

**ALASKA RAILWAY BILL PASSES**

**ALREADY ACTED ON BY SENATE GOVERNMENT LINE IS ASSURED.**

**Will Cross Country to Great Coal Fields—President Will Have Charge of Details of Construction—Total Cost, as Adopted by House, is to Be Not Over \$35,000,000.**

Washington, Feb. 18.—The administration Alaska railroad bill, authorizing the president to construct a \$35,000,000 railroad from Alaska's coast to its great coal fields, was passed by the house late today by a vote of 230 to 87.

A similar measure already has passed the senate and the bill will be taken up at once in conference between the two houses, with a view to sending it quickly to the president, who has signified his intention of signing it.

At the eleventh hour, after a sharp parliamentary skirmish, the house eliminated from the bill, as reported by the territories committee, a provision authorizing a bond issue of \$35,000,000 to finance the railroad and to be paid off by the proceeds of government land sales in Alaska. The senate bill provides for a \$40,000,000 bond issue. Representative Fitzgerald of New York led a fight which resulted in striking out the entire bond provision from the bill.

Under the amended measure the project would be financed out of current funds in the treasury, the president being limited to \$35,000,000 and \$1,000,000 being appropriated for immediate expense. Congress would appropriate each year the amount estimated as necessary for the construction of the road.

The bill provides for the construction of a road "not to exceed 1,000 miles, to be so located as to connect one or more of the open Pacific ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska and with a coal field or fields yielding coal sufficient in quality and quantity for naval use so as to best aid in the development of the agricultural and mining or other resources of Alaska.

An effort was made by opponents of the bill led by Representative Davenport of Oklahoma to postpone the final vote until Wednesday, but it was defeated.

The project is of more interest than even the expenditure of the \$35,000,000 proposed would ordinarily create. Coming so soon after the completion of the Panama canal it is attracting attention as another great engineering project under the direction of the American government. In a sense, too, it compares with the government's undertaking in the '60s to push the Pacific railways across the unbroken prairies and mountains of the West and thus link together the West and the East. Moreover, the new project is to be the first test in this country of government ownership of a public utility; it is expected to open to the commerce of the world great and rich resources that until now have been for the most part lying idle; it will afford employment to a large army of men both in its construction and in its maintenance; it will develop Alaska agriculturally as well as in other ways by attracting homesteaders; and it will cheapen greatly various commodities of commerce, notably coal. At least these are all things which the friends of measure claim for it.

The bill places great power in the hands of the president and was opposed by some on this ground, not that they expressed any fear in regard to President Wilson's judgment and integrity but that they thought it was too much power to put in the hands of any one man and directs him to locate and acquire by purchase or construction, or by both means, a line or lines of railroads from tidewater into the interior of Alaska and to navigation on the Yukon, Tanana, or Kuskokwim rivers. In choosing the route he is to use his judgment as to what will best promote the settlement of Alaska, develop its resources, and provide adequate transportation for coal for the army and navy, for troops and munitions of war and for the mails. The limitations as to price in case of purchase, there being a few miles of railroad already constructed, is that it must not exceed the physical value of the railroad property.

The total of all railroads bought or constructed is not to exceed 1,000 miles and the appropriation for the purchase is \$35,000,000, so that he is limited to an expense of \$35,000 a mile.

The president is authorized, if he sees fit, to permit the government railroad to be operated by contract or lease or it may be operated by the Panama Railroad company. This latter company has been referred to in the debates on the Alaska railroad bill as an example of successful government ownership, but it has been pointed out in reply that it is not an example of government ownership in the sense the phrase is generally used, because it is not a commercial rail-

road, its purpose being to transport men and supplies being used up and down the route of the Panama canal. In constructing and operating the Alaskan railroad the president is authorized to employ in its construction and operation any number of men he may think necessary, choosing them as he pleases, only that those chosen from civil life shall be under the supervision, in the work of construction, of the engineers taken from the army. The appointment of any engineer from civil life whose salary exceeds \$2,000 a year must be confirmed by the senate.

