## Senator Graham on the Rate Bill

Remarks of the Senator From Orange on the Subject of Maximum Railroad Rates, at the Recent Special Session of the General Assembly.

John W. Graham, State Senator from founded," and also on page 691: at the special session of the

Mr. President: To use the words of Governor of the State, and in his message he has stated: "I have felt it my duty to call you together to consider the question of an adjustment of the The condition of the whole country is in business matters, and we cannot rejoice as we did then in abounding prosperity and ease in procuring Joans We are told in Ecclesiastes but in the day of adversity consider,

hearing the various railroad com- without due process of law. panies present their cases. I became satisfied that 2 3-4 for first-class and 2 1-4 for second-class passengers, or flat rate of 2 1-2 cents, ought to be adopted. I sounded some of the rail- time of their sale. What the company road officials to know if they would may choose voluntarily to do furnishes egree to accept these terms, but the no criterion for the measu figures given back to me were 2 3-4 the power of a Legislature. get an adjustment I again introduced allowing railroad companies stood for the right; and was told favor of the persons spoken of who in the I have left me seven thousand in the legislative judgment should be Israel, all the knees which have not carried at less expense than the other boxed to Baul and every mouth members of the community."
which hath not klased him." As told So that this case is full So I feel now, and know that the bill legislation nugatory,

rallroads, fixing the rate at 2 1-2 cents. It is asked why not put the whole nted in this case whether the Leg-Islature of a State, having power to fix maximum rates and charges for transportation of persons and property raffroad companies, has also the rate for the transportation of passentransportation for a less sum than the general rate provided by law. It is general rate provided by law. It is general principle is laid down in the vidently approaching keep the principle of and the comparison of principle in the desired principle in the vidently approaching keep the principle of an in the widently approaching keep the principle of an in the vidently approaching keep the principle of an in the vidently approaching keep the principle of an in the vidently approaching keep the principle of an in the vidently approaching keep the prover to fix the charge of the trust approach in the vidently approaching keep the prover to fix the charge of the purpose of inquirin

Orange, at the special session of the General Assembly, January, 1908, the such maximum as a general law now such maximum rates for the transportation of passengers in North Carolina:

"The Legislature having established of the inter-State business accord, and trust the fears as to reference to the inter-State business accord, and trust the fears as to reduct of the carrier or to the profits duction of wages may not be realized assumes to interfere with the management of the company while conducting its affairs pursuant to and obeying the statute regulating rates and trust the fears as to reference to the inter-State business accord, and trust the fears as to reduction of wages may not be realized. Some Semilors may say that they do not like to go back on the record that thought of self and do only what is page: "It is only rates for the transportation of persons and property between points within the State that they do not like to go back on the record that they made at the last session in supportation of persons and property between points within the State can prescribe and where it characters for the results are cored, and trust the fears as to reference to the inter-State business accord, and trust the fears as to reference to the inter-State business duction of wages may not be realized.

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Some Semilors may not like to go back on the record that the fears as the post of the semilors may not like to go back on the results are cored, and trust the fears as the post of the semilors may not be realized.

We have a grand of the suction of the semilo a distinguished statesman "it is a condition, and not a theory, which now confronts us." We are convened in extra session by proclamation of the Governor of the State, and in his mesthe question of an adjustment of the pany to conduct and manage its own carrying passengers, and for the roads of public acts of 1869-70 you will passenger and freight rates charged by affairs, and compels it to give the exempted by law from this rate, 3 find "The General Assembly of North the various railroads doing business as common carriers in the State." general rate to those who come with roads whose mileage of road in this "Section 1. That all acts passed at general rate to those who come with-in the provision of the statute, and State is 160 mies or less are allowed y different from what it was 12 to that extent it would seem that the to charge 3 cents. This is exactly the making appropriations to railroid to acknowledge that notwithstanding companies be and the same are hereby what I said I have no reason to company without due process of law.

