

HIGHER FREIGHT RATES.

ADVANCES MADE IN ALL PARTS OF THE COUNTRY.

Commerce Commission Admits That Shippers Pay More on All Leading Commodities—Followed New Rate Law.

Washington, Feb. 5.—Chairman Knapp, of the Interstate Commerce Commission, today responded to the House resolution of January 15 asking for information as to advances in freight rates since the passage of the Hepburn, or Railroad Rate, law of June 28, 1906. The response shows that many advances in freight rates have been made since the Hepburn law was passed.

"We have not been able to keep a record of the advances," says Chairman Knapp, who then notes a number of the more important advances in a general way.

Between July 1, 1906, and January 31, 1909, says Judge Knapp, nearly 600,000 schedules of rates and classifications and supplements, varying in size from 1 to 700 pages, were filed with the commission. He estimates that there are 150,000,000 items in the tariff filed, and it is impossible to compare all these with a like number of items filed previous to July 1, 1906.

Then, giving some of the more important advances in rates since the Hepburn law was adopted, Chairman Knapp shows that coal rates have been advanced 5 cents a ton from the Pennsylvania, Maryland and West Virginia fields to Central Freight Association territory and from the Kentucky, Tennessee and Alabama fields to points in Southeastern Freight Association territory.

Grain and grain-product rates have been advanced 2 cents per 100 pounds from Ohio and Mississippi crossings to Southeastern Freight Association territory. Rates from Northern and Western producing points are based upon the Ohio and Mississippi river crossing rates, and therefore this advance resulted in an advance from all that territory. Rates were advanced 2 cents per 100 pounds from Chicago to New York in May, 1907. The proportional rate applicable from Chicago on shipments from points west of the Mississippi river was reduced 1 1-2 cents per 100 pounds on wheat and corn, and half a cent per 100 on rye, oats and barley in May, 1907.

Rates on packing-house products have advanced 3 cents per 100 pounds from Ohio and Mississippi river crossings to Southeastern Freight Association territory. Rates from Northern and Western producing points are based on the Ohio and Mississippi river rates, and therefore corresponding advances result in rates from the producing points.

Rates on sugar have been advanced 3 cents per 100 pounds from New York and New Orleans and from points in trunk-line territory, rates from which are made with relation to the New York rates, to points in Central Freight Association territory and to Chicago and to St. Paul and to points in the Northwest, the rates to which are made with relation to the Chicago or St. Paul rates.

Pig-iron rates have been advanced 25 cents a ton from furnace points in Southeastern Freight Association territory to points in Central Freight Association and trunk-line territories. Cast-iron pipe rates have been advanced 25 cents a ton from foundry points in Southeastern Freight Association territory to points in Central Freight Association and trunk line territories.

Rates on iron and steel articles, subject to official classification, have been generally advanced by the withdrawal of commodity rates and the application in lieu thereof of higher class rates. These advances are not uniform to all points affected.

Lumber rates from Chicago and points basing thereon to trunk line territory have been generally advanced by withdrawal of commodity rates and an application of higher class rates. This advance was not uniform. Rates from producing points in the Pacific Northwest to all destinations were advanced November 1, 1907.

After hearing a complaint the commission condemned the advance made from the producing points to points west of a line drawn from Pembina, N. D., through Omaha and Kansas City to Port Arthur, Texas. An increase of 5 cents per 100 pounds was permitted to all points east of that line.

Trans-continental rates have been advanced both eastbound and westbound between points in the Atlantic seaboard territory and the States of the Mississippi river on one hand, and terminal points on the Pacific Coast and intermediate points, the rates to which are made with relation thereto, on the other hand, in sums ranging from 3 per cent. on one article, to 60 per cent. on another article. The heaviest advance was in eastbound rates.

To Texas points rates have been advanced from Kansas City and St. Louis and points basing thereon,

which embraces the entire territory east of the Mississippi river and a large number of points west, in sums ranging from 4 cents to 10 cents per 100 pounds.

Many advances in rates have been effected by changes in classification ratings and without changes in the specific scale of rates. Many changes in required carload minimum weights have been made. These do not necessarily increase the rates upon the commodities to which they apply, unless the minimum weight has been fixed so high as to make it impossible to load it into the car.

Congress is informed by Chairman Knapp that "the tariffs of today contain many listed charges for services which would not be found in the tariffs in effect immediately prior to the Hepburn amendment," but that "they, however, cannot be said to be additional or increased charges, because now the tariffs contain lawful authority and provision for many services and charges which formerly were rendered without specific tariff authority therefor." The tariffs now contain many provisions for assessment and absorption of switching charges, which simply continues former practices, for which provision was not made in the tariffs.

