



Entered at the Post Office at Gainesville, Fla., as second-class mail matter.

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The Daily Sun, published every morning except Monday, delivered by carrier in the city, or mailed to any part of the United States, postage free, for \$5 a year; \$2.50 six months; \$1.25 three months; or 50 cents for five weeks—strictly in advance.

Reading notices in local column 10 cents a line for first insertion, and 5 cents for each additional insertion.

Rates for display advertising made known on application.

The Twice-a-Week Sun is an eight page, forty column paper, published every Monday and Thursday, and contains all the news of the week, local, State and general, and will be mailed, postage free, to any part of the United States, for \$1.00 a year—in advance.

All advertising bills become due after first appearance of advertisement, unless otherwise stipulated in contract. Parties not known to us will be required to pay for advertising in advance. Address, THE DAILY SUN, Gainesville, Florida.

Railways which include the words "air line" in their titles will have to cut them out, lest they be mistaken for aeroplane companies.

Ben Tillman has come out for State-wide prohibition. It now remains for Henry Watterson to jump aboard the temperance band wagon, remarks The Palatka Times-Herald.

If chewing aids digestion, the people of this country ought to excel in this function, for approximately 20,000,000 pounds of chewing gum was used in the United States last year.

It is said there is a great and growing scarcity of telegraph operators in the West. Could this condition be due to the number who resign to join the ranks of the millionaires?

Since the pure food law went into effect the Government has collected over \$20,000 in fines from its violators. Although small, here is a source of revenue which is a benefit, looked at from any angle.

Vice-President Gardner of the Northwestern Railroad says that Western railroads will be taxed to handle the heavy traffic offered them this fall. This is about the only kind of taxation the railroads welcome.

That it pays to keep well is evident from the report of the Committee on Congestion of Population which states that the economic waste due to preventable sickness in New York in four years amounted to \$71,100,000.

Both the Palatka papers are fighting the re-establishing of saloons in Putnam county. That's right. If the saloon is to remain in Florida confine it to the larger cities. Towns like Gainesville and Palatka should never again permit the license of the sale of whiskey within their corporate limits.

That the Wright brothers have started a suit for alleged infringement of their patents may be taken as a pretty sure sign that aviators generally believe in the success of aerial navigations. Infringements are not made upon unworkable patents, neither do the holders of such patents care to defend them against infringement.

People who pretend to want work and who would be dreadfully disappointed if they got it, are fond of saying that the world owes them a living, which is only an indirect way of saying they believe society should support them. Every man able to work and having the opportunity to work is under obligation to his fellow men to perform that work.

Every friend of organized labor must deplore the dreadful riots that have just taken place in Pennsylvania. Without passing upon the merits of the dispute between the men and their employers it is enough to say that the cause of labor is always hindered by riot and bloodshed due to the action of the men themselves. They may be right in believing their cause just, concessions may be due them; they may have been wronged in several ways, but it always badly wounding their cause is to

SOUTHERN PROGRESS.

Southern railroads will in the next few years be face to face with as great a transportation problem as any section of this country has heretofore been called upon to solve.

The remarkable growth of diversified industry in the States south of the Ohio and east of the Mississippi rivers, which has occurred in recent years and which is assuming ever enlarging proportions, will call for greatly enlarged transportation facilities and the expenditure of vast sums of capital in order to keep pace with this economic development and progress.

The latent resources of the South are receiving the attention of the whole world, and the extent and diversity of this commercial expansion, while creating an internal traffic largely local as to its origin, covers a wide field in its distribution, the burden of which must necessarily fall upon the railroads.

Briefly stated the South now furnishes 80 per cent of the cotton production of the world; it melts more than half of the pig iron and converts into cloth more than one-fifth of the cotton which it produces. The manufacture of furniture has grown to such proportions as is not exceeded in any other section of the country. Yet countless acres remain which never have been under cultivation and great areas of its forests which have been practically untouched.

Territory along Southern railroads is being covered with new manufacturing plants. Its forests and its untouched areas of rich soil, the abundant supply of the necessary raw material and cheap power, are attracting to the territory capitalists interested in manufactures and the cultivation of cotton, rice, fruits and vegetables which find a ready sale in the markets of the East and North.

The extent of this industrial expansion and its beneficial effects on the Southern railroads is fully reflected in the tonnage statistics of the various transportation lines which serve this territory. In 1900 the South had 38,116 miles of railroad, and in 1908 47,445, most of which is single track. The crying need is for double track, new lines, more equipment and terminal facilities in order to meet the growing demands of the traffic which has now reached the maximum capacity of the single track on most of the Southern lines.

Construction of new lines is proceeding very slowly. In 1906 only 1,317 miles were built; in 1907, 1,815 miles, and in 1908, 933 miles. In the same period the total of capital stocks and bonds increased from \$1,850,197,770 in 1906 to \$2,130,003,447 in 1908, this increase representing largely improvements in existing lines.

Tons of freight carried increased from 164,729,442 in 1906 to 176,316,914 in 1907, but owing to the financial and industrial depression in 1908 declined to a total of 168,951,921 in that year. The records of 1907 must therefore be taken as an indication of what the South and its railroads are doing in periods of normal business prosperity and development and what they will do in the future if the present industrial activity and commercial development continues along healthy lines.