This is exactly the making appropriations to railroid to acknowledge that notwithstanding companies be and the same are hereby what I said I have no reason to company without due process of law.

ture is to protect, is not the con-venience of a small portion only of only one rate, and if it had been enthe day of prosperity be joyful, the persons who may travel on the acted all littgation and necessity of in the day of adversity consider," venience to all others nor is the this extra session would have been but in the day of adversity consider," and that is the duty now before us. We are urged by the Governor "to be grown of the general and otherwise lawful rate he railroads with perfect fairness and give them every legal right to obtain tickets for less than the sentence committee had been appointed, the properly described as a content the railroads with perfect fairness and give them every legal right to be properly described as a content the railroads with perfect fairness and for which the belongs to them." I have no tanuts for those who emacted the rate law of the last assisting, and for which as a thousand mile ticket for less than the stundard rate we think is improperly described as a convenience." In long the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the last assisting and for which as a state of the state and the bill of the sale of the last assisting and for which as a state of the last assisting and for which as a state of the state of the sale of the the canvass preceding my election, a law making maximum rates, and my attention has been called by the when I went into the County of Durthen proceed to make exceptions to Senator from Halifax to case of Dow found the candidate, since it in favor of such persons or classes vs. Birdleman, 125 U. S. 680, where the chairman of public service corpora-tions in the House, advocating a flat caprice may seem proper. We are State of Arkansas April 4th. 1887, were rate of 2 cents a mile for all rail-convinced that the Legislature cannot as follows: On lines of railroad 15 roads in the State. I stated at once thus interfere with the conduct of the miles or less in length eight cents per that in my opinion a rate of 2 1-2 affairs of corporations," and on page cents for first-chas passengers and 696; "The Legislature having fixed a for second-class passengers maximum rate at what must be pre- miles three cents per mile. In the was as low as the railroads could sumed prima facie to be also a reastand, and I did not expect to go be- sonable rate, we think the company low that. I introduced a bill in the then has the right to insist that all exercise of its power of regulating senate for those rates, and also to alpersons shall be compelled to pay fares, and freight may classify the low any railroad company to show alike that no discrimination against before the corporation commission that it in favor of certain classes of marthey were too low, and retain the rates ried men or families, excursionists or of 3 1-4 and 2 2-4 cents for first and others, shall be made by the Legislapassengers if the commission ture. If otherwise then the company amount of passengers and freight carshould so decide. I was gratified at is compelled at the caprice or whim my appointment as chairman of com- of the Legislature to make such exon railroads and though I ception as it may think proper and to the simpler and more constant test recognized at once that it was a diffi- carry the excepted persons at less of the length of the line of the rallcult task, with the motto of the eagle than the usual or legal rates, and thus road, is a matter within the discretion "Non temo le 'alte." (I do not fear to part in this form with its proper- pf the Legislature. If the same rule the heights) I determined that my best ty without that compensation to which is applied to all railroads of the same effort should be put forth to rise to it is entitled from all others, and class, there is no violation of the the expectation of my friends. After therefore to part with its property "It is no answer to the objection to