The president is authorized, and the Alaskan railroad commission recommends that it be done, to utilize in Alaska all the machinery and equipment used in the construction of the Panama canal as rapidly as it is not needed in Panama and can be used in Alaska, the president to fix the price to be paid for it to the isthmian canal commission.

The interstate commerce commission, subject to the approval of the president, is empowered to regulate passenger and freight rates on the new railroad, and the rates are to be uniform, with no discrimination in favor of agents of the government except the usual provision for employes and their families.

If the railroad line connects with a steamship line for the joint transportation of freight and passengers, or with any other railroad now or hereafter constructed in Alaska, the lines so connected must be operated as a through route with through rates on a fair and reasonable apportionment of revenue and expense.

The bill creates the "Alaska railroads redemption fund" into which is to be paid 75 per cent. of all money received from the sale or lease of public lands in Alaska; from the sale of coal or mineral or timber on public lands; and from the net earnings of the railroad above maintenance charges and operating expenses.

The debates in congress on this bill have developed the fact that until recently Alaska has been unappreciated as was the great northwest country when acquisition by the United States was considered. Even people who do business along the west coast of Alaska are said to be ignorant in great measure of its interior. But the coast except for the fishing industry, is of relatively little commercial importance. The discussions have developed that in the interior there are immense agricultural resources capable of sustaining the population of Sweden, Finland, Denmark, Russia and Siberia. This has only been known within the last few years. As a result of railroad construction this fertile land is expected to be taken up at once by boards of homesteaders, for Alaska has what are admitted to be good homestead laws.

As to coal, Alaska is rich. It has two notable coal fields larger than any in the United States or possibly in the world. The Behring river field covers 75 square miles and the Matanuska field 85. They are practically virgin, only one title having been perfected. The rest belongs to the government and it is the expectation that this land will be opened. The government is willing and transportation facilities are expected to bring it about. The railroad development will open the coal lands and the coal will furnish the power to operate the railroads and bring about other development. Under present conditions it costs \$200 a ton now to ship mining machinery to points along the Yukon river and \$1 a ton for each mile to transport it into the interior on sleds and by other means.

The opening of mines in Alaska, together with the building of a railroad and the opening of the Panama canal, it is estimated, will save the government from \$3 to \$5 a ton on its coal burned in the Pacific. Alaska itself now buys coal from British Columbia. One statistician figures that Alaska has as much coal as Pennsylvania and West Virginia together and that it is as good in quality.

Senator Chamberlain, in meeting the opposition to the proposal that the government go into the railroad business to the extent of \$40,000,000, admitted that this would be the first time the government had ever owned a railroad but he agreed that the sum involved was small compared to what the government has spent in giving aid to railroads, which he estimated at nearly \$100,000,000, ten times as much, mostly in land grants.

**APPROPRIATE JAIL FUND.**

**County Board Allowed to Borrow \$20,000 for Building New Jail.**

The county legislative delegation has had a resolution passed by the general assembly allowing the county board to borrow \$20,000 from the State sinking fund to erect a new jail on the present jail site or on some new site to be selected by the board, if it deems this advisable. This action was taken on the request of the board. The resolution also provides that if the lot on which the city hall is built is sold, that the proceeds will be used in the building of the jail.

**SUCCESS FOR BANKING LAW.**

**RESERVE COMMITTEE REPORTS THAT BANKERS OF COUNTRY ARE PREPARED TO USE IT.**

**Statement Issued by Men in Charge of Organization Declares New Plan Averts Imminence of Panics—Will be Ready for Crops.**

Washington, Feb. 18.—The federal reserve bank organization committee, back in Washington after a five weeks' tour through the country, in a statement tonight announced that its selection of federal reserve cities and definition of reserve districts would not be made until it had carefully considered data accumulated on the trip. The statement said the committee learned that bankers and business men are confident of the success of the new banking system.

