

Illinois Central System Discusses Subject of Freight Rate Reduction

There is a good deal of discussion at this time, especially in the press, about railway freight rates. Some writers contend that they are too high and constitute an impediment to business. Others, having more regard for the necessity of adequate transportation, and the increased cost of producing it, consider the present level of freight rates reasonable and advocate at least a fair try-out—which has not yet been had.

It is admitted that there are inequalities in some of the rates that will have to be adjusted, but the basic rate is not too high, at present operating costs, if the railways are expected to furnish adequate transportation. The question of adequate transportation is one that is often lost sight of. Without it business cannot be carried on successfully.

So eminent an authority as Chairman Edgar E. Clark, of the Interstate Commerce Commission, whose ability and fidelity to the public interest is unquestioned, has recently called attention to the narrow margin between railway revenue and operating expenses and fixed charges. In view of existing conditions, it is unfortunate that there should be an agitation for the lowering of freight rates. This can only result in raising false hopes that the rates can be reduced, and perhaps in retarding the development of business. If shippers are led to believe the rates can, or will, be reduced, they will naturally postpone shipments.

Stability of the rates at which the commerce of the country is carried is of the utmost importance. If freight rates should be manipulated up and down in response to every temporary business fluctuation, it would naturally result in more serious business depressions. Railway freight rates must be operative over a period of time to insure business stability.

It is contended by some that a reduction of rates would encourage shipping and provide more adequate railway revenue through a greater volume of traffic—that the August rate increase created a restriction on business and was a factor in precipitating the depression that followed. Take cotton, for example. A year ago cotton was selling for about 40 cents a pound, while in November, more than two months after the August increase became effective, the price was about 15 cents. The present market price is about 11 cents. If a reduction of 50 per cent was made in the freight rate on cotton, it probably would not result in the movement of a bale of cotton which will not move at the present rate.

A study of the situation will show that the August increase in rates had an almost negligible effect upon business. During September and October, and well into November, the railways handled a maximum traffic. By the middle of November the "buyers' strike," which began early in the summer, was reflected in a general recession of business. The public had gone on strike against war prices and was determined to force liquidation.

The pre-war freight rates were not sufficient to attract as much new capital as was needed for enlargement and expansion of the railway plant. The cost of labor, materials and supplies, in all probability, will never go back to pre-war levels. They ought not to do so entirely. Business should adjust itself to the present level of freight rates, at least until net railway operating income, through economical and efficient management, rises to a point where a reduction of freight rates would be justified without impairment of service.

There are few lines of business prospering during this reconstruction period. The farmers are not prospering and the great manufacturing industries are not prospering. They are going through the same readjustment process that the railways are going through. The railways are struggling back to normal, and they will succeed if they have the support and confidence of the public—if the public is not led astray by the unconstructive criticism of those who would like to see them fail.

Wholesome criticism is a good thing, but wholesome criticism coupled with a remedy is a better thing. Any student of the railway question knows that the railways, carrying the burdens that have been fastened upon them by war prices and government control, cannot function without rates commensurate with their increased expenses. Since 1917 freight rates in the United States are estimated to have increased on the whole about 68 per cent and passenger fares about 45 per cent. During the same period railway wages have increased more than 100 per cent, while materials and supplies have increased from 100 to 200 per cent, and even more.

Ultimately the burdensome costs of producing transportation will be lower. In the meantime, the basic freight rate cannot be lowered if the country's transportation plant is to function. The public's stake is primarily in having a railway plant at all and in keeping it at service pitch. The railway's stake is in earning enough to net income to maintain itself and attract the necessary capital to improve itself so that service can be rendered.

America is sound to the core; American business principles are sound; and we should not be disheartened over conditions. However, this is a time when clear thinking is needed—a time to stand for the principles that gave to America the greatest and most efficient system of railways in the world. Above all, it is not a time to lend encouragement to those who are seeking to fasten permanently upon the railways the very evils from which they are now struggling to free themselves. Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central Railroad Company.

farmers see the error of their ways, and it is easy to talk diversification. Three measures were decided upon: An agricultural, livestock and home economics fair to be held here this fall. Exhibits from all parts of the parish will be encouraged. A sweet potato curing house will be erected. This section produces the "root" bountifully, and the curing will insure them safely on the market. Velvet and soy beans are going to be planted on some of the heretofore rice land, and on red rice land instead of letting it "lay out and rot," as the beans will furnish winter feed and improve the land so that it will produce much more rice next year than if it had laid out.

SANDERS OPPOSES ROAD BOND PLAN.

Proposes Scheme to Raise \$5,000,000 a Year Without Taxes.