measurement of first-class and 2 1-2 for second- may voluntarily contract to do what class passengers. Owing to delays in this no Legislature would have the power body a flat rate of 2 cents had passed to compel them to do. Nor does it the House, and wishing, if possible, to furnish a standard by which to measa bill for 2 1-2 cents for first-class and ter exacted by the Legislature. The cents for second-class passengers, action of the company upon its own volition, purely as a matter of inwhich could not earn \$1.500 per passen- ternal administration, and in regard ger mile, to retain the fares of 3 to the details of its business which 1-4 and 2 3-4 cents. I also stated that it has a right to change at any the rates in my bill were lower than moment furnishes no argument for companies the existence of a power in a Legislaought to be allowed, and that I had ture to pass a statute in relation to gone, in hope of adjustment, to bot the same business imposing additional tom rock, and did not propose to go burdens upon the company," and on any lower. That bill, notwithstanding page 698: "The authority to legislate in efforts to put the rate at 2 I-4, (which regard to rates comes from the power falled 18 to 27) passed this body by a to prevent extertion or unreasonable Note of 47 to 2. A conference commit-charges by common carriers or others tee, not representing the majority of exercising a calling and using their this body, was appointed, and brought property in a manner in which the in a bill for 2 1-4 cent flat rate public has an interest. In this case Under great stress many Senators there is not an exercise of the power were induced to vote for it for fear to fix maximum rates. There is not that no other agreement of the two the exercise of the acknowledged houses could be reached, I thought power to legislate so as to prevent exright to stand for my convictions, and felt sure I would be vindicated for as actions. The fixing of the maximum stated in a speech of my father to rate does that. It is a pure, bold. which allusion has been made "time unmixed power of discrimination in and disaster are often necessary to favor of a few persons having occavindicate true wisdom." I felt that sion to travel on the road and permitmy efforts had failed and litigation ting them to do so at a less expense unpleasantness would come after than others, provided they buy a cer-July 1st when the rates were to go tain number of tickets at one time. Into effect. I thought of the prophet It is not legislation for the safety. Elijah who in his discouragement had health or proper convenience of the naked that he might die as he alone public, but un arbitrary enactment in

this legislation to say that the com-

pany has voluntarily sold thousand-

So that this case is full authority in Scottish story, one of the clans that no provision in reference to famnever feared the number who might ily or mileage tickets should go into attack, but planted the staff where the bill, and what we cannot do the fight began, as on appeal to any one who might pass to take it up and come in to see fair play, and not too great insquality in numbers. They have come in thousands, and like a pegro who was sent to the peuten-flary when asked if he did not have with this decision from which the fiary when asked if he did not have a hard time replied "No-not a shove extracts are quoted. A transflought or a care as I have the whole bate of North Carolina at my back." and us unnow introduced will go through. The worthy of our oath to suport the conpendulum has swung back. The stitution, Beride its unconstitutional umendment is adopted, will not the ion of Supreme Court may soon be supreme Court of Pennsylvania has ity. I would not vote for such a distribution of crimination on other grounds. I do have paid money for this yielding of speculate upon the final results. I first State reducing the railroad not wish it to be charged that the fare to 2 cents unconstitutional and object of our special session is to confiscatory. The Legislature of take 1-4 of a cent from the rate pre-Kansas has refused to pass such a bill, scribed for drummers, and add that and we are called upon to ratify an much to what the citizens of the State, sgreement of the Governor and the who are not habitual travellers, are required to pay. It is said that the "good Samaritan" was evidently a agreement as to mileage tickets into drummer, as he had a bottle of wine, the act. In the case of Lake Shore credit at the ina und expected to Pallway Company vs. Smith, 173 U. S., come again. From time immemorial they have been clever men, able to take care of themselves and get reduced rates for themselves, but we must remember "there are others, who would resent discrimination if enacted and insist that this is a matter for the railroad companies to determine themselves. In regard to gers, to still further regulate their af- agreement between the Governor and fairs, and to discriminate and make the railroad companies as to inter-en exception in favor of certain per. State rates, it is a matter with which How can they instruct

Following are the remarks of Hon- seem to us that this claim is well sons and property wholly within its ounded," and also on page 691: limits must be determined without "The Legislature having established reference to the inter-State business

