R. R. RATE BILL.

Bill Which Passed House Fixes Rate At 2 1-2 Cents and Revokes Exchange System.

The house on Monday passed Mr. M. L. Smith's bill fixing the passenger rate at 2 1-2 cents, and providing that no penalty should be provided for not buying a ticket before boarding a train. The further provision is made under this bill that where mileage books are sold the mileage must be accepted by the conductor. The bill seeks to revoke the exchange system from which the travelling men have been insisting. If the bill passes the senate the legal rate for passengers will be 2 1-2 cents, and no more. No penalty is permitted for not buying a ticket and mileage is to be accepted whenever and wherever offered by the owner.

Mr. Ayer was almost alone in protesting against such legislation, and on the final vote those who opposed legislation on rates were fearfully lonesome. The whole discussion appeared to be indifferent, and if there were any who opposed restrictions for the better protection of the railroads in the handling of fares they were inconspicuous. Mr. K. P. Smith wanted passengers required to buy tickets of some sort before getting on a train, but this was defeated.

Mr. Ayer Opposes Measure.

The house took up the 2 1-2-cent rate bill and was about to rush it through when Mr. Hartwell M. Ayer said it was time to think well of what had better be done. The railroads had better be allowed a chance, he argued. If the law requires the railroads to lose money on passenger business then they must take the loss out of wages. There are appeals to do and not to do this or that. He thought these matters ought to be seriously considered, and no snap judgment should be taken. There is a railroad commission to consider what is fair and just and proper. The facts show that the railroads spend 74 per cent of their gross income for operations. The 26 per cent must go to dividends, improvements, extensions, etc. The railroads have in the last two years been spending 80, and sometimes 90, per cent of their gross income. He did not know if a 2 1-2-cent rate was fair or not, and had not time to go into such an examination as ought to be necessary. The matter should be carefully studied by those in position to study the actual conditions. The bill did not provide any penalty for the non-purchase of tickets.

Mileage System a Nuisance.

Mr. Mann thought the mileage sys- not only a nuisance, but a humbug. The railroads already have their money, and he saw no excuse for the trouble of exchanging the mileage for a ticket. He said it was an outrage to require a passenger to go to all this trouble.

Object of the Bill.

Mr. M. L. Smith wanted to know what this State had done to make this State have a higher rate than any other State. The present legal rate is three cents and he wanted to fix it by statute at 2 1-2 cents. The railroads of their own accord offered the 2 1-2-cent rate. It was simply responsive to what had been done or forced elsewhere. The railroad, he argued, did nothing except what they had to. The main object of the bill is to require the acceptance of mileage strips. The rate was fixed at 2 1-2 cents and all he wished to do was to legalize the rate.

He was willing for the Act not to take effect until April. It is said there was an agreement between the State and the commission. It was never suggested or intimated that there would be any imposition of the nuisance as to exchanging mileage strips for tickets. The first break was made by the railroads, and imposing this requirement Mr. Hydrick said he had absolute confidence in all the conductors of the Southern railway. It has all along been thought the mileage system was held because it was alleged to be a check on conductors, but it is now said the railroads are not suspicious of conductors. The whole mileage system is now wrong.

Mr. Ayer saw no use to pass these bills, and argued that this legislation was unnecessary and hence unwise. This State was enjoying the same rates as other State.

Mr. Dixon argued that he wanted no favors from any man or any corporation. The rate in Georgia and Alabama was 2 1-2 cents, and legally 2 1-4 cents in North Carolina, but by agreement it is operating at 2 1-2 cents. No State has a higher rate than 2 1-2 cents, and he saw no reason why the rate should not be fixed at 2 1-2 cents. All he wished to do was to make the 2 1-2 cent rate fixed.

He agreed that every conductor was insulted by the present requirement that the mileage be "pulled" before the passenger gets on the train.

Mr. Patterson asked if it was not more carelessness and indifference on the part of the conductors than was charged than lack of honesty.

On a yea and nay vote to strike out the enacting words of the bill the house refused to do so by a vote of 5 to 91 and passed the bill. The vote is interesting. The vote stood:

Yeas—Ayer, W. D. Bryan, Carter, R. P. Hamer, Jr., Vaughan—5.

