

Railway Rate Bill Discussed

In Senate Without Bitterness

(Continued from first page.)

Mr. Webb offered a resolution declaring it to be the sense of the senate in committee of the whole that the railway passenger rate bill passed by the senate shall provide for but one railroad fare—for a first-class accommodation—and eliminating the second-class coach.

Mr. Webb thought this question should be settled in order that we may proceed more directly with the matter in hand, and to that end he invited a discussion of his resolution.

In the meantime Mr. Klutz of Iowa had secured the floor, and he proceeded to address the committee on the bill and the resolution, which he did in his usual intelligent manner, and telling the position that the earnings of railroads had greatly increased, and the officials of the big roads were paid enormous salaries, there had been practically no voluntary reduction of rates in any of the railroads.

Mr. Klutz took the position that the Daniel substitute bill appeared to meet his views more nearly than either of the other bills before the committee. "In God's name, who are we here to represent, the railroads or the state and people of North Carolina?"

Mr. Hicks of Granville, who next addressed the committee, applied himself particularly to the Webb resolution.

He was explicit in the statement that he was opposed to the elimination of the second-class coach. It would probably be more convenient for the railroads, but not to the advantage of the general traveling public, and especially those in the habit of traveling in second-class coaches.

There are two classes of white people who travel, and there ought to be two classes of accommodations. The poorer class will be certain to criticize us if we reduce the first-class fare a half a cent or more and make practically no reduction that they can take advantage of.

Mr. Turner also spoke on the general subject. He dwelt upon what he termed "railroad and newspaper legislation" and declared that the democratic platform promise of a rate reduction should be carried out, so far as he was concerned, "so help me God."

Mr. Daniel spoke on the question of one fare and said that North Carolina was now the only state which required two fares.

Mr. Graham stated that the second-class coach had been discussed by the railroad committee, and that the agreement had been reached that the second-class fare should be retained. As to no other state having this requirement, we have several laws peculiar to North Carolina that are mighty good things. If we abolish the second-class fare, there will be loud complaint from a large element of our people. The railroads may want only one fare, but that was not the desire of the people of North Carolina. We are not called upon to yield this position because the railroads prefer one fare.

"I will not vote to lower the first-class fare to less than two and one-half cents a mile, or otherwise. But there is a demand for a two-cent second-class fare by a large proportion of the people of North Carolina who travel. Aside from this, the second-class coach is a protection to the women and children. We all know that."

Mr. Huxton stated that he favored a reduction of rate, and was committed to it, but not to such a reduction as would amount to a consolidation of the property of the railroad companies.

The pending resolution means a two-cent rate. I am opposed to that. I am opposed to eliminating the second-class coach. At present a man can, with confidence, put female members of his family aboard a first-class coach and let them make the trip unattended. But that will not be the case if the tougher class is forced to ride in the same coach with them.

(Mr. Webb explained that he did not favor a two-cent fare, and that his resolution was not intended to further that proposition.)

Mr. Pharr stated that he came to Raleigh favoring a reduction to two cents, and he has seen no good reason since to cause him to change his position.

Mr. Aycock took the position that many men who bought second-class tickets were allowed to ride in the first-class coaches, after they "kicked" when the conductors attempted to have them go into the second-class coach. Why pull two coaches when hauling the one coach better schedules could be operated.

In reply to a question, Mr. Aycock stated that while he had favored the house bill of two cents, he was convinced that it could not pass the senate, and therefore he was now after something else.

Mr. McLean stated that he now thought the senate had been premature in adopting the Webb resolution and going into committee of the whole on the one subject of whether the senate bill should contain a provision for one or two fares. He moved that the committee of the whole do rise.

Mr. Webb stated that he would be willing to that, and therefore withdrew.

DEFEND THE HOMES

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draw the resolution and seconded the motion that the committee rise.

Senator Seawell then reported for the committee of the whole to the senate that no decision had been arrived at on the question under consideration.

The Senate in Propra Persona Again.

Mr. Daniel then took the floor in support of his substitute for the Graham bill.

He stated that he had drawn the substitute bill as nearly like the house bill as he could. He thought that as a whole the house was more nearly in conformity with the wishes of the people of North Carolina than the senate bill. But he did not entirely agree with the house bill, and he had made such changes as he deemed proper, and these he explained.

