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NO. 38.

MESSAGE TO THE EXTRA SESSION

Governor Glenn Explains His Object in Convening Body

THE RATE CASE COMPROMISE

Governor Glenn Recommends the Enactment of a State Prohibition Law—The Railway Matter Will Be Settled.

In his message to the extra session of the State Legislature, called to convene on January 21, Governor Glenn says in part:

To the Honorable, the General Assembly of North Carolina:

Gentlemen:—Under no circumstances is it a pleasant duty to convene the General Assembly in extra session; still the Constitution, Article III, section 9, provides that "The Governor shall have power on extraordinary occasions, by and with the advice of the Council of State, to convene the General Assembly in extra session by his proclamation, stating therein the purpose or purposes for which they are thus convened."

To me it seems plain that such an extraordinary occasion has arisen, and so, by and with the consent of the Council of State, I have felt it my duty to call you together to consider the question of an adjustment of the passenger and freight rates charged by the various railroads doing business as common carriers in the State.

The Governor here reviews fully the entire history of the passage of the 2-1-4-cent passenger rate law and the resultant litigation. He tells how the State was forced to hire additional lawyers to handle its suits before the courts and explains why he demanded in the proposed compromise that the roads which are a party to the litigation should pay \$17,500 as part of the court costs, declaring that no part of this sum was ever intended to pay for the cost of the extra session of the legislature. He says, however, that if it be the will of that body, this part of the compromise may be left out of consideration.

With regard to the terms of settlement offered by the State and accepted by the railroads he says:

Terms Offered.

Finally I suggest the following terms as an equitable adjustment of the entire matter, subject, of course, to your approval:

The changing of the flat intrastate rate of 2-1-4 cents per mile to a flat intrastate rate of 2-1-2 cents per mile; fifteen cents to be charged extra for persons boarding trains without tickets when tickets could be obtained in a reasonable time before departure of train, and the repealing of the penalty and misdemeanor clauses in the act of 1907; this, however, only to be done when the railroads operating in the State—except those exempted by law—agreed on their part to reduction of the present intrastate rate of 3 and 3-1-4 cents per mile to a 2-1-2 cent rate, thus making intrastate and interstate rates uniform; also, the railroads to issue a mileage book of 2,000 miles for heads of firms and employees, not exceeding five persons, names to be entered at time of purchase, said books to be interchangeable on all solvent roads and interstate and intrastate at 2 cents per mile; also, an individual mileage book of 1,000 miles, interchangeable, interstate and intrastate, for 2 cents per mile; also a family mileage book for heads of families and dependent members of family, names to be entered at time of purchase, intrastate, and not interchangeable, for 2 cents per mile; also, the railroads to pay an amount not exceeding \$17,500 with which to pay the State's costs in the various suits.

The railroad agreed to these demands, except the payment of the money and the 500-mile book for 2 cents. They claimed it was impossible for them to operate with such a mileage book, as it would practically put the State on a 2-cent flat rate, and that they should not be required to furnish a book of 500 miles at as low a rate as books of larger mileage. Not being able, therefore, to get this reduction, and seeing some force in their contention, it was agreed that the family mileage book should be fixed at 2-1-4 cents per mile and that the railroads would pay the State \$17,500, to be applied as the State thought proper. The usual requirements as to time of redeeming books were to be observed and enforced. It was also agreed that, if, after a rea-

sonable time, to-wit, twelve months, thus agreed upon was excessive on the one hand or confiscatory on the other, upon application, the Corporation Commission should have the power, after a full and fair hearing, to raise or lower the rate fixed, subject to an appeal to the courts.

The State of South Carolina, Georgia, Alabama and Tennessee, and probably Virginia, have agreed to the same terms offered by North Carolina, thus giving a uniform rate and mileage books over the entire South.