"The convenience which the Legisla- I offered after I saw that it was demile. On lines over 16 and less than 75 miles five cents. On lines over 75 opinion of Mr. Justice Gray on page 691 it is said: "The Legislature in the railroads according to the amount of business which they have done or appear likely to do. Whether the classification shall be according to the ried or of gross or net earnings, during a previous year or according to constitutional provision securing to all the equal protection of the laws." I confess I do not like the further separation of "independently owned and operated railroad companies"

which are placed on a different footmile tickets good for a year from the ing from roads in same class as to length of line. Nor do I see why branch lines should be required to charge only 2 1-2 cents, the same as jurisdiction. A State cannot tie up a main line or why the rates for leased railroads should be determined by the rate prescribed for the railroad company, which owns, controls, or officers to seek for redress in its own assumed by his opponent and ever since the States, and, therefore, should be courts," and on p. 517: "The Circuit has been the motto of the Prince Wales elected by the ment should be given to bulld branch roads and the operators of a leased railroad should be allowed a fair profit on the business done on such rallroad. Senator from Halifax will take care of arise under the statute. The carrier Personally I would like in answer to the Warrenton Railroad, and the Jackson and Gumberry Railroad, and persons for every act. matter or thing put the rate as high as 2 3-4 cents a to this I have no objection, but I cannot think it just that the railroad from University station to Chapel Hill, 10 miles long, should not be al- The transactions along the line of there comes rest, for are told "the lowed to charge 50 cents, (a rate of 5 any one of these railroads out of sleep of the laboring man is sweet." cents a mile) which the public is will- which causes of action might arise I know that after the brain has been ing to pay for better service, because under the statute are so numerous over worked "sleep comes not to the it is leased by and is the tall end of and varied that the interference of eyes, nor slumber to the eyelids the Southern Railway Company. Not- equity could well be justified upon the neither do the temples of the head withstanding my objection just stat- ground that a general decree accord- take any rest," and you who ed I shall support the bill, but I cannot say this if the amendment of the avoid a multiplicity of saits and give cases can well understand how great Senator from Forsyth is adopted. That a remedy more certain and efficacious the strain is. But many of these emsection it is true was in the bill as than could be given in a court of law. ployes night after night have to spend introduced, and was a part of the Governor's agreement. This would expose any company ques- in devotion to duty and the killed and leave this whole questions of rates to the tioning the validity of the statute to wounded from accidents equal and corporation commission after January 10th, 1909, and would be only a truce, as say nothing of the heavy penalties I would be glad to grant the request of the Federal Court would then have undoubted jurisdiction, and the corporation commission full power to fix an emergency, and determine once often to save the lives committed to rates and be subject to mandamus from for all and without a multiplicity of their care. the Circuit Court to raise them. I am suits, matters that affect not simply afraid that this is a Parthian arrow, fadividuals, but the interest of the enand I am done. Forty years ago this at that people were said to be more the community as involved in the use month I was striving with Platto Durant. dangerous in retreat than in attack. of a public highway and in the adham and others in the constitutional Let us get rid of it. Some Senators ministration of the affairs of a quasihave said that the Legislature was public corporation by which such called to ratify the agreement made highway is maintained;" and again

and this was a part of it. The con-stitution Art. 1, Section 8, says: "The settled doctrine of this court that a legislative, executive and supreme suit against individuals for the Orange, which (with the exception todicial powers of the government purpose of preventing them as offiought to be forever separate and dis- cers of a State from enforcing an untinct from each other," and Art. 111. constitutional enactment to the injury Section 5: "The Governor shall from of the right of the plaintiff. is not time to time give the General As- a suit against the State, within the sembly information of the affairs of meaning of that (XI) amendment." the State, and recommend to their If this bill passes, the suits brought consideration such measures as he by the Southern Railway and other shall deem expedient." As I said be-companies will be ended. In: fore we must give due consideration Thomas F. Hunter, sheriff of to all matters recommended, but at Buncombe, vs. James H. the same time exercise our privilege livered from custody on habeas corpus to ratify or reject. Suppose that issued by Judge Pritchard, as an opin-

