

Reported the same back to the House favorably.

With substitute.

On his motion the substitute bill

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House, as follows:

"An act to amend Chapter 166, Volume 19, Laws of Delaware."

Be it enacted by the Senate and House of Representatives of the State of Delaware in General Assembly met:

Section 1. That Section 1, Chapter 166, Volume 19, Laws of Delaware, be and the same is hereby amended by striking out after the word "words," in the third line of said section the words "one hundred and fifty dollars," and by inserting in lieu thereof the words "two hundred dollars."

Section 2. That this act shall be deemed and taken to be a public act.

On the question, "Shall this bill pass the House?"

Mr. Short moved to refer the bill back to the committee for further consideration,

Which motion Prevalled.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 325, entitled

"An act in relation to roads in New Castle County,"

Reported the same back to the House favorably.

Mr. Eliason, on behalf of the Committee on Fish, Oysters and Game, to whom had been referred the House bill, No. 331, entitled

"An act to further protect oysters in Broadkilm river and sound,"

Reported the same back to the House favorably.

Mr. Eliason, on behalf of the Committee on Fish, Oysters and Game, to whom had been referred the House bill, No. 332, entitled

"An act to further protect fish in Broadkilm river and sound,"

Reported the same back to the House favorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 375, entitled

"An act for the relief of the Newark Building and Loan Association,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Special Joint Committee appointed on conferences with the Senate in relation to House bill No. 182, reported as follows:

The Committee on Conference, to whom was referred the disagreement between the two Houses of the General Assembly to the Senate amendment to House bill No. 182, entitled "An act in relation to the Levy Court of Kent County," after full and free conference, have agreed to report and do report

and recommend that the House recede from its disagreement to the Senate amendment and concur in the same.

April 27th, 1897.

Respectfully submitted.

JOHN W. FENIMORE,

S. R. MEREDITH,

Committee on part of the Senate.

B. A. HAZELL,

WM. R. DAVIS,

C. M. ADAMS,

Committee on part of the House.

On motion the report was accepted and the committee discharged.

Ordered that the Senate be informed thereof.

Order of the day.

House bill No. 203, entitled

“An act in relation to fish in New Castle County,”

Was taken up for consideration and final passage.

Mr. McCoy presented petition from citizens of New Castle city against the passage of the bill,

Which, on his motion, were read.

Mr. Eliason presented petitions from citizens of New Castle County in favor of the passage of the bill,

Which, on his motion, were read.

Mr. Hazell moved that the bill be referred back to the committee for amendment,

Which motion

Prevailed.

On motion of Mr. Davis, the bill (H. B. No. 259) entitled

"An act for the better protection of the holders of life insurance policies in this State,"

Was taken up for consideration.

Mr. Davis offered amendments to the bill,

Which, on his motion, were read as follows:

"To amend by adding at the end of Section 5 the words: 'Provided that no provisions of this act shall apply to insurance written on the industrial plan, or to policies on which the premiums are payable weekly, bi-weekly or monthly.'"

"Amend House bill No. 259 by adding at the end of Sections 6, 'Provided, however, that the provisions of this act shall not be construed to apply to fraternal societies transacting business on the lodge system, nor to organizations composed of the employees of a firm or corporation.'"

And, on Mr. Davis' further motion

The amendments were

Adopted.

And, on his further motion the bill as amended, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken were as follows:

Yeas—Messrs. Dempsey, Dukes, L. S. Hopkins, McCullough, Short, Wilson—6.

Nays—Messrs. Cheairs, Davis, Eliason, Hazell, J. H. Hopkins, Johnson, McCoy, Smith, Thompson, Whitney, Mr. Speaker—11.

So the question was decided in the negative,

And the bill having failed to receive the required majority,

Was declared Lost.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 142, entitled

“An act to incorporate the McDonough Mill Fish Association.”

House bill No. 281, entitled

“An act to incorporate Security Loan Association.”

House bill No. 146, entitled

“An act to divorce Howard B. Springer from his wife, Sarah W. Springer.”

House bill No. 279, entitled

“An act to divorce Keziah Bell Zebley from her husband, John Allison Zebley.”

House bill No. 330, entitled

“An act to divorce Lucretia R. Hitch from her husband, William S. Hitch.”

“Also, that the Senate had passed and requested the concurrence of the House in the following Senate bills:

Senate bill No. 207, entitled

"An act to divorce Annie M. Jordan from her husband, William N. Jordan."

Senate bill No. 178, entitled

"An act to incorporate the Delaware Food Company,"

And presented the same to the House.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bill:

House bill No. 372, entitled

"An act to straighten a public road in Mispillion hundred, Kent County, Delaware,"

With amendment.

Mr. Doherty, Clerk of the Senate, being admitted, presented for the signature of the Speaker of the House, the following duly and correctly enrolled Senate bills, the same having been signed by the Speaker of the Senate:

Senate bill, No. 132, entitled

"An act to enable Guarantee Storage and Warehouse Company to own real estate."

Senate bill No. 91, entitled

"An act to divorce Mary A. Garrett from Howard W. Garrett, a vinculo matrimonii."

Senate bill No. 95, entitled

"An act to divorce Margaret A. Miller from her husband, Robert S. Miller."

Senate bill No. 119, entitled

"An act to divorce Alexander B. Russell from his wife, Ella B. Russell."

Senate bill No. 182, entitled

"An act to amend Chapter 731, Volume 19, Laws of Delaware."

Senate bill No. 162, entitled

"An act to incorporate Star of Bethel Lodge, No. 19, I. O. O. F., Brandywine hundred, New Castle County."

Senate bill No. 172, entitled

"An act to incorporate William D. Mullen Company."

Mr. Doherty, Clerk of the Senate, being admitted, returned to the House the following duly and correctly enrolled House bills, the same having been signed by the Speakers of both Houses:

House bill No. 258, entitled

"An act to divorce William S. Wiley from his wife, Kate L. Wiley."

House bill No. 224, entitled

"An act to incorporate John M. Clayton Council, No. 24, Jr. O. U. A. M."

House bill No. 237, entitled

"An act to open and lay out a new public road in West Dover hundred, Kent County."

House bill No. 272, entitled

"An act to further amend an act to incorporate the Wilmington Fountain Society."

House bill No. 207, entitled

"An act incorporating the Peninsula Press Company."

Also, Senate joint resolution entitled

"Joint resolution directing the State Librarian to have the old Latin Bible repaired and a case made to preserve the same."

Mr. Dempsey, in pursuance of previous notice, asked, and

On motion of Mr. Taylor,

Obtained leave to introduce a bill (H. B. No. 377) entitled

"An act in relation to assessment and collector's clerks of Wilmington, Del.,"

Which, on motion of Mr. Dempsey, was read.

On motion of Mr. Smith, the bill (S. B. No. 193) entitled

"An act to incorporate the Commercial Fire Insurance Company, of Wilmington, Delaware,"

Was read a first time.

On the further motion of Mr. Smith, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. McCullough, the bill (H. B. No. 378) entitled

"An act in relation to the assessment and collection of taxes in the City of Wilmington,"

Was read a first time.

On the further motion of Mr. McCullough, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Municipal Corporations.

On motion of Mr. McCoy, the bill (H. B. No. 378) entitled

"An act in relation to tax liens on real estate of Wilmington,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

Mr. McCullough moved that further consideration of the bill be postponed until Monday next, 11 o'clock, A. M.,

Which motion

Prevailed.

On motion of Mr. Short, the bill (H. B. No. 229) entitled

"An act divorcing John Taylor from Anna, his wife,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Hazell, the bill (S. B. No. 166) entitled

"An act to amend Chapter 566, Volume 19, Laws of Delaware,"

Was read a first time.

On the further motion of Mr. Hazell, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

On motion of Mr. Dempsey, the bill (S. B. No. 199) entitled

"An act to authorize the Mayor and Council of Wilmington to borrow fifteen thousand dollars and provide for the payment thereof,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Municipal Corporations.

On motion of Mr. Thompson, the bill (H. B. No. 297) entitled

"An act to lay out a new public road in Cedar Creek hundred, Sussex County, Delaware,"

Was taken up for consideration.

On motion the committee amendment to the bill was read as follows:

Committee amendment to House bill No. 297.

"Amend the bill by striking out in the first line of Section 1 the names of Joshua A. Ellegood, Charles P. Tatman and Charles H. Russell, and inserting in lieu thereof the following names: 'Nicholas Stayton, William W. Morris and J. B. Gilchrist.'"

And, on motion of Mr. Thompson

The amendment was

Adopted.

And further on the motion of Mr. Thompson, the bill as amended was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Cheairs, the bill (H. B. No. 328) entitled

"An act to re-enact and amend Section 3, Chapter 665, Volume 19, Laws of Delaware,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCullough, Smith, Thompson, Whitney, Mr. Speaker—15.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. McCullough, the bill (H. B. No. 9) entitled

"An act to divorce James A. Boyd and Sarah E. Boyd from the bonds of matrimony,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Eliason, the bill (S. B. No. 65) entitled

"An act divorcing Caroline A. Shandley and Thomas J. Shandley, her husband, from the bonds of matrimony,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion the House adjourned until 10 o'clock, A. M., Thursday.

Thursday, April 29, 1897—10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Cheairs, Dempsey, Donaldson, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Standing Committee reports.

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the Senate bill, No. 198, entitled

“An act to amend an act entitled ‘An act to provide a sinking fund for the payment of the city debt of Wilmington,’” passed at Dover, February 9, 1855,

Reported the same back to the House favorably.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 310, entitled

“An act to lay out a new public road in Sussex County,”

Reported the same back to the House favorably.

Mr. L. S. Hopkins, on behalf of the Committee on Miscellaneous Business, to whom had been referred the Senate bill, No. 186, entitled

"An act to change the name of Martha Patterson to Martha Barnes,"

Reported the same back to the House favorably,

Mr. Dempsey, on behalf of the Committee on Enrolled Bills, reported as duly and correctly enrolled and ready for the signature of the Speaker, the following House bill:

House bill No. 226, entitled

"An act to authorize the Governor to appoint a collector for the West Election District of Little Creek hundred and an assessor for the East Election District of Little Creek hundred."

Mr. Hazell offered a resolution,

Which, on his motion, was read as follows:

Whereas certain allegations have made in the public press, reflecting upon the integrity of this house. And whereas it is the desire of the members thereof to thoroughly and speedily investigate the same. Now, therefore be it resolved that a committee of three be appointed for the purpose of making such investigation and to report their findings.

And, on Mr. Hazell's further motion

The resolution was Adopted.

The Speaker named as the committee, Messrs. Hazell, Johnson and Cheairs.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 321, entitled

"An act to amend Section 55 of Chapter 120 of the Revised Code of 1893,"

Reported the same back to the House favorably,

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 34, entitled

"An act to amend Chapter 125, Revised Statutes,"

Reported the same back to the House favorably.

Mr. Hazell presented the claims of C. C. Tindall, superintendent of public schools of Kent County,"

Which, on his motion, was read,

And, on his further motion was

Referred to the Committee on Claims.

Mr. Dempsey, in pursuance of previous notice, asked, and

On motion of Mr. Taylor,

Obtained leave to introduce a bill (H. B. No. 379) entitled

"An act to divorce Samuel W. Wright and Mary E. Wright, from the bonds of matrimony,"

Which, on motion of Mr. Dempsey, was read.

Mr. Whitney, in pursuance of previous notice, asked, and

On motion of Mr. Davis,

Obtained leave to introduce a bill (H. B. No. 380) entitled

"An act to lay out a new public road in Seaford hundred, Sussex County,"

Which, on motion of Mr. Whitney, was read.

On motion of Mr. Cheairs, the bill (S. B. No. 171) entitled

"An act in relation to taxation of unimproved land in the Second ward of the City of Wilmington,"

Was read a first time.

On the further motion of Mr. Cheairs, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Taxation.

On motion of Mr. Wilson, the bill (S. B. No. 381) entitled

"An act to amend Chapter 31, Volume 14, Laws of Delaware,"

Was read a first time.

On the further motion of Mr. Wilson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

Mr. Taylor presented the claim of M. E. Haman against the State,

Which, on his motion, was read,

And, on his further motion was

Referred to the Committee on Claims.

On motion of Mr. Davis, the bill (H. B. No. 207) entitled

"An act to divorce Annie M. Jordan from her husband, William N. Jordan,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Divorces.

On motion of Mr. Davis, the bill (S. B. No. 178) entitled

"An act to incorporate the Delaware Food Company,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had passed and requested the concurrence of the House in the following Senate bills:

Senate bill No. 180, entitled

"An act to incorporate the Hart & Quigley Company."

Senate bill No. 122, entitled

"An act to incorporate the Sussex Land Investment and Improvement Company."

Senate bill No. 175, entitled

"An act for the better protection of female employees."

Senate bill No. 195, entitled

"An act to change the voting place in Broad Creek hundred, Sussex County, Delaware."

Senate bill No. 151, entitled

"An act to incorporate the Dover and Bay Shore Railway Company."

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 327, entitled

"An act to incorporate the Peninsula Camp Meeting and Summer School Association,"

With Senate amendment.

House bill No. 271, entitled

"An act to incorporate Equitable Land Company,"

With Senate amendment.

On motion of Mr. Dempsey, the bill (S. B. No. 157) entitled

"An act to alter the time for the appointment of the collector of road taxes for Brandywine hundred,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Judiciary.

On motion of Mr. Dempsey, the bill (S. B. No. 175) entitled

"An act for the better protection of female employees,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Miscellaneous Business.

Mr. Johnson, on behalf of the Committee on Accounts, to whom had been referred House joint resolution entitled

"Joint resolution empowering the Insurance Commissioner of this State to have certain printing done and to be compensated for the same,"

Reported the same back to the House favorably.

With amendments.

On motion of Mr. Johnson

The amendments were read as follows:

"Amend the resolution by inserting after the word 'charge,' in the twenty-fifth line thereof, the words: 'Providing said price and all items of charge shall not exceed the sum of one thousand dollars.'"

"Amend the resolution by striking out the words 'eight hundred dollars,' in the thirty-third line and inserting in lieu thereof the words 'three hundred dollars.'"

And, on Mr. Johnson's further motion

The amendments were

Adopted.

And, on his further motion

The joint resolution as amended was Adopted.

Ordered to the Senate for concurrence.

On motion of Mr. Thompson, the bill (H. B. No. 382) entitled

"An act to amend an act entitled 'An act appointing Commissioners to straighten and widen the public road leading from Lewes, beginning at or near the house of John S. Tindall and extending to the low water mark of the ocean,'"

Was read a first time.

On the further motion of Mr. Thompson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Roads and Vacant Lands.

On motion of Mr. McCoy, the Senate amendment to House bill No. 260, entitled

"An act to incorporate the Delaware Park and Amusement Association,"

Was read as follows:

"Amend the bill by adding thereto another section, viz:

"Section 8. This shall be a public act and published as such."

Adopted in Senate April 22, 1897.

Extract from Journal.

S. P. DOHERTY,

Clerk of Senate.

On the question "Shall the amendment be concurred in?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, Smith, Taylor, Thompson, Whitney, Mr. Speaker—15.

Nays—None.

So the question was decided in the affirmative.

And the amendment having received the required constitutional majority

Was declared

Concurred in.

Ordered that the Senate be informed thereof.

Mr. Doherty, Clerk of the Senate, being admitted, returned to the House the following duly and correctly enrolled House bills, the same having been signed by the Speakers of both Houses:

House bill No. 226, entitled

“An act to authorize the Governor to appoint a collector for the West Election District of Little Creek hundred, and an assessor for the East Election District of Little Creek hundred.”

On motion of Mr. Dempsey, the bill (H. B. No. 377) entitled

"An act in relation to assessment and collector's clerk of the City of Wilmington,"

Was read a second time, by its title,

And, on his further motion was

Referred to the Committee on Municipal Corporations.

Mr. Davis, in pursuance of previous notice, asked, and

On motion of Mr. McCoy,

Obtained leave to introduce a bill (H. B. No. 383) entitled

"An act to repeal Chapter 542, Volume 16, Laws of Delaware,"

Which, on motion of Mr. Davis, was read.

