

BLEASE ON EXTRA SESSION.

LEGISLATURE SHOULD APPOINT COMMITTEE TO CONFER.

Chief Executive Says That State Should Borrow Money to Tide It Over for Season.

Columbia, Sept. 11.—I stated to The News and Courier correspondent last night, when I gave him the proclamation calling for an extra session of the legislature, that I did not have the opportunity then to prepare a statement of my views in reference to the extra session, but that I would give them to him this morning. I did make a few remarks to him, as he states, among them that I was not inclined to agree that a stay law of some kind or form could not be legally enacted. My reasons for calling the extra session of the general assembly are clearly and fully set forth in the proclamation. I shall of course, when the legislature is convened, send them a short message, giving to them such suggestions as I think are proper, and then leave it with them to enact such laws as they deem wise.

I think, however, that one of the very first things that they should do would be to appoint a non-factional committee to confer with a similar committee from the legislatures of other cotton-growing States, as to what is best to do in reference to the cotton situation, so as to get together upon a proper and uniform law, that the benefits derived from it will be given to all of the cotton-growing people and approved by the governors of the cotton-growing States.

Now, individually, I am of the opinion that they should pass laws protecting the poor people of the State from being imposed upon by the foreclosure of either personal or real estate mortgages during this panic. I am satisfied that such a law can be passed, as will meet every constitutional requirement. They may not call it a stay law, but it most assuredly can be termed a law for the protection of the majority of the citizens of the State.

I also think that they should pass a law to reduce the rate of interest in this State, and to make it a felony, punishable by a long term of imprisonment, without the alternative of a fine, for any person, association or corporation, to charge any money borrower, either by discount or otherwise, any greater rate of interest than that fixed in the bill, so as to stop the usury, or, you might more properly say robbery, of the man who is compelled to have a little money.

I think they should also take up and give their most careful and serious consideration a State warehouse system—either such bill as was introduced at the last session or such bill as will give the farmers proper relief.

And, yet, the most important of all matters to be considered, as I see it, is to make arrangements to finance the State during this crisis, without issuing executions against the property of the individual citizen who will not be able to meet his tax obligations this fall. The present administration borrowed all the money it wanted this year—sufficient amount to run it—at 3 1-2 per cent. in the face of all the cursing, abuse and vilification and the lies that have been told on the present governor, and with the bankers, money interests, all fighting him and trying to hamper his administration in order to cause his defeat. It certainly would seem then that the incoming administration, with a very, very wealthy bank president at its head, indorsed by all the money interests of the State, including capitalists, bankers, railroad officials, cotton mill presidents and others, surely should be able to borrow money as cheaply, if not much cheaper, than the retiring administration—and in view of this fact I heartily favor the extension of the time for the payment of taxes in order to protect the property of the poor and helpless.

The people are the State and each individual, however poor he may be, is as much a part of his State as the wealthiest man in it, and should receive the same protection from its laws. In my opinion, it is a great deal better for the State as a whole to be in debt than it is for the individual to have every little thing he has forced upon the market and his wife and children turned out of home; and as the State has borrowed this year all the money she wants at 3 1-2 per cent. and no individual can borrow money at all, or if so, for not less than 8 or 10 per cent., therefore it is better for all of the individuals as one, called the State, to borrow money to run the government on until April 1, at 3 1-2 per cent., or even at 5 per cent., than to force the one individual citizen to mortgage all he has to borrow money at 8 or 10 per cent., in order to pay his pro rata share of the running expenses of the government, of which government he is one. I have repeatedly called the attention of the legislature to the fact that extravagant appropriations made, extravagant levies, and if the legislature had listened to me at its last

EMERGENCY CURRENCY ACT.

Would Extend Banks' Latitude on Currency.

Washington, Sept. 11.—The emergency currency act, amending the Vreeland-Aldrich act to make 75 instead of 30 per cent., the amount of commercial paper to be accepted from banks as security for emergency currency, passed the senate today without a roll call and now goes to the house. The measure was prompted by financial conditions growing out of the European war. An amendment adopted today provides for the issue of emergency currency through State banks and trust companies. Senator Hoke Smith of Georgia proposed the amendment, which was supported generally by Southern senators, who declared that only by issuing emergency currency to State banks could the needed circulation be brought to the small farmer and small merchant.

