fiscal year ending June 30, 1906, are less than \$1.550 per mile of road operated by said companies, but in excess of \$1,000 per mile of road operated by said companies, two and

one-half cents per mile. (c) All railroads whose gross pas-senger earnings per mile of road op-erated, controlled, owned or leased by them, as reported to the North Carolina corporation commission for the year 1906, are \$1,000 or less per mile of road so operated by said companies, a rate not exceeding three cents per mile, to be fixed and deter-mined by the North Carolina corporation commission upon hearing and investigation duly made by it. Section 2. In the case that any

railroad company operated as a common carrier of passengers in the State of North Carolina is owned, controlled or operated by lease or other agreement by any other railroad company doing business in said State, the rate for carrying the passengers as prescribed in section 1 of this act shall be determined for said railroad by the average gross passenger re-ceipts per mile of all roads operated by said railroad company, whether the same be owned or leased lines, as reported to the North Carolina corporation commission for the year

1906. Sec. 3. That all passenger accommodations on railroad trains operated from one point in the State of North Carolina to any other point shall be first-class, and there shall be provided in every railroad train separate coaches for white persons and colored persons: Provided, that on roads the business of which will not justify the hauling of separate passenger coaches for the two races, the North Caro-lina corporation commission may allow such railroads to place partitions in cars to provide for the separation of the races: Provided further, that in every first-class passenger coach there shall be at least one partment used as a smoking apartment, unless where there is a separate smoking car on the train.

Sec. 4. That mileage books of 1,000 miles in each book shall be kept on sale at all railroad ticket offices in North Carolina, and when such books are purchased they shall be good in the hands of any person or persons named therein on all railroads on which the fare is the same as or less than the fare on the road of the company selling such mileage book; and when the mileage is detached from said books by any other railroad company than the one which sold it, the said mileage shall be redeemable on demand by the railroad company which sold it.

Sec. 5. That section 1105 of the Revisal of 1905 of North Carolina be amended by striking out the word "nothing," in line 26, down to and including the word "consideration," in line 30, and inserting in lieu thereof the following: No act regulating the carriage of passengers shall be prevent or restrict onstrued to transportation companies from contracting with managers, owners or publishers of newspapers for advertising space in said newspapers published by them at the usual price at which said space is sold, and paying for said advertising space by transportation at the lawful rate; which transportation may be issued to the ditor, manager or publisher of said newspaper, or any bona fide employe of said newspaper, or any member of the family of the said editor, publisher or manager dependent on him

for support, Sec. 6. That any railroad company violating any provision of this act shall be liable to a penalty of \$100 for each violation, payable to the person aggrieved by such violation, and recoverable in an action to be instituted in the name of said person in any court of the State having competent jurisdiction thereof.

Sec. 7. That any person or persons, except these permitted by law, who accepts free transportation, or transportation at a rate other than 'hat permitted by law, shall be guilty of a misdemeanor, and upon conviction shall be fined or imprisoned, or both Sec. 8. That all laws and clause of laws, and especially section 2618 of the Revisal of 1905, in conflict

Croup can positively be stopped in 20 minutes. No vomiting—nothing to sicken or distress your child. A sweet, pleasant and safe Syrup, called Dr. Shoop's Croup Cure, does the work and does it quickly. Dr. Shoop's Croup Cure is for Croup alone, remember. It does not claim to cure a dozen aliments. It's for Croup, that's all. Sold by Burwell-Dunn Retail Store.

with this act, are hereby repealed.

Sec. 9. That this act shall be in force from and after July 1, 1997. DID DR. MATTHEWS SUICIDE?

Maj. W. A. Guthrie, of Durham, At-torney for Heirs, and John C. Tal-son. Special Commissioner. Investi-gating the Mysterious Death at Bal-

Special to The Observer. Baltimore, Md., Feb. 14.—Maj. Wm. A. Guthrie, of Durham, N. C., attorney for the heirs of the late Dr. Joseph Baxter Matthews, of Greensboro, N. C., is here, conducting an
investigation into the cause of his
death. Dr. Matthews was, on November 5, last, found dead in the
furnished rooming house of John
Dalymple, No. 624 East Baltimore
street, with a bullet wound in his less

street, with a bullet wound in his left temple.
The taking of evidence to-day was for the purpose of determining whether his death was due to suicide, accident, or some other cause. The testimony was atken in the office of John C. Tolson, in the Gunther building, corner Fayette and St. Paul streets, who had been appointed special commissioner by the Superior Court of Durham county, N. C. The evidence will be used in the case of the Durham Loan & Trust Company, guardian for Dr. Matthews, against the Knights of Pythias, in which or ganization Dr. Matthews held a policy of insurance for the sum of \$2,000

at the time of his death. The case is

now pending in the Superior Court of Durham county, N. C., and will come up for final hearing at the At the time of Dr. Matthews' death an investigation was made by Coro-ner Hayden, who submitted a report stating that death was due to sui-cide. The evidence this morning was taken behind closed doors, and it is understood that the Knights of Pythias have refused to pay the in-surance, and that it will base its defense on ground of suicide. The Loan & Trust Company will endeavor to break down the suicide theory, and compel the payment of the amount of the policy. There is a supposition set forth by the defense that Dr. Matthews was either accidentally shot or murdered.