On motion the House adjourned until 3 o'clock, P. M.

Same Day—3 o'clock, P. M.

House met pursuant to adjournment.

On motion of Mr. Thompson, the bill (H. B. No. 384) entitled

"An act to provide for an additional Justice of the Peace in and for Lewes and Rehoboth hundreds, Sussex County,"

Was read a first time.

On the further motion of Mr. Thompson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Judiciary.

70H

Mr. Dempsey, in pursuance of previous notice, asked, and

By unanimous consent, obtained leave to change the title of House bill No. 385, entitled

"An act to incorporate the J. Ford Fox Piano Company,"

Which, on motion of Mr. Dempsey, was read.

Mr. Dempsey, in pursuance of previous notice, asked, and

On motion of Mr. Taylor,

Obtained leave to introduce a bill (H. B. No. 386) entitled

"An act to prevent the publication of judgments for sale,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Judiciary.

On motion of Mr. Dempsey, the bill (H. B. No. 321) entitled

"An act to amend Section 55 of Chapter 120 of the Revised Code of 1893,"

Was taken up for consideration.

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Cheairs, the House bill No. 347, entitled

"An act to amend Chapter 125, Revised Statutes,"

Was taken up for consideration,

And, on his further motion the amendments proposed by the Committee on Revised Statutes

Were read as follows:

"Amend the bill by striking out the words and figures 'twenty-five,' where they occur in the sixth line of Section 1, and insert in lieu thereof the word and figure 'ten.' "

"Further amend the bill by adding to Section 1 the following, to wit: "And for searching the judgment docket for the ascertainment of judgments the justice shall receive a fee of five cents for each defendant," "

And, on Mr. Cheairs further motion

The amendments were Adopted.

The bill as amended, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 232, entitled

"An act to amend an act authorizing the Recorder of Deeds in and for Sussex County to make new indices in his office,"

Reported the same back to the House favorably,

With amendments.

On motion of Mr. McCoy, the bill (H. B. No. 325) entitled
"An act in relation to the Levy Court of New Castle County,"

Was taken up for consideration.

Mr. Cheairs moved to lay the bill over for one week,

On which motion the yeas and nays were called for.

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dukes, Hazell, Johnson, Taylor—6.

Nays—Messrs. Dempsey, J. H. Hopkins, Martin, McCoy, Short, Thompson, Whitney, Mr. Speaker—8.

So the question was decided in the negative.

And the motion was declared Lost.

Mr. Cheairs offered an amendment to the bill

Which, on his motion, was read,

And, on his further motion was Adopted.

The bill as amended was put on its final passage.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, Johnson, Martin, McCoy, Short, Smith, Taylor, Thompson, Whitney, Mr. Speaker—14.

Nays—Mr. Taylor—1.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Hazell moved that the vote by which the report of the Conference Committee on House bill No. 182, entitled

"An act in relation to the Levy Court of Kent County,"

Was accepted, be reconsidered and the bill be referred back to the committee,

Which motion

Prevailed.

Ordered that the Senate be informed thereof.

On motion of Mr. Martin, the bill (S. B. No. 198) entitled

"An act to amend an act entitled 'An act to provide a sinking fund for the payment of the city debt of Wilmington,'" passed at Dover, February 9, 1855,

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, Johnson, Martin, McCoy, Short, Smith, Taylor, Thompson, Whitney, Mr. Speaker—16.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered that the Senate be informed thereof and the bill returned to that body.

On motion of Mr. Dempsey, the bill (H. B. No. 375) entitled

"An act for the relief of the Newark Building and Loan Association,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes,

Eliason, Hazell, J. H. Hopkins, Johnson, Martin, McCoy, Smith, Taylor, Thompson, Whitney, Mr. Speaker—16.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Smith, the Senate amendment to House bill No. 327, entitled

“An act to incorporate the Peninsula Camp Meeting and Summer School Association,”

Was read as follows:

“Amend House bill No. 327 by adding the following section:

“Section 8. That this act shall be deemed and taken to be a private act.”

Adopted in Senate, April 28, 1897.

Extract from Senate Journal.

S. P. DOHERTY,

Clerk of Senate.

On the question, “Shall the amendment be concurred in?”

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes,

Eliason, Hazell, J. H. Hopkins, Johnson, Martin, McCoy, Short, Smith, Taylor, Thompson, Whitney, Mr. Speaker—17.

Nays—None.

So the question was decided in the affirmative,

And the amendment having received the required constitutional majority,

Was declared

Concurred in.

Ordered that the Senate be informed thereof.

Mr. Doherty, Clerk of the Senate, being admitted, presented for the signature of the Speaker of the House, the following duly and correctly enrolled Senate bills, the same having been signed by the Speaker of the Senate:

Senate bill No. 109, entitled

“An act to divorce Grace Whittaker from her husband, William Whittaker.”

Senate bill No. 23, entitled

“An act to divorce Ella Colgain from her husband, Robert Colgain.”

Senate bill No. 174, entitled

“An act to amend Chapter 47, Volume 19, Laws of Delaware.”

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 355, entitled

“An act to divorce James S. Melvin from his wife, Sallie C. Melvin, a vinculo matrimonii.”

House bill No. 181, entitled

"An act to divorce Ananias Rogers from his wife, Sarah E. Rogers."

House bill No. 319, entitled

"An act in relation to holding annual school elections in New Castle County, exclusive of incorporated cities and towns."

House bill No. 238, entitled

"An act appointing Commissioners to straighten and widen the public road leading from Red Mill to Five Points, in Lewes and Rehoboth hundreds, Sussex County."

House bill No. 311, entitled

"An act to reincorporate the Lewes River (formerly Lewes Creek) Improvement Company,"

And returned the same to the House.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bill:

House bill No. 121, entitled

"An act in relation to the assessment lists of Lewes and Rehoboth hundreds, Sussex County,"

With amendment.

And returned the same to the House.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had passed and requested the concurrence of the House in the following Senate bill:

Senate bill No. 223, entitled

"An act to amend the charter of the town of Dover."

Senate bill No. 179, entitled

"An act to enable the town of Milford to refund its debt."

Also, House bill No. 308, entitled

"An act to incorporate the Rehoboth Land and Improvement Company, of Sussex County,"

With Senate amendment.

Mr. Doherty, Clerk of the Senate, being admitted, returned to the House the following duly and correctly enrolled House joint resolution, the same having been signed by the Speakers of both Houses:

House joint resolution entitled

"A joint resolution for the relief of the State Library."

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 211, entitled

"An act to amend Chapter 605, Volume 19, Laws of Delaware, entitled 'An act to incorporate School District No. 119, in Kent County, and for other purposes.'"

House bill No. 322, entitled

"An act to transfer the farm of William Artis from School District No. 15, in Kent County to united School Districts Nos. 96 and 133½, in said county."

And returned the same to the House.

On motion of Mr. Dukes, the bill (H. B. No. 369) entitled

"An act to incorporate the Ocean View Improvement Company,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Mr. Speaker—18.

Nays—None.

So the question was decided in the affirmative.

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Taylor offered a joint resolution entitled

"House joint resolution in regard to adjourning both Houses of the General Assembly,"

Which, on his motion, was read,

And further on his motion, was Adopted.

Ordered to the Senate for concurrence.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House joint resolution entitled

"Joint resolution in regard to adjoining both Houses of the General Assembly,"

And returned the same to the House.

On motion of Mr. Short, the bill (H. B. No. 331) entitled

"An act to further protect oysters in Broadkiln river and sound,"

Was taken up for consideration,

And, on his further motion, the amendments proposed by the Committee on Fish, Oysters and Game, were read,

And further on his motion

The amendments were

Adopted.

The bill as amended, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Smith, the bill (S. B. No. 179) entitled

"An act to enable the town of Milford to refund its debt,"

Was read a first time.

On the further motion of Mr. Smith, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Municipal Corporations.

On motion of Mr. Davis, the bill (S. B. No. 151) entitled

“An act to incorporate the Dover and Bay Shore Railway Company,”

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion the House adjourned until 10 o'clock, A. M., Monday.

Monday, May 3, 1897—10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Standing Committee reports.

Mr. Martin, on behalf of the Committee on Ways and Means, to whom had been referred the House bill, No. 352, entitled

“An act to amend an act entitled ‘An act to raise revenue and provide for the current expenses of the State government,’” being Chapter 117, Volume 13, Laws of Delaware,

Reported the same back to the House favorably,

Mr. Wilson, on behalf of the Committee on Temperance, to whom had been referred the House bill, No. 368, entitled

“An act in relation to minors misrepresenting their age to liquor dealers,”

Reported the same back to the House favorably.

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the House bill, No. 112, entitled

“An act to divorce Frank Cooper from his wife, Josephine Cooper,”

Reported the same back to the House favorably.

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the House bill, No. 236, entitled

"An act to divorce Edward P. Harnish from his wife, Sallie V. Harnish,"

Reported the same back to the House favorably.

Mr. Cheairs moved that the vote by which House bill No. 325, entitled

"An act in relation to roads in New Castle County,"

Was passed, be reconsidered and the bill be referred back to the committee,

Which motion

Prevailed.

Mr. Hazell offered a resolution,

Which, on his motion, was read as follows:

Be it resolved by the House of Representatives of the State of Delaware, in General Assembly met:

That the Special Committee of the House of Representatives appointed by the Speaker of the House on Thursday, the 29th day of April, to investigate certain charges of bribery, corruption, or misconduct in office of members of the House, shall have full power to issue subpoenas for any person within this State to appear before said committee at such times as the committee may designate, and with the further power to cause the production of books, papers, writings, or such other evidence as the said committee shall deem advisable. The said committee is further authorized to employ a stenographer or other clerical assistance, the same to be paid upon warrant drawn by the Speaker of the House upon the State Treasurer.

Which, on motion of Mr. Hazell, was Adopted.

Mr. Whitney moved to refer House bill No. 310, entitled

"An act to lay out a new public road in Sussex County,"

Back to the committee,

Which motion Prevailed.

Order of the day.

House bill No. 337, entitled

"An act for the relief of certain marsh owners in the City of Wilmington,"

Was taken up for consideration.

Mr. McCullough moved that the bill be referred back to the committee for further consideration,

Which motion Prevailed.

On motion of Mr. Davis, the bill (H. B. No. 388) entitled

"An act to amend Section 1, Chapter 561, Volume 14 of the Laws of Delaware,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

On motion of Mr. Whitney, the bill (H. B. No. 380) entitled

"An act to lay out a new public road in Seaford hundred, Sussex County,"

Was read a second time, by its title,

And, on his further motion was

Referred to the Committee on Roads and Vacant Lands.

On motion of Mr. Cheairs, the bill (S. B. No. 186) entitled

"An act to change the name of Martha Patterson to Martha Barnes,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered that the Senate be informed thereof and the bill returned to that body.

Senator Hanby, of the Senate, being admitted, informed the House that the Senate had passed and requested the concurrence of the House in the following Senate bill:

Substitute No. 158, entitled

"An act to authorize the Mayor and Council of Wilmington to secure right of way for the construction of sewers, or to condemn and use waterways for sewerage purposes."

Also, that the Senate had concurred in the following House bill No. 334, entitled

"An act to authorize the appointment of an additional Notary Public in and for Kent County."

Also, the following duly and correctly enrolled House bill, the same having been signed by the Speakers of both Houses:

House bill No. 103, entitled

"An act to divorce Benjamin Doran from his wife, Sarah J. Doran."

On motion of Mr. Dukes, the bill (H. B. No. 364) entitled

"An act to incorporate the Salt Pond Ditch Company,"

Was taken up for consideration.

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—20.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Eliason, House bill No. 262, entitled

"An act to amend Chapter 653, Volume 19 of the Laws of Delaware,"

Was taken up for consideration.

Mr. J. H. Hopkins moved that Mr. Hugh Reid be accorded the privilege of the floor to explain the bill,

Which motion

Prevailed.

Mr. Wilson moved to postpone further consideration of the bill till Thursday next, 3 o'clock, P. M.,

Which motion

Prevailed.

On motion of Mr. Short, House bill No. 352, entitled

"An act to amend an act entitled 'An act to raise revenue and provide for the current expenses of the State government,' " being Chapter 117, Volume 13, Laws of Delaware,

Was taken up for consideration.

Mr. Short moved that further consideration of this bill be postponed until to-morrow,

Which motion

Prevailed.

On motion of Mr. Short, House bill No. 332, entitled

"An act to protect fish in Broadkilk river and sound,"

Was taken up for consideration.

Mr. Short moved that the bill be referred back to the committee for amendment,

Which motion

Prevailed.

On motion the House adjourned until 3 o'clock, P. M.

Same Day—3 o'clock, P. M.

House met pursuant to adjournment.

On motion of Mr. L. S. Hopkins, the bill (H. B. No. 218) entitled

"An act entitled 'An act to prevent dogs from running at large certain months of the year in Sussex County,'

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

Mr. Hazell moved that further consideration of this bill be indefinitely postponed,

Which motion

Prevailed.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 325, entitled

"An act in relation to the roads of New Castle County,"

Reported the same back to the House unfavorably.

Mr. Dempsey moved that further consideration of this bill be indefinitely postponed,

On which question the yeas and nays were called for.

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, L. S. Hopkins, Martin, Taylor, Whitney—8.

Nays—Messrs. J. H. Hopkins, Johnson, McCoy, Thompson, Mr. Speaker—5.

Mr. Donaldson, who had voted nay on this bill, asked and obtained leave to change his vote to yea.

So the question was decided in the affirmative,

And the bill was declared indefinitely postponed.

On motion of Mr. Donaldson the bill (H. B. No. 368) entitled

“An act in relation to minors misrepresenting their age to liquor dealers,”

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, “Shall this bill pass the House?”

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, Dukes, Hazell, J. H. Hopkins, L. S. Hopkins, Martin, McCoy, Thompson—10.

Nays—Messrs. Johnson, Martin, Taylor, Whitney, Mr. Speaker—5.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Dempsey, the bill (H. B. No. 351) entitled

“An act to open a piece of public road and to widen a certain public road in Mill Creek hundred, New Castle County,”

Was taken up for consideration.

Mr. Dempsey offered an amendment to the bill,

Which, on his motion, was read as follows:

Strike out all of the bill after the word “same,” in the twenty-sixth line of Section 1, and insert in lieu thereof the following:

And continuing, the said Commissioners shall view the road that leads from the aforesaid intersection in a northern direction, to the bridge that crosses Red Clay creek (formerly known as Hershey’s bridge) and if the said Commissioners shall deem it to the interest of the traveling public, that the said road, or any portion of it should be straightened and widened to a uniform width, then in that case they are hereby directed and empowered to have the same done, and when completed the costs of the same, together with the costs for opening the before mentioned piece of new road shall be certified to by the Commissioners herein named, to the Clerk of the Peace of New Castle County, to be by him laid before the Levy Court of said county, who shall pay the same.

Section 2. That this act shall be deemed and taken to be a public act.

And, on Mr. Dempsey's further motion

The amendment was Adopted.

The bill as amended, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Whitney, the bill (H. B. No. 339) entitled

"An act to change and straighten a part of a public road in Indian River hundred, Sussex County,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. L. S. Hopkins, the bill (H. B. No. 219) entitled

"An act entitled 'An act to legalize and provide for the sup-

port and maintenance of the Delaware Colored Teachers Institute,"

Was taken up for consideration.

Mr. L. S. Hopkins offered amendments to the bill,

Which, on his motion, were read as follows:

Amend House bill No. 219 by striking out the words "general revenues," in the fourth line of Section 2 and substituting in lieu thereof the words "school fund,"

Further amend by striking out the words "president of the said institute," in the first and second lines of Section 3 and substituting in lieu thereof the words "superintendent of free schools for Kent County." By striking out the word "Comptroller," in the first line of said Section 3 and substituting in lieu therefor the word "Auditor," and by striking out all of said Section 3, after the word "dollars," in the third line of said section.