Baton Rouge, March 31.—Picking up the challenge of P. M. Miner, president of the Louisiana Motor League, that the only way to build a system of public highways in Louisiana is by means of a \$27,000,000 bond issue, carrying with it an ad valorem tax upon the people, ex-Governor J. Y. Sanders, at the close of a two hours hearing before a great gathering of good roads interests at the capitol, Wednesday night, declared that he could find means of providing \$4,271,250 per year for road building, and possibly over \$5,000,000, without adding a dollar's burden to the already over-taxed people of this state. The former governor was loudly applauded. His plan in brief is as follows: 70,000 autos at minimum license of \$15 to yield \$1,050,000; 15,000 trucks at minimum license of \$50, \$750,000; Personal license of \$50, \$750,000; Present gas tax on automobiles estimated, \$21,250; Present good road tax of 1-8 mill, \$200,000; 2 cent tax on gasoline, \$1,000,000; Federal aid for roads, \$1,250,000. Totaling \$4,271,250.

"And this without parish aid, which, with the parish provisions for good roads, would yield more than the State Highway Department could economically spend," added Governor Sanders.

ONE MORE UNFORTUNATE BLACK.

The negro moonshiner seems to be up against hard luck. We understand his name is Sheep, and we presume he is one of those proverbial "black sheep." Any how, the federal authorities got him at Sidell, last week, with several bottles of "White Lightning." It is said that a trip was also made toward Sun, where some mash and a coil was found, and where there was a little gun play without any shooting. No arrest was made there.

LIST OF DEAD LETTERS.

Following is the list of dead letters remaining in the Covington post-office:

- Lonnie Bowling, Robert Brown, Slim Crowther, Mrs. Bell Jenkins, W. H. Loyd, John A. McCormack, E. O. Plache & Son, Joseph O'Connell, James L. Stone, Mrs. Harry Welsted.

JACOB SEILER,
Postmaster.

A CHEMIST WHO BELIEVES IN PINE OIL.

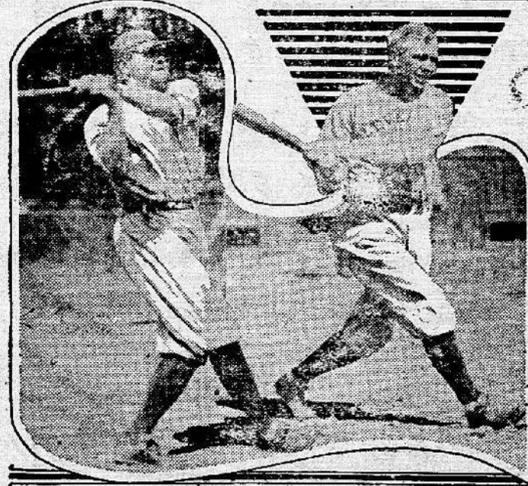
Dr. Veitch, chief of the U. S. Department of Chemistry, visited Covington, Tuesday, and he came expressly to see the home of the Mackie medicinal pine oil. In his researches, and in his family use of this oil, he has been won over to its virtues and he wanted to see the place where it is made. The Mackie Company fully appreciated the compliment paid to this industry, and especially the endorsement given to Mackie's Pine Oil as a family remedy and for emergency use, and Dr. Veitch was given the freedom of the plant.

OIL TALK.

A new oil company is reviving the old rumor of oil in St. Tammany parish. No announcements have been made here, but we understand offices have been rented, options on about 15,000 acres of land have been secured and preparations are being made to put the machinery here and start the derricks. There is also some talk of the discovery of ocher beds. Just what the proposition is has not yet been told here, but we understand the Ardmore paper is full of the romance of huge possibilities. It is said that the company will furnish its own capital. All this is simply rumor. What is actually being done must be told in a story that has some facts and some information behind it.

Advertising in The Farmer pays 212 dividends.

TWO GREAT HITTERS SMACK 'EM ALIKE



Pictured here are two of the most popular men in baseball, as the season opens for 1921—the great Babe Ruth, Home-run King, and Manager Tris Speaker of the world Champion Cleveland Indians. These new photographs from southern training camps show how both great batters swing a wicked left-hand bludgeon. Note the exact action.

HE WHO HESITATES IS LOST!

We are not trying to STAMPEDE you. We are not trying to hurry you up, but if you want to benefit by these BARGAINS you've got to act quick.

WINDOW SHADES

7 ft. by 28 in., solid color, guaranteed window shades, hand colors, Special... \$1.20

7 ft. by 28 in., duplex hand colored shades, white on one side and green on the other. Special... \$1.48

6ft. by 36 in., solid color window shades, regular 90c sellers, our price this week, all colors... .60c

ODD SETTEES

Brown Fibre Odd Settees, bought as odd pieces, cheap, and sold cheap. Regular price, in set, about \$20.00. Special, on odd settees,.... \$9.08

TRIMBLE KIDDIE KOOPS

Protect BABY from the dangers of mosquitos and other familiar summer insects in TRIMBLE'S (original) KIDDIE KOOP. Priced special at..... \$25.48

PICTURE FRAMES

Frame made to fit any size picture. Various designs of mouldings to select from.