the power to legislate on rates, and have read with care the brief for ap-under constitution of United States, pellant by Hon. E. J. Justice and take that "no State shall impair the obli-gation of a contract?" I have insist- sentation of his side of the case, but ed on just treatment of the rullroads, as a lawyer I must say that there is but I stand now for the rights of the something to be presented on the people of North Carolina. Our successions are to be elected next November briefs of appellee. In the case of and will be in session in January Fitts vs. McGhee 172 U. S. 516 relied and will be in session in January next, and do you intend to attempt to curtail their power to fix rates? It would only lead to future litigation of the repeal of your act. It is not ordinary circumstances in these cases right to put this restriction on the to have justified the interference by power to legislate. You forget Art. I the Circuit Court under writs of Section 37 of the Declaration of habeas corpus with the trial of the deny others, retained by the people; fore the Supreme Court is whether the and all powers not herein delegated rule or the exception will prevail, the remain with the people." others, retained by the people;

How can they instruct their Represons, and give to them a right of we have nothing to do and it is there-sentatives as allowed by Section 25, transportation for a less sum than the fore not embraced in the bill. The when those Representatives cannot re-

The 2 1-2 cent fare has come to stay, ception fits his case. It is singular and the people want an end of the agitation. The application of the receivers of the Seaboard Air Line for tion is overlooked: "That every citihigher rate was duly considered by his committee, but it was thought best to put the rates at 2 1-2 cents per mile, except as to the short line railroads. The numerous petitions from railroad employes for 2 cents have also re-ceived careful consideration but the ommitte thought best to hold to the "There's a divinity that shapes our agreement into which the railroad gu-thorities have entered of their own Rough hew them how we wall." rates it assumes to provide for a dis- undertakes to prescribe rates not to be annual sessions were held and while and its presiding officer that while I crimination, an exception in favor of exceeded by the carrier, it must do so more expensive. It was not an unmixwholesale buyer, leaving the others. So that of the terms offered by the subject to the general rule. It thus Governor all that we can enact into invades the general right of a com- law is a rate of 2 1-2 cents a mile for sion. If you will turn to Chapter 71 in anger and resentment I may have

the last session of this Legislature,

"Sec. 2. The moneys in the State mentioned in Section 1 of this act are hereby appropriated to the use of the

but "Agree with thine adversary, when he is in the way." Both sides to the Dow pending litigation recommend the been paid me—an acknowledgment terms of compromise. But it is urged that it was thought at the time that if I that the position which the Governor took to enforce the law of 2 1-4 cents contrate could not have gone through, is right and that we ought not to notwithstanding all the pressure recede. Nearly every law suit is in- brought to bear to force its volved in some doubt. As an officer of ment. As to the manner in which we the Circuit Court and of the Supreme should consider the whole question, Court of the United States by reason I know of no advice equal to that of being admitted to practice in them, which I heard from one of the counsel I have a high resect for both courts, for the State in the great impeach Some call the Circuit Court an in- ment trial on this floor: ferior court. It is at least equal to "For my own part I have to our Superior Court, and the Circuit say to every public man is regard to Court of Appeals to our Supreme his public life what the great Court, as Court of Supreme United States as a higher and controll- natural life; ing jurisdiction. I must do Judge 'Nor love thy life nor hate.

Pritchard the justice to say that if But what thou livest, live well; he is in error I cannot see it, and I How long or short permit to Heaven.'

do not believe the Supreme Court of Our duties are to be done; to be done do not believe the Supreme Court of United States will so declare. Smyth vs. Ames. 169 U. S. p 516, Mr. Justice Harian says: "One who is entitled to sue in the Federal Circuit Court may invoke its

jurisdiction in equity whenever the established principles and rules of equity permit such a suit in that court States whenever furisdiction attaches amendment of the plicity of suits that would inevitably and faithful servants." prohibited by the statute, and for every mile, to prevent reduction a vast number of suits by shippers to sometimes exceed the casualties of war.