Further amend by striking out all of Section 4, after the word "said," in the second line of said section and before the word "all," in the third line thereof and substituting in lieu thereof the words "superintendent of free schools for Kent County," and by striking out the word "comptroller's," in the fifth line of Section 4 and substituting in lieu thereof the word "Auditor's."

Further amend by striking out all of Section 4, after the word "sum," in the fifth line of said section and all of Section 5, and substitute in lieu therefor the following:

Section 5. That the said superintendent of free schools for Kent County is hereby authorized and empowered to pay out of the said sum of one hundred dollars so as aforesaid paid to him all accounts of the said Delaware Colored Teachers' State Institute certified to him as correct by the president and secretary of said institute, the same having been first duly audited by the Finance Committee of said institute, provided the said ac-

counts shall not exceed the said sum of one hundred dollars, and that said superintendent shall, as soon as possible after the close of the said institute, present his accounts and vouchers to the State Auditor for settlement, and pay over any unexpended balance of said appropriation to the State Treasurer.

And further on Mr. Hopkins' motion,

The amendments were Adopted.

The bill as amended, on his further motion was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the Senate bill, No. 179, entitled

"An act to enable the town of Milford to refund its debt,"

Reported the same back to the House favorably.

On motion of Mr. Smith, the bill (S. B. No. 179) entitled

"An act to enable the town of Milford to refund its debt,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Donaldson, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—18.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered that the Senate be informed thereof and the bill returned to that body.

On motion of J. H. Hopkins, the bill (S. B. No. 223) entitled

"An act to amend the charter of the town of Dover,"

Was read a first time.

On the further motion of Mr. Hopkins, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Municipal Corporations.

On motion of Mr. Taylor, Senate substitute for Senate bill No. 158, entitled

"An act to authorize the Mayor and Council of Wilmington, acting through the Board of Directors of the Street and Sewer

Department, to take by condemnation the right to build sewers and lay sewer pipes, or to acquire the right to use such pipes already laid, or to use any water course on lands outside of said city and within one mile thereof,"

Was read a first time.

On the further motion of Mr. Taylor, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Municipal Corporations.

On motion of Mr. Davis, the bill (H. B. No. 383) entitled

"An act to repeal Chapter 542, Volume 16, Laws of Delaware,"

Was read a second time, by its title,

And, on his further motion was

Referred to the Committee on Revised Statutes.

On motion of Mr. Johnson, the bill (S. B. No. 195) entitled

"An act to change the voting place in Broad Creek hundred, Sussex County, Delaware,"

Was read a first time.

On the further motion of Mr. Johnson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Elections.

On motion of Mr. McCullough, Senate substitute for House bill No. 79, entitled

“An act to incorporate the Wilmington Title and Trust Company,”

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, “Shall this bill pass the House?”

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Adams, Cheairs, Davis, Dempsey, Dukes, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—19.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered that the Senate be informed thereof and the bill returned to that body.

Mr. Dempsey, on behalf of the Committee on Enrolled Bills, reported as duly and correctly enrolled and ready for the signature of the Speaker, the following House joint resolution and House bills:

House joint resolution entitled

“A joint resolution for the relief of the State Library.”

House bill No. 330, entitled

"An act to divorce Lucretia R. Hitch from her husband, William S. Hitch."

House bill No. 146, entitled

"An act to divorce Howard B. Springer from his wife, Sarah W. Springer."

On motion of Mr. Dempsey, the bill (H. B. No. 385) entitled

"An act to incorporate the J. Ford Fox Piano Manufacturing Company,"

Was read a second time, by its title,

And, on his further motion was

Referred to the Committee on Private Corporations.

On motion of Mr. Dempsey, the bill (H. B. No. 379) entitled

"An act to divorce Samuel W. Wright and Mary E. Wright from the bonds of matrimony,"

Was read a second time, by its title,

And, on his further motion was

Referred to the Committee on Divorces.

On motion the House adjourned until 10 o'clock, A. M., Tuesday.

Tuesday, May 4, 1897—10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Cheairs, Davis, Dempsey, Donaldson, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Standing Committee reports.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 306, entitled

“An act to incorporate the South Side Railway Company,”

Reported the same back to the House favorably,

As amended.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 156, entitled

“An act to amend an act to incorporate the Henlopen Electric Light and Railway Company,” passed at Dover, May 1, 1895,

Reported the same back to the House favorably.

As amended.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the Senate bill No. 193, entitled

"An act to incorporate the Commercial Fire Insurance Company, of Wilmington, Delaware,"

Reported the same back to the House favorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the Senate bill, No. 178, entitled

"An act to incorporate the Delaware Food Company,"

Reported the same back to the House favorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the Senate bill, No. 151, entitled

"An act to incorporate the Dover and Bay Shore Railway Company,"

Reported the same back to the House favorably.

Mr. L. S. Hopkins, on behalf of the Committee on Miscellaneous Business, to whom had been referred the House bill, No. 348, entitled

"An act in relation to auctions and auctioneers in the City of Wilmington,"

Reported the same back to the House favorably.

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the House bill, No. 316, entitled

"An act to divorce Anna M. Bozman from her husband, Revel Bozman, a vinculo matrimonii,"

Reported the same back to the House favorably,

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the House bill, No. 365, entitled

"An act to divorce Anna M. Reybold from her husband, George M. T. Reybold,"

Reported the same back to the House favorably.

Mr. L. S. Hopkins, on behalf of the Committee on Miscellaneous Business, to whom had been referred the House bill, No. 386, entitled

"An act to prevent the publication of judgments for sale,"

Reported the same back to the House favorably,

With amendment.

Mr. L. S. Hopkins, on behalf of the Committee on Miscellaneous Business, to whom had been referred the House bill, No. 277, entitled

"An act relating to the carrying of bicycles by railroads and other transportation companies,"

Reported the same back to the House without recommendation.

Mr. Eliason, on behalf of the Committee on Fish, Oysters and Game, to whom had been referred the House bill, No. 203, entitled

"An act in relation to fish in New Castle County,"

Reported the same back to the House favorably,

With amendment.

Mr. Eliason, on behalf of the Committee on Fish, Oysters and Game, to whom had been referred the House bill, No. 282, entitled

"An act for the protection of oysters in Murderkill river and in St. Jones' river,"

Reported the same back to the House favorably,

With amendment.

Mr. Speaker presented a communication,

Which was read as follows:

Wilmington, Del., May 1, 1897.

Hon. Emory B. Riggin, Speaker of the House of Representatives, Dover, Delaware:

At a recent meeting of the Women's Christian Temperance Union of Wilmington, it was stated that there was a possibility of the passage of a law by the present Legislature in the interest of horse-racing. This legislation would be so obnoxious to the moral sense of this community, that it was voted unanimously to prepare and forward a written protest against any such legislation. It seems superfluous to enter into any detailed statement for the reasons of this protest; they are self-evident. As chairman of the above committee, it becomes my duty to communicate our action to you upon this subject.

Very respectfully yours,

MARY A. FULTON,

Chairman.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the Senate bill, No. 191, entitled

"An act to vacate a portion of old Ferry road,"

Reported the same back to the House favorably.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 380, entitled

"An act to lay out a new public road in Seaford hundred, Sussex County,"

Reported the same back to the House favorably.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 372, entitled

"An act to lay out a new public road in Gumboro hundred,"

Reported the same back to the House favorably.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 382, entitled

"An act to amend an act entitled 'An act appointing Commissioners to straighten and widen the public road leading from Lewes, beginning at or near the house of John S. Tindall and extending to the low water mark of the ocean,'"

Reported the same back to the House favorably.

Mr. Adams, on behalf of the Committee on Judiciary, to whom had been referred the House bill, No. 305, entitled

"An act to amend an act entitled 'An act to fix the time for holding the Superior Court and Court of General Sessions of the Peace and Jail Delivery in the several counties of this State,'"

Reported the same back to the House favorably.

Mr. Adams, on behalf of the Committee on Judiciary, to whom had been referred the House bill, No. 384, entitled

"An act to provide for an additional Justice of the Peace in and for Lewes and Rehoboth hundreds, Sussex County,"

Reported the same back to the House favorably.

Mr. Eliason, on behalf of the Committee on Fish, Oysters and Game, to whom had been referred the House bill, No. 332, entitled

"An act to further protect fish in Broadkilk river and sound,"

Reported the same back to the House favorably.

Mr. J. H. Hopkins presented a joint resolution entitled

"Joint resolution authorizing Jacob G. Lewis, collector of the oyster revenue, to pay certain expenses incurred by Walter S. Hendrickson, late collector of the oyster revenue,"

Which, on his motion was read,

And, on his further motion was

Referred to the Committee on Claims.

On motion of Mr. Davis, the bill (H. B. No. 389) entitled

"An act to amend the charter of the Hartmann & Fehrenbach Brewing Company,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. Thompson, the bill (H. B. No. 390) entitled

"An act to authorize the laying out of a new public road in Broadkilm hundred, Sussex County, Del.,"

Was read a first time.

On the further motion of Mr. Thompson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Roads and Vacant Lands.

Mr. Whitney, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 371, entitled

"An act to amend an act entitled 'An act to authorize the owners and possessors of the swamps and low ground situated on the head waters of Blackwater mill pond, in Baltimore hundred in Sussex County, to cut a ditch or drain through the same,'" passed at Dover, January 21, 1811,

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the Senate bill, No. 204, entitled

"An act to authorize the Farmers' and Merchants' Bank, a corporation existing under the laws of the State of Maryland, to conduct a banking business in the State of Delaware,"

Reported the same back to the House unfavorably.

Mr. Hazell moved that further consideration of this bill be indefinitely postponed,

Which motion prevailed.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 362, entitled

"An act to amend Chapter 639, Volume 19, Laws of Delaware,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 362, entitled

"An act to amend Chapter 630, Volume 17, Laws of Delaware,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Special Committee of Investigation, reported that the committee would meet in the Kent County Levy Court room.

All members and the reporters of the press would be admitted.

On motion of Mr. Davis, the bill (S. B. No. 122) entitled

"An act to incorporate the Sussex Land Investment and Improvement Company,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. Davis, the bill (S. B. No. 180) entitled

"An act to incorporate the Hart & Quigley Company,"

Was read a first time.

On the further motion of Mr. Davis, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. Dukes, the bill (H. B. No. 371) entitled

"An act to amend an act entitled 'An act to authorize the owners and possessors of the swamps and low grounds situated on the head waters of Blackwater mill pond, in Baltimore hundred in Sussex County, to cut a ditch or drain through the same,'" passed at Dover, January 21, 1811,

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Mr. Speaker—18.

Nays—None.

So the question was decided in the affirmative.

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Hazell moved that the members of the House meet at 2 o'clock, P. M., to hear citizens in opposition to passage of House bill No. 78, entitled

“An act to establish a State workhouse,”

Which motion

Prevailed.

On motion the House adjourned until 3 o'clock, P. M.

Same Day—3 o'clock, P. M.

House met pursuant to adjournment.

On motion of Mr. Hazell, Mr. R. H. Lewes was granted the privilege of the floor in opposition to House bill No. 78.

On motion of Mr. Donaldson, Chief Justice Lore was granted the privilege of the floor in favor of House bill No. 78.

Mr. Doherty, Clerk of the Senate, being admitted, informed

the House that the Senate had passed and requested the concurrence of the House in the following Senate bills:

Senate bill No. 187, entitled

"An act in relation to pleadings and practice."

Senate bill No. 57, entitled

"An act for the protection of sturgeon."

Also, that the Senate had non-concurred in House bill No. 57, entitled

"An act to amend Chapter 507, Volume 17, Laws of Delaware,"

And presented the same to the House.

On motion of Mr. Dempsey, the bill (H. B. No. 78) entitled

"An act to establish the Delaware State workhouse,"

Was taken up for consideration and final passage.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Dempsey, Donaldson, Dukes, Eliason, Johnson, McCoy, McCullough, Taylor, Whitney, Mr. Speaker—11.

Nays—Messrs. Adams, Davis, Hazell, J. H. Hopkins, L. S. Hopkins, Martin, Short, Smith, Thompson, Wilson—10.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion the House adjourned until 10 o'clock, A. M.,
Wednesday.

Wednesday, May 5, 1897—10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Cheairs, Davis, Dempsey, Donaldson, Dukes, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Mr. Donaldson, on behalf of the Special Committee appointed to investigate freight rates, reported as follows:

Report of House Committee Appointed to Investigate Freight Rates and Express Charges of the Different Companies Doing Business in the State of Delaware.

Your committee have made as thorough an investigation of the alleged freight discriminations and excessive freight charges existing within the State of Delaware as it was possible in connection with other duties devolving upon members of the committee and the short time had with which to make investigation of this character.

Open meetings of the committee were held and an invitation extended and opportunity afforded, citizens and representatives of railroads and express companies to be heard, and we were impressed with the general spirit of fairness that animated all the people who appeared and had grievances.

The disposition seems to be to meet these differences in an

amicable manner and secure such settlement as would remove them, and place the transportation affairs of Delaware upon a just and equitable basis.

The committee have endeavored to be fair and impartial, and herewith respectfully submit the result of their findings, in such manner as they may be most easily understood. The rates upon the different products have been given in cents per 100 pounds, cost per ton, and cost per ton per mile; the latter being the surer test of a difference in rates and also the most reliable. Yet there are circumstances and conditions entering into the carrying of freight that makes it extremely difficult to always determine the reasonableness of a rate.

The comparisons are shown in order that an intelligent comprehension of the extent of the difference in charges, within the State, and the charges made upon like products without the State, can be had.

The difference in distance often enters into the reasonableness of a rate. Upon this subject the Inter-State Commerce Commission says:

The differences in distance account in large measure for the differences in rate per ton per mile between the Peninsula rates and the others to which reference has been made, pursuant to the general transportation rule that the rate per ton per mile diminishes with distance. But the discrepancy shown by the high Peninsula rate can scarcely be wholly accounted for by that rule, and it is plain that another element, the absence of competition among carriers, enters to some extent into the character of the rates. The Peninsula roads are all under one control and management, and there is therefore no competition by railroad to affect rates. There is no choice among agencies of carriage by producers. They must be served by one carrier if served at all. This exclusive control of the lines of carriage may be legitimately used to charge fairly remunerative rates, and to give the carrier reasonable compensation for its service, but it cannot warrant charges wholly in the carrier's discretion and disproportionate to the cost or the value of the service.

Exclusive control, or absence of competition, works no exception to the rule that rates must be reasonable and just. When competition in fact exists, the circumstances relied upon in this case to justify a high rate are given very little, if any, weight by carriers themselves, and this is so generally the case that it is often difficult to understand upon what principle rates are made, or to determine what rate will yield a carrier reasonable compensation for its service. That the rates in question are very much higher than they would be if competition existed on the Peninsula is illustrated by the lower contemporaneous rates from Norfolk.

The freight charges upon fruit, grain, live-stock, vegetables and general merchandise, submitted herewith are taken from freight tariffs furnished the committee by the P. R. R. Co., covering all points upon the Delaware railroad and its branches. The charges as shown for purposes of comparison are based upon rates in effect upon different lines of railroads throughout the country as furnished by the Inter-State Commerce Commission and taken from bulletins issued by the said Commission and are existing rates. The distances given are made up from the Pennsylvania railroad distance table as furnished by the said company, also distances furnished by the Inter-State Commerce Commission, in addition to distances made up from Rand and McNalley's latest official Railroad Guide. The charges upon all species of freight as shown in exhibits Nos. 1 to 10, are made up from freight bills, invoices, letters and statements of prominent growers, dealers and receivers of the different classes of freights, and in that they represent actual transactions are valuable and of great importance in determining the reasonable or unreasonableness of rates and whether claims of grievances of the people of Delaware are well founded.

The aim has been to present in as clear a manner as possible, the charges upon our most important products transported on the lines of railroad within the State of Delaware, and to such points without the State as furnished the best markets of these various products, controlled in their transportation as they are, by the P. R. R. Co., and showing by comparisons the P. R. R.

Co's charges upon like products shipped from points without the State, for the same or longer distances, and under substantially the same circumstances and conditions; also the charges upon like products by other railroads throughout the country.