### THE DEATH RECORD.

Mrs. J. R. Watkins, at Winston. Special to The Observer.

Winston-Salem, Feb. 14 .- Mrs. J. R. Watkins died Tuesday evening of pneumonia at the age of 29 years, at er home on East Fourth street. Mr. Vaticins had been ill about a week news of her death is a sad shock to her many friends. Sne leaves a husband and four small children The remains were taken this morning to Graham, Mrs. Watkins' former home, at which place the funeral and paid before January 18th. interment took place this afternoon. James Bryon Taylor, at Guilford

Special to The Observer. Greenshoro, Feb. 14.—James Byron
Taylor died at his home at Guilford College this morning at 1 o'clock, after an illness of several days with la grippe.
The funeral will be held to-morrow

W. B. TAYLOR. The funeral will be held to-morrow morning at the late residence and the interment will follow in Greene Hill Cemclery. Rev. Charles E. Hodgin and J. W. Bowles will conduct the services.

Mr. Taylor was born about 72 years ago in Ohio, and came of one of the most prominent families in the southeastern rart of that State. The greater part of his life he spent in his native county of Guernesy, where he praticed law. Later he became associated with his brother in the publication of the Guernesy Times, one of Ohio's leading newspapers. For four years he was postmaster of Camyears he was postmaster of Cam-

bridge.

When the weight of years began to rest upon him, he came South and for more than a decade Guilford has been his home. The first few years were spent in Greensbore, but in order to give his children the advantages of the college, he bought a farm near Guilford, where he resided until his death. Survives him are his widow, Mrs. Elia C. viving him are his widow, Mrs. Fila C Taylor: two daughters. Mrs. J. W Lasley and Miss Mary Taylor, and two sons, Messrs. H. C. and B. H. Taylor. Both of the latter are clerks in the Greensboro postoffice.

Bouquets Enough for all. Minneapolis Journal,

The incident is closed with a letter from Admiral Evans commending Admiral Davis, a letter from Secretary Metcalf commending Evans for commending Davis, and a letter from the President commending Metcalf commending Evans for commending Davis.

A CARD. This is to certify that all dracefat are authorized to refund your money if Foley's Honey and Tar falls to cure your cough or cold. It stops the cough, heals the lungs and prevents serious results from a cold. Cures is svippe cought and nevents pneumonia and consumption. Contains no opiates. The ganuine is in a yellow package. Refuse substitutes. R. H. Jordan & Co.

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Gee but it makes one's mouth water to think about them. We have just received a line of Waffle Irons out of which any one can be suited.

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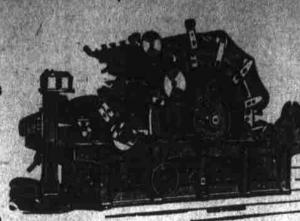
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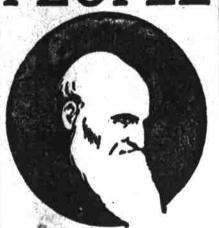
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and Reels

WASHBURN, Southern CHARLOTTE, NORTH CAROLINA

Mrs. J. F. McCubbins, of Salisbury, came over for the show last night. They are at the Selwyn. Dr. Mc-

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### NOTICE TO ARCHITECTS:

The Board of Commissioners of Rockingham County, North Carolina, will meet in Wentworth on Monday, February 18th, 1907, for the purpose of considering and selecting plans and specifications for a county court house, to be built at Wentworth, N. C., to cost from \$20,000 to \$80,000. By order of the Board of Commis-

J. A. SCALES, Clerk.

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food to be made from a product obtained from swine? It isn't reasonable to expect. And yet many people keep on using lard-an enemy of good digestion—through ignorance of something better. It doesn't pay. Your stomach is your best friend, and 'twill be a sorry day for you when it goes back on you.

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"Home Helps" a book of 300 choice recipes, edited by Mrs. Rorer, is yours for a 2 cent stamp, if you address The N. K. Feirbanh Company, Chicago.

A NEW FRATURE—The patent sir-tight top on this pail is for the purpose of keeping COTTOLENE clean, fresh and wholesame; it also prevents it from absorbing all disagreeable odors of the grocery, such as fish, oil, etc.

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