I have given this matter a most careful investigation, tried to protect in every way the rights of the State, and, in coming to the conclusion that the settlement reached is both just and equitable to the State and the railroads, I have had the advice and assistance of some of the State's truest, ablest and best men. However, I discharged my duty by obeying the Constitution and laying the matter before you, as you alone can enact laws. I think it wise to settle the matter. I believe the terms are fair to all, and, therefore, ask you, the lawmakers of the State, if consistent with your sense of right and duty, to approve what has been done.

The Governor declares that the 2-1-4 cent rate was not confiscatory, and would under normal conditions have proven profitable, but that the financial panic coming upon the country makes it necessary that they should receive such concessions as will enable them profitably to conduct their business and to place their securities to advantage.

The message goes into the subject of discrimination in freight charges against North Carolina cities, and it is urged that this discrimination must be stopped.

Concerning the other matters that may come up for the consideration of the extra session the Governor says:

When I called the extra session, with the advice of the Council of State, only one object was considered, and that was the rate question. Other purposes, however, than those which I convened you to consider will doubtless be brought before you; and if, in your wisdom and after the most mature and wise deliberation, you decide to enact other legislation than that embraced in my call, there are two matters, imperative in their nature, to which I would most respectfully call your attention.

It is recommended that at least two additional judicial circuits should be created—that these should be small, so that the judges could hold extra terms of court or could hold courts in the necessary absence of the judges assigned to the other circuits, thus relieving a congested condition that is expensive and often works hardships upon persons who are entitled to speedy trial.

The other special subject is prohibition by legislative enactment for the entire State. Governor Glenn comes out strongly in advocacy of such a law as will put the entire State under prohibition. He believes the time has come when the people demand such a law and thinks the special session the best opportunity for putting such a measure into effect.

With these recommendations the message closes as follows:

Again I commend to you the proposition to settle the rate controversy upon the terms offered by the State and agreed to by the railroads, subject to your approval. Your action at the last session was based on the railroads' reports of earnings, and was, therefore, just and not wrong. When the railroads refused to recognize your law, by a strong hand the roads refusing were compelled to obey and to admit the sovereignty of the State; but now, when the railroads have agreed to the State's terms, which give a fair and reasonable rate, not only to our own, but to all the South, we can afford to lift the hand that enforced the law and give it in relief to a needy subject, especially when in giving relief to the subject we receive equal benefits to the sovereign, thus showing how a State can be strong and at the same time just and protecting.

If this Legislature, having seen its laws enforced and obeyed, will at this session ratify an act that will bring peace and harmony among all contending interests, and at the same time pass an act lifting the strong drink and bringing order and sobriety into our borders, it will have performed two acts that will make its name immortal and be forever remembered as a blessing to the State.

Wishing each of you a happy sojourn at our Capital City, and extending to all a most cordial and hearty welcome, I close my message by expressing the belief that, actuated by high and patriotic motives, you will do your full duty to the State and pass such laws as to you seem just and right. I bid you Godspeed in your work and ask Heaven's blessing on all you do.

Respectfully,
R. B. GLENN, Governor.

CONGRESS AT WORK

House on Immigration.

Unrestrained opportunity to express views on the immigration question was afforded members of the House by the decision, soon after convening, to take up and consider a bill appropriating \$250,000 for an immigration station in Philadelphia, and many took advantage of it. The code of laws bill was temporarily sidetracked.

Members from both sides of the chamber clamored for recognition which carried with it the right to speak for an hour.

The discussion served to develop violent opposition led by Mr. Hepburn, of Iowa, and Mr. Hepburn, of Iowa, and Mr. Byrd, of Mississippi, to certain classes of immigrants coming to the United States, while others made earnest pleas for them upon the ground that the prosperity of the country had been advanced because of their presence in this country.

Many Milder Speeches.

The debate was notable in that it was indulged in largely by members serving their first terms, and who found in the bill a chance to make their maiden efforts of the House. The entire session was devoted to a consideration of the bill which was passed and at 4:53 p. m. the House adjourned.