Nays—Whaley, Amick, Johua W. Ashley, Melvin J. Ashley, Berg, Bodie, Bowers, Bowman, Boyd, Brice, Brown, Browning, F. M. Bryan, Bunch, Bush, Cantrell, Carey, Carrigan, Carwile, Celey, Clarke, Clary, Coker, Cosgrove, Cothran, Daniel, Dick, Dingle, Dixon, Duvall, E. C. Edwards, Isaac Edwards, Foster, Fraser, Fultz, Garris, Gasque, J. P. Gibson, W. J. Gibson, Glasscock, Graham, Green, Greer, Griffin, Hall, Harmon, Harris, J. R. Harrison, Wade C. Harrison, Himes, Hollis, Horger, Hughes, Hydrick, Irby, Jackson, Kibler, Lane, Lawson, League, Lee, Leland, Lengnick, McColl, McEachern, McKeown, McMahan, Mann, Mars, Mauldin, Mobley, Moseley, Nesbitt, Nicholson, Niver, Nunnery, Patterson, Paulling, Richards, Ridgell, G. M. Riley, W. L. Riley, Robertson, Roessler, Rucker, D. C. Sanders, O. L. Sanders, Sawyer, Scarborough, Seibels, B. A. Shuler, C. T. Shuler, Simkins, Singleton, Chas A. Smith, K. P. Smith, M. L. Smith, Spears, Stanley, Stubbs, Jared D. Sullivan, P. P. Sullivan, Suydam, Tobias, Todd, Utsey VanderHorst, Wade, Way, Wells, Whatley, Wiggins, Williams, O. D. A. Wilson, W. B. Wilson, Jr., Wingo, Wright, Wyche—91.

Mr. Foster tried to include railroads of less than forty miles in length, and failed.

Mr. K. P. Smith wanted to require all passengers to purchase tickets before boarding a train, but the house refused to make this amendment in Mr. Smith's bill.

The bill, as passed to third reading, provides:

Section 1. From and after the first day of April, 1909, the legal maximum rate for carrying passengers in this State byall railroads over forty miles in length in the State shall be 2 1-2 cents per mile, computed by the shortest route, and no more.

Section 2. That no amount in excess of said rate shall be collected on account of failure to purchase tickets.

Section 3. That in case any railroad company or companies shall put on sale any form of mileage book at said rate, or less, the presentation of the current number of miles by the short route out of the said book to the conductor or other officers authorized to take up tickets on trains shall entitle the person holding said mileage to travel on the trains of the railroad company selling said mileage, and on the trains of all other railroad companies on which by agreement the said mileage book is receivable in exchange for transportation. And upon presentation of his mileage to any agent of said company or companies, to have his baggage checked as now provided by law.

Section 4. That all Acts or parts of Acts in conflict herewith be, and the same are hereby, repealed.

BATTLESHIP COSTS OVER $100,000 A YEAR

Secretary Newberry Estimates Maintenance Expense of Each First Class Vessel at $109,856 Annually.

Washington, Feb. 8.—Responding to a resolution introduced by Senator Clay, a report was sent to the senate today by Secretary of Navy Newberry saying that it costs $109,856 to keep a first class battleship in repair and good condition for one year. This figure was obtained by taking the average of the cost of keping 17 battleships in repair for the fiscal year 1908. It does not include extraordinany repairs incident to taking a ship out of commission for remodeling or reconstructing it.

The cost of coal used on battleships for the fiscal year 1908 was $3,163,902 and this amount was increased by transportation and storage charges to $5,544,945. The coal was bought from 16 companies at prices varying from $2.60 to $6.75 per ton, the variations being due to the state of the market, the number of tons per contract and the distance of delivery.

Have You Ever Heard Him.

Chicago Record-Herald.

"Ladies and gentlemen," he said, exhibiting considerable nervousness "if I had known that I was to be called on tonight I should have taken the trouble to look up—ah—that is, I should have fortified myself with—ah—as I have just said, if I had been aware that I was to be asked to address you on this suspicious occa—I mean auspicious occassion—I should have primed myself with facts concerning the subject to which I have been—or rather the subject that has been assigned to me. I assure you, ladies and gentlemen, that it gives me great pleasure to—ah—to—it is one of the most pleasant moments of my live—ah—most pleasant moments of my life to meet you here tonight. There is a story of—of—a story—you will please pardon me if I read it, as I can't remember just now—that is—it may be more—ah—fallacitous, or felicitous, I should say, to— ah—read it if you will b-bear with me. I—ah—did not expect when I came here to—ah—to—ah—to"——

Then he got his manuscript out of his pocket and read for fifty-seven minutes.

The Last Straw.

Everybody's Magazine.

Frank Daniels, early in his career, was principal in a small company that was touring "the provinces." Business had been poor and eating had become a luxury. It was only the cheering knowledge that the new opera house at Ticonderoga, N. Y., had been almost sold out for their performance that kept them together.

"Wait till we get to Ticonderoga," the manager would say to any one who faintly suggested the price of a breakfast.

Finally they did reach Ticonderoga. It was eventide, and a rosy glow illumined the western sky.

"Ah, me," sighed Daniels to the stage driver. "The sun may set in other places, but never as it does here. Behold yon"—

"Sunset!" growled the driver. "Sunset ——. Thet's the opry house burnin' down."

The Truth For Once.

Cleveland Leader.

"No one understands me!" he groaned.

It is the old story wrung from many a tortured, youthful heart. The sufferer is generally mistaken, but the pain is no less poignant. Yet in this instance the man's complaint was true. Nobody on earth could understand him.