One of the changes eliminated the distinction which the house bill made between the Seaboard road and the Southern and the Atlantic Coast Line. He had therefore made the figures of earnings per mile \$1,000 instead of \$1,500 per mile, because to uphold the position of the house in this matter was indefensible, there being a difference of only a few dollars. The Seaboard under his bill would also be reduced to the same rate, make applicable to the Southern and the Atlantic Coast Line.

"Passenger and freight rates are too high in North Carolina and should be materially and substantially reduced." That is the language of the democratic platform, said Mr. Daniel. He had the greatest respect for the legal and personal opinion of the senator from Orange, but he did not think Mr. Graham was speaking as a citizen when he declared that the senate would pass no bill reducing rates to less than two and one-half cents per mile.

Mr. Daniel said he was more closely acquainted with the affairs of the Atlantic Coast Line road than either of the others, and he then read from a statement of that company's earnings and operating expenses and income and spoke particularly of the "certificates of indebtedness." Illustrating when he sold one share of stock issued on that account for more than \$1,600 for the family of a testator, and for which the latter had paid nothing.

He referred to the surplus of nearly \$10,000,000 with which it started the last fiscal year's business. "And this is one of the roads whose business we are cautioned not to 'cripple' by the proposed legislation to which we are now addressing ourselves."

Asking the question, "Are the rates which I have stated in my bill unfair?" Mr. Daniel proceeded to argue that they are not.

He favored the limitation to one fare. The presence of women in the same coach with men accustomed hitherto to riding in second-class coaches, where only men were, would deter them from using profane language or other indecent or disorderly conduct. People of North Carolina of that class would soon adapt themselves to the changed condition.

Mr. Buxton interrupted Mr. Daniel to call his attention to the fact that his bill would make a reduction of a full cent per mile to the class of people who may travel (without purchasing mileage books and who buy tickets) first-class, and only a half cent to the poorer classes who are accustomed to ride in the same coach with them.

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payment of jurors in Durham county. Enrolled for ratification.

H. B. 1082, S. B. 882—To amend the act authorizing commissioners of Durham county to issue \$300,000 in bonds for better road purposes. Enrolled for ratification.

H. B. 1219, S. B. 888—Regulating the holding of terms of superior courts in Lenoir county. Enrolled for ratification.

H. B. 947, S. B. 869—Regulating holding of courts in Bladen county. Enrolled for ratification.

H. B. 1029, S. B. 866—Establishing chain gang in Union county. Enrolled for ratification.

H. B. 821, S. B. 871—Regulating the killing of doves in Edgecombe county. Enrolled for ratification.

H. B. 1106, S. B. 874—Authorizing Martin county to elect additional county commissioners at next election. Enrolled for ratification.

H. B. 1006, S. B. 884—Amending chapter 636, acts 1905, relating to dispensary funds of Jones county. Enrolled for ratification.

H. B. 1078, S. B. 886—Authorizing the sheriff of Ashe county to collect back taxes, etc. Enrolled for ratification.

H. B. 819, S. B. 847—Amending chapter 28, acts 1901, relating to courts of Cherokee county. Enrolled for ratification.

H. B. 962, S. B. 856—Authorizing commissioners of Cabarrus county to sell old jail property. Enrolled for ratification.

H. B. 738, S. B. 618—Providing additional terms of superior court for Beaufort and Washington counties. Enrolled for ratification.

H. B. 982, S. B. 955—Appointing special tax collector for Hertford and Northampton counties. Enrolled for ratification.

H. B. 894, S. B. 788—Authorizing the town of Gastonia to issue \$100,000 in bonds for city improvements. Enrolled for ratification.