BERRIES.

FROM.	TO.	Dist. in Miles.	Per 100 lbs.	Freight Per Ton.	Per Ton Per Mile.	Kind of Car in Use.	REMARKS.
Bridgeville....	Boston	435	\$1.20	\$24.00	5.51 cts.	Ordinary	Ice car service \$11.10 additional, or \$35.11 per ton, or \$11.28 per ton per mile.
Bridgeville....	Hartford.....	311	1.20	24.00	7.71	Ordinary	
Bridgeville....	Jersey City	201	.59	11.80	5.87	Ordinary	Chester, Pa., and Baltimore, Md., same rate.
Bridgeville....	Philadelphia....	102	.36	7.20	7.05	Ordinary	
Bridgeville....	Wilmington, Del.	77	.34	6.80	8.83	Ordinary	Chester, Pa., and Baltimore, Md., same rate.
Wyoming	Boston	409	1.20	24.00	5.86	Ordinary	
Wyoming	Jersey City	175	.57	11.40	6.51	Ordinary	
Wyoming	Philadelphia....	87	.30	6.00	6.89	Ordinary	
Wyoming	Wilmington, Del.	51	.25	5.00	9.80	Ordinary	
Dover.....	Wilmington, Del.	48	.24	4.80	10.00	Ordinary	Icing and use of car included in service.
Clayton	Wilmington, Del.	37	.21	4.20	11.35	Ordinary	
Middletown...	Wilmington, Del.	25	.15	3.00	12.00	Ordinary	
Felton.....	Wilmington, Del.	58	.28	5.60	9.65	Ordinary	
Harrington....	Wilmington, Del.	64	.29	5.80	9.06	Ordinary	
Seaford	Wilmington, Del.	84	.35	7.00	8.33	Ordinary	
Baltimore....	Jersey City.....	180	.40	8.00	4.40	Refrig.	
Baltimore....	Hartford, L. C..	296	.80	16.00	5.40	Refrig.	
Baltimore....	Hartford, C. L..	296	.65	13.00	4.36	Refrig.	
Norfolk	Jersey City.....	346	.50	10.00	2.89	Ordinary	
Norfolk	Boston	580	.79	15.80	2.72	Ordinary	
Jacksonville..	Philadelphia,....	980	1.02	20.40	2.08	Ordinary	Ref. cars \$1.77 100 lbs., \$35.40 per ton, 3.16 cts. per ton per mile.
Jacksonville..	New York	1075	1.02	20.40	1.89	Ordinary	Ref. Car \$1.77 100 lbs., \$35.40 per ton, 3.29 cts. per ton per mile.
Jacksonville..	Boston	1309	1.52	30.40	2.31	Ordinary	Ref. Car \$2.02 100 lbs., \$40.40 per ton, 3.08 cts. per ton per mile.
New York.....	Chicago.....	912	1.12½	22.50	2.42	Ordinary	1½ times first class.
California....	Kansas City	2000	1.25	25.00	1.25	Ordinary	Distance approximated.
California....	Chicago	2400	1.25	25.00	1.04	Ordinary	
California....	New York.....	3300	1.50	30.00	.91	Ordinary	

BERRIES.—Continued.

FROM	TO	Dist. in Miles.	Per 100 lbs.	Freight Per Ton.	Per Ton Per Mile.	Kind of Car in Use.	REMARKS.
Geneva, N. Y.....	Philadelphia	300	\$.35	\$ 7.00	2.33 cts.	Ordinary	Return of crate included.
Points in N. Y....	New York.....	ave. 300	.35	7.00	ave. 3.50	Ordinary	
along milk route,	Philadelphia.....		.83	16.60	.....	Ordinary
Wilmington, N. C.	New York.....		.83	16.60	.....	Refrig.
Wilmington, N. C.	Boston.....		1.33	26.60	.....	Refrig.

PEACHES.

FROM	DESTINATION	Dist. in Miles.	Per 100 lbs.	Freight Per Ton.	Per Ton Per Mile.	Kind of Car in Use.	IN CAR LOADS.		
							100 lbs.	TON.	Ton Per Mile.
Bridgeville....	Boston.....	435	\$1.24	\$24.80	5.70 Cts.	Ordinary	98 $\frac{1}{2}$	\$19.70	4.53 Cts.
Bridgeville....	Jersey City.....	201	.68	13.60	6.05	Ordinary	48 $\frac{1}{2}$	9.70	4.22
Bridgeville....	Philadelphia.....	102	.40	8.00	7.84	Ordinary	28 $\frac{1}{2}$	5.70	5.58
Bridgeville....	Wilmington, Del.	77	.34	6.80	8.83	Ordinary	27 $\frac{1}{2}$	5.50	7.14
Wyoming.....	Wilmington, Del.	51	.25	5.00	9.80	Ordinary	20	4.00	7.81
Dover.....	Wilmington, Del.	48	.24	4.80	10.00	Ordinary	19 $\frac{1}{2}$	3.90	8.12
Clayton.....	Wilmington, Del.	37	.21	4.20	11.35	Ordinary	16 $\frac{1}{2}$	3.30	8.92
Middletown....	Wilmington, Del.	25	.15	3.00	12.00	Ordinary	12 $\frac{1}{2}$	2.50	10.00
Harrington....	Wilmington, Del.	64	.29	5.80	9.06	Ordinary	23 $\frac{1}{2}$	4.70	8.34
Bridgeville....	Hartford.....	311	1.13	22.60	7.26	Ordinary			
Ann Arbor....	Hartford.....	750	.70	14.00	1.86	Refrig.			Ref. icing and use of car included.
Fort Valley....	Hartford.....	900	1.77 $\frac{1}{4}$	35.50	3.83	Refrig.			Ref. icing and use of car included.
Peninsula.....	Cincinnati.....	750	1.09	21.86	2.61	Ordinary			
Peninsula.....	Chicago.....	900	1.17	23.40	2.71	Ordinary			For refrigerator service \$100 per car additional, or \$34.51 per ton, or 3.83 Cents per ton per mile.
New York.....	Chicago.....	912	.75	15.00	1.64	Ordinary			
California.....	Kansas City.....	2000	1.25	25.00	1.25	Ordinary			Same charge as berries.
California.....	Chicago.....	2400	1.25	25.00	1.04	Ordinary			
California.....	New York.....	3300	1.50	30.00	.91	Ordinary			
Jacksonville..	New York.....	1075	.90	18.00	1.67	Ordinary			

APPLES.

FROM	DESTINATION	Distance in Miles.	Per Barrel.	Freight Per 100 lbs.	Per Ton.	Per Ton Per Mile	Kind of Car.
Wyoming, Del.	Jersey City	175	.45 Cts.	.45 Cts.	\$ 6.00	5.14 Cts.	Ordinary.
Wyoming, Del.	Boston	409	.70	.70	14.00	3.42	Ordinary.
Wyoming Del.	Philadelphia	87	.22	.22	4.40	5.06	Ordinary.
Wilmington, N. C.	Philadelphia .....		.54	.39	7.80		
Wilmington, N. C.	New York .....		.54	.39	7.80		
Wilmington, N. C.	Boston .....		.79	.56½	11.30		
Jacksonville	Jersey City	1075	.86	.86	17.20	1.60	Ordinary.
Savannah.	Jersey City	790	.73	.73	14.60	1.86	Ordinary.

Billed from Delaware at 100 pounds per barrel.

POTATOES—150 pounds per barrel.

FROM	DESTINATION	Dist. in Miles.	Per bbl.	Freight Per 100 lbs.	Per Ton.	Per Ton Per Mile.	
Jacksonville.....	New York.....	1075	.86c	.58c	\$11.60	1.07c	C. L. of 200 bbls, 92c per 100 lbs. \$18.40 per ton. 1.53c per ton per mile.
Savannah.....	New York.....	858	.73	.49	9.80	1.14	
Norfolk	Boston.....	580	.30	.20	4.00	.69	
Norfolk	Jersey City.....	346	.20	.13½	2.66	.77	
Norfolk	Philadelphia.....	255	.20	.13½	2.66	1.04	
Points on N. Y. P. & N. R. R.	Boston	371	.30	.30	6.00	1.62	Oranges from Jackson- ville to Boston, 1288 miles at 1.14c per ton per mile. Oranges from Jackson- ville to New York, 1075 miles, at 1.18c per ton per mile.
“ “	Jersey City.....	261	.30	.20	4.00	1.53	
“ “	Philadelphia.....	171	.16	.16	3.20	1.75	
	ave.						
Points on Del. R.R.	New England....	403	.45	.30	6.00	1.49	
“ “	Jersey City.....	190	.30	.20	4.00	2.10	
“ “	Philadelphia.....	90	.25	.16½	3.20	3.70	
“ “	Wilmington, Del.	51	.25	.16½	3.20	6.53	
Chicago	New York.....	912	.45	.30	6.00	.66	
Philadelphia.....	Dover.....	75	.27	.17	3.40	.....
Wilmington, N. C.	Philadelphia.54	.36	7.20	
Wilmington, N. C.	New York.....54	.36	7.20	
Wilmington, N. C.	Boston79	.53	10.60	

Billed at 160 lbs. per bbl. from Delaware. From Norfolk, 150 lbs.

CABBAGE.

FROM	DESTINATION	Dist. in Miles.	Per bbl.	Freight Per 100 lbs.	Per ton.	Per ton per mile.	Kind of car.	REMARKS.
Norfolk	Jersey City	364	.17	.17	\$3.40	.93	Ordinary	Rates furnished by I. S. C. Commission therein bulk ship- ments are higher per 100 lbs. than rates here given per bbl.
N. Y. P. & N. R. R.	Jersey City	261	.20	.20	4.00	1.53	Ordinary	
Del. R. R.	Jersey City	190	.20	.20	4.00	2.10	Ordinary	
Savannah	Jersey City	790	.73	.73	14.60	1.85	Ordinary	
Jacksonville	Jersey City	1075	.86	.86	17.20	1.60		

Weight, 100 pounds per barrel.

MELONS.

In car loads of 24,000 lbs. in cents per 100 lbs.

FROM	DESTINATION	Dist. in Miles.	Per bbl.	Freight Per 100 lbs.	Per ton.	Per ton per mile.	Kind of car.	REMARKS.
Georgia, Average	Jersey City.....	790	.....	.45	\$9.00	1.13c	Ordinary	Same as on Del. R. R. Same as from Georgia, 600 miles further.
Delaware R. R....	Jersey City.....	190	.45	.45	9.00	4.73	Ordinary	
Baltimore.....	Wilkesbarre.....	201	.....	.09	1.80	.89	Ordinary	
Houston, Del.....	Wilkesbarre.....	261	.....	.28	5.60	2.26	Ordinary	
Jacksonville.....	Jersey City.....	1075	.....	46 9-10	9.31	.87	Ordinary	

GRAIN.

FROM	TO	Dist. in Miles.	Per 100 lbs.	Per ton.	Per ton per mile.	Car Load.	No. Bus.
Chicago	New York	912	.20c	\$4.00	.44c	\$48.00	400
Wyoming	Jersey City	175	.15	3.20	1.71	38.40	400
Wyoming	Philadelphia	87	.6 7-10	2.40	1.74	28.80	400

LIVE STOCK.

FROM	TO	CATTLE:		Per ton.	Per ton per mile.
		Dist. in Mls.	Per 100 lbs.		
Chicago	New York	912	.28c	\$5.60	.61c
Middletown	Philadelphia	51	.50		

I hereby certify that I have examined the foregoing tables of rates and distances and find the same practically correct.

J. M. SMITH,

Auditor.

April 23, 1897.

I. C. Commission.

The committee wishes to call attention to the above certification of the foregoing tables by the auditor of the Inter-State Commerce Commission, as they submitted said tables to him for auditing, and to be sure of their correctness.

U. S. EXPRESS RATES.

FROM	TO	Distance	Per 100 Lbs.
Philadelphia.....	New York.....	90	\$.75
Philadelphia.....	Buffalo.....	436	1.00
Philadelphia.....	Harrisburg	292	.60
Philadelphia.....	Allentown.....	62	.50
Philadelphia.....	Boston	322	1.25
Philadelphia	Baltimore.....	96	.50

ADAMS EXPRESS RATES.

FROM	TO	Distance	Per 100 Lbs.
Wyoming.....	Boston	409	\$2.00
Wyoming.....	New York.....	175	1.25
Wyoming.....	Philadelphia.....	87	.65
Wyoming.....	Wilmington, Del.	51	.40
Wyoming.....	Harrisburg	292	1.40
Wyoming.	Buffalo.....	520	2.00

Produce rate 55c., and Mdse. rate 75c., to Boston.

Mdse. rate 50c., to Wilmington, Del.

The foregoing tabulated statement has been carefully prepared, and it forms an interesting study, setting forth in concise form that will be readily understood, the rates upon the leading farm products of the State furnishing as they do, the largest quantity of freight carried by railroads operated within the State. The difference in rates, where conditions are substantially similar, is clearly shown and is a sure guide in determining whether the rates charged upon these products transported over the Delaware railroad, are excessive, and whether the relief asked for is justified by the facts.

Attention is particularly directed to the difference in rates for long or short hauls, the low rate invariably for the long haul—for instance the rate on berries from Bridgeville to Boston, 435 miles, is 5.51 cents per ton per mile, while from Bridgeville to Hartford, 311 miles, the charge is 7.71 cents per ton per mile.

The rate from Bridgeville to Jersey City is 5.87 cents per ton per mile; to Philadelphia it is 7.05 cents; to Wilmington it is 8.83 cents.

Again, the rate from Wyoming to Boston is 5.86 cents; to Jersey City, 6.51 cents; to Philadelphia, 6.89 cents; to Wilmington, 9.80 cents. From Dover to Wilmington it is 10 cents; Clayton to Wilmington, 11.35 cents; Middletown to Wilmington, 12.00 cents. From Felton to Wilmington it is 9.65 cents; Harrington to Wilmington it is 9.06 cents; Seaford to Wilmington it is 8.33 cents. These charges show most conclusively that as the distance hauled increases the rate charged decreases. Additional importance must be given these local rates as in that they show the cost per ton per mile to be in excess of the maximum rate allowed or provided for in Section 16 of the charter of the Delaware railroad.

A further comparison of the rates on berries as shown by this table, exhibits the difference in rates charged from points on the Delaware Railroad with the charges for like products upon other railroads, as for instance, the charge from Bridgeville to Boston—435 miles, is 5.51 cents per ton per mile; Norfolk to

Boston—580 miles, is 3.81 cents per mile; Jacksonville, Fla., to Boston—1,309 miles, is 2.31 cents per ton per mile.

The rates charged for hauling Delaware berries do not include ice car service, while the rates without the State include ice car service. The most striking illustration of the difference in rates charged for the transportation of berries where the conditions and circumstances are substantially similar, and where the transportation furnished is by the same carriers and practically over the same rails, is the comparison between the rates charged from Bridgeville to Hartford, and that charged from Baltimore to Hartford, the Bridgeville rate being 7.71 cents per ton per mile for ordinary car service and 11.82 cents per ton per mile for ice car service, while the Baltimore rate is 4.36 cents, ice car service included in the charge. Hartford is the center of a district that furnishes the Delaware strawberry grower one of his best markets for his berries, and the excessive rate charged Delaware shippers compared with the Baltimore rate practically prohibits the growing of strawberries in Delaware in competition with berries grown in the vicinity and shipped from Baltimore. The growing of strawberries furnishes more profitable employment to a larger number of the people of Delaware than the growing of any other crop. Therefore these excessive freight charges impose hardships upon our people that seem unreasonable and unjust.

It will also be noticed that the practice of railroads "grouping rates" is applied here to shipments of berries to New England points; that is the rates on berries from all points on the Delaware Railroad to all points east of New York or to New England points are the same, while such practice does not apply to New York or nearer points, such "group rates" may be perfectly just upon stable articles of commission, which furnish constant traffic, but the practice hardly seems proper for a traffic of this character.