Wood, deshould have passed away. Forty years was the time required, and all save died by the way. So of those who were then in public life with me few remais. and as Senator from Orange for four on by appellant it is admitted Mr. Justice Harian used this language: "There were no exceptional or extru-Rights: "This enumeration of rights indictments found in the State and we did not know but what shall not be construed to impair or courts" so that the only question bewith the dawn helped to place at the head of the ticket the grand old pilot. court is slow to interfere with a trial who. I believed, entrusted with the in a State court, but will do so under extraordinary circumstances and in cases of great urgency, that require to be represented the state of the ship of State, would amid the howling of the financial storm the proposetical states.

zen of this State owes paramount allegiance to the constitution and government of the United States, and that no law or ordinance of the State in contravention or subversion thereof con have binding force."
Let us acknowledge:

I wish now to say to the Senate Polonius to his son.

exceeded the bounds of parliamentary speech and I wish now as publicly as then stated to retract every remark not justified and exceeding my rights and privileges as a Senator, and also to acknowledge that notwithstanding plain that since then the presiding officer has not extended to me every right and courtesy to which I was

entitled.

(Here the presiding officer stated that he was glad to renew a friend-

both acknowledge only represents the angel as having said to the our first ancestor in regard to his

> candidly, prudently, but at the same time fearlessly."

It is told in history that in the battle of Cressy in 1346. John, king of Bohemia, who was blind was advised that he could be of no service in the fight, but calling for two of his bravest troopers he had his horse lash--may invoke the equity powers of the proper Circuit Court of the United the fray the royal standard was the fray the royal standard was borne. This old king, whose name I by reason of diverse citizenship or am glad I bear was killed covered upon any other ground of Federal with the corpses of English under the Black Prince, The motto, beneath Court of the United States sitting in Let us feel that we are but servants equity can make a comprehensive de- of the people to do their will, and I cree covering the whole ground of trust at the end of the session will controversy and thus avoid the multi- receive their plaudit, "well done, good

is made liable not only to individual the petition of railroad employes to omission to do any act, | matter or To those who labor with their hands, thing required to be done but to a fine, and in the sweat of the face eat bread, ing to the prayer of the bills would been counsel for defendants in capital The transactions of a single week the hours that should be given to sleep

ham and others in the constitutional leptics, insane persons, paupers and greater than its present market convention of 1868 to preserve some those likely to become a public remnant of our old system of government, and to keep alive resistance to the constitutional leptics, insane persons, paupers and greater than its present market value. The enormous and wasteful remnant of our old system of government, and to keep alive resistance to the constitutional leptics, insane persons, paupers and greater than its present market convention of 1868 to preserve some those likely to become a public consumption of fuel is so rapidly dement, and to keep alive resistance to innovations we did not desire. Elected of Currituck) was the only county in the State to vote against calling the convention, I naturally opposed ter? measures adopted. When the children of Israel would not go forward as directed by the shortest way to the curse was put them that they should wander in the wilderness until all who came out of Egypt 20 years old and upwards

Through that convention,

subsequent years, I tried to serve my Again in 1876 and 1877 when we had regained the State government I served as Senator from Orange, and I know the people of the State expected something from one who fills position, I have not been in public life since until 1908, when demand yield my services to help settle railroad rates and other vexing questions. of public concern. In 1892 as a dele gate at Chleago, during the when the rain was pouring through our heads I was one of those who

I thought the crase for a straight two cent fare was but another lunacy, certainly impracticable for all railsome with only lucid intervals and needing to be restrained and I am glad during this session to have given untiring effort to ac result and to carry out the programm of peace and good will to all the pu

lic service corporations, over whom our right of control as to fares and freight is now acknowledged.

My steps are towards the setting sun and when I go below the horizon trust there may be an afterglow shedding a pleasant memory of who tried to follow the advice This above all:

To thine own self be frue And it must follow, as night the day. Thou canst not then be false to an

## The Question Box

F. G.-Kindly tell me how to trahs fer printing and pictures from newspaper to white paper.

A .- One method is to coat the pl ture with a weak solution of nitric acid, and lay the white paper on it, ressing all over with a spoon or sim-lar tool. The solution should be llar tool. one to three and a half per cent acfrom which the picture is taken.