Under an amendment all privileges conferred on national banks under the Vreeland emergency currency act are extended to State banks and trust companies having a capitalization of \$25,000 or more and a 20 per cent. surplus. The amendment exempts such notes as may be issued to State banks from the 10 per cent. tax on State bank circulation imposed in 1875.

The senate voted down a proposal that cotton producers should be given preference in the loaning of emergency currency in cotton States and that the interest charged should not exceed 6 per cent. Senator Overman proposing the amendment, declared the purpose of emergency currency in the South was to relieve the cotton situation and said that by his amendment relief to the cotton producer would be assured.

Bryan Wins Tennis Championship.

The Y. M. C. A. tennis championship was won by Bryan when he and Levi played on the Y. M. C. A. court Saturday afternoon, the former winning three of four sets. This ends the championship series of the tourney which has been played on the Y. M. C. A. court recently. The consolation matches have still to be played off and will probably be finished up this week.

The match Saturday afternoon was one of the best which has been played in the tourney, the championship depending upon three sets out of five. The first set went to Levi 6-1, while Bryan won the next three sets 6-3; 6-3; 6-1.

session, and sustained all my vetoes, the levy this year could have been much less than it is. However, it is too late now to discuss that situation. We must discuss the one that faces us. There is many a poor man who will not be able to pay his taxes this fall—in fact, he will not be able to pay for what he and his family have already necessarily had to consume in order to sustain life, and will have a hard time to make arrangements to continue to get the necessities of life under the present financial panic; and, it most assuredly would be unjust, unfair and tyrannical for the whole to say to one, we will take your property and force it on the market and force your wife and children out in the street, if you do not pay your taxes by a certain date, particularly when the whole knows that it is impossible for the one, the individual, to make such arrangements or if he does make it, to do so by the payment of an exorbitant profit to the money lender.

To illustrate: Suppose a corporation is composed of ten men and they owe \$100,000—each being required to pay in \$10,000. If the corporation could borrow the amount needed at 3 1-2 per cent., and no individual could borrow his \$10,000 for less than 10 per cent. by mortgaging all he had, would it not be better for the corporation, as a whole, to borrow the \$100,000 than for each individual to be forced to borrow his \$10,000? Any one will answer "Yes," for the individuals make the corporation. Just so with the State; it is much cheaper for the State, as a whole, to borrow the amount needed to run the government than it is to force each individual to pay an exorbitant rate of interest, by mortgaging all of his property to pay his pro rata share; and, as with the corporation, the individual makes the great corporation—namely, the State.

As I stated in my inaugural address, in 1910, which I repeat now—it is far better to have a poor government and a wealthy people, than it is to have a wealthy government and a poor people. If our general assembly had listened to me then, and acted upon that presumption, which is absolutely true, our people would not be as closely pinched as we are in the present crisis; but the legislature, being overwhelmingly opposed to me, carried out its usual policies and showed to the world that anti-Blenessism was the oppression of the poor, while Blenessism was then, as it is today, the refuge of the poor and the oppressed.

LEVER ON COTTON SITUATION.

CONGRESSMAN TELLS ABOUT SOUTH'S PROBLEM.

South Carolina Representative Calls Attention to Need for Proper Warehouse System to Aid Farmers.

Washington, Sept. 12.—In reply to many letters asking the status of the cotton situation here, Congressman Lever today wrote John J. McSwain of Greenville as follows:

"The delay in responding to your letter relative to the cotton situation is due to the fact that all of my time has been given to working out of satisfactory grading and warehouse bills, necessary in the plan of relief being pursued by congress and the executive branches of the government.

"Briefly summarized, we are working along the following lines regarded as fundamental to any scheme of real relief:

"First. It is of the utmost importance that every bale of cotton demanded for export shall have facilities for prompt transportation. To this end the merchant marine of the United States, now negligible, must be greatly enlarged to carry cotton and grain and other agricultural products desired by foreign countries. Any lack of such transportation facilities must result in largely increasing the surplus of cotton in the hands of Southern farmers and holders. When the economic law that the surplus of a crop is a prime factor in fixing the price of the crop is borne in mind, the importance of reducing the surplus to the maximum minimum is readily understood. Already congress has passed an act allowing foreign vessels to register under the American flag, and the morning papers announce that at least 150 ships are expected to register under this law in a few days. In addition to this, a law has been enacted to provide a federal bureau of war risk marine insurance, with a fund of \$5,000,000 to be used in meeting possible losses to American shipping. This latter act will stimulate greatly registry under the American flag and greatly increase the carrying facilities of this country. Other measures touching the problem of transportation are being worked out by the committees of the two houses and will become laws before the adjournment of this session of congress.