The rates on peaches show a greater disproportion than the rates on berries. Peaches are carried from Southern California to New York, 3,300 miles for .91 cents per ton per mile. The charge from Bridgeville to New York is in L. C. L., 6.05 cents,

and in C. L. it is 4.82 cents. From Ann Arbor, Michigan, to Hartford, Connecticut, 750 miles, it is 1.86 cents per ton per mile (ice car service included in the charge), while from Bridgeville to Hartford, 311 miles, the charge is 7.26 cents per ton per mile (ice car service extra), and from Fort Valley, Georgia, 900 miles, it is only 3.83 cents per ton per mile.

The charge for canning peaches in car loads from the Peninsula to Chicago, a distance of 900 miles, is 2.60 cents per ton per mile; from New York to Chicago, the same distance, peaches are carried for 1.64 cents per ton per mile; Jacksonville, Florida, to New York, 1,075 miles, the charge is 1.67 cents per ton per mile.

The same decrease in the local rates as the distance increases, applies to peaches as well as berries, as for instance, the cost from Middletown to Wilmington is 12 cents per ton per mile, distance 25 miles, while that from Harrington to Wilmington, 64 miles, is 9.03 cents.

The same excess in charges on peaches of the maximum rate established by law, is found as was shown in the berry rate, and it applies from all stations on the Delaware Railroad to Wilmington, in L. C. L. and C. L., as is shown by the table. The charges exceed the maximum rate as provided by charter, from Dover, Clayton and Middletown, in which, as can be seen, the charges are 8.12 cents, 8.92 cents, and 10.00 cents per ton per mile respectively.

The rate upon apples from Wyoming, Del., to Boston is 70 cents per barrel, 409 miles; from Savannah, Georgia to Jersey City, 790 miles, the charge is 73 cents per barrel, and from Jacksonville, Florida, to Jersey City, 1,075 miles, it is 86 cents per barrel.

From Wyoming to Jersey City, 175 miles, it is 45 cents per barrel, and from Wilmington, N. C., over 600 miles, it is 54 cents a barrel.

Potatoes show a still greater disproportion in charges as compared with the distance hauled. A barrel of potatoes shipped from Jacksonville to New York, 1,075 miles, cost 86 cents, while from points on Delaware Railroad to New England points, average distance 305 miles, the charge is 45 cents. From Chicago to New York, 962 miles, the charge is also 45 cents.

Again, from points on Delaware Railroad to Jersey City the charge is 30 cents per barrel, while from points upon the N. Y. P. & N. R. R. it is only 25 cents, showing the greatest charge for the short haul, and where all the circumstances are similar. The difference in these charges upon potatoes is more striking when the rates per ton per mile are carefully examined.

The rates charged upon cabbage do not materially differ, except the Norfolk charge, which is extremely low and very disproportionate compared to the Peninsula rates.

The rates on melons are much greater from stations on the Delaware Railroad than from other sections of the country. The growing of melons would be a profitable industry for our people were it not for the excessive freight charges. The rates given in the table are for melons loaded in bulk in carloads of 24,000 pounds. It will be seen that the charge from Georgia to Jersey City is 1.13 cents per ton per mile, distance 790 miles; from points upon the Delaware Railroad to Jersey City, average distance 190 miles, the charge is 4.73 cents per ton per mile. From Baltimore to Wilkesbarre, Pa., 201 miles, it is 89-100 cents per ton per mile; Houston, Del., to Wilkesbarre, 261 miles, the charge is 2.26 cents; from Florida to Jersey City, 1,075 miles, the rate charged is 87-100 cents per ton per mile.

Upon grain and live stock only a few items have been shown, as it is a fact well established and generally understood that the local rates upon these articles are too high and very much in excess of what they should be when compared with the western and seaboard rates. Grain is carried from Chicago to New York almost as cheaply as from Wyoming, Del., to New York, and very much cheaper when the rate per ton per mile is considered. The same applies to live stock.

Cattle can be shipped from Chicago to New York, a distance of 900 miles, for 28 cents per 100 lbs., while from Middletown to Philadelphia, 51 miles, the charge is 50 cents per 100 lbs.

The committee were unable to investigate the alleged excessive express rates, but have given a few items, furnished by agents of the U. S. and Adams Express Companies, by which it will be seen that local rates are very much greater than Interstate rates on the short distance charges and very much in excess of what they are for long distances, i. e., the rate decreases as the number of miles hauled increases. Much of the fruit now shipped goes by express, in fact it was stated by Mr. Brown before the committee that in order to get the service required for berries shipped to New England points, shippers were almost compelled to use the express service, and that this would be more so every year, and that there evidently was a very good understanding between the express companies and the railroad people, as every facility was furnished shippers to patronize the express company in their shipments. He thought this could be easily understood when it was known that the railroad company receives 70 per cent of the gross charge by express on berries from points on Delaware Railroad to New England. This it will be seen gives them \$1.40 per 100 pounds for carrying the berries by or through the express companies, while by the special fast train service rate they only get \$1.20 per 100 lbs.

Many complaints were made before the committee that the express rates upon merchandise was very much too high and much higher in Delaware than in other places, but no receipts on rates were furnished by which comparisons could be made to enable the committee to determine to what extent these local rates were higher.

Just upon what basis the rates shown in the foregoing table are established cannot be determined by the committee, but that they are excessively high and that they are discriminating in many particulars is established beyond question. They are found to be higher on all classes of freight than the charges upon like freight without the State from same service.

EXHIBIT No. 1.

Comprises Freight Bills, Letters, &c., put in evidence by A. N. Brown of Wyoming.

EXHIBIT (a). Freight Bill No. 1.

Shipment of 177-32 quart crates of berries from Cannon's, Del., June 2, 1896, to Boston, distance 438 miles, freight \$180, or 3 6-10 cents per quart.

BILL No. 2.

Shipment of 162-60 quart crates of strawberries from Baltimore, Md., June 3, to Boston, distance 414 miles, freight \$130.56, or 1 1-3 cents per quart.

Cannon's is 24 miles farther to Boston than Baltimore but the lines over which both these shipments were made are controlled and operated by the same company, and the charge as here shown is more than 2 cents per quart greater from Delaware than from Baltimore, and a ratio of 2 7-10 times as much.

BILL No. 3.

Shipment of 55-60 quart crates from Norfolk to Boston, 580 miles, in refrigerator car, costing \$86.35 or 2 1-3 cents per quart, over 1 cent per quart less than from Cannon's to Boston, though the distance is 145 miles greater, and the shipments were carried over the same lines of railroad.

BILL No. 4.

Shipment of car load of peaches—640 baskets, September 8, 1896, from Felton, Del., to Boston—420 miles, freight \$183.36, 43½ cents per basket, 95½ cents per 100 lbs., 4.57 per ton per mile.

The P. R. R. Co. will haul a car load of peaches of 640 baskets from Felton to Buffalo, a distance of 604 miles for \$159.36, 24½

cents per basket, 83 cents per 100 lbs., 2.63 cents per ton per mile, as shown in the following table:

640 baskets peaches shipped from Felton, compared with cost of same number shipped from Buffalo:

	Dis. in Miles.	Per 100 Pounds.	Per ton.	Per Basket.	Per ton per mile.	Total Freight.	Kind of Car.
From Felton to Boston,	420	95½	\$19.10	28½	4.57c.	\$183.56	Ordinary.
From Felton to Buffalo.	604	83	16.60	24¾	2.63	159.36	Ordinary.

BILL No. 5.

Shipment, 10 barrels of potatoes from Norfolk to Boston, 580 miles, freight \$3.40 or 34 cents per barrel.

BILLS Nos. 6 AND 6½.

Two shipments of potatoes from Parksley, Va., to Boston, a distance of 500 miles; one of 5 barrels, freight \$3.00, or .60 cents per barrel; one of 174 barrels, freight \$106.30, or .61 8-87 cents per barrel.

These shipments were over same lines, but Norfolk is 80 miles farther than Parksley, though charge is 24 cents less.

BILL No. 7.

Shipment, 25 barrels cabbage from Norfolk to Boston, 580 miles, freight \$7.25, or 25 cents per barrel.

EXHIBIT B.

FREIGHT BILL No. 1.

Shipment of 4 barrels potatoes, Costen, Md., to Philadelphia, distance 152 miles, freight 53 cents per barrel, or 35 1-3 cents

per barrel more than the regular charge, possibly a clerical error.

FREIGHT BILL No. 2.

Shipment of 64 barrels potatoes from Norfolk to Philadelphia, 255 miles, 16 cents per 100 lbs., or 25 cents per barrel.

FREIGHT BILL No. 3.

Shipment of 5 barrels from Machinpingo, Va., to Philadelphia, 214 miles, 38 cents per 100 lbs, or 57 cents per barrel. These shipments over same line of railroad.

FREIGHT BILL No. 4.

Shipment of 120 barrels kale from Baltimore to Philadelphia, 96 miles, 20 cents per 100 lbs, or 10 cents per barrel. Kale from points on Delaware road is the same per 100 lbs as from Baltimore, 20 cents, but the barrels are rated here at 60 lbs, while from Baltimore they are billed at 50 lbs, which would make the charges per barrel here 12 cents as against the Baltimore charge of 10 cents.

FREIGHT BILL No. 5.

Shipment of 40-60 quart crates of berries from Norfolk to Philadelphia, upon which the charge was \$36.80, 92 cents per 100 lbs, or 42 cents per 100 above the schedule rate, which is manifestly a gross overcharge, presumably, however, that it is a clerical error.

EXHIBIT C.

FREIGHT BILL No. 1.

Carriage wheels, &c., shipped from Cincinnati to Wilmington, Del., and forwarded from there to Dover, freight from Cincinnati to Wilmington, 9 cents per mile of line hauled, and from Wilmington to Dover, 24 cents.

FREIGHT BILL No. 2.

Castings, &c., from Canandaigua, N. Y., to Wilmington, 25 cents. From Wilmington to Dover, 60 cents.

FREIGHT BILL No. 3.

6-11-1896. Phosphate from Milford to Dover, 23 miles, \$1.00 per ton freight charged—4.34 cents per ton per mile.

FREIGHT BILL No. 4.

10-12-1896. Phosphate from Smyrna to Dover, 16 miles, \$1.80 per ton—11.25 cents per ton per mile, a violation of Section 16 of D. R. R. charter.

FREIGHT BILL No. 5.

Buggy top N. D. flat, crated, from York, Pa., to Dover, weight 25 lbs, freight 36 cents. 25 cents is the minimum charge for all freight weighing less than 100 lbs.

FREIGHT BILL No. 6.

12 washing machines shipped from Johnsonburgh, N. Y., to Dover, September 10, 1895, freight \$3.60.

FREIGHT BILL No. 7.

12 washing machines shipped from Johnsonburgh, N. Y., to Dover, September 16, 1895, freight \$3.01.

MISCELLANEOUS FREIGHT BILLS.

No. 1.

Shipment 2 bales paper, Baltimore to Wilmington, freight 43 cents, weight 240 lbs—18 cents per 100 lbs—distance 69 miles.

Shipment of 2 bales paper from Philadelphia to Dover—weight 300 lbs, freight 60 cents, 20 cents per 100; distance 84 miles.

No. 3.

Shipment 8 barrels potatoes from Canandaigua, N. Y., to Wyoming, Del., 42 1-8 cents per barrel, distance 432 miles, from Wyoming, Del., to Hartford, the rate is 45 cents per barrel, distance 285 miles.

From Exmore, Va., to Hartford, 396 miles, freight on potatoes 60 cents per barrel. From Exmore, Va., to Wyoming, Del., 70 miles, 29 cents per barrel.

A car of bran shipped in bulk from Duluth, Minn., to Wyoming, Del., cost from Duluth to Wilmington \$70, distance 1,500 miles, 4 2-3 cents a mile; from Wilmington to Wyoming, 48 miles, the charge is \$20.00 or 41 cents per mile.

FREIGHT BILL No. 4.

Shipment carload of plows from South Bend, Ind., to Dover, Del., the freight from South Bend to Wilmington was \$48.00 or 6 cents per mile of line; from Wilmington to Dover, it was \$10.00 or 20 5-6 cents per mile.

Car load cotton seed meal in sacks from Wilmington to Wyoming, 13 tons, \$13.60.

Car load baled hay, 10 tons, \$20 from Chester Co., via Wilmington.

Soft or bituminous coal from mines to Wyoming, freight \$2.15 per ton, value of coal \$3.75.

Hard coal from mines to Wyoming, freight \$2.40 per ton, value of coal \$5.60.

The service required by carriers on both kinds of this coal precisely the same, and the difference in rate per ton seems to be

based upon the value of the product rather than upon cost of service.

Rates on peaches from principal points in Washington County, Md., on line of Western Maryland Railroad.

	About	L. C. L.	C. L.
To Baltimore,	80 miles,	30c per 100 lbs.	25c per 100.
To Phila.	150 miles,	35c per 100 lbs.	30c per 100.
To New York,	240 miles,		41c per 100.
To Hartford,	350 miles,		50c per 100.
To Boston,	474 miles,		50c per 100.

These rates are very much lower than rates on peaches shipped over Delaware Railroad for equal distances.

Pears are shipped as second class. Which, for early varieties that require movement during the peach season and in peach cars, are justifiable, if said second class as applied to peaches with the rate charged for such class is justifiable, but when the peach service is removed and pears are loaded in bulk by shipper and at his expense and risk, and they given only a fast freight movement (and it must be noticed here that the railroad company make a distinction between "fast freight" and "special fast freight," being different service for which different charges are made) then such second class-rating is unjust and unreasonable, and an expense of two thirds more to the shipper than if said pears were given their proper rating as fifth class, which is the class in which apples loaded in bulk are shipped, a product no more perishable than the pears and are shipped after the peach season and the peach service has been dismissed. This classification applies to and affects the movement of Keiffer pears, of which there are now extensive orchards in Delaware. In other words Keiffer pears shipped after the peach season is over and after the peach service has been dismissed should be classed the same as apples, fifth class, particularly so as they receive the same movement as apples and not more perishable.

Car load clover seed shipped from Toledo, Ohio to Wilming-

ton, \$42.00, 700 miles, 6 cents per mile of lines hauled. From Wilmington to Georgetown the same car cost \$38.00, a distance of 90 miles, or 42 cents per mile of line hauled.

EXHIBIT No. 2.

Comprises freight bills and letters put in evidence by Mr. H. W. Vivian of Bridgeville, Del., one of the most extensive dealers in fruits and vegetables in the State.

	Distance in miles.	Number of Crates.	Number of Baskets.	Number of Barrels.	Total Weight.	Total Freight.	Per 100 lbs.	Per Barrel.	Per Basket.	Per ton.	Per Ton Per Mile.	Kind of Service.	Ice car service additional.
Freight Bill No. 1, dated May 29, 1896, Bridgeville to Hartford. Berries.	311	266	....	....	15,790	\$189.48	\$1.20	....	....	\$24.00	7.70c	Ord.	\$1.83
Freight Bill No. 2, dated June 8, 1896, Baltimore to Hartford. Berries.	296	126	....	....	12,600	87.90	.65	....	....	13.00	4.39	Ref.	.....
Freight Bill No. 3, dated June 10, 1896, Baltimore to Hartford. Berries.	296	167	....	....	16,700	133.60	.80	....	....	16.00	5.40	Ref.	.....
Bill No. 4, September 13, 1896, Ft. Valley, Ga., to Hartford. Peaches.	900	..	600	....	20,000	319.00	1.59	....	53-6	31.80	3.54	Ref.	.....
Bill No. 5, September 29, 1896, Ann Arbor, Mich., to Hartford. Peaches.	750	....	600	....	20,000	129.48	.64½	....	21½	12.90	1.72	Ref.	.....
Bill No. 6, February 23, 1897, Eastville, Va., to Philadelphia. Potatoes.	219	....	..	11	1,650	2.75	.17	27	....	3.40	1.55	Frts.	.....
Bill No. 7, February 23, 1897, Kendaia, N. Y., to Philadelphia. Apples.	400	....	....	33	4,950	12.38	.24½	37	....	4.90	1.22	Frts.	.....