Because the measure was reported by the immigration committee a number of members thought that committee was encroaching on the domain of the committee on public buildings and grounds, but Mr. Bartholdt, Missouri, its chairman, said he waived his rights inasmuch as the money was to come out of the immigration fund.

Mr. Underwood, Alabama, sought a statement as to whether a general public building bill would be reported at this session, but Mr. Bartholdt replied that he was not prepared to say.

Blames Steamship Lines.

Condemnation was heaped upon the steamship companies by Mr. Hepburn, of Iowa, who said they were responsible for the large immigration to the United States and the government should not encourage them by increasing their facilities. He had, he said, seen advertisements of steamship companies in Europe holding out false inducements to the ignorant class to go to the United States. The races coming to this country he declared were wholly undesirable.

The Hackney Bill.

The proceedings of the House of Representatives were varied somewhat Friday by the temporary sidetracking of the penal code bill and the consideration of private bills. With but one or two exceptions these all related to pensions and a large number were wiped off the calendar by their passage.

A bill designed to prevent Federal interference with State rate statutes during the pendency of trials was introduced by Mr. Hackney, of Missouri. It provides that no circuit or district court of the United States shall have power to issue any temporary writ or order restraining any State officials, boards or commission from enforcing any statute of the State pending Federal litigation to determine the validity or constitutionality of that statute; or shall have the power to issue an order restraining such officials or boards from enforcing their judgments or decisions rendered by State authority pending Federal litigation. The bill also aims to facilitate Federal hearings in cases involving State laws and provides for the right of appeal from Federal decisions without requirement of bond.

Would Reduce Army.

Among the bills and resolutions introduced were the following: By Mr. Sherwood, of Ohio, to reduce the enlisted forces of the army after December 1st, 1908, to 35,000 men, 10,000 of whom shall constitute an artillery corps for coast defense; and to reduce the field, line and staff officers correspondingly with the exception that field and line officers for ten regiments shall be retained, who shall be known as "emergency officers."

By Mr. Floyd, of Arkansas, to prevent committee members or referees of any political party from selling their endorsements for Federal positions and providing as punishment a fine not in excess of \$10,000 or imprisonment for not more than two years or both.

After passing a large number of pension bills the House at 1:25 p. m. adjourned until Monday.

The Senate

The Senate was not in session Friday.

The recent issue of bonds by the Secretary of the Treasury for the purpose of relieving the financial stringency was the subject of an animated debate in the Senate. The discussion was precipitated by an inquiry by Senator Culberson and was participated in by Senators Aldrich, Tillman and Bailey. It resulted in an agreement to postpone further controversy until a statement can be received from Secretary Cortelyou. While the subject was under discussion Mr. Tillman's resolution directing the finance committee to inquire into the operations of the Treasury Department was referred with his consent to that committee.

The Senate passed Senator Tillman's resolution calling on the interstate commerce commission for information concerning purchases by railroad companies of the stock of competing roads.

The unfinished business in the form of the bill to codify the criminal law of the United States was placed before the Senate and the reading of the bill begun.

FEMININE NEWS NOTES.

Ex-Empress Eugenie, widow of Napoleon III., and her suite sailed from Marseilles, France, for Colombo, Ceylon.

Mme. Anna Gould told a friend she soon would sell all her property in France and fix her permanent residence in America.

The unrest in Ireland will not prevent Queen Alexandra from undertaking a cruise on the west coast in the new royal yacht.

Miss Margaret McNamee, a Brooklyn ticket agent, told by a stranger that she had a "pretty hand," knocked him down with it.

Already one of the two New York restaurants which felt called upon to blaze the way for the smoking woman has found it prudent to take the back path.

Mrs. W. H. Leavitt, daughter of W. J. Bryan, whose husband has been studying art in Paris, wrote to a former classmate at Omaha, intimating that she had parted for good.

Miss Margaret Wyche told the New York Women's University Club that all young actresses should have independent incomes, as their salaries were too small for their support.