LIBRARY TABLE

Beautiful golden oak Library Table, top 24x36 inches, solid oak panel book shelf and one large drawer. Special at..... \$12.98

BATHING SUITS

Seashore Bathing Suits, solid and fancy colors. Special price, \$1.48 to \$6.95 Ladies' Bathing Caps, .45c

WE RENT FURNITURE

WE STORE FURNITURE

WE HAUL FURNITURE

MONDAY'S SPECIALS

- 14-oz. cotton mops... 59c
- Shopping bags... 4c
- 10-qt. galv. buckets... 27c
- Daylo Flashlight... 98c
- Noxal furniture polish... 19c
- Noxal furniture polish... 39c
- China dinner plates... 19c



"FREEZO" FREEZERS Special Prices
1 qt...\$3.48 2 qt...\$4.19
3 qt... 4.68 4 qt... 5.48

FRUIT JARS

Kerr Self-Sealing Fruit Jars
Wide mouth, quarts, doz... \$1.50
Kerr's Economy, quarts, doz. 1.35
Kerr's Mason, quarts, doz... 1.35
Pint sizes... 1.25

OIL COOK STOVES

New Perfection Oil Cook Stoves
1 burner... \$13.50
2 burner... 18.50
3 burner... 25.00
4 burner... 31.50

REFRIGERATORS

Alaska Star Refrigerators
Solid oak refrigerators, golden oak finish, 2-inch cork insulation and 5 layers of felt, white enamel finish inside.
50-lb top icer... \$17.98
80-lb top icer... 25.98
100-lb side icer... 49.98

EASY TERMS

COLUMBIA GRAFANOLAS

At Pre-War Prices
\$32.50 type, now... \$30.00
50.00 type, now... 45.00
75.00 type, now... 60.00
125.00 type, now... 85.00
150.00 type, now... 125.00
165.00 type, now... 135.00

PORCH SHADES

Vudor Self-Ventilating Shades
6 ft. wide, 76 in. drop... \$7.75
8 ft. wide, 76 in. drop... 10.40
10 ft. wide, 76 in. drop... 13.85
Guaranteed Hung Free

8-OZ. TUMBLERS

Thin Glass Tumblers
Decorated thin glass blown tumblers.
Sets of 6... 7 cents each

JEWELRY DEPARTMENT

WE CARRY A COMPLETE LINE OF SOLID GOLD JEWELRY WATCHES AND CLOCKS, IVORY WARE, CUT GLASS, AND HAND-PAINTED CHINA.

WE CRATE FURNITURE

WE REFINISH FURNITURE

WE REPAIR FURNITURE

If you have never visited this store come in now and let's get acquainted. Always something interesting and new to see. We take pleasure in showing you.

"COURTESY AND SERVICE" IS OUR MOTTO

BURNS FURNITURE COMPANY

"The Home Furnishers" Telephone No. 8

But a good wheeze-I'll leave it to you



I LOVE the ladies.
BUT LIKE most men.
I OFTEN guess wrong.
ON WHAT will win.
A SMILE from them.
I ALWAYS say.
IT'S BETTER to laugh.
THAN EVER to worry.
SO ONCE, when.
THE DAM broke, and.
A FLOOD hit town.
I THOUGHT I'd just.
CHEER UP my wife.
AND SO I said.
"IF THE worst comes.
YOU CAN float down.
THE RIVER on.
THE FAMILY music-box.
AND I'LL accompany you.

ON THE piano."
WHICH WAS all wrong.
POOR HUMOR, she said.
WAS OUT of place.
IN TIME of danger.
SO KIPLING was right.
"A WOMAN is only.
A WOMAN, but a good cigar.
IS A smoke;" only.
HE SHOULD have made it.
MY CIGARETTES because.
YOU'RE BOUND to get.
A SMILE from them.
THEY ALWAYS "satisfy."

TAKE the silky, tender leaves of choicest Turkish; blend them with the best Domestic tobacco that money can buy—blend them in the exclusive, can't-be-copied Chesterfield way—and you get a "smoke." Yes, and something more—you get a cigarette that honestly "satisfies."

20 for 20 cents
in air-tight packages.
Also obtainable in round tins of 50, vacuum-sealed.



LIGGETT & MYERS TOBACCO CO.

FARMERS WILL DIVERSIFY.

Basile, La., March 22.—A large number of farmers and business men met here to take some steps toward crop diversification—away from the enough rice could be grown on one heretofore crop monarch—rice. Last year to buy all the vegetables, pork, spring, when the local bank advised—milk, butter, chickens and eggs the ed growing other crops than rice, it family needed, hence little of these was met with the argument that things were produced. Now the