That capital and labor are gradually arriving at a better understanding of their mutual obligations to each other and realizing the futility of unnecessary friction is evidenced by the report of the Anthracite Conciliation Board, showing only twenty-three grievances in three years, as compared with one hundred and fifty in the preceding years.

State of Ohio, City of Toledo,) ss. Lucas County.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, county and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.

FRANK J. CHENEY, Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

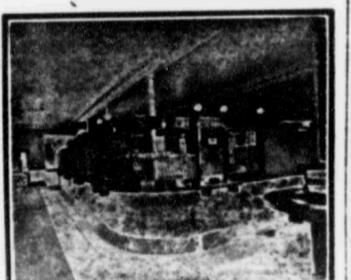
(Seal) A. W. GLEASON, Notary Public. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free. F. J. CHENEY & CO., Toledo, O. Sold by all druggists. Take Hall's Family Pills for constipation.

The Galveston News of Sept. 1 contains a synopsis of the commerce of the port of Galveston for the trade year just closed. The progress made in developing the natural resources of South Texas is proving astonishingly rapid. The port and city of Galveston has made a record along commercial lines equaled by but few ports in the United States during the year. The United States Department of Agriculture, through its crop-reporting board, estimated the 1908-09 growth of cotton in Texas as 3,724,000 bales. The percentage of Texas cotton, comparing receipts with total Texas growth, received at Galveston was 99 per cent. The percentage of Texas and Oklahoma cotton received at Galveston was 83. The total receipts at Galveston were 3,657,156 bales. As a port Galveston continues to grow in importance to cotton growers from year to year. Five years ago Galveston was contesting for first place in number of bales received. This year Galveston leads the list by more than 1,500,000 bales, and it is now known as the greatest cotton receiving and exporting port in the world.

Little surprise was felt at the failure of Walter Wellman's second attempt to reach the pole by the air route. Great as has been the advance in aeronautics in recent years, that advance has not been sufficient to justify the hope that under present conditions such a venture would be successful. Doubtless in time, when further improvements shall have been made, the obstacles of climate and air currents will be overcome and some future Wellman or Andree in a monoplane or some other aerial contrivance will reach the pole and gain eternal fame.

Two Million Bottles of Perry Davis' Painkiller sold every year. Think of it! And every bottle is lessening suffering and helping some human being to health and happiness! This wonderful household remedy stops the pain of sprains, burns or bruises. It relieves rheumatism or neuralgia. It cures colds, cramps, colic, diarrhoea. There ought to be a bottle on your shelves just now, ready for the first sign of trouble. The new size bottle is 35 cents and there is also the 50-cent size. Be sure your druggist gives you Perry Davis'.

THE DUTTON BANK GAINESVILLE, FLA.



CAPITAL \$75,000.00 SURPLUS \$25,000.00

OFFICERS: W. R. Thomas, President. G. K. Broome, First Vice-President. E. D. Turner, Cashier. W. B. Taylor, Second Vice-President.

DIRECTORS: G. K. Broome, J. G. Nichols, J. B. Padgett, M. Venable, H. F. Dutton, W. R. Thomas, J. A. Maultsby, W. B. Taylor

4 Per Cent Paid in Savings Department

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TYPEWRITERS On Easy Installments ALL KINDS OF SUPPLIES Machines for Rent Write for Prices, Terms, Etc. R. C. DAVIS & CO. 204 West Bay St. JACKSONVILLE, - FLA. W. L. DENHAM, Agent

The Fay-Sholes Visible.

Tampa & Jacksonville Rail'y EFFECTIVE DEC. 19, 1908. Leave Gainesville for Micanopy, Fairfield and local points South..... 10:10 a m Returning, arrive Gainesville 4:25 p m Leave Gainesville for Sampson City, Palatka, Lake City, Valdosta, and all points North 6:00 p m Returning, arrive Gainesville 9:30 p m A. L. Glass, Gen. Supt L. E. Barker, Traffic Mgr.

\$35.00 NEW YORK CITY and RETURN VIA ATLANTIC COAST LINE RAILROAD Tickets on sale from Jacksonville every Monday and Thursday beginning with June 17th up to Aug. 30th, with final return limit Sept. 30th. Stop-overs allowed on these tickets at Richmond, Washington, Baltimore and Philadelphia. Reduced rates to other summer resorts. For information, rates, reservations, etc., call on or write to A. W. FRITOT, Division Passenger Agent, 138 West Bay St., Jacksonville, Fla.

SEABOARD Air Line Railway SAVANNAH. COLUMBIA. CAMDEN. SOUTHERN PINES. RALEIGH. RICHMOND. WASHINGTON. BALTIMORE. PHILADELPHIA. NEW YORK. Two Elegant Trains Daily SEABOARD EXPRESS SEABOARD MAIL. MODERN PULLMAN EQUIPMENT. ONLY LINE Operating Daily Through Sleepers Jacksonville to New Orleans. For full information and sleeping car reservations call on any Agent Seaboard, or write S. C. BOYLSTON, Jr., Assistant General Passenger Agent, Jacksonville, Florida.