"Second. It is clear that the South will have to carry over from this crop not less than 6,000,000 bales of cotton—probably more. To do this with the least possible sacrifice some method must be found to finance cheaply whatever portion of the crop is not demanded for the consumption at reasonable prices. The secretary of the treasury has made it very plain that the financial machinery of the government is to be used to the very limit, within the bounds of safety, in furnishing financial support. He has positively declared his intention to make warehouse receipts, issued by responsible warehouse companies, for cotton, tobacco, naval stores and other agricultural products, properly stored and insured, a basis for the issuance of additional national bank currency under the Vreeland-Aldrich act to the extent of \$1,000,000,000 if so much be required to meet the situation. There certainly will be no scarcity of currency and in direct response to your suggestion that the currency issued shall go to the producer and not the speculator, I would call your attention to Secretary McAdoo's statement to the cotton conference held in Washington, as follows: 'I shall not hesitate to refuse it if I am convinced that it will be used merely for speculative purposes instead of for the operation of harvesting and carrying the crop until a reasonable market can be found and for the needs of legitimate business.'

"In addition to the large amount of currency available under this act, your attention is called to that provision of the federal reserve act, soon to be in operation, which enables the rediscount of notes secured by agricultural products and indorsed by local bankers. Under the federal reserve act the farmer will execute his note for a given sum, attach to it his warehouse receipt for a given number of bales of cotton, present those to the bank, which in turn indorse it and gives it a negotiability all up the line of the system. The importance of the provisions of the federal reserve act in this emergency can not be overlooked or overestimated. In my judgment our chief relief is to come from this system, coupled with the unselfish cooperation of the local banks, and in this connection local banks in no case should charge the farmer for money more than 2 per cent. above the figure at which he gets it. It seems to me that the large supply of currency available to the banks should enable them to handle it at a profit, at the rate of interest not exceeding, in any case, 6 per cent. The cooperation of the banks in reducing to the minimum interest charges will go far in encouraging the farmer to hold his cotton off the market and at the same time permit him to meet his most pressing obligations.

"Third: You will observe that the plan of the treasury department to help in this situation is predicated upon a warehouse receipt of unquestioned integrity. No bank is going to loan money upon cotton not fully insured and protected from deterioration. The key stone, therefore, of the plan of financing and holding cotton is to be found in a system of efficient warehouses, whose receipts are of such strength at all times as to command the confidence of the banking and investing world. The integrity of a warehouse receipt and hence its value as collateral, will depend upon the character of the warehouse issuing it. It is certain that a receipt issued from a warehouse governmentally licensed, inspected and bonded will meet the requirements of the secretary of the treasury, both in the issuance of additional currency under the Vreeland-Aldrich act and for rediscount under the federal reserve act. To the end that such a system of adequately protected warehouses might be built up, my committee last Friday authorized me to report favorably to the house the substance of a bill which I had before introduced on the subject. The bill is permissive in its terms, that is to say, the provisions of the bill to be made effective must be voluntarily accepted by the warehouses of the country. It is my belief, however, that the advantages to be derived from a governmentally supervised warehouse are so great as to induce practically all of the warehouses of the South to come into the system. I have made the definition of a warehouse so broad as to include a "protected inclosure." This was necessary to meet the lack of sufficient warehouse facilities in the South. I expect to be able to pass this bill in the next week or ten days.

"Fourth: It will be seen, therefore, that we have worked out practically the problem of transportation, financial aid and storage facilities. The remaining factor in the problem can be worked out only by the farmer himself. Of course I am now referring to the vitally important matter of evolving some plan by which the surplus of this crop may be gradually eliminated. It is needless to argue that 6,000,000 bales of cotton carried over into the next crop, if it should be a normal one, will constitute as heavy a load upon that crop as this present crop. The idea of laying a prohibitive tax upon the planting of cotton does not appeal strongly to me. I do not believe it to be necessary to force open the eyes of the farmer by legislative enactment. My confidence in his good sense, his business ability, and his unselfishness, warrants the belief that upon his own initiative the necessary reduction in the acreage of cotton will come. I do believe, however, that every agency of the government, including the vast machinery of the department of agriculture, should be set in motion at the earliest possible moment with a view of impressing upon the farmer the necessity of voluntary and cooperative action upon his part in this crisis which is before him. To plant next season more than 50 per cent of the present acreage in cotton would be a calamity to the South. The farmer must be induced to plant oats, wheat, corn and leguminous crops. He must look in the direction of live stock and poultry. He must get as far away from cotton during the next few years as is possible to do, and he alone can do this.