Express companies were first brought under the act to regulate commerce by the Hepburn amendment, and this necessitated an entire reconstruction of their rate schedules. None were on file with the Interstate Commerce Commission prior to that time. Chairman Knapp says no general advances in the charges of express companies have been noted except between various points in New England territory, where advances have been made ranging from 10 cents to 25 cents per 100 pounds.

As to passenger rates Chairman Knapp says: There have been no general increase in passenger fares. The tendency has been in the opposite direction. Reductions in State fares have resulted in a general lowering of interstate passenger fares. The general increase in rates to Southeastern Freight Association territory and the increase in the rates to southwestern territory have been made the subject of complaint to the commission and these complaints are in course of investigation, several hearings on them having been had."

FOREST RESERVE BILL.

The Majority Report of House Committee Favors the Bill.

Washington, Feb. 7.—The wide difference of opinion among the members of the house committee on agriculture on the bill which seeks to provide for the protection of the watersheds of navigable streams is evinced in the report which accompanies the bill.

The opinions of the majority, as expressed by Representatives Weeks (Mass.) and Lever (S. C.), are practically those of the administration. The general scope of the bill permits the acquisition of lands in any part of the United States when considered advisable by the national forest reservation commission, which the bill creates. It provides that the geological survey must first determine that the land to be acquired will promote or protect the navigability of streams.

The majority report declares that the flood damage in the United States has increased from \$45,000,000 in 1900 to \$118,000,000 in 1907, and that the greatest increases are on streams on whose watersheds the forests have been heavily cut.

The minority report, which is signed by Chairman Chas. F. Scott and four other members, contends that there is no vital connection between the forests and the maintenance of navigability in navigable streams. These members argue in favor of instructing the farmers in proper tillage of the soil and in protecting the forests from fire as more desirable than the purchase of lands which would be made unproductive and would be taken from the local tax rolls.

LEVER'S BILL APPROVED.

Provides for Additional Census Reports on Cotton.

Washington, Feb. 9.—Additional cotton reports by the census officers are provided for in the Lever bill which was approved today by the committee on census. The bill directs reports to be made on stocks of baled cotton in the United States to be summarized as of November 1, December 1, and March 1.

The Secret of Long Life.

A French scientist has discovered one secret of long life. His method deals with the blood. But long ago millions of Americans had proved Electric Bitters prolongs life and makes it worth living. It purifies, enriches and vitalizes the blood, rebuilds wasted nerve cells, imparts life and tone to the entire system. It's a god-send to weak, sick and debilitated people. "Kidney trouble had blighted my life for months," writes W. M. Sherman, of Cushing, Me., "but Electric Bitters cured me entirely." Only 50c at Sibert's Drug Store.

THE CALIFORNIA TROUBLE.

Roosevelt Says Japanese Legislation Breaks the Obligations of the Treaty.

Washington, Feb. 8.—"The policy of the administration is to combine the maximum of efficiency in achieving the real object which the people of the Pacific slope have at heart, with the minimum of friction and trouble, while the misguided men who advocate such action as this against which I protest are following a policy which combines the very minimum of efficiency with the maximum of insult, and which, while totally failing to accomplish any real result for good, yet might accomplish an infinity of harm."

In this language President Roosevelt today in a long telegram to Speaker P. A. Stanton of the California assembly set forth the government's view of the anti-Japanese school legislation now before that body.

The president stated that the bill gives just and grave cause for irritation and the government would be obliged immediately to take action in the federal courts to test such legislation, because it is held to be clearly a violation of the treaty obligations of the United States. The telegram to Speaker Stanton was sent only after a conference with Senator Flint and Representative Kohn of California and F. K. Lane of the Interstate Commerce commission.

To Speaker Stanton the president sent the following:

"I trust there will be no misunderstanding of the federal government's attitude. We are jealously endeavoring to guard the interest of California and of the entire West in accordance with the desires of our Western people. By friendly agreement with Japan we are now carrying out a policy which, while meeting the interests and desires of the Pacific slope, is yet compatible not merely with mutual self-respect but with mutual esteem and admiration between the Americans and Japanese."

