OF SOUTH CAROLINA.

SECTION 3. Strike out Section 1732 and insert in lieu thereof the following:

Section 1732 (1517). Whoever fraudulently evades or attempts to evade the payment of any toll or fare, lawfully established, for the carrying of passengers, by giving a false answer to the collector of the fare, by traveling beyond the point to which fare has been paid, or otherwise attempting to ride without paying said toll or fare, or by riding without permission on trains that do not carry passengers, or by concealing themselves upon or about any train, with intent to evade the payment of lawful toll or fare, shall be guilty of a misdemeanor, and upon conviction thereof shall pay a fine of not more than fifty dollars or be sentenced to imprisonment or labor on the chain-gang for not more than thirty days.

SECTION 4. That the following shall be inserted, to be known as Section 1734a:

Section 1734a. Whoever willfully discharges any kind of firearms or throws any kind of missile at or into the engine or any car of a train shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than five hundred dollars or imprisonment for not more than five years.

Approved the 19th day of February, A.D. 1898.

No. 483.

AN ACT to require all railroads and railroad companies operating trains and doing business in this State to provide and operate separate coaches, or separate apartments in coaches, for the accommodation and transportation of white and colored passengers in the State.

SECTION 1. Be it enacted by the General Assembly of the State of South Carolina, That all railroads or railroad companies engaged in this State as common carriers of passengers for hire shall furnish separate apartments in first-class coaches or separate first coaches for the accommodation of white and colored passengers: Provided, Equal accommodation shall be supplied to all persons, without distinction of race, color or previous condition, in such coaches.

No. 483 in Acts and Joint Resolutions of the General Assembly of the State of South Carolina passed at the regular session of 1898.

Columbia, SC: The Columbia Register, printed for the State Printer, 1898, p. 777. B. S 165004. South Carolina Department of Archives and History, Columbia, SC.
Section 2. That any first-class coach of such carrier of passengers may be divided into apartments, separated by a substantial partition, in lieu of separate coaches.

Section 3. That should any railroad or railroad company, its agents or employees, violate the provisions of this Act, such railroad or railroad company shall be liable to a penalty of not more than five hundred dollars nor less than three hundred dollars for each violation, to be collected by suit of any citizen of this State, and the penalty recovered shall after paying all proper fees and costs go into the general fund of the State Treasury.

Section 4. That the provisions of this Act shall not apply to nurses on trains, nor to narrow gauge roads, or to relief trains in case of accident, or to through vestibule trains, nor to officers or guards transporting prisoners, nor to prisoners being so transported.

Section 5. That in case the coach for either white or colored passengers should be full of passengers and another coach cannot be procured at the time, then the conductor in charge of the train shall be, and he is hereby, authorized to set apart so much of the other coach as may be necessary to accommodate the passengers on said train.

Section 6. That there shall be in addition to the first-class coaches provided for in this Act a second-class car in which it shall be lawful for any and all persons to ride by paying second-class fare or having a second-class ticket.

Section 7. That the provisions of this Act shall not go into effect until September 1st, 1898.

Section 8. That all Acts and parts of Acts inconsistent with this Act are hereby repealed: Provided, That nothing in this Act shall prevent the railroads of the State from attaching passenger coaches to freight trains. The provisions of this Act shall not apply to roads under forty miles in length.

Approved the 19th day of February, A. D. 1898.