The distance from Bridgeville to Hartford is fifteen miles greater than from Baltimore to Hartford, the rate charged on shipments of berries from Bridgeville is 35 cents per 100 lbs higher in ordinary ventilated fruit cars than the Baltimore rate (where ice car service is included) and if shipped in refrigerator cars from Bridgeville the rate charged is \$1.18 per 100 higher, the third item showing shipment on June 10, from Baltimore to Hartford, 167-60 quart crates, at 80 cents per 100 lbs, ice car service included in the charge, is 15 cents per 100 lbs. more than those shown in item 2 shipment of June 8, of 126 crates which in the absence of further facts than what the freight bills show themselves cannot be accounted for, other than it is an overcharge as the established rate is 65 cents per 100 lbs for the transportation of berries from Baltimore to Hartford, ice car service included in the charge.

Items 4 and 5 exhibit the cost of shipping peaches long distances at comparatively small cost compared with the Bridgeville rate on peaches to Boston, which is 75 cents per 100 lbs, ice car service, (costing \$70.00 per car extra) the apparent discrepancy between the rate on peaches from Ann Arbor, Mich., to Hartford, as shown in the freight bill No. 5, dated September 29, '96, and the rate made to Hartford recurring as per letter herewith, in the absence of the facts cannot be fully accounted for, yet it is possible that the rate of 70 cents per 100 was named in the beginning, or before the movement of these Michigan peaches eastward, and later in the season as the volume of business seemed to justify, with several roads competing for the traffic the reduction in rates took place.

Item 6, shipment of 11 barrels sweet potatoes from Eastville, Va., to Philadelphia, distance 219 miles, freight 27 cents per barrel, from point on Delaware Railroad to Philadelphia, distance not exceeding 90 miles, 25 cents per barrel.

Item 7, shipment of 33 barrels of apples from Kendaia, N. Y., to Philadelphia, about 400 miles, is 37 cents per barrel. From points on Delaware Railroad to Philadelphia, average distance 57 miles, rate is 22 cents per barrel, showing a great disproportion of the rate per barrel as compared with number of miles

transported; in addition to these facts as found on the freight bills furnished the committee by Mr. Vivian, he submitted several letters from prominent receivers, relating to this subject, which is deemed of sufficient importance as giving additional information upon this subject to have their leading features embodied in this report. In a letter to Mr. Vivian, February 13, 1897, a prominent receiver of Hartford, Conn., says: "In freight bills herewith furnished, you will see that the freight rate on berries from Bridgeville to Hartford is \$1.20 per 100 lbs., ice car service extra; Baltimore rate 65 cents per 100 lbs., ice car service included. The New Haven Railroad charge 45 cents per 100 for hauling the Bridgeville berries and 25 cents per 100 for the Baltimore berries, so you see the Pennsylvania and New Haven roads hang together, and if the P. R. R. makes a low rate the Hartford road accepts the cut, hauling over the same route." Again in a letter dated February 20, 1897, the same receivers say "We see that the Legislature of your State are investigating the excessive freight charges which you Delaware people are compelled to submit to on account of the monopoly of the P.R.R. from Wilmington to Delmar; we trust that you will be granted all you ask, if your section ever expects to get on their feet once more they must have some relief. We can ship car of berries from Baltimore over the same rails to Hartford for about one-half the charges from Bridgeville. You ought also to take up the express charges, you will find hereafter that Michigan is going to be a factor in the peach business and the railroads there are alive to the fact that they must find eastern markets and are acting accordingly.

"We were made a rate on peaches from Ann Arbor, Mich., last season of 70 cents per 100, including use of M. D. T. refrigerators, and with a weight of 50 lbs to the bushel, while the P. R. R. make a weight of 60 lbs. and a rate of 75 cents per 100 in car loads, refrigerator charges about \$70 per car additional. We shipped over 40 cars of peaches from Michigan last season and Cochran & Co. shipped about the same number."

In a letter dated March 10, 1897, a Philadelphia receiver says: "Your freight charges are entirely too high, especially on short hauls, where the roads have no competition. As an illustration,

the local freight rate from Bridgeville, Del., to Philadelphia, Pa., a distance of 104 miles, is 36 cents per 100 lbs. on small fruit, while from points in western New York, for example Penn Yan and Geneva, 300 miles distant, the rate is 35 cents per 100 on small fruit; as at the prevailing prices of fruit and vegetables it frequently occurs that it takes the entire proceeds to pay freight charges."

EXHIBIT No. 3.

Comprises freight bills put in evidence by Mr. Samuel H. Derby, of Woodside, Del., fruit grower and packer of fruits and vegetables.

FREIGHT BILL No. 1, dated September 2, 1896.

Shipment 20 crates of grapes and 4 crates of pears from Woodside, Del., to Malone, N. Y., distance from Woodside to New York City is 180 miles, and freight charged on this shipment to that point was \$8.76 or 4.87 per ton per mile, while from New York City to Malone, N. Y., a distance of 300 miles, the freight charged was \$2.90 or .96 per ton per mile, showing the charges of the P. R. R. Co. to be nearly four times greater per ton per mile than that made by the N. Y. C. & H. R. R. on the same shipment.

FREIGHT BILL No. 2, dated September 22, 1896.

Shipment 2 barrels sweet potatoes and 3 baskets sweet potatoes from Woodside, Del., to Chateaugay, N. Y., distance to New York City 180 miles, freight charge on this shipment \$2.43 or 4.44 per ton per mile, and from New York City to Chateaugay, N. Y., about 300 miles, the freight charged was \$1.14 or 38-100 cents per ton per mile. This shipment from New York City to Chateaugay, N. Y. was carried by Central Vermont Railroad.

FREIGHT BILL No. 3, September 27, 1895.

Shipment of 15 basket of sweet potatoes from Woodside to

Malone, N. Y., freight to New York City is \$3.95 or 26 1-3 cents per basket. From New York City to Malone, New York, freight charged was \$1.99 or 13 1-3 cents per basket, a difference of 100 per cent, being that much less for the haul of 300 miles than for the haul of 180 miles.

FREIGHT BILL No. 4, dated October 8, 1896.

Shipment 2 barrels of sweet potatoes from Baltimore to Ogdensburgh, N. Y., distance about the same as from Woodside, Delaware, to Malone, N. Y., the total rate was 76 cents, or 38 cents per barrel, 24 cents per 100 lbs., one cent per ton per mile.

FREIGHT BILL No. 5, dated September 12, 1896.

Shipment of 4 crates of peaches from New York City to Malone, N. Y., weight 210 lbs., freight charged \$2.81, rate 13 1/2 cents per 100 lbs. The rate of Delaware Railroad on peaches is in C. L. 48 1/2 cents per 100 and in L. C. L., 68 cents per 100.

FREIGHT BILLS Nos. 6 to 11, inclusive, dated February 2 and August 27, '87, November 15, 1888, November 26 and December 24, 1886, and September 3, 1896.

Three of these freight bills show a charge of 14 cents per 100 on oil from Philadelphia to Woodside, in 1886 and 1887 and a charge of 15 cents in 1887, and a charge of 18 cents in 1888, and one showing the present charge to be 20 cents per 100 lbs. The distance from Philadelphia to Woodside is 81 miles; coal oil is shipped in barrels from Cincinnati to New Orleans, a distance of 921 miles for 22 1/2 cents per 100 lbs.

FREIGHT BILLS Nos. 12 to 15 inclusive.

Shipments of sugar from Dock street, Philadelphia, to Woodside were charged as follows:

June, 1887, 9 cents per 100 lbs;
 September, 1887, 12 cents per 100 lbs;
 September, 1896, 17 cents per 100 lbs;

Showing a steady increase in the rate for the nine years beginning in 1887, until 1896, when it was nearly twice as great as in 1887.

FREIGHT BILLS showing rate on sugar from Wilmington to Woodside, as follows:

February 5, 1887, 9 cents per 100 lbs.

July 16, 1887, 6 cents per 100 lbs.

July 13, 1887, 8 cents per 100 lbs.

June 4, 1888, 12 cents per 100 lbs.

June 6, 1896, 13 cents per 100 lbs.

Other items of merchandise found on these freight bills show the same steady increase in freight within the last ten years.

EXHIBIT No. 4.

Freight bills put in evidence by Mr. Willen of Bridgeville, Delaware, a shipper of fruit.

	Distance in miles.	No. of baskets.	Total weight.	Total freight.	Per 100 pounds	Per basket.	Per ton.	Per ton per mile.	Kind of service.	Ice car service additional.
Freight Bill No. 1, July 24, 1896—Ship- ment of peaches—Bridgeville to Hart- ford.....	311	674	19,410	\$191.19	98½	20½	\$ 5.90	1.89c	Ord.	\$70.00 Car.
Bill No. 2, dated Sept. 7, 1896—Shipment of peaches—Bridgeville to Jersey City	201	600	18,000	95.06	52⅝	15 5-6	10.50	5.22	Ord.	70.00 Car.
Bill No. 3, Sept. 8, 1896—Shipment of peaches—Bridgeville to Jersey City...	201	635	19,050	99.43	52⅝	15⅝	10.40	5.17	Ord.	70.00 Car.
Bill No. 4, Sept. 9, 1896—Shipment of peaches—Bridgeville to Jersey City...	201	640	19,200	96.03	50	14¾	10.00	4.97	Ord.	70.00 Car.
Bill No. 5, Sept. 25, 1896—Shipment of peaches—Sheffield, Mich., to Hartford	750	600	15,000	129.12	86 4-5	21½	17.30	2.31	Ref.	
Bill No. 6, June 10, 1896—berries—Balti- more to Hartford.....	296	201	20,100	140.70	70	.....	14.00	4.73	Ref.	

Attention is particularly directed here to the three shipments of peaches from Bridgeville to Jersey City, the first dated Sept. 7, '96, 600 bas., 15 5-6 per bas., 5.22 per ton per mile. Sept. 8, '96, 635 bas., 15 2-3 per bas., 5.17 per ton per mile. Sept. 9, '96, 640 bas., 14 3-4 per bas., 4.97 per ton per mile.

As the number of baskets increased the cost per basket and per hundred pounds decreased, as also the cost per ton per mile.

EXHIBIT No. 5.

Comprises freight bills and letters put in evidence by Mr. Charles Wright of Seaford, Del., extensive fruit grower and nurseryman.

FREIGHT BILL No. 1.

One box plants, 240 lbs, France to New York, over 3000 miles, freight \$1.83.

Same, New York to Seaford, 210 miles, freight 96 cents.

FREIGHT BILL No. 2.

One pump, boxed, 80 lbs., Benton Harbor to Wilmington, 836 miles, freight 38 cents; same, Wilmington to Seaford, 84 miles, freight 10 cents.

FREIGHT BILL No. 3.

One box plants, 75 lbs., Only, Va., to Seaford, 73 miles, freight 27 cents.

FREIGHT BILL No. 4.

One box plants, 30 lbs., Marion, Md., to Seaford, 45 miles, freight 30 cents.

This charge is 5 cents in excess of schedule rate compared with shipment from Only, Va., same day, weight and distance considered, charge the Virginia shipment.

FREIGHT BILL No. 5.

Three boxes trees, 2000 lbs, Elmira, N. Y., to Wilmington, 380 miles, freight \$1.36. Same Wilmington to Seaford, 84 miles, freight \$4.84.

FREIGHT BILL No. 6.

11 bales trees, 1300 lbs., Harrington to Seaford, 20 miles, freight \$2.93.

Trees baled, shipped at first class rate, 15 cents per 100 lbs., the rate here charged is $7\frac{1}{2}$ cents per hundred in excess of regular rate.

FREIGHT BILL No. 7.

One barrel oil from Baltimore to Seaford, freight 88 cents; charge via steamboat 25 cents per barrel, therefore rate by rail seems unreasonably high.

FREIGHT BILL No. 8.

One car load of fertilizers, Philadelphia to Seaford, 24,000 lbs., \$1.90 per ton.

A number of other freight bills were put in evidence by Mr. Wright, all showing a greater charge over Delaware Railroad than other lines of railroad without the State over which the same commodities were transported.

Mr. Wright, in a letter dated February 14th, 1897, commenting upon these freight bills, says: "One bill, case trees, forwarded to Smyrna, charges \$3.24 to Smyrna, and \$1.44 from there to Seaford, also case plum seedlings from France to New York, \$1.83; New York to Seaford, 96 cents. Box plants, 30 lbs., from Marion, Md., 30 cents; one box plants, 75 lbs., Only, Va., 27 cents, same day.

"Three boxes trees, 2000 lbs., Elmira, N. Y., \$6.20; 11 bales

trees, 1300 lbs., little over half weight, from Harrington, Del., same day and two boxes, 1100 lbs., from Newark, N. Y., only \$3.41.

"It seems to me such evidence should be conclusive to members of the Legislature." Continuing, Mr. Wright says, that Thomas B. Giles got a car load of ashes last fall from Detroit, Michigan, freight to Wilmington, Del., \$29.00; to Cannon's, Del., from Wilmington, \$14.00.

EXHIBIT No. 6.

FREIGHT BILL AND STATEMENT FROM JAMES T. SHALLCROSS.

Freight bill shows shipment of four yearlings, weight 7,500 lbs, (the actual weight however was 1,950 lbs.) freight \$9.75. Mr. Shallcross claimed that his stock was shipped and should have been billed as calves, upon which the charges would not have been so great. The claim made by the railroad is that they were properly billed, so the billing as yearling may or may not have been correct. As to this the committee could not determine. The statement, however, shows that rates on the Delaware Railroad are excessively high as compared with charges on live stock on other lines. The rate on live stock from Chicago to New York is 28 cents per 100 lbs., for a distance of 900 miles, while this shipment cost 50 cents per 100 lbs. for a distance of 52 miles. Mr. Shallcross also stated that his uncle in Maryland could ship pears from Kent County, Md., to New York for 15 cents to 20 cents per 100 lbs. cheaper than he could from Middletown, though his uncle was 20 miles farther away than he, and located on branch line, while his shipments went from main line point. No freight bills have been presented to verify this statement, but Mr. Shallcross is a thoroughly reliable and reputable gentleman, and perhaps the largest shipper of pears in the State, which combine to give his statement weight.

EXHIBIT No. 7.

Letters and account of sales showing excessive rates, &c.,

put in evidence by Mr. John J. Rosa of Milford, one of the largest small fruit and vegetable growers in the State.

STATEMENT No. 1.

Shipment of 210 barrels of sweet potatoes from Milford to Hartford, the charge for freight and cartage upon the 210 barrels was \$215.91, 97½ cents per barrel, but statement fails to show how much of this should be credited to cartage, and how much to freight. The schedule rate on sweet potatoes per barrel, as furnished by the P. R. R. Co., is 45 cents from Milford to Hartford. Therefore the amount charged on this must be greatly in excess of the established rate, but just how much in the absence of the cost of cartage, cannot be determined.

STATEMENT No. 2.

Shipment of a car load of lime from Woodsboro, Md., to Milford, Del., upon which the freight was \$29.52, the value of the lime was \$37.36. The freight therefore upon this short haul was within \$7.84 of cost of lime, which appears unreasonable.

A number of account sales were also put in evidence by Mr. Rosa, showing considerable variation in freight charges, not sufficient, however, to give their value as determining discriminations, all showing the proportion of freight cost to the gross proceeds of sales and should be a factor in determining the reasonableness or unreasonableness of existing rates.

A horse shipped from Fiskill, N. Y., to Philadelphia, over two lines of railroad, a distance of 150 miles, cost for freight \$12.00; from Philadelphia to Milford, a distance of 91 miles, the freight was \$14.50, showing a cost of 8 cents a mile for the 150 miles, and about 16 cents a mile for the 91 miles, twice the cost on the Delaware roads of what it is on roads without the State.

EXHIBIT No. 8.

Invoice put in evidence by Hon. J. B. Gilchrist of Milford, Delaware. One of the invoices shows an overcharge of 64 cents

on a shipment of 12 baskets of peaches and 4 crates of berries. In other invoices the charge for freight and cartage are combined and it is therefore somewhat difficult to determine their true character, further than to show as in the case of Mr. Rosa, that the freight and cartage charges are greatly in excess of what they should be when compared with the value of the product or the gross sales of the product.