In a supplemental statement Secretary McAdoo declared he hoped the new system would be established in time to take care of crop-moving contingencies next year, but that if it were not the treasury department would stand ready to place its funds again at the disposal of business men.

The committee's statement in part: "We have spent practically from the 4th of January to the present time in hearing the view of business men and bankers on the problem of dividing the country into not less than eight or more than 12 districts, and of locating in each district the main office of a federal reserve bank. Of the two questions the division of the country into districts is the more important and difficult. The committee asked those who appeared before it to direct their attention to these two problems.

"In every section of the country the committee has found practically unanimous conviction that the currency bill will bring about the most beneficial results.

"The committee was presented with overwhelming evidence of the enormous economic strength of country and of the rapid progress of every section. The fact that the nation's banking resources as a whole make enormous advances every 12 or 15 years, approximately doubling in each such period, was made evident. While this is true of the country as a whole, it was shown that certain sections are advancing with more rapid strides than others, and that the country is fundamentally exceptionally sound and strong economically. Facts and figures in every part of the country show amazing growth and strength, and disclose a condition of financial, industrial, commercial and agricultural soundness and prosperity that leaves no doubt as to the future.

"The committee was impressed by the frank admission of bankers that the present banking system not only encourages, but actually has created artificial banking conditions. With practical unanimity, the opinion was expressed that the new measure will restore normal conditions with great resulting benefits; that the present system not only furnishes no protection in times of real stringency, but also even in times of great prosperity makes it impossible to meet the conditions, and that there has been presented the singular contradiction of having bankers thrown into fear of panic by the emergence of wealth. Bankers unanimously were of the opinion that the establishment of the reserve system no longer will make our prosperity a peril and that it will relieve them of apprehension and distress in those circumstances and give confidence and stability of business generally.

"The committee has finished its survey in the field. It has yet to make examination of important documents and data and can not render any decision until it has thoroughly examined this matter.

Already practically all the capital represented by the national banks has come in. A number of State banks have applied for national charters and many have applied for membership in the federal reserve system. In every State the committee has visited it has heard expressions from governors, banking commissioners and others to the effect that where there is legal disability against subscription by State banks that disability would be removed, and the further expression that State banks very generally would seek to enter the system.

"The committee is gratified with the results of its trip."

Here is Secretary McAdoo's statement: "In a few instances the question was asked if the new federal reserve banks would be organized in time to take care of the crop moving contingencies next fall. It is hoped that the system may be established before that time, but if it should not be, the resources of the United States treasury again will be placed at the disposal of and be used for the protection of the legitimate business interests. Treasury resources are believed to be adequate for the purpose, but if they should not prove to be,

then it should be remembered that the Aldrich-Vreeland act has been extended until June 30, 1915, and the tax on circulation taken out under this measure has been reduced to the point where bankers may resort to it with advantage in case necessity should arise. The financial situation is therefore sound and satisfactory, and there is every reason why business should proceed normally and with confidence and courage."

**GORE EXONERATED OF CHARGES**

**Verdict Characterizes Plaintiff's Case as Entirely Too Weak to Stand Legal Tests.**

Oklahoma City, Okla., Feb. 18.—United States Senator Thomas P. Gore was today exonerated of charges of improper conduct by a verdict in his favor returned in district court here in a suit for \$50,000 damages instituted by Mrs. Minnie E. Bond of Oklahoma City.

The verdict was returned at 5:40 p. m., 10 minutes after the case was given to the jury. Only one ballot was taken.

"We find," the jury stated in the verdict, "the evidence submitted by the plaintiff entirely insufficient upon which to base a suit; that said evidence wholly exonerates the defendant, and had the defendant, at the conclusion of the plaintiff's evidence, announced that he desired to introduce no evidence and rested his case, our verdict would have been the same in that event as now returned by us, in favor of the defendant."