"While I know that a certain portion of our cotton must be sold at greatly reduced prices, yet I can see no reason for a complete sacrifice of our crop, if all agencies, federal, State, and local, banks, manufacturers and farmers shall cooperate unselfishly."

LUMBER MEN ENTER PROTEST.

Object to Proposed War Tax on Railroad Freight.

Washington, Sept. 11.—Protests of the most energetic sort are being filed with Senators and Congressmen from the lumber States against the proposed tax of 3 per cent on railroad freight. The lumber people claim that the tax will hit them particularly hard because freight is such a large part of the value of their product at its destination, and also because the demand for lumber has been so seriously curtailed by the war.

The North Carolina Pine Lumber Association, including the leading manufacturers of the Carolinas and Virginia, has sent strong telegrams to Chairman Underwood, of the ways and means committee of the house and to many senators and representatives, declaring that their business is in no condition to stand an added freight charge, and that if the tax is adopted a number of lumber mills in the South will close and thousands of men will be out of employment. The suggestion is made that if this increase in freight rates goes into effect it will never come off, but will constitute a permanent addition to the shippers' burden.

There will certainly be a hot fight over the war tax programme, but if the president continues to back it up it will be hard to defeat.

BONSALROAD NEAR COMPLETION

TRAIN TO CROSS GOOSE CREEK TRESTLE NEXT WEDNESDAY.

Most of the Tracks Laid and New Railroad is Expected to Be Operating its Trains to Charleston in the Early Fall.

News and Courier.

Making an epoch in the building of the Carolina, Atlantic and Western Railroad between Andrews and Charleston, the first train to be operated over the trestle across Goose Creek will be run Wednesday morning, should the present plans of the contracting company materialize. The last piles of the trestle were driven Saturday night, some leveling and other similar work will be done today, the rails will be put in place tomorrow night, and it is expected that an engine drawing several work cars will pass over the structure the following morning.

The Goose Creek trestle, for the building of which the contract was awarded to the Charleston Engineering and Construction Company, is one of the longest trestles of the line, familiarly called the Charleston Northern. Exclusive of abutments the bridgework over this creek is 2,200 feet in length. The work has been carried on under the personal supervision of Mr. T. C. Stevenson, president of the Charleston Engineering and Construction Company. Work on this piece of the Charleston Northern Line was begun in June, but during the early stages of the building of the trestle only a very small force was employed. Recently the number of laborers employed on this particular job was increased to above 200 and the structure has been rushed toward completion with amazing rapidity.

The train to be operated over the trestle Wednesday will be an ordinary work train, and there will be no ceremony connected with the passing over of the engine and cars. The first train to pass over the bridge, as a matter of fact, will be the train placing the rails and crossties.

The Charleston Engineering and Construction Company has the contract for the building of all bridges between the Cooper river and the Navy Yard, with the possible exception of a few crossovers of but a few feet in length, which will be built by the construction gangs of the Charleston Northern. The Goose Creek trestle is the longest of the number being built by the Charleston concern, others are in various lengths, from 200 feet up. The first bridge out of Charleston, built by this company, spans Little Creek, just beyond the Navy Yard, and is about 200 feet long.

The work on the entire roadway of the Charleston, Atlantic and Western between Andrews and Charleston is being steadily pushed and the indications are that trains can be operated over the whole route this fall. The Cooper river trestle is nearing completion, according to reports received here, and rails are now being laid with the coming of each day.

The rails of the track have been in place in the City of Charleston for some time, and they extend almost to Goose Creek. Work trains hauling crossties, rails and other materials, are being operated over parts of the line daily.

The work of the Charleston Engineering and Construction Company, as contracted for, practically ends with the completion of the Goose Creek trestle. Some grading and the building of a number of small crossovers remain to be done by this company, it is stated. The grading operations, which are to take place in the vicinity of Goose Creek, will probably begin and be finished this week.

When the Carolina, Atlantic and Western line is completed Charleston will have improved communication facilities with both the East and West. One of the features of the new service that is expected to prove very convenient to traveling men is the shortening of the time necessary for going between Charleston and Charlotte. A direct service between this city and New York, it is believed, will be put on by an arrangement between the Charleston Northern and the Seaboard, between whom, it has been announced, there now exists an agreement regarding the use of trackage of one line by the other.