EXHIBIT No. 9.

Invoice put in evidence by Mr. G. D. Smallie of Milford, Delaware.

INVOICE No. 1.

Shipment 7 barrels sweet potatoes, January 23, 1897, Milford to New York, freight charge \$2.80 or 40 cents per barrel; the schedule rate as found on P. R. R. freight tariff, issued October 1, 1896, and still in force is 30 cents per barrel, therefore the charge is 10 cents per barrel in excess of what it should be.

Invoice dated May 27, 1896, June 16, 1896, and June 27, 1896, all representing berry shipments show excessive charges. An invoice dated July 31st, of 10 baskets of peaches, show charge for freight 54 cents less than existing rate. Another dated August 15, 1896, show freight charge of 35 cents less than regular rate. These apparent discrepancies in freight charges as shown from the invoices only seem to show that they cannot be relied on as showing the actual freight cost as do the freight bills, which latter are always the positive and unqualified evidence furnished by the carriers themselves as to freight charges.

EXHIBIT No. 10.

Invoices put in evidence by William Brothers of Dover, shows a charge on 22 crates strawberries shipped from Dover to New York, June 1st, 1896, upon which the freight charged was 62 cents per 100 lbs., which is an overcharge of 5 cents per 100 lbs.

Mr. R. P. Cannon of Bridgeville submitted a letter from a large receiver in Syracuse, N. Y., stating that "the rate of freight on peaches from Michigan to Syracuse last season was 57½ cents per 100 lbs. This was in small car loads of 200 to 300 baskets and these baskets were taken by the railroad at 25 lbs. each, or 50 lbs. per bushel. These peaches from the West were shipped in refrigerator cars and no charge is made for the use of these cars, but shippers iced the cars themselves. You can readily see that this rate of freight as named above and the advantage of having refrigerator cars to ship in and the small quantity that could be shipped, at the rate above has put Michigan shippers in a position to deliver peaches at a lower price than you have been able to reach this market with. On this account we were unable to do any business with you last season.

"We were advised by the agent of the railroad company here that if there is a good crop of Michigan peaches this season a through fast train will be put on, direct to eastern points in New York State, so you can judge from this that you will have some competition, and if you intend to do any business in this market it will necessitate your obtaining better shipping facilities and lower rates than you have ever had before."

Mr. E. H. Bancroft of Camden, Del., dairyman and fruit grower, stated that he could haul bran from Milford to Wyoming, 23 miles, cheaper by wagon than the railroad company would haul it from Harrington to Wyoming, 14 miles. The rate charged from Harrington to Wyoming was \$1.40 per ton, which made the cost 10 cents per ton per mile. He said rates were too high and must be reduced, or fruit growers must quit the business. He also stated that the service the railroad company furnished for this traffic was satisfactory. Express rates he thought were very much too high.

REPORT OF COUNSEL.

After hearing the evidence and examining the foregoing comparative rates your committee employed counsel for ascertaining the best means of affording relief of the existing conditions. We herewith submit the report of counsel.

"In submitting our report on the matter of the investigation ordered by this committee, which appointed and ordered us to make a full investigation of the powers and privileges under the charter of the Delaware Railroad Company and of the right of this Legislature to regulate the freight charges of said railroad company and to report the results of such investigation to this committee, we beg leave to submit the following report:

"After careful examination we most respectfully submit the charter of the Delaware Railroad and call your attention to Section 16 of the said charter which gives the aforesaid company very extended power. We have carefully examined all of the amendments to this charter and find none which materially affect this clause of the charter. In our opinion Section 16 of the original charter is the section under which the grievances complained of before this committee are made. We are of the opinion that the only remedy for these grievances of the excessive freight charges is for this Legislature to enact a law creating a Railroad Commission for this State.

"Such a commission is in our opinion constitutional and valid and is not in conflict with the Constitution of this State or of the United States.

"Nor is it constitutionally affected by the fact that a prior statute has granted to the Railroad Company the right to fix and regulate its own tolls and charges. Since the State cannot barter away its rights to regulate and control public carriers, except by an express and absolute grant, and unless there is something to indicate the contrary such grant must always be presumed to be made with the implied reservation of the right of the State to interfere in behalf of the public welfare when the occasion demands it.

"In support of this proposition we herewith submit the following cases:

Stone vs. Farmer, L. & T. Co. 116 U. S., 307.

23 Am. & Eng. R. R. Cases 577.

62 Miss. 607.

52 Am. Repts. 193.

21 A. M. & Eng. R. R. Cases 6.

35 A. & Eng. R. R. Cases 542.

11 Am. & Eng. R. R. Cases 49, 55.

Stone vs. Jackson & C. R. R. Co. 62 Miss. 646.

Stone vs. Ill. Cent. R. R. Co. 116 U. S. 347.

23 Am. & Eng. R. R. Cases 597.

94 U. S. 180.

"In support of the principal that a previous grant by the State to the Company of the right to regulate its own charges, etc., does not constitute contracts so as to deprive the State of its powers to control, is also upheld in.

Wellman vs. Chicago & C. R. R. Co. 83 Mich. 592.

Also in 45 Am. & Eng. 249.

"Although in our searches we have discovered the Minnesota Statute creating a Railroad Commission, which was held unconstitutional, the objection was not to the general policy of such commission but to the peculiar features of the statute which authorized *ex parte* proceedings against the company without providing for notice to the company or an opportunity for it to be heard.

"EDWIN R. COCHRAN, JR.,

"E. D. HEARNE,

"Attorneys for Special Railroad Committee."

After hearing the report of counsel engaged to look into and investigate railroad matters, we, the members of the special investigating committee do beg leave to report favorably on the report and commission bill shown and submitted by them to this committee and hereby recommend its passage by this General Assembly.

DAVID K. DONALDSON,
MATT F. SHORT,
JOHN S. THOMPSON,
C. M. ADAMS,
C. G. DEMPSEY,
JAMES T. TAYLOR,
ELISHA C. DUKES,
I. N. WHITNEY,
ROBERT McCULLOUGH,
EMORY B. RIGGIN,
ROBERT H. WILSON,
JAMES A. MARTIN.

On motion of Mr. Donaldson, the bill (H. B. No. 391) entitled

“An act to create and establish a Railroad Commission for the State of Delaware,”

Was read a first time.

On the further motion of Mr. Donaldson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Special Committee on Railroad Discrimination in Freight Rates.

Mr. Donaldson presented petitions from citizens of the State in favor of the passage of the bill.

Mr. Dempsey moved that the reading of the names to the petitions be dispensed with,

On which question the yeas and nays were called for.

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Dempsey, L. S. Hopkins, Johnson, McCoy, Smith, Mr. Speaker—7.

Nays—Messrs. Donaldson, Martin, McCullough, Short, Taylor, Whitney, Wilson—7.

The vote being a tie, the question was decided in the negative,

And the motion was declared Lost.

On motion the House adjourned to 3 o'clock, P. M.

Same Day—3 o'clock, P. M.

House met pursuant to adjournment.

Continuation of reading of petitions in favor of passage of House bill No. 391.

Mr. Smith raised the point or no quorum.

The Speaker ordered the roll called.

Those present and answering to their names: Messrs. L. S. Hopkins, Short, Smith, Taylor, Whitney, Wilson, Mr. Speaker.

Sergeant-at-Arms was ordered to bring in the members.

Continuation of reading of the petitions.

Mr. Hazell moved that further reading of the petitions be discontinued,

Which motion

Prevailed.

Mr. Hazell, on behalf of the Committee on Elections, to whom had been referred the Senate bill, No. 195, entitled

“An act to change the voting place in Broad Creek hundred, Sussex County, Delaware,”

Reported the same back to the House favorably,

With amendment.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 388, entitled

“An act to amend Section 1, Chapter 561, Volume 14 of the Laws of Delaware,”

Reported the same back to the House unfavorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 383, entitled

“An act to repeal Chapter 542, Volume 16, Laws of Delaware,”

Reported the same back to the House unfavorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the substitute for House bill No. 113, entitled

"An act to amend acts of incorporation of the Wilmington and New Castle Electric Railway Company," said acts being Chapter 707, Volume 19, Laws of Delaware, and Chapter 87, Volume 20, Laws of Delaware,

Reported the same back to the House without recommendation,

With amendment.

Mr. L. S. Hopkins, on behalf of the Committee on Miscellaneous Business, to whom had been referred the Senate substitute for Senate bill, No. 175, entitled

"An act for the better protection of female employees,"

Reported the same back to the House favorably,

With amendment.

Mr. L. S. Hopkins, on behalf of the Committee on Education, to whom had been referred the House bill, No. 374, entitled

"An act to transfer the farm and premises of Henry B. Mitchell from School District No. 144 to School District No. 189, in Sussex County,"

Reported the same back to the House favorably.

Mr. Dempsey, on behalf of the Committee on Enrolled Bills, reported as duly and correctly enrolled and ready for the signature of the Speaker, the following House bills:

House bill No. 164, entitled

"An act to divorce Annie Clee from her husband, James Clee."

House bill No. 292, entitled

"An act to incorporate Stars and Stripes Council, No. 26, Jr. O. U. A. M., of Smyrna, Delaware."

Also, the following Senate bills:

Senate bill No. 119, entitled

"An act to divorce Alexander B. Russell from his wife, Ella B. Russell."

Senate bill No. 167, entitled

"An act to revive and re-enact an act entitled 'An act to incorporate the Horsepen Drain Ditch Company.'"

Senate bill No. 22, entitled

"An act to divorce Ella Colgain from her husband, Robert Colgain."

On motion of Mr. Hazell, the bill (H. B. No. 392) entitled

"An act to amend Chapter 23, Volume 19 of the Laws of Delaware,"

Was read a first time.

On the further motion of Mr. Hazell, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

Order of the day.

House bill No. 352, entitled

"An act to amend an act entitled 'An act to raise revenue and

provide for the current expenses of the State government,'” being Chapter 117, Volume 13, Laws of Delaware,

Was taken up for final passage.

Mr. Johnson moved that the bill be referred back to the committee for amendment,

Which motion

Prevailed.

Order of the day.

Substitute for House bill No. 113, entitled

“An act to amend acts of incorporation of the Wilmington and New Castle Electric Railway Company,” said acts being Chapter 707, Volume 19, Laws of Delaware, and Chapter 87, Volume 20, Laws of Delaware,

With amendments,

Was taken up for final passage.

Mr. Dempsey moved that further consideration of the bill be postponed, and the bill be placed on the calendar, to be called up at some future day,

Which motion

Prevailed.

On motion of Mr. Short, the bill (H. B. No. 393) entitled

“An act to further amend and supplement an act entitled

“An act to incorporate the Georgetown Building and Loan Association, of Georgetown, Delaware,” passed at Dover, March 12, 1885 and amended April 16, 1889,

Was read a first time.

On the further motion of Mr. Short, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. Martin, the bill (H. B. No. 394) entitled
 "An act to divorce Mary D. Bell from Henry A. Bell, her husband,"

Was read a first time.

On the further motion of Mr. Martin, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Divorces.

On motion of Mr. Thompson, the bill (H. B. No. 395) entitled

"An act to repeal Chapter 873, Volume 18, Laws of Delaware," passed at Dover, April 25, 1889 and the amendment thereto, passed at Dover, February 26, 1895,

Was read a first time.

On the further motion of Mr. Thompson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

On motion of Mr. Dempsey, the bill (H. B. No. 396) entitled

"An act to incorporate the Christiana Marsh Company,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

Mr. McCullough moved that the vote by which House bill No. 78, entitled

"An act to establish the Delaware State Workhouse,"

Was passed, be reconsidered,

On which question the yeas and nays were called for.

Which, being taken, were as follows:

Yeas—Messrs. Adams, Hazell, J. H. Hopkins, L. S. Hopkins, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson—12.

Nays—Messrs. Cheairs, Dempsey, Johnson, Martin, Mr. Speaker—5.

So the question was decided in the affirmative,

And the vote was declared reconsidered.

Mr. McCullough moved that the bill be referred back to the committee for further consideration.

Mr. Short moved to amend the motion "That the bill go to the calendar to be called up Tuesday next at 3 o'clock, P. M.,"

Which motion

Prevailed.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 364, entitled

"An act to incorporate the Salt Pond Ditch Company."

House bill No. 303, entitled

"An act to incorporate the Delaware Life Insurance Company,"

With Senate amendments.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had passed and requested the concurrence of the House in the following Senate bills:

Senate bill No. 17, entitled

"An act to incorporate the Delaware Casualty Company."

Senate bill No. 218, entitled

"An act for the relief of George E. Warrington."

Mr. Doherty, Clerk of the Senate, being admitted, returned to the House the following duly and correctly enrolled House bills, the same having been signed by the Speakers of both Houses:

House bill No. 146, entitled

"An act to divorce Howard B. Springer from his wife, Sarah W. Springer."

House bill No. 164, entitled

"An act to divorce Annie Clee from her husband, James Clee."

House bill No. 292, entitled

"An act to incorporate Stars and Stripes Council, No. 26, Jr. O. U. A. M., of Smyrna, Delaware."

House bill No. 330, entitled

"An act to divorce Lucretia R. Hitch from her husband, William S. Hitch."

Mr. Doherty, Clerk of the Senate, being admitted, presented for the signature of the Speaker of the House the following duly and correctly enrolled Senate bills, the same having been signed by the Speaker of the Senate:

Senate bill No. 186, entitled

"An act to change the name of Martha Patterson to Martha Barnes."

Senate bill No. 198, entitled

"An act to amend an act entitled 'An act to provide a sinking fund for the payment of the city debt of Wilmington,' passed at Dover, February 9, 1855.

Senate bill No. 65, entitled

"An act divorcing Caroline A. Shandley and Thomas J. Shandley, her husband, from the bonds of matrimony, and changing her name to Caroline A. Crouch."

Senate bill No. 179, entitled

"An act to enable the town of Milford to refund its debt."

On motion of Mr. Whitney, the bill (H. B. No. 175) entitled

"An act to provide for the maintenance, discipline and regulation of the National Guard of Delaware,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

Pending the reading of the bill the House adjourned until 10 o'clock, A. M., Thursday.

Thursday, May 6, 1897, 10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Cheairs, Davis, Dempsey, Donaldson, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Standing Committee reports.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 393, entitled

“An act to further amend and supplement an act entitled ‘An act to incorporate the Georgetown Building and Loan Association, of Georgetown, Delaware,’” passed at Dover, March 12, 1885, and amended April 16, 1889,

Reported the same back to the House favorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 385, entitled

“An act to incorporate the J. Ford Fox Piano Manufacturing Company,”

Reported the same back to the House favorably as amended.

Mr. Smith, on behalf of the Committee on Private Corpora-

tions, to whom had been referred the Senate bill, No. 122, entitled

"An act to incorporate the Sussex Land, Investment and Improvement Company",

Reported the same back to the House favorably.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the Senate bill, No. 180, entitled

"An act to incorporate the Hart & Quigley Company,"

Reported the same back to the House favorably,

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the House bill, No. 378, entitled

"An act in relation to tax liens of real estate in the City of Wilmington,"

Reported the same back to the House favorably.

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the Senate bill, No. 223, entitled

"An act to amend the charter of the town of Dover,"

Reported the same back to the House favorably.

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the Senate substitute for Senate bill No. 158, entitled

"An act to authorize the Mayor and Council of Wilmington to secure right of way for the construction of sewers, or to condemn and use waterways for sewerage purposes,"

Reported the same back to the House favorably.

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the Senate bill, No. 207, entitled

"An act to divorce Annie M. Jordan from her husband, William N. Jordan,"

Reported the same back to the House favorably.

Mr. McCullough, on behalf of the Committee on Divorces, to whom had been referred the House bill, No. 346, entitled

"An act to divorce Mary F. Danby from her husband, Thomas H. Danby,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Committee on Taxation, to whom had been referred the House bill, No. 46, entitled

"An act to equalize taxation for county purposes,"

Reported the same back to the House without recommendation,

With amendments.

