

CONDUCTORS VS. HOUSE COMMITTEE

Out Talked the Legislators Who Sat and Listened

ACTION IS DEFERRED

Stewart Bill Will Be Heard Again Friday—Great Consideration to Railroad Men Last Night

The railroads out-talked the public service corporation committee of the House last night, and after three hours of conversation, adjournment was taken on the Plummer Stewart bill. This measure purports to do away with the mileage exchange and to award the mileage privileges to the family of the purchaser of the books.

Another hearing is set for Friday afternoon at 4 o'clock.

At Baxter Shermwell had known when he held up Capt. W. B. Smith, the big Confederate soldier who runs No. 27, and 33 that he was entertaining such an orator, he would have covered the captain with a six-shooter and made him speak instead. Nor would he have thought of Lexington. No. 27 might have gone on to Atlanta and Shermwell would have listened just as long as material for the speech lasted.

The conductor who spoke last night was Jeffrey, and a manner worth a million, he stood up there last night and charmed that committee.

Kindness to Railroads.

Railroads were never treated with greater consideration. They had an overwhelming advantage in advocates as Mr. Stewart said. The people who travel were not there, but the chances are that they would have turned up. A man came out to speak for them. The utmost good feeling existed.

Mr. Stewart made an important remark. Mr. Stewart gave the roads all the time that they wished and took little for himself. And the best man that they had, lawyers and big officials, came down to ask that existing conditions be not disturbed.

The committee heard all arguments and concluded to take the matter up again this week. When an adjournment is taken, the committee will consider the first point but to stick for the second. Men who confessed themselves willing to listen to the conductors found no real defense of the present mileage book which allows privileges only to the buyer.

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James H. Fou, Esq., thought this a "little short." There were present a number who have pulled mileage and taken up tickets—who know something of the mileage book of the old system. "I do not hesitate to say that the former two legislatures that declined to change the law, I believe, would have done so if they had not been allowed time to hear fully the side of the railroads. For that reason I hope they will give time to hear from those affected by the change. They can tell what have been the earnings and savings under the present system."

Mr. Stewart replied that the matter must come to an end sometime, and that as the roads are present, by sufferance. We are glad to hear from them, but will not have time to hear them. The great people at large, those affected by the present system, are not here to be heard from. We might hear enough to run the discussion in the wrong direction, however, that we allow an hour.

S. H. Hardwick.

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Mr. Hardwick spoke of what he regarded the advantages of those systems that pull mileage, not the mile books. "They have a rebate feature," he said, "and this makes it necessary to correspond with the officers in order to secure that rebate."

Touching the many phases of arrangement of the mileage exchange, he said: "Suppose a man buys 1,000 miles and starts over the Coast Line. He travels ten miles for 25 cents. The other \$19.50 is dissipated over the other participating systems. Don't you see that the mile books worry and work that this system brings about?"

"I say it is in spirit of criticism, but I do say, gentlemen, that I think you have a right to greater interest for your time here."

Mr. Hardwick, speaking of the desire to get along well with the public, said: "I am a Southern man, born at Montgomery, Ala., am a Democrat, believe in state's rights, but I do not believe that the Legislature has a right to go this far in this matter."

Capt. W. H. Harlow, serving 33 years with the Coast Line, came smilingly up from his seat on the introduction of Mr. Fou. "Twenty-five per cent or more of the travel is mileage," he said. "The travel when I began was not heavy. It takes ten times as long to handle it as it does now for an extra cent to be assumed and I don't believe you want the roads to take more. Often I dare not work the train when I have look-out orders and sometimes it is necessary to catch the passengers as they come out. It makes travel exceedingly hazardous."

"They say the great Pennsylvania handles the mileage book. Gentlemen, the conditions are no more comparable than in this capital with the national. The conductors on that road of four tracks, having no possibility of collision, have an hour between Washington and Baltimore."

Protection for Women

Mr. Pos replied that it would cause the conductor to get a "jacking up." He said that it was more time to exchange the mileage than to issue the ticket and change the money.

Representative White, of Halifax, asked a question at the railroad men. "Why haven't you brought one other class of your men here?" he asked. "I have not," he answered.

MEN and WOMEN

Give me an hour and I'll have time for more than working the train. And it is well known that this mileage is not used on local trains.

H. Green.

This Seaboard conductor brought a lot of amusement when he called upon Plummer Stewart to demonstrate his cleverness at pulling mileage. He showed the book at Mr. Stewart and asked him to "pull off the mileage." Stewart looked at it and Forest City, Mr. Stewart smiled and declined. "You know the places," Mr. Stewart said, "and you know, of course I don't. But you show this committee how easy it is to pull the mileage."

"No sir, I am a passenger and you are the conductor," Captain Green said. "You are a fine scholar, you are my friend and you are a good mathematician. I was in school with you and I know you are a good mathematician. Show me how you pull the mileage."

W. J. Craig, Const. Line.

This gentleman spoke of the financial difficulties that beset the roads in the old system. He declared the exchange system the most reasonable device that the roads have yet found for general convenience and general satisfaction.

He asked if there was present a business man who would not throw around the great volume of business, the infinite number of destinations, such a variety of carriers, all involving a great deal of trouble and expense, and such a wide scope of territory, every reasonable check and protection?"