The career of women as autocab drivers in Berlin has come to an end. The only woman who was licensed to drive an automobile, Frau von Papp, retired because she did not possess sufficient endurance.

Counsel for Mrs. Howard Gould, in a suit brought against her for a milliner's bill, declared that Mr. Gould was a "sly, sly satyr" who had cast his wife off when some other face "appealed more to him."

Eleanor Hollowell Abbott, the daughter of Dr. Edward Abbott, of Boston, and the niece of Dr. Lyman Abbott, has given up her position in the schools of Lowell, Mass., and will devote all her time to writing.

Says the Watertown Times: "A great many one cent newspapers are doubling their price. The increased cost of paper and all other expenses is forcing them to do so. At two, or even three cents, a newspaper is the cheapest manufactured article. There is nothing which gives so much for so little."

Fame is but the perfume of heroic deeds.—Socrates. So. 4-'08.

BANISHED

Coffee Finally Had to Go.

The way some persons cling to coffee even after they know it is doing them harm is a puzzle. But it is an easy matter to give it up for good, when Postum Food Coffee is properly made and used instead.

A girl writes: "Mother had been suffering with nervous headaches for seven weary years, but kept drinking coffee."

"One day I asked her why she did not give up coffee, as a cousin of mine had done who had taken to Postum. But mother was such a slave to coffee she thought it would be terrible to give it up."

"Finally, one day, she made the change to Postum, and quickly her headaches disappeared. One morning while she was drinking Postum so freely and with such relish I asked for a taste."

"That started me on Postum, and I now drink it more freely than I did coffee, which never comes into our house now."

"A girl friend of mine, one day, saw me drinking Postum and asked if it was coffee. I told her it was Postum, and gave her some to take home, but forgot to tell her how to make it."

"The next day she said she did not see how I could drink Postum. I found she had made it like ordinary coffee. So I told her how to make it right, and gave her a cupful I made, after boiling it fifteen minutes. She said she never drank any coffee that tasted as good, and now coffee is banished from both our homes." Name given by Postum Co., Battle Creek, Michigan.

Read the little book, "The Road to Wellville" in pgs. "There's a Reason."

NEWSY GLEANINGS.

Of 167,256 babies born in Pennsylvania in 1907, over 87,000 were boys.

Mulai Haig was proclaimed Sultan at Fez and a holy war was declared in Morocco.

American sailors rioted in Pernambuco and attacked Brazilian police who interfered.

The first vessel to fly the flag of the Republic of Panama has been launched in England.

The total national debt at present, with new securities recently issued, is about \$900,000,000.

Washington despatches stated that the exports of manufactured articles for 1907 averaged \$2,000,000 a day.

Henry Farman won the \$10,000 prize for flying at Paris a kilometer circle in a machine heavier than the air.

Dispatches from Tokio said that many Korean insurgents were surrendering their arms under promise of pardon.

Baron Takahira was informed by the government at Tokio of his appointment as Ambassador to the United States.

Dr. Walter Wyman, head of the Marine Hospital Service, declared that fleas were agents in the spread of the bubonic plague.

The log of the American battleships on their voyage to Trinidad records extraordinary success in executing difficult fleet formations.

Nine Federal Government departments and twenty-nine States will take part in the International Congress on Tuberculosis, to be held in Washington in September.

The Carnegie Steel Company purchased from Lieutenant Cleland Davis, of the United States Navy, an invention for hardening armor plate said to be superior to the process now in use.

MR. LONGWORTH LAUGHED.

When Mrs. Alice Roosevelt-Longworth and Congressman Longworth were in Yellowstone Park with Vice President Fairbanks and Senator B. R. Tillman, the President's daughter met with an accident, according to D. C. Booth, superintendent of the United States fish hatchery at Spearfish, who has just returned from there.

The party was looking at one of the large clay pits, when Mrs. Longworth slipped and fell headforemost into the pit. It was filled with a soft, oozy, red clay, and Mrs. Longworth was a sight to behold.