"The Japanese government is loyal and in good faith doing its part to carry out this policy, precisely as the American government is doing. This policy aims at mutuality of obligation and behavior. In accordance with it the purpose is that the Japanese shall come here exactly as Americans go to Japan, which is in effect that travelers, students, persons engaged in international business, men who sojourn for pleasure or study and the like, shall have the freest access from one country to the other, and shall be sure of the best treatment, but that there shall be no settlement in mass by the people of either country in the other."

"During the last six months under this policy more Japanese have left the country than have come in it, and the total number in the United States has diminished by over 2,000. These figures are absolutely accurate and cannot be impeached. In other words, if the present policy is consistently followed and works as well in the future as it is now working, all difficulty and causes of friction will disappear, while at the same time each nation will retain its self-respect and the good will of the other. But such a bill as this school bill accomplishes literally nothing whatever in the line of the object aimed at and gives just and grave cause for irritation; while in addition the United States government would be obliged immediately to take action in the federal court to test such legislation, as we hold it to be clearly a violation of the treaty."

"On this point I refer you to the numerous decisions of the United States supreme court in regard to State laws which violate treaty obligations of the United States. The legislation would accomplish nothing beneficial and would certainly cause some mischief and might cause very grave mischief."

"If in a year or two the federal government fails to accomplish what it is now achieving, then through the further action of the president and congress it can be made entirely efficient. I am sure that the sound judgment of the people of California will support you, Mr. Speaker, in your effort."

"Let me repeat that at present we are actually doing the very thing which the people of California wish to be done and to upset the arrangement under which this is being done cannot do any good and may do great harm. If in the next year or two the figures of immigration prove that the arrangement which has worked so successfully during the last six months is no longer working successfully, then there would be ground for grievance, and for the reversal by the national government of its present policy. But at present the policy is working well and until it works badly it would be a grave misfortune to change it, and when changed it can only be changed effectively by the national government."

(Signed) "Theodore Roosevelt."

Everyone knows best where his own shoe pinches.—German.

CITY COUNCIL MEETING.

MAYOR APPOINTS THE BUILDING COMMITTEE.

Mr. Jenkins Requests Council to Fill Open Drain That Crosses His Land But Council Replies That Financial Condition of City Precludes Such Expenditure at Present.

City Council held a regular meeting at 8 o'clock p. m. Tuesday.

Present—W. B. Boyle, mayor; Aldermen H. D. Barnett, Wm. Bultman, P. P. Finn, R. F. Haynsworth, H. C. Haynsworth, J. R. Ligon, W. G. Stubbs and R. L. Wright.

Minutes of Jan. 26th were read and confirmed.

Mr. W. D. Woods stated that the County Commissioners propose to improve and beautify the Court House square and requested the adoption of two ordinances—one to prevent chickens and other fowls from going upon public squares and one to prevent persons from plucking flowers and shrubbery from such places. On motion of Mr. H. C. Haynsworth the Clerk was directed to prepare the required ordinances.

Mr. Barnett for the Finance Committee, reported that the Clerk and Treasurer's report for January had been checked up and found correct, that claims referred to them had been approved, and that eighteen thousand dollars of the City debt had been paid, including six thousand dollars to H. Stevens' Son's Co., on sewer pipe contract.

Mr. H. C. Haynsworth for the Committee of Public Work reported work done for two weeks ending 6th inst., and cost of same as follows:

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| Garbage hauled, 351 loads.... | \$60.00 |
| Repairs, Sumter Street..... | 1.30 |
| Repairs, Caldwell Street.... | 1.09 |
| Repairs, West Liberty Street.. | 1.50 |
| Repairs, Broad Street..... | 2.50 |
| Grading and Clay, W. Hampton Avenue..... | 10.00 |
| Grading and Clay, S. Washington Street..... | 96.50 |
| Clay, W. Calhoun Street..... | 10.09 |
| Grading and Clay, Purdy Street, completed..... | 94.10 |
| Filling Sewer Trenches..... | 2.80 |
| Street Sweeping..... | 10.80 |
| Splinkling..... | 3.60 |
| Moving Furnace and cleaning Opera House alley..... | 2.00 |
| Unchoeking drains..... | 1.00 |
| Farm work..... | 17.40 |
| Total expense for two weeks.. | \$314.50 |

Mr. Haynsworth also presented a letter from City Engineer W. L. Lee reporting progress of work ordered by council on Washington and other streets and advising that a larger number of carts be provided in order that full benefit may be derived from the joint labors of the county chain-gang and city hands. The employment of additional carts was authorized.

Mr. Ligon for the Police Committee submitted report for January as follows:

No. of arrests, 90; fines paid, \$353; time served, 234 days.