Trial of the suit began last Wednesday. In her declaration Mrs. Bond alleged that the senator attacked her while she was in conference with him at a hotel in Washington last March, in connection with the possible appointment of her husband, Julian Bond, as internal revenue collector at Oklahoma City. In the scuffle Mrs. Bond asserted her face was scratched and her hand lacerated by fragments of her broken eyeglasses.

In his answer Senator Gore made general denial of the charges, and as a counter charge alleged that the suit was instigated by a coterie of his political opponents who had failed in their efforts to secure federal patronage.

The jury, composed of nine farmers, a grocer, a banker and a broker, was sequestered on the first day of the trial.

Mrs. Bond was called as the first witness after opening statements were made Thursday. Repeating her allegations, she denied any knowledge of the plot alleged by the senator, who is a candidate for reelection at the Oklahoma primaries next August.

**LINEMAN HELD, ANOTHER WANTED.**

Columbia, Feb. 17.—A. M. Wilson, employed as a lineman by the Western Union Telegraph company, was arrested last night by Sheriff McCain at his boarding house, corner of Main and Divine streets, in connection with the death of Lee Hunter, a negro, who was found dead Sunday morning at 11 o'clock in a patch of woods near Killian. Last night telegrams were sent to several North Carolina towns for the officers to keep a watch for A. H. Traynham, Ileman, wanted in connection with the killing, who, it is said, left Columbia yesterday afternoon for his home in Richmond. The warrants for the arrest of Wilson and Traynham were sworn out by Coroner Scott, following an investigation of the case yesterday morning.

Coroner Scott said yesterday that the negro was hit Saturday by either Wilson or Traynham, while he was helping with some work at Killian station. A physician examined the body of the negro yesterday and found that he came to his death by congestion of the brain. The inquest will be held at Killian this morning at 9:30 o'clock.

"When Wilson was arrested last night," said Coroner Scott, "he said that Hunter was struck with a heavy instrument by Traynham and that Traynham had left Columbia for his home in Richmond by the Seaboard Air Line. I immediately sent telegrams to Raleigh and other North Carolina cities, asking that he be held. Hunter, who was employed on the section gang of the Seaboard Air Line railway, was helping Wilson and Traynham with some work at Killian Friday. It is thought that he was hit by one of the two men and left unconscious. His body was found in a stretch of woods nearby and it is supposed that he scrambled out there. The examination by the city physician showed that he came to his death from congestion of the brain. There were several ugly bruises on his head. Friday was very cold and exposure might have caused his death."

Hampton, Feb. 16.—J. F. Walker and his son, Ben Walker, charged with the killing of Chief of Police J. B. Harter, of Allendale, last September, plead guilty to manslaughter in the Court of General Sessions here today and were sentenced by Judge Sease to serve ten years and five years, respectively, on the public works of Hampton county.

**A POLITICAL PROBLEM.**

**HAVE MCLAURIN AND TILLMAN JOINED FORCES FOR VIGOROUS STATEWIDE CAMPAIGN TO ELIMINATE BLEASE FROM ALL CHANCES OF GAINING A SEAT IN THE U. S. SENATE.**

**Have Been Fast Friends Secretly for Some Time—Handshaking Episode in Columbia Was First Open Declaration of their Truce—Political Gossip of Real Significance.**

Bennettsville News.

"Peace between Blease and Mayor Grace of Charleston openly declared" is the headline of a Charleston paper. With the open declaration of friendship between Senator Ben Tillman and State Senator John L. McLaurin of Bennettsville at Columbia a few days ago, this last treaty of peace completes the circle and the "big four" are now fast friends. The political significance of these various items during the past week can readily be appreciated by the rank and file of citizens in Marlboro county, but anyone who thinks that McLaurin and Tillman have not been the best of friends for some time should change this opinion as the two men have in the past year or two exchanged some very pleasant letters and the closest friendship existed between them, although not publicly it may be said. However, that this friendship was not made manifest publicly is merely because no occasion arose to bring about an open declaration.