H. B. 752, S. B. 756—Amending acts 1901-1905, relating to East Bend graded roads. Enrolled for ratification.

H. B. 888, S. B. 797—Enabling town of Laurinburg to fund its indebtedness. Enrolled for ratification.

S. B. 827—Authorizing Harnett county to levy special tax for stock law purposes. Sent to the house.

S. B. 844—Authorizing town of Madison, Rockingham county, to issue \$20,000 in bonds. Sent to house.

S. B. 765—Authorizing Lincoln county to issue bonds for road purposes. Sent to house.

S. B. 809—Authorizing the town of Brevard, Transylvania county, to vote bonds. Sent to the house.

S. B. 845—Authorizing Robeson county to issue bonds for street improvements. Sent to the house.

S. B. 817—Amending charter of town of Cherryville, Gaston county. Sent to house.

S. B. 923—Providing a primary law for Robeson county. Sent to house.

H. B. 676, S. B. 788—Amending the charter of the town of Hendersonville. Enrolled for ratification.

H. B. 784, S. B. 787—Repealing chapter 300, acts 1901. Enrolled for ratification.

S. B. 778—Authorizing a new school district in Lincoln county. Sent to the house.

H. B. 1129, S. B. 894—Authorizing New Hanover county to pay fees to justice of the peace when prisoner is sent to roads to work out costs. Enrolled for ratification.

H. B. 1174, S. B. 888—Amending the charter of the city of Wilmington to provide for free library. Enrolled for ratification.

S. B. 828—Providing for working of roads of Gates county. Sent to the house.

S. B. 813—To fix compensation of commissioners of Edgecombe county. Sent to the house.

S. B. 812—To amend chapter 648, acts 1905, relative to roads of Edgecombe county. Sent to the house.

S. B. 919—Relating to shipment of liquor into Columbus county. Sent to the house.

S. B. 829—Providing for drainage of certain streams in Forsyth county. Sent to house.

H. B. 697, S. B. 791—Amending section 5, chapter 115, acts 1899, relating to address of Greenville, Pitt county. Enrolled for ratification.

House bill authorizing the conversion of the Wilkesboro and Jefferson turnpike into an electric road. Enrolled for ratification.

Joint resolution in relation to Miss Mary Lee and her visit to the capitol. Enrolled for ratification.

S. B. 921—To change and re-enact chapter 236, acts 1897, relating to Yadkin Power Company. Sent to house.

H. B. 603, S. B. 837—Providing for a new free school district in McDowell county. Enrolled for ratification.

S. B. 806—Providing for the establishment and enlargement of libraries in the rural schools of Wake county. Sent to the house.

S. B. 824—Enabling Lincoln county to convey certain lands. Sent to the house.

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Company. Calendar.

By Mr. Ormond: Amending section 751 of the revised statute to insurance companies. Committee on Insurance.

By Mr. Reinhardt: Three bills relating to town of Lincolnton, amending the charter, authorizing the issue of bonds and relating to schools of the town. Calendar.

By Mr. McLaughlin: To establish a new county to be named "Glen" out of parts of Robeson and Cumberland counties. Committee on Cities and Towns.

By Mr. Lovell: To change stock law territory of Catawba county. Calendar.

By Mr. Stubbs: To authorize Beaufort county to issue bonds. Counties, Cities and Towns.

By Mr. Daniel: To incorporate the Weldon and Roanoke Rapid Railroad Company. Committee on Corporations.

By Mr. Blair: To repeal chapter 239, acts 1905, relative to roads of Montgomery county. Calendar.

By Mr. Thorne: To fix the time for holding courts of Nash county. Calendar.

Mental Anguish Bill to Senate

(Continued from first page.)

in Macon. Burnett.

Appoint members of board of education in Burke. Avery.

Protect streams in Burke. Avery.

Appoint D. F. Savage justice of peace in Edgecombe. Pitt.

Amend charter of Aurora graded school district in Beaufort. Jacobson.

Relative to court stenographer in Cumberland. McNeill.

Submit to qualified voters of territory included establishment of county of Lee. McNeill.

Mr. London made the point of order that a bill like this had been disposed of, and the matter should be dismissed. Mr. Lockhart said there were material differences in this bill. Mr. Neal recalled that in the case of Durham county it was defeated and came up again in another form and passed. Speaker Justice, in the absence of any rule for such a situation, decided to let the bill take its place, and gave Mr. London opportunity to appeal the matter to the house. Mr. London, however, accepted the ruling of the chair, so the bill went to the committee.

Authorize Greene county to levy a special tax. Galloway.

Relative to court costs in Robeson. McRae.

Make it unlawful to enter bed of Little river in Richmond and Montgomery. Parsons.

Repeal act of 1903, relative to Richmond county. Parsons.

Put Dare county under jug law. Pugh.

Amend Revised, relative to putting sawdust in streams of Mark's Creek township, Wake. Mial.