Mr. Bultman for the Opera House Committee, reported that the carpenter work had been completed.

The mayor announced that he had appointed Aldermen R. F. Haynsworth, Wright and Finn on the building committee as ordered by council on Jan. 26th.

Mr. Ligon called attention to sewer excavations left open in the streets for several days at a time, and suggested that the plumbers or other persons doing such work on public highways, should be required to complete it and refill trench within 24 hours, and on his motion the city engineer was requested to see that this rule is observed. Mr. Lee explained that one trench had been left open to drain offensive matter from under a store. And on Mr. H. C. Haynsworth's motion the health officer was requested to investigate and have the matter remedied.

Mr. Ligon suggested that the ordinance which forbids unhaltered horses mules and cattle being driven through Main and Liberty streets, in the day time should be amended so as to include all streets. Mr. Wright and the mayor expressed the opinion that such an ordinance would be a great hardship on live stock dealers and would deprive them of a privilege allowed in much larger cities than Sumter. Mr. H. C. Haynsworth's motion that the ordinance be amended as Mr. Ligon had suggested, was defeated by yeas and nays vote as follows:

Yeas—Bultman, Finn, Ligon, H. C. Haynsworth.

Nays—Barnett, R. F. Haynsworth, Stubbs, Wright and Boyle.

The mayor declared that proper regulations should be made for public safety, and suggested that every drove of horses, mules or cattle driven through the streets should be preceded by two men, at a sufficient distance ahead of the drove, to warn people. Mr. H. C. Haynsworth moved that the mayor's suggestion be adopted and that the clerk be directed to prepare an ordinance accordingly. The motion was adopted.

A letter was read from Mr. D. D.

Moise, attorney for Mr. T. B. Jenkins, requesting council to take some action in reference to an open public drain across Mr. Jenkins' land, by either piping and filling the drain or diverting the water in some other direction and allowing Mr. Jenkins to fill the drain and utilize his property. Mr. Moise reminded the council that this question has been before them since April, 1905, and probably had been overlooked.

After due discussion a motion by Mr. Ligon was adopted: "That it is the sense of council that this work should be done and will be done as soon as practicable, but cannot be done at the present time because the financial condition of the city will not permit."

Reports of sewerage expenses for January and receipts and disbursements of the water department were read and received as information.

A letter was received from Mrs. Andrena Moses asking that she be allowed to write part of the insurance on the new fire station, in companies represented by her.

The following claims were referred to the Finance Committee: China's Drug Store, \$1.10; Von Ohlsen and Shirer, \$25.90, and \$1.15; Durant Hardware Co., \$4.72; Ralph Hill, \$18.65; Craig Furniture Co., \$5; Burns Hardware Co., \$2.40, and \$5.95; Geo. D. Shore & Bro., \$44; H. L. Tisdale, \$2.40; Carolina Hardware Co., \$5.60.

The council then adjourned.

DIVISION OF MOROCCO.

France and Germany Lay Ghost of Difficulty by Signing a Far-Reaching Agreement.

Paris, Feb. 9.—France and Germany today signed a far-reaching agreement concerning Morocco, thus banishing a spectre which for years has loomed up intermittently as the cause of strained relations between the two countries. Of more importance still, perhaps, than the actual settlement of pending difficulties and the harmonizing of views concerning Morocco, is the moral effect of establishing a broad basis of friendly relations between the two nations which have been separated, so to speak, since the war of 1870.

The agreement signed today guarantees the integrity of Morocco and insures perfect allegiance to the terms of the Algeiras act. France recognizes Germany's economic interests in Morocco, while Germany recognizes the particular political rights of France there.

RAILROADS' RULE SUSTAINED.

Unfavorable Report on Bill to Force Acceptance of Mileage on Trains in North Carolina.

Raleigh, N. C., Feb. 9.—The Barringer bill, providing that buyers of mileage books on railroads shall not be compelled to exchange mileage for tickets at stations, now a regulation of the railroads, was today reported unfavorably by the senate committee on railroads by a vote of 7 to 3. The minority announced it would fight for the bill on the floor of the senate.

In a hearing before the committee, representatives of the Southern, the Seaboard and the Atlantic Coast Line railroads argued that as mileage books were not required by the State law and were solely a concession by the railroads, the roads should be allowed to regulate the use of books which are sold at a lower rate of fare. The bill was designed to free passengers from the inconveniences caused by waiting in crowds to have mileage books exchanged for tickets.

GOATS TO THE RESCUE.

Plan Announced to Save Uncle Sam's Forests From Fire.