Instead of displaying his customary gallantry, Congressman Longworth stood by and enjoyed a most provoking laugh, according to Booth.

As a consequence, Mrs. Longworth was conducted to the hotel by other members of the party, and it is declared that for the rest of the afternoon her husband preferred admiring the scenery to facing his wife's pique.—Spearfish (S.Dak.) Dispatch to New York World.

FOR THE POULTRY RAISER.

If you live in the city and are going to try to keep a few chickens over winter, see that the henhouse has plenty of light and if possible a southern exposure. Tacking tarpaper on the outside will help retain the warmth. Keep the roosts on the sunniest part.—Nw York Press.

THE COW AND CALF.

Cows require a different kind of feeding in some respects to that of beef animals, and Dr. Roberts, the Wisconsin State Veterinarian, says the daily feed for a 1,000 pound cow is 40 pounds of silage, 7 pounds clover hay, 8 pounds of grain.

The cows that are soon to calve should be fed on succulent feed, such as silage or roots, bran, linseed meal with a little oats. Keep the bowels open and do not feed very heavy on grains just before or after calving. After calving give bran mash and warm the drinking water for a few days. Allow the calf to suck for about two days and then feed his mother's milk from a pail for about two weeks, about three quarts twice a day; after that reduce it with skim milk or warm water, so that at the end of the fourth week the calf will be getting all skim milk or half whole milk and half warm water with some reliable stock tonic to aid digestion. Keep a supply of good clover or alfalfa hay within reach and also some ground oats with a little linseed meal mixed with it. After the calf eats the ground feed, gradually get him used to eating whole oats, as this is the best feed for him up to six months old. The heifers should not be bred until about 15 or 18 months old.

CURRENT INCIDENTS.

We ride upon electric cars;
Talk o'er electric wires
(With numerous electric jags);
Cook by electric fires;
The voice electrically cries
From phonographs that blab;
The orator electrifies
His hearers with his gab;
Electric signs now tell us all
The things to eat and wear;
And some folks get the finish call
In an electric chair;
So whether it be work or play,
Or business or crime,
We surely have got in the way
Of kilowatting time.—Indianapolis News.



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Two Hundred Thousand pairs now in actual use. Over Seventy-five Thousand pairs sold last year.

DESCRIPTION: Made in all sizes. It is lively and easy riding, very durable and lined inside with a special quality of rubber, which never becomes porous and which closes up small punctures without allowing the air to escape. We have hundreds of letters from satisfied customers stating that their tires have been pumped up once or twice in a whole season. They weigh no more than ordinary tires, the puncture resisting qualities being given by several layers of thin, specially prepared fabric on the tread. That "Holding Back" sensation commonly felt when riding on asphalt or wet roads is overcome by the patent "Basket Weave" tread which prevents all air from being squeezed out between the tire and the road thus overcoming all suction. The regular price of these tires is \$5.00 per pair, but for advertising purposes we are making a special factory price to the rider of only \$4.80 per pair. All orders shipped same day letter is received. We ship C.O.D. on approval. You do not pay a cent until you have examined and found them as satisfactory as represented. We will allow a cash discount of 5 per cent (thereby making the price \$4.55 per pair) if you send FULL CASH WITH ORDER and enclose this advertisement. We will also send one nickel plated brass hand pump and two Samsol metal puncture closers on full paid orders (these metal puncture closers to be used in case of intentional knife cuts or heavy punctures). These to be returned at OUR expense if for any reason they are not satisfactory on examination.

We are perfectly reliable and money sent to us is as safe as in a bank. Ask your Postmaster, Banker, Express or Freight Agent or the Editor of this paper about us. If you order a pair of these tires, you will find that they will ride easier, run faster, wear better, last longer and look finer than any tire you have ever used or seen at any price. We know that you will be so well pleased that when you want a bicycle you will give us your order. We want you to send us a small trial order at once, hence this remarkable tire offer.

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