For he was an announcer of trains at the union depot.

Advertised Letters.

Letters remaining in post office at Newberry, S. C., for week ending Feb 6th, 1909:

Mr. John Andrews, A. S. Ashmore.

E. H. Brown, Miss Mamie Bradley, Mr. A. D. Burgess.

Miss Ellen Gallman, Miss July Green, Mr. George Greenwood

Mr. T. Hicks, Mr. Henry Haigler, Miss Cora Houlman, Mr. C. H. Hyler.

Miss Elizer Jones.

Miss Lenora Kidwell.

Miss Sallie Means.

Mrs. Tena Perrin, Miss Fannie Pinkney.

Miss Sue Robterson, Mrs. Laura L. Rodgers & Co., Mr. Adam H. Ruff, Mrs. Susie Rizia.

Jane Sanders, Blanche Snock, Mr. Harry Schumpert.

Mr. F. R. Watkins, Rev. F. Wright, Mrs. Catherine Wilson, Mr. F. L. Wright, Rogers Williams, Mrs. David Williams, Mr. H. W. Williams.

All persons calling for these letters will please say that they were advertised.

C. J. Purcell, P. M.

NOTICE OF FINAL SETTLEMENT

As Executor of the estate of Simeon Miller, deceased, I will make a final settlement of said estate in the probate court of Newberry county on February 23, 1909, at eleven o'clock in the forenoon, and immediately thereafter will apply to said court for letters dismissory as said Executor of Simeon Miller, deceased.

J. H. Wise,
Executor.

FUN! FUN! FUN!

Let No Innocent Man Escape

AT THE GREAT

Mock Court Trial

UNDER THE AUSPICES OF

BACHELOR MAIDS,

—IN THE—

NEW COURT HOUSE,

Friday Evening, Feb. 12th.

One of the most respected citizens will be charged with - - -

BREACH OF PROMISE.

Regular Court Rules. Startling Developments. Ludicrous Situations. Local Hits. An Evening of Refined Fun.

Prices, 25 and 50 cents.

Tickets on sale at Newberry Hardware Co.'s Store.

Open at 7.30. Court called at 8.

FOR AN ELEGANT

—AND—

CHOICE SUIT IN BLACK

There is nothing better shown than

PRIESTLEY'S LINE

—OF—

Tamise Cloths, Empire Cloths, Cravanette, spot proof, Wool Odessa, Etc.,

and at very reasonable prices:

75c. to $1.50

This is one of the standards of quality and merit, and we have just opened up a fine line of handsome styles. : :

We have also in

French Cloths, Wool Taffeta, Batistes, Novelties, Stripes, Hairline Stripes, Poplinettes, Etc., Etc.

Prices $1.00 to $1.25

A beautiful line of black goods. Come and let us show them to you. : : : : : : : : :

C. & G. S.

MOWER CO.

STATEMENT.

The Commercial Bank of Newberry, S. C., condensed from report to State Bank Examiner November 27. 1908.

RESOURCES.

Loans		$268,751 87
Furniture and fixtures		3,116 93
Overdrafts		12,645 60
Cash and due from banks		101,181 65
		$385,696 05

LIABILITIES.

Capital stock		$50,000 00
Profits less expenses taxes paid		54,677 53
Dividends unpaid		1,277 00
Cashier's Checks		255 00
Re-discounts		15,000 00
Deposits—		
Individual	$261,000.03	
Banks	3,486.49	$264,486.52
		$385,696 05

The Commercial Bank,

NEWBERRY, S. C.

JNO. M. KINARD, President. O. B. MAYER, Vice-President. J. Y. McFALL, Cashier.

SOME OF OUR POLICIES:

To be conservative.
To pay four per cent.
To calculate interest semi-annually.
To bond every employee.
To be progressive and accommodating.
To lend our money to our customers.
To treat our patrons courteously.
To be liberal and prompt.
To secure business from all classes.
TO BE THE VERY BEST BANK FOR YOU TO DO BUSINESS WITH.

Our institution is under the supervision of and regularly examined by the State Bank Examiner.

The Bank of Prosperity,

Prosperity, S. C.

DR. GEO. Y. HUNTER, President. DR. J. S. WHEELER, V. President.
J. F. BROWNE, Cashier. J. A. COUNTS, Assistant Cashier.

The First Cough of the Season,

Even though not severe, has a tendency to irritate the sensitive membranes of the throat and delicate bronchial tubes. Coughs then come easy all winter, every time you take the slightest cold. Cure the first cough before it has a chance to set up an inflamation in the delicate capillary air tubes of the lungs. The best remedy is QUICK RELIEF COUGH SYRUP. It at once gets right at the seat of trouble and removes the cause. It is free from Morphine and is as safe for a child as for an adult. 25 cents at

MAYES' DRUG STORE.

WE STOP THE LEAKS

'PHONE 271

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