The freight terminals of the new line, which are being built on the Bennett's Mill property, on the Cooper river, at the foot of Society street, are progressing rapidly toward completion. No announcement has yet been made as to what arrangements the Charleston, Atlantic and Western has in mind for the accommodation of passenger trains here. It is thought likely that some arrangement will be made for the use of the Union Station.

The new line, sometimes called after its president, Mr. W. B. Bonsal, the Bonsal Railroad, will connect with the Seaboard Air Line at Hamlet, N. C., and at McLee, in this State. The line from Hamlet to Andrews has been complete for some time. Con-

nections for Sumter and Florence, for the present, will be made at Poston, but it is said that the road intends later to build from Charleston to Sumter, thus completing the network of direct lines.

There has been considerable speculation by the public as to when the Bonsal Road will begin a regular service to and from Charleston, but beyond the statement some time ago that it was expected to have the line in readiness for handling the cotton crop this fall no definite announcement has emanated from the headquarters of the company. A survey of the part of the line that is already complete, and a glimpse of the rapidity with which large gangs of hands are laboring on the incomplete portions tend to strengthen a belief that the statement is correct. It is said in some quarters that trains will be running not later than the middle of next month, or at least the latest by the first day of November.

RESTS WITH STATES.

Federal Government Can Not Go Further than Extending Credit on Warehouse Receipts—National ValORIZATION Not Practicable.

Washington, Sept. 11.—After long consideration officials are convinced that the federal government can take no further steps to aid cotton producers to meet the unusual conditions caused by the European war. The treasury department has announced its determination to accept warehouse receipts as a basis for additional national currency, but the friends of a plan for the valorization of the cotton crop have not succeeded in convincing government officials of its desirability.

Officials who have studied the situation feel that any remedy to be taken lies in the cotton men themselves and in the State legislatures. Some of these students believe that a valorization of a part of the present crop by the cotton-producing States is entirely feasible and would prove helpful. The idea is held here among government experts also that State legislatures, where necessary, should pass legislation to limit the crop next year and for succeeding years, if desired.

It was pointed out today that further federal measures to aid the cotton men might bring down on the government a demand from other sections for similar assistance. Those familiar with conditions in the cotton-growing States say it has been demonstrated for years that a reduction in the amount of the crop would work no hardship, but would be advantageous to the producer. Past efforts to insure such a reduction, however, have failed, and the chief hope now is in legislation taxing overproduction.

Those interested believe a reduction in cotton growing would mean that thousands of acres of productive land would be turned over to other profitable crops, which would insure a market for the cotton produced. The proposed conference of governors of Southern States, recently suggested by the governor of Alabama, is attracting attention in this connection.

Death of Mrs. Stuart Booth.

News was received here Saturday of the death at her home in New Orleans at 7:10 o'clock Saturday morning of Mrs. J. Stuart Booth wife of a former resident of Sumter, who has been living in New Orleans for a number of years. Mr. Stuart Booth is a brother of Messrs. J. P. and E. S. Booth of this city.

The body was taken to Mrs. Booth's former home at Baltimore, where the funeral services were held and the body interred. Mrs. Booth is survived by her husband and one daughter, by a former marriage, Mrs. Anderson of Asheville.

The deceased visited in Sumter about two years ago, when she made a number of friends. She was a devoted and loving wife and the sympathy of his relatives and friends here goes out to the bereaved husband.

SHAKE IT OFF.

Rid Yourself of Unnecessary Burdens.

Don't bear unnecessary burdens. Burdens of a bad back are heavy. Get rid of them.

Doan's Kidney Pills are for bad kidneys—

For lame, weak and aching backs; Lots of grateful endorsement to prove their worth.

Mrs. W. F. Russell, Jr., DeKalb St., Camden, S. C., says: "Dizzy and nervous spells bothered me and my back and head ached, plainly showing that my kidneys were out of order. When someone advised me to take Doan's Kidney Pills, I immediately got a box and they soon made me strong and well."

The above is not an isolated case. Mrs. Russell is only one of many in this vicinity who have gratefully endorsed Doan's. If your back aches—if your kidneys bother you—don't simply ask for a kidney remedy—ask distinctly for Doan's Kidney Pills, the same that Mrs. Russell had. 50c all stores. Foster-Milburn Co., Props., Buffalo, N. Y.