It is said in Washington that Tillman was early assured by mail from Senator McLaurin that this "asylum letter" of Tillman's which fell into the hands of Governor Blease, would prove nothing more than "a tempest in a teapot," insofar as Tillman and Tillman's interests were concerned. That Tillman has been just as ready to shake hands with McLaurin as the latter was to extend the same courtesy is frankly acknowledged by the intimate friends of both men. In fact Tillman wouldn't object right at this moment, it is believed, to seeing the Bennettsville man return to the United States senate. There have been vague rumors in circulation about the State within the past two weeks that John L. McLaurin may run for the United States senate. It is intimated that this information comes from reliable sources. However shrewd politicians consider this statement as more or less significant and worthy of consideration.

Possibly Gov. Blease's disinclination to endorse anybody's candidacy is due primarily to McLaurin's declaration of independence issued some few months ago to the effect that if he wore anybody's collar it would be his own. Anyway, Gov. Blease and McLaurin are now the closest friends and there is little question but what Blease would like to see McLaurin the next governor of South Carolina. Some say that McLaurin is simply biding his time, because he does not care to get into the governor's race and is not willing to enter the senatorial contest against Blease. However, it is regarded as certain that if anything should happen to Tillman, Blease would designate McLaurin at once to fill out the unexpired term of office.

Now comes a new bombshell in the political camps of State wide acre. It is given out that Tillman is so emphatically opposed to Blease and the latter's aspirations as regards a seat in the United States senate, that he is willing to join forces with McLaurin and one or two others to start a statewide and vigorous campaign this year with McLaurin and others on the stump against Blease to defeat the latter and Bleasism in order to thwart the governor's aim to land in Washington. Blease evidently fears such a combination of forces it is said for politically no doubt Tillman and McLaurin, if they took the stump in South Carolina, aided by other forces of national fame who have been antagonized by Gov. Blease's declarations and criticisms of President Wilson, would sweep the Palmetto State with such a strong wave of public sentiment as to bury Cole L. Blease two feet deep under political oblivion.

It is further stated that should Blease gain the ascendancy and enter the United States senate Tillman would resign and ask the people of South Carolina to put McLaurin there to hold Blease down. However, don't lose sight of this fact. If McLaurin and Tillman join forces against Blease and get the co-operation of the Wilson administration in sending down here the ablest campaign orators of the party, there is going to be hell in this neck of the woods for Bleasism for the people of South Carolina will rally around every day in the year 1914. If Blease should cast any more aspirations upon President Wilson's administration or his policies the rank and file of the United States senate, as regards party lines, would be so unalterably opposed to the present gov-

ernor that his entrance to the senate chamber would very likely be the signal for the rendering of the dead march from Saul, and his usefulness or capacity as regards the State of South Carolina would be next to nothing.

**PELLAGRA HOSPITAL BILL.**

**Amendment by Senator Crouch Substitute for Measure.**

Columbia, Feb. 17.—The senate refused tonight to strike out the enacting words of the Sullivan pellagra hospital bill and then invalidated it by adopting an amendment offered by Senator Crouch, striking out all of the bill and making an appropriation of \$4,000 to be used by the State board of health in employing an expert to investigate the cause of pellagra. Senator Sullivan said the bill in this form would be a farce and wanted to withdraw it from the senate, but finally the debate on the matter was postponed until tomorrow morning.

The rate bill was made an adjourned debate measure on motion of Senator Dennis.

**STATE WINS SUIT.**

**Action Brought for Clemson Because of Fertilizer Material Not Properly Tagged.**

Columbia, Feb. 19.—The State of South Carolina was awarded a verdict of \$250 in the court of common pleas yesterday against the Seaboard Air Line railway. The complaint was brought on behalf of Clemson college, and alleged that the defendant had carried 190 sacks of muriate of potash without the prescribed tag tags. Suit was brought for \$420. In the case of Bearden & Luther against J. A. Faust the jury found a verdict for the plaintiff for \$182.98.

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