Washington, Feb. 5.—"Wanted—By the United States Government 3,000 Angora Goats, able to eat anything, from a red shirt or a circus poster to the busy chapparral of the national forests; back alley goats of Jersey City, Hoboken and Harlem especially desired."

This is the advertisement which may be looked for in the next few days, when the Government has completed a scheme formed of herding out 3,000 Angora goats on the brush-covered foothills of California to eat away the bushy growth and thereby protect the forests.

The goats will be spread out over an area and then properly guided so as to eat lanes in the forest. These lanes, it is calculated, will be 300 yards wide and will serve to divide the forest into patches, so to speak, so that if one patch gets on fire the flames will not spread in the adjoining patches.

The idea was made public yesterday by the Bureau of Forestry in a report showing the advantages of the plan.

*Foley's Orino Laxative cures constipation and liver trouble and makes the bowels healthy and regular. Orino is superior to pills and tablets as it does not gripe or nauseate. Why take anything else? W. W. Sibert.

A CURIOUS SITUATION.

A CHURCH IN ORANGEBURG COUNTY BUILT WITH DISPENSARY PROFITS.

Congregation Advised After the Building Was Completed That It Could Not be Used for Services and Now the Town of Livingston Has A White Elephant on Its Hands.

Since the publication in The Herald of the story of the building of the new church in the town of Livingston in Orangeburg county, South Carolina, the full lime light of publicity has been turned on it, and all the facts in connection with it have been made public.

The story as published in The Herald is fully substantiated, but has led to a peculiar situation. The church (building) is now rejected by the church (organization) and the little town finds itself with a white elephant on its hands in the shape of a handsome and well appointed church building.

A dispensary is being operated in the town, and the profits arising from it were so great that after paying for all the municipal improvements a considerable sum remained. What to do with this money was a question that worried the town authorities not a little, until finally some one proposed that it be applied to building a church. A proposition was made to the members of a country church near the town, to build a church and give it to them, which was accepted, after the pastor had consulted with his presiding elder and obtained that official's sanction to the plan.

The members of the church agreed to aid in the building, but as the work progressed so well and they were not pushed to put their hands down into their jeans, they gave no further aid than that which accrued from patronizing the dispensary, and the church was paid for wholly with dispensary money. It is completed now, the handsome pews having been put in during the past week, and it is ready to be opened for divine services.

But now it appears that there will be trouble in getting these services started.

The Southern Christian Advocate questioned the truth of the story as published in The Herald, and called upon the Methodist preachers to explain. This has been done in a letter from Rev. C. B. Smith, the presiding elder of that district, who states that "The reports as sent forth in the newspapers are largely true." He intimates that building a church with dispensary money is no worse than building a school house with such funds, but he adds that "No Methodist preacher shall ever preach in it while I am on the district," unless the higher authorities will now give their consent.

They may not do. Then no Methodist pastor will be allowed to preach in it, and of course the other denominations cannot afford to take a less exalted position. And so this handsome, commodious and comfortable church must remain closed, and the people be compelled to attend some less attractive or convenient church, or perhaps unable to attend any church at all.

Now isn't this a curious complication? Here is a nice church, which the church authorities will not accept because they claim that figuratively the devil built it. But what shall be done with it? Having been built it should and will be put to some use. It might be converted into a school house, but shall the children be taught in a house which the grown-ups fear to use because it was built out of dispensary profits? So eventually, because of this would be logical, it may be converted into a dispensary. One of the finest and most attractive buildings in the town being a dispensary, while congregations worshipped in much inferior buildings, would again be a perplexing condition. So would it not be best for this house, now that it is built, to be accepted and used by the church, lest it be used for a less worthy purpose?

Is not Sam Jones's illustration applicable in this case that, if you find the devil going your way, don't hesitate to ride him, if that will be a help to you in serving a good cause?—Augusta Herald.

*Pneumonia often follows la grippe but never follows the use of Foley's Honey and Tar, for la grippe coughs and deep seated colds. Refuse any but the genuine in the yellow package. W. W. Sibert.

Associate with the lame and you will learn to limp.—Latin.

*This is just the time of year when you are most likely to have kidney or bladder trouble, with rheumatism and rheumatic pains caused by weak kidneys. Delays are dangerous. Get DeWitt's Kidney and Bladder Pills, and be sure you get what you ask for. They are the best pills made for back-ache, weak back, urinary disorders, inflammation of the bladder, etc. They are antiseptic and act promptly. We sell and recommend them. All Drug-gists.