Mr. Hazell, on behalf of the Committee on Taxation, to whom had been referred the Senate bill, No. 171, entitled

"An act in relation to taxation of unimproved land in the Second ward of the City of Wilmington,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 381, entitled

"An act to amend Chapter 31, Volume 14, Laws of Delaware,"

Reported the same back to the House favorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 341, entitled

"An act in relation to expert witnesses,"

Reported the same back to the House favorably.

Mr. Johnson, on behalf of the Committee on Accounts, to whom had been referred the claim of John Dunning in the Cheairs vs. Dickey contest, reported as follows:

"The Committee on Accounts report in favor of the payment of three dollars and twenty-five cents to John Dunning for services rendered in the Cheairs vs. Dickey case."

On motion of Mr. Donaldson, the bill (H. B. No. 397) entitled

"An act to provide a watchman at Harmony station crossing of the Baltimore and Philadelphia railroad,"

Was read a first time.

On the further motion of Mr. Donaldson, Rule 12 was suspended as to this bill,

And further on his motion. the bill was read a second time, by its title, and

Referred to the Committee on Miscellaneous Business.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the Senate bill, No. 161, entitled

"An act to amend Chapter 117 of Volume 13 of the Laws of Delaware,"

Reported the same back to the House unfavorably.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 357, entitled

"An act to amend Section 10, Chapter 9 of the Revised Code, entitled 'Clerk of the Peace,'"

Reported the same back to the House favorably,

With amendment.

On motion of Mr. Dempsey, the bill (H. B. No. 398) entitled

"An act to amend Chapter 68 of the Revised Code,"

Was read a first time.

On the further motion of Mr. Dempsey, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

On motion of Mr. Taylor, the bill (S. B. No. 17) entitled

"An act to incorporate the Delaware Casualty Company,"

Was read a first time.

On the further motion of Mr. Taylor, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

Mr. Doherty, Clerk of the Senate, being admitted, informed

the House that the Senate had concurred in the following House bills:

House bill No. 354, entitled

"An act to amend an act entitled 'An act to incorporate the Liberty Steam Fire Engine Company, No. 9, of the City of Wilmington, Delaware.'"

House bill No. 375, entitled

"An act for the relief of the Newark Building and Loan Association."

House bill No. 329 entitled

"An act to incorporate the Bimetallic Publishing Company, of the State of Delaware."

House bill No. 296, entitled

"An act to incorporate the Stanton Store Company."

With Senate amendment.

House bill No. 242, entitled

"An act in relation to fishing in Drummond's mill pond, otherwise known as Silver Lake and Noxentown mill pond, New Castle County."

Also, that the Senate had passed and requested the concurrence of the House in Senate bill No. 92, entitled

"An act to regulate the business of pawn brokers and junk dealers within New Castle County."

Senate bill No. 12, entitled

"An act to amend Chapter 345, Volume 15, Laws of Delaware, concerning arrests and costs in connection therewith,"

And returned the same to the House.

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had indefinitely postponed consideration of House bill No. 368, entitled

"An act in relation to minors misrepresenting their age to liquor dealers."

Also, that the Senate had passed and requested the concurrence of the House in Senate bill No. 233, entitled

"An act to incorporate the Delaware Fuel Company."

Unfinished business.

Resumption and conclusion of third reading of House bill No. 175, entitled

"An act to provide for the maintenance, discipline and regulation of the National Guard of Delaware."

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, Hazell, Johnson, McCoy, Smith, Taylor, Whitney, Mr. Speaker—11.

Nays—Messrs. Adams, Dukes, J. H. Hopkins, L. S. Hopkins, McCullough, Short, Thompson, Wilson—8.

So the question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Donaldson, the bill (H. B. No. 399) entitled

"An act to incorporate the Spring Valley Distilling Company,"

Was read a first time.

On the further motion of Mr. Donaldson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

On motion of Mr. McCullough, the bill (S. B. No. 133) entitled

"An act to divorce Emma L. Gordon from her husband, William Gordon, a vinculo matrimonii,"

Was read a first time.

On the further motion of Mr. McCullough, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Divorces.

Mr. J. H. Hopkins offered a resolution,

Which, on his motion, was read as follows:

Be it resolved by the House of Representatives of the General Assembly of the State of Delaware,

That the State Treasurer be and he is hereby authorized and

directed to pay to James W. Ponder the sum of two hundred and fifty dollars, and to T. Bayard Heisel the sum of two hundred and fifty dollars, for services rendered by said parties in the Cheairs-Dickey contest.

On the question, "Shall the resolution be adopted?"

The yeas and nays were called for.

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Donaldson, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, McCoy, Short, Smith, Taylor, Whitney, Wilson, Mr. Speaker—15.

Nays—Messrs. Adams, Dempsey, McCullough—3.

Mr. Short, who voted nay on this motion, asked and obtained leave to change his vote to yea.

So the resolution was declared

Adopted.

On motion the House adjourned until 2.30 P. M.

Same Day—2.30 o'clock, P. M.

House met pursuant to adjournment.

On motion the House took a recess until 3 o'clock, P. M.

House reconvened.

On motion of Mr. Hazell, the bill (H. B. No. 395) entitled

"An act to repeal Chapter 873, Volume 18, Laws of Delaware," passed at Dover, April 25, 1889, and the amendments thereto passed at Dover, February 26, 1895,

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

Mr. Hazell moved to refer the bill back to the committee for amendments,

Which motion Prevailed.

Mr. Donaldson moved to reconsider the vote by which the resolution appropriating fees to the attorneys in the Cheairs vs. Dickey contest, was adopted,

And the motion was Lost.

Mr. Hazell, on behalf of the Committee on Revised Statutes, to whom had been referred the House bill, No. 395, entitled

"An act to repeal Chapter 873, Volume 18, Laws of Delaware," passed at Dover, April 25, 1889 and the amendments thereto passed at Dover, February 26, 1895,

Reported the same back to the House favorably.

Mr. Cheairs, on behalf of the Committee on Municipal Corporations, to whom had been referred the Senate bill, No. 199, entitled

"An act to authorize the Mayor and Council of Wilmington to borrow fifteen thousand dollars and provide for the payment thereof,"

Reported the same back to the House favorably.

On motion of Mr. Donaldson, the Senate amendment to House bill No. 303, entitled

“An act to incorporate the Delaware Life Insurance Company,”

Was read as follows:

Amend House bill No. 303 by striking out the words “twenty-five,” in the third and fourth lines of Section 4, and inserting in lieu thereof the word “forty.”

Adopted in Senate, May 5, 1897.

Extract from Journal.

For concurrence.

S. P. DOHERTY,

Clerk.

On the question, “Shall the amendment be concurred in?”

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, Dukes, Hazell, L. S. Hopkins, Johnson, McCoy, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—14.

Nays—None.

So the question was decided in the affirmative,

And the amendment having received the required constitutional majority,

Was declared

Concurred in.

Ordered that the Senate be informed thereof.

On motion of Mr. Hazell, the bill (H. B. No. 395) entitled

"An act to repeal Chapter 873, Volume 18, Laws of Delaware," passed at Dover, April 25, 1889, and the amendments thereto passed at Dover, February 26, 1895,

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, Dukes, Hazell, L. S. Hopkins, Johnson, McCoy, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—14.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Cheairs, the bill (S. B. No. 199) entitled

"An act to authorize the Mayor and Council of Wilmington to borrow fifteen thousand dollars and provide for the payment thereof,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The yeas and nays were ordered, which, being taken, were as follows:

Yeas—Messrs. Cheairs, Davis, Dempsey, Donaldson, Dukes, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, McCoy, Taylor, Thompson, Whitney, Wilson, Mr. Speaker—15.

Nays—None.

So the question was decided in the affirmative,

And the bill having received the required constitutional majority,

Passed the House.

Ordered that the Senate be informed thereof and the bill returned to that body.

On motion of Mr. Hazell, the bill (H. B. No. 362) entitled

"An act to amend Chapter 639, Volume 19, Laws of Delaware,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Doherty, Clerk of the Senate, being admitted, returned to the House the following duly and correctly enrolled House bills, the same having been signed by the Speakers of both Houses:

House bill No. 131, entitled

"An act amending an act entitled 'An act to incorporate the Union Cemetery Company, of Georgetown,' " being Chapter 483, Volume 16, pamphlet Laws of Delaware.

House bill No. 189, entitled

"An act to divorce Katie S. Heal from her husband, Harry E. Heal, and to change her name."

House bill No. 234, entitled

"An act appointing Commissioners to straighten and widen the public road leading from Lewes, beginning at or near the house of John S. Tindall, and extending to the low water mark of the ocean."

House bill No. 252, entitled

"An act to amend an act entitled "An act creating an additional Justice of the Peace, Notary Public and Constable in and for Kenton hundred, Kent County," " being Chapter 178, Volume 15, Laws of Delaware.

House bill No. 225, entitled

"An act to divorce Elizabeth P. Rulon from her husband, William H. Rulon."

House bill No. 179, entitled

"An act to consolidate united School Districts Nos. 28 and 80, in Kent County."

House bill No. 245, entitled

"An act to authorize and empower James A. Martin to alter and straighten a portion of the public road leading from Martin's Corner to Frederica, in Milford hundred, Kent County."

House bill No. 198, entitled

"An act to lay out a public road in Baltimore hundred, Sussex County."

House bill No. 43, entitled

"An act authorizing the appointment of an additional Notary Public for New Castle County."

House bill No. 263, entitled

"An act to incorporate the Back Bay Ditch Company."

Mr. Doherty, Clerk of the Senate, being admitted, informed the House that the Senate had concurred in the following House bills:

House bill No. 328, entitled

"An act to re-enact and amend Section 3, Chapter 665, Volume 19, Laws of Delaware."

House bill No. 369, entitled

"An act to incorporate the Ocean View Improvement Company,"

With Senate amendment.

On motion of Mr. Donaldson, the bill (H. B. No. 363) entitled

"An act to amend Chapter 630, Volume 17, Laws of Delaware,"

Was taken up for consideration.

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

On motion of Mr. Short, the bill (H. B. No. 400) entitled

"An act to provide for the payment of part of the funded debt of this State,"

Was read a first time.

On the further motion of Mr. Short, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Miscellaneous Business.

On motion of Mr. McCullough, the bill (H. B. No. 286) entitled

"An act to divorce Mary E. Bailey and Henry H. Bailey,"

Was taken up for consideration,

And, on his further motion, was read a third time, by paragraphs, in order to pass the House.

On the question, "Shall this bill pass the House?"

The question was decided in the affirmative,

And the bill having received the required majority,

Passed the House.

Ordered to the Senate for concurrence.

Mr. Dukes offered a joint resolution entitled

"Joint resolution directing the Attorney General to appear and defend a suit in the Court of Chancery in and for Sussex County,"

Which, on his motion, was read,

And, on his further motion, was Adopted.

Ordered to the Senate for concurrence.

Order of the day.

House bill No. 262, entitled

"An act to amend Chapter 653, Volume 19, Laws of Delaware,"

Was taken up for consideration.

Mr. Eliason moved that further consideration of this bill be postponed until Monday next,

Which motion Prevailed.

On motion the House adjourned until 10 o'clock, A. M., Friday.

Friday, May 7, 1897—10 o'clock, A. M.

House met pursuant to adjournment.

Prayer by the Chaplain.

Roll called. Members present—Messrs. Adams, Davis, Dempsey, Donaldson, Dukes, Eliason, Hazell, J. H. Hopkins, L. S. Hopkins, Johnson, Martin, McCoy, McCullough, Short, Smith, Taylor, Thompson, Whitney, Wilson, Mr. Speaker.

Journal read and approved.

Standing Committee reports.

Mr. Smith, on behalf of the Committee on Private Corporations, to whom had been referred the House bill, No. 299, entitled

“An act to incorporate the Maryland and Woodland Beach Railway Company,”

Reported the same back to the House favorably, as amended.

Mr. Eliason, on behalf of the Committee on Roads and Vacant Lands, to whom had been referred the House bill, No. 310, entitled

“An act to lay out a new public road in Sussex County,”

Reported the same back to the House favorably,

With amendments.

Mr. Whitney, on behalf of the Committee on Roads and Va-

cant Lands, to whom had been referred the House bill, No. 373, entitled

"An act to lay out a new public road in Baltimore hundred,"

Reported the same back to the House favorably.

Mr. Dempsey, on behalf of the Committee on Enrolled Bills, reported as duly and correctly enrolled and ready for the signature of the Speaker, the following House bills:

House bill No. 334, entitled

"An act authorizing the appointment of an additional Notary Public in and for Kent County."

Also, House joint resolution entitled

"Joint resolution in relation to bill of E. S. R. Butler & Son for stationery and supplies furnished the General Assembly."

House bill No. 354, entitled

"An act to amend an act entitled 'An act to incorporate the Liberty Steam Fire Engine Company, No. 9, of the City of Wilmington, Delaware.'"

House bill No. 281, entitled

"An act to incorporate the Security Loan Association."

House bill No. 142, entitled

"An act to incorporate the McDonough Mill Fish Association."

House bill No. 279, entitled

"An act to divorce Keziah Bell Zebley from her husband, John Allison Zebley."

House bill No. 333, entitled

"An act to revive and re-enact an act entitled 'An act to permanently improve the condition of certain public roads in New Castle County,' " being Chapter 670, Volume 19, Laws of Delaware, which was revived and re-enacted April 19, 1895.

House bill No. 127, entitled

"An act to divide School District No. 63, in New Castle County, to reunite the same, and for other purposes."

House bill No. 253, entitled

"An act to transfer the farm of Berend W. Meyer from School District No. 13 to School Districts, Nos. 18, 60, 90, 91, 92, 101, in Kent County."

House bill No. 304, entitled

"An act for the relief of Effie Strawbridge Cobb."

House bill No. 256, entitled

"An act to amend Chapter 34 of the Revised Code of the State of Delaware."

House bill No. 375, entitled

"An act for the relief of the Newark Building and Loan Association."

House bill No. 291, entitled

"An act to incorporate the Call Printing Company."

House bill No. 283, entitled

"An act for the relief of School District No. 96, New Castle County."

House bill No. 318, entitled

"An act to divide Baltimore hundred, in Sussex County, into two voting districts and to establish a voting place in each district."

"House bill No. 200, entitled

"An act to incorporate Transpeninsula Telegraph and Telephone Company."

Mr. Dempsey, on behalf of the Special Joint Committee appointed to investigate the Delaware State Hospital at Farnhurst, reported progress.

Mr. Thompson, in pursuance of previous notice, asked, and

On motion of Mr. Whitney,

Obtained leave to introduce a bill (H. B. No. 401) entitled

"A further additional supplement to an act entitled 'An act in relation to the proposed canal, intended as a free inland waterway connecting Assawoman bay with Delaware bay,'" passed at Dover, April 4, 1887,

Which, on motion of Mr. Thompson, was read.

On the further motion of Mr. Thompson, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

Mr. Hazell, in pursuance of previous notice, asked, and

On motion of Mr. Dukes,

Obtained leave to introduce a bill (H. B. No. 402) entitled

"An act to repeal an act entitled 'An act in relation to the settlement of a deceased person's interest in firms and co-partnerships,' " passed at Dover, May 2, 1893,

Which, on motion of Mr. Hazell, was read.

On the further motion of Mr. Hazell, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Revised Statutes.

Mr. Short, in pursuance of previous notice, asked, and

On motion of Mr. Taylor,

Obtained leave to introduce a bill (H. B. No. 403) entitled

"An act to further amend an act entitled 'An act incorporating the Rehoboth Beach Association,'"

Which, on motion of Mr. Short, was read.

On the further motion of Mr. Short, Rule 12 was suspended as to this bill,

And further on his motion, the bill was read a second time, by its title, and

Referred to the Committee on Private Corporations.

Mr. McCoy, in pursuance of previous notice, asked, and

On motion of Mr. Eliason,

Obtained leave to introduce a bill (H. B. No. 404) entitled