M. B McL.—I would like to know here to find the date of Christ's birth; a neighbor does not keep the 25th of December because, he says, Christ was not born that day—and he claims to be a minister, too.

A .- The date is not known. stated in this column a few days ago, it is not probable that Christ was born in December, and many believe Was that his birth occurred several years before the usually accepted Jate.

-What county is Sallsbury. N. C., in and what is the address of the county clerk? A .- Rowan county. Address office of the county clerk, Salisbury, N. C.

J.-Where could I get the address of the Carnegie hero fund? (2) Can you name the colonels of the Creek war? (3) Would a letter addressed to the Bank of England with refer ence to a legacy receive any reply without the aid of a legal advisor?

A .- Write George F. Camp, Secre tary, Pittsburg, Pa. (2) No. (3) That would depend upon the nature of inquiry. Any proper information would doubtless be given in response to a request.

D. M .- What is the highest portion of the Andes? (2) Why does the Senators, while representation in the lower house depends upon popula-tion? (3) Why was the constitution so framed that Senators should be elected by State Legislatures and Representatives by direct vote of the peo-ple? (4) How are the judges of the Unite. States Supreme Court Why not by direct vote of the people? (5) What is the cause of animal heat? (6) What connects the veins and the arteries?

A .- The chief summits are Aconcagua, Sorata, Illimanj, Chimborazo, Cotopaxi, Antisana, Tolima, etc. (2) Because the founders of the govern complished by delegated power. The ed with it animal heat, and no one knows why. (6) Technicalities apart, there is no distinction between times this amount might arteries and veins except as to size. Veins are the continuation of arter-10%

Schoolboy.-Is there any present of immigrants last year? (3) Are any but Chinese prohibited from immigration? .

A .- The question of profibition of immigration is not seriously considered. The question of restriction is always more or less in sight. I know of no reason why immigrants should be prohibited, and there are hundreds of reasons why they should not. (2) 1,285,349. (3) The laws exclude Chinese and any contract laborers, idiots, imbeciles, feeble-minded, epiunder 16 unless accompanied by parents, etc.

J. S. P .- I want to ask you a question about bird dogs. Is the smooth water power will constantly increase haired dog the pointer, or the set-

A .- The pointer is a modified hound of medium size, differing from the the survey are based on the present setter in being close-haired. game is scented the pointer stands if the abuse to which which much stiffly, with muzzle raised and stretched toward the game, the tail straight is being subjected is continued. out behind and one fore-foot usually raised. There are three distinct va-rieties of setter—the Irish, which are can proof a solid mahogany-red color; the Gordon, black with red or tan marks on the sides of the muzzle from set on of neck to nose, on the hind legs below the hocks and on the forelegs below the knees; and the English, which are divided into two classes. which are divided into two classics. Liewelyns and Laveracks, the former being black, white and tan in color, black and white. Originally the setter got the name from its habit of crouching when game was scented, but it has been taught to stand rigid, like the pointer. The setter has the longer coat.

R. W. G .- You can address any supply a flow. York City, but your time and labor will be wasted. Men who have vast interests to care for do not spend their time reading letter from strangers or answering them.

Louise .- Are there any metals used for coins other than those used in this country-like gold, silver, cop-

water, drying it quickly. If necessary the precess may be repeated

A. G.—How long is the rafleoal treate across Great Sait Lake?

A.—Twenty-seven and a half miles.

A. J. D.—I cannot place the coin you describe. Some of the words are German, but "Liberty" is incongruous. Probably it is not a coin, but a token of some sort.

A. McC.—Is there any way to brighten linoleum which has become faded by wear? A.-Remove all surface Just and wash with milk. After it is dry polish with beeswax and turpentine, and it will look like new.

Asa-What is meant by "duplex and "quadruplex" in telegraphy?