Mr. Craig called attention to the fact that there is a saving of 20 per cent to the purchaser, something that he is not partially atones for the inconvenience of the exchange.

Plummer Stewart spoke first for his bill. He said that the company had come before the legislature in such fine spirit that it had almost persuaded him. "If the railroads always did this, they would be best friends against me," he said, and he followed it by saying: "I stand here to defend the verdicts of North Carolina's juries."

Mr. Stewart made the point that the bill for the mileage exchange, the roads employ the best lawyers that they can find to block the operation of it, and have inflicted the public with retaliatory measures.

Mr. Stewart made the point that although a great array of railroad men and attorneys had come there to defend the mileage book and to defeat the exchange, not a word had been said about the other provision of his bill which "gives my wife a right to travel with me. The railroads are trying to separate us and we are one," he said, and the railroad men laughed. He contended manfully for the retention of it.

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CONFESSIONS OF INSURANCE BILL

To Penalize Fire Companies That Belong to "Trust"

Largely Attended and Lengthy Hearing Before House Committee Last Night

At a largely attended session last night of the House committee on insurance, Representative J. Elmer Long, of Alamance, chairman, the bill of Representative Mull, of Burke, to penalize fire insurance companies 25 per cent of amount recovered on suit if said company belonged to an association, was reported unfavorably, by the committee.

Those who were in answer to an enquiry, said they would submit to the majority vote, and would not file a minority report.

It was a long drawn out and tedious session, lasting from 7:30 to 10:30. It was held in an hour after consideration of the bill began, that the committee would vote against it but as is so often the case, those concerned in it could not resist the temptation to argue or to explain.

Several influential fire insurance men were present opposing the bill among them being Col. John E. Burton, of Wilson; Col. Walker Taylor, of Wilmington; H. M. Wall, of Brooks, Hon. J. Seale, and F. T. Bush, of Greensboro; Col. John C. Drewry, of Raleigh, and several others. Mr. Bush is president of the Southern Underwriters' association and is also president of the Fire Insurance company, of Greensboro.

Representative Mull, opening the argument, explained that his bill was a duplicate of the Alabama law which had been upheld by the Supreme court. He said that when a law is sustained, the party suing could recover 25 per cent in addition to the agreed amount, if it was shown in the trial that the company sued was a member of any trust or combination and having a part in fixing rates. He said it was plain to state that it was intended to break up the insurance monopoly or trust, known as the South Eastern Tariff Association.

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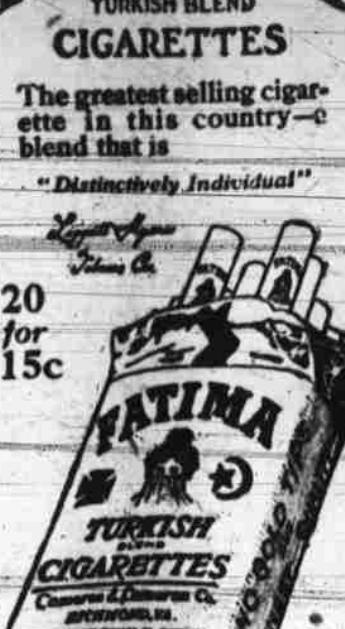
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ALLIES PRODUCE FOR THEIR DELAY

Threaten to Resume War If They Don't Hurry

Six Sitzings of Peace Conference Since January Without Result

(By the Associated Press.)

London, Jan. 27.—The special committee appointed by the Balkan plenipotentiaries drafted a note today notifying the Turkish plenipotentiaries that they propose to break off the peace negotiations. The note was not submitted to the Balkan plenipotentiaries, but it was made public by the Turkish plenipotentiaries.

The note was drafted in very brief. It reminds the Turks that since January six sittings of the peace conference have been suspended—without Turkey's making any move toward their resumption, while events in complete answer to the demands of the Allies concerning Adriatic and the Aegean islands will be negative.

The Serbian premier, M. Novakovich, will give a luncheon Tuesday in honor of other delegates, after which a meeting will be held for the purpose of examining the note. Thus another day will be gained before facing the question of re-opening the war.

Mr. Bush stated that the association did not desire to see the other companies doing business in the state, nor did it attempt to control rates. It fixed by statistics, an uniform rate for property in certain classes, not in restraint of business, but to promote safety in risks, and reduction in rates.

He said that while there were 155 companies doing business in North Carolina, only 10 of them were members of the association. All the others gave rates, not on account of any combine or agreement, but because these sixty have all the expense of ascertaining risks, and fixing standard rates for each company to do so.

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Unless you keep your bowels open and the intestinal tract clean and clear they cannot properly perform their functions of digestion and elimination. The system becomes clogged and the poisonous condition resulting endangers your health. The blood is harmfully affected, and through it every other organ.

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Croup
Whooping Cough
Sore Throat
Bronchitis
Hoarseness
Laryngitis
Tracheitis
Pneumonia
Pleurisy
Tuberculosis
Consumption
Phthisis
Emphysema
Asthma
Hay Fever
Eczema
Scabies
Dandruff
Ringworm
Tetter
Itch
Pruritus
Hemorrhoids
Piles
Furunculosis
Abscess
Cellulitis
Erysipelas
Scarlet Fever
Typhoid
Dysentery
Cholera
Malaria
Yellow Fever
Typhus
Relapsing Fever

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