Amend charter of Wendell in Wake. Mial.

Allow Wilmington to issue \$500,000 bonds for municipal ownership of water-works and sewerage. Morton.

Allow Wilmington to issue \$400,000 bonds for street improvements. Morton.

Change boundary between Camden and Pasquotank counties. Tillett.

Provide for holding elections in Liberty township, Yadkin, on account of Statesville, Air Line Railroad. Hanes.

Provide manner of selecting jurors in capital cases. Peele.

Brantford and Fishing Creek townships in Granville. Royster.

Provide for redemption of bonds issued by Onslow. Koonce.

Authorize town of Canton to issue bonds, \$65,000, for city improvements. Boyd.

Regulate times and elections of officers of state institutions. London.

Incorporate North Carolina Savings Bank and Trust Company. Gordon.

Exempt ministers from road duty. Taylor of Brunswick.

Provide board of audit and finance for Robeson county. McKee.

Regulate pay of jurors in Robeson. McKee.

For relief of L. B. Edwards, clerk of court of Polk. Morgan.

Appoint justices of peace for Randolph. Wood.

Prohibit sale of game in Nash and Edgecombe. Vestal.

Consolidate certain stock-law territory in Pamlico. Brinson.

Repeat Pamlico road law of 1905. Brinson.

Authorize aldermen of Bryson City to issue bonds. Gibbs.

Legalize a marriage in Swain. Gibbs.

Relief of sheriff of Franklin. Bickett.

Define and establish boundaries of school district No. 1, Columbus. McRae.

Preserve certain records of Duplin. Williams.

Establish and restore office of treasurer of Wilkes. Turlington.

Establish Morro graded school district in Caswell. Johnson.

Resolution for joint committee to consider salary bill for state officers. Bickett. Passed at once, and the speaker named Messrs. Bickett, Avery, Waborn and Kennedy on the part of the house.

The revenue bill was made the special order for tomorrow at 12 o'clock. Primary Bill.

Mr. Douglas' bill regulating primary elections and to prevent fraud was passed on second reading, amended so as to include only the counties of Wake, Lenoir, Martin, Madison, Beaufort, Davidson, Dare and Bladen, and only to be operative in these counties if adopted by the party concerned.

Mental Anguish Bill.

The bill of Mr. London to codify the laws as to mental anguish suits for non-delivery or slow delivery of messages by telegraph companies was passed on its third reading without dissent, amended to provide that nothing in the act shall change or modify the existing law in any way as now declared by the supreme court of North Carolina.

Mr. Douglas' bill to make all keepers or inmates of bawdy houses vagrants under the Revised of 1905, and require executive officers of cities and towns to get the names of all such persons and prosecute them, came up.

Mr. Ehringhaus offered an amendment to make the bill apply to Wake county only. This was lost.

The bill was passed on second reading by vote of 54 to 15. There was objection to third reading.

Mr. Pugh's bill to allow stud horses to run at large in Hatteras township, Dare county, was passed on its readings.

Another bill passed was one to amend charter of Charlotte Electric Light and Power Company.

At 2:05 the house adjourned until tonight at 8 o'clock.

MENTAL ANGUISH BILL AS PASSED.

The following is the text of the London mental anguish bill as it passed the house today:

Section 1. That all telegraph companies doing business in this state shall be liable in damages for mental anguish and suffering, even in the absence of bodily injury for negligence in receiving, transmitting or delaying messages.

Section 2. That nothing contained in this act shall abridge the rights or remedies now provided by law against telegraph companies.

Section 3. That in all actions under this act the jury may award such damages from the evidence as resulted from negligence of said telegraph companies. That nothing in this act shall prevent the court from setting aside the verdict as being excessive or against the weight of evidence under the rules now in force. Provided, that nothing contained in this act shall change or modify the existing law in any way as now declared by the supreme court of North Carolina.

Section 4. That this act shall be in force from and after its ratification.

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Pain in the head—path any where, has its cause. Pain (injection), pain is blood pressure—nothing else usually. As I have said, Dr. Shoop, and to prove it he has created a little pink tablet. That tablet—called Dr. Shoop's Headache Tablets—carries blood pressure away from brain centers, its effect is charming, pleasantly delightful. Gently, though safely, it surely equalizes the blood circulation.

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