A.—On a single ire system two 'perators at opposite unds of the wire may send different messages in different directions at the same time. By duplex system two operators may work at opposite ends, sending dif-ferent messages. The quadruplex enables eight operators to work on

D. E. B.—What are the dimensions of the steamship Lusitania, and how many passengers can she accordate?

A.—Length 785 feet, width 88 feet, depth 78 feet, accommodations for 3,100 persons. Her complement is 827 people, and she contains 25 boilers, 192 furnaces, and can gen-erate 70,000 horse-power.

E. E.—How can an old pewter tea-pot, darkened from age, be cleaned? A.—Wash carefully in hot water and fine allver sand, and polish with a leather chamols.

Girl.-Who was the writer of Sheridan's Ride? A.-Thomas Buchanan Read,

A. M. C .- Is it possible to clear a mattress of bugs?

A.—Yes. Thorough fumigat with carbolle acid will ward them fumigation a long time.

J. H. B.—Which State has given birth to most President, Virginia or Ohio?

Ohio?

A.—Virginia has given birth to seven, though only five resided there when elected. Six Presidents have been elected from New York, though only three were born there. Five were born in Ohio, and four have been residents of the State when elected.

Muff .- Members of the Parliament of Great Britain serve without pay. SOUTHERN WATER POWERS.

Opportunities For Development Sc Wonderful That Meagreness of Present Use is Surprising—Some Interesting Facts Bulletin U. S. Geological Survey.

The streams whose headwaters lie among the peaks of the Southern Appalachians, flowing westward to the Mississippi or eastward to the the Mississippi or eastward to Atlantic, furnish opportunities for the development of water power so that the meagreness of their present use for this purpose is little less than marvelous. The position of these rivers as prime factors in the industrial growth of the South is well recognized, and the power development that has place in the region thus watered is unparalleled in any other portion of the United States. of power utilized is insignificant when compared with the immense re sources of the region.

Engineers of the United States gegical survey, after Representatives represent the people, and it is equally proper that their election should be by the people, (4)
They are appointed by the President
They are appointed by the President afford a minimum of about 2,800. They are appointed by the President. They are not elective because it is one horse-power, at least 50 per cent. wholly undesirable that the highest court in the land should be the football of politicians. (5) The cause of ment. These figures, it should be the sensation of heat has never been noted, represent the minimum horse-explained. The creater of life creatt. and no one vided to supplement the water rechnicalities short seasons of deficiency, 2 times this amount might be preably utilized; and if the flood waters could be stored and the flow of the streams properly regulated, the minimum power available for economic development might be increasagitation of the question of the pro- ed from three to fixeen times. It is ments can be minde in favor of the question? (2) What was the number of the present value of these water of immigrants last year? minimum indicated norse-power, has so many factors of safety that it is

very conservative. very conservative.

An extremely low average of the present rental value of water power is \$20 per horse-power per year. The rental value of 1,400,000 horse-power would therefore amount to \$28,000,-000, which is equivalent to an income of 3 per cent, on a capital of \$933,000,000. But the resource represented by this water power is far pleting the supply that it must come more and more costly. result the present disparity between the cost of fuel power and that of water power will constantly increase,

will increase accordingly. The estimates of the engineers of When condition of the drainage area, but of the upland region has been and available power will be largely re-The amount of power that can profitably be developed from any stream is governed by the length and severity of the low-water season not by the height and violence of the floods. The more uniform the flow of a river the more valuable, it comes for power as well as for all other purposes, and this uniformity is dependent solely upon the condition of the land surfaces. An up-fand bared of forests, with surfaces hardened and baked by exposure, disquickly charges its fallen rain so that its streams are subject to great floods, and in the dry season is no water left in the ground to

In the Southern Appalachian gion the principal abuse to be guarded against is forest devastation, and only way to prevent this is to set the region apart as a national park the region apart as a national park. Should the government take this action, the preservation of the forests of this region, which are of such enormous value as prime factors in river control, including navigation, water power, water supply and flood prevention would be asserted and the comparatively small