

# The St. Tammany Farmer

D. H. MASON Editor and Proprietor  
Entered at the Covington postoffice as Second-Class Matter.

## EDITORIAL COMMENT BY D. H. MASON

### MR. MARKHAM ANSWERS CHARGE OF EXTORTIONATE FREIGHT CHARGES.

Public sentiment of America stands out strongly against persecution, monopoly, control by combination of big business and capital and every form of manipulation that takes money from the pockets of the poor man and adds it to the profits of the rich. There is, therefore, a natural inclination toward hasty conclusions in transactions that have surface indications that the pockets of the people are being fished by the greed of a corporation. This watch-dog attitude of the people is to some extent of public benefit, but in view of the general effort to reconstruct business on lines that will bring capital and labor and patrons closer together, care should be taken to avoid misrepresentation either in the use of figures or facts. The less friction there is, the smoother and easier will be the pull over the road that leads to better business conditions.

An illustration of how easy it is to fall into an error of this kind is found in a letter of C. H. Markham, president of the Illinois Central Railroad, answering an editorial recently appearing in the Jackson (Tenn.) Sun, based on a statement attributed to Jas. E. Ferguson, ex-governor of Texas, of which the following is an extract:

... A little company is drilling for oil just thirty miles east of Houston. Last week it bought a car of fuel oil in Houston to be shipped to Sheeks, just 30 miles. The oil cost \$1.00 a barrel, or \$200. The railroad charged \$75 freight to haul the car thirty miles. In other words, the railroad charged nearly 40 per cent of the value of the freight to haul it thirty miles. No wonder there is no business. A man is a fool to think that as long as this legalized robbery is permitted that any sane man is going to try to do business. I saw this car arrive, and for curiosity I counted the number of cars in the train. Then I made a mental calculation, and multiplying the number of cars in the train, and to my great astonishment I realized that one railroad train had, at the rate charged, made \$6000 for hauling a train just thirty miles. As a freight train can easily make thirty miles an hour, I was further staggered by the fact that for the use of one freight train the railroad was getting \$6000 an hour. ... On this train of eighty cars there was an engineer, a fireman, two brakemen and a conductor—just five men. Now the engineer for this thirty miles received not to exceed \$2.00, the fireman \$1.50, the two brakemen \$1.00 each and the conductor \$1.50, or a total of \$7.00—just \$5933 net to the railroad company for running one train thirty miles. Now, before we hang these thieves, let us show that we have given them a fair trial.

Suppose instead of one train crew of five men these cutthroat railroad corporations were required to have a whole train crew of five men on every car in the whole train, and for fear that something might go wrong with the cars while they were making this great long journey of thirty miles, that the railroads were required to have in addition to a rail crew of five men on each car—NOT ON EACH TRAIN, BUT ON EACH CAR—a car repairer on each car of the eighty cars in the train, who were getting \$1 an hour—then the expense would be \$7 for each train crew, and for eighty train crews it would be only \$560, and add \$80 for the 80 car repairers and the total for the 80 train crews and the car repairers thrown in for running this train for thirty miles would only be \$640. Now, take this unthinkable expense from \$6,000, which the road highway-men get, and they still have a net profit in operation of \$5360.

In a letter to the Sun Mr. Markham replies to the editorial, important items of which we select, as follows:

... I do not vouch for the accuracy of the figures quoted in the statement as to the charge for shipping 200 barrels of fuel oil thirty miles between two points in Texas. At any rate, the accuracy of those particular figures is besides the point. The statement is worded in such a way as to make the unbalanced reader believe that the railroads get an average of \$75 for every load of equal tonnage which they haul a distance of thirty miles. The truth is that the railroads get an average of about \$14.70 for each thirty miles that they haul 38 1/2 tons of freight (which is the approximate weight of 200 barrels of fuel oil).

During the first seven months of 1921, according to the Interstate Commerce Commission reports the railroads received an average of 1.275 cents for each ton of freight they hauled one mile—in railway terms for each ton mile of freight service performed. This means that the roads charge only 5 cents for hauling nearly four tons of freight each mile. To put it in another way, they haul a pound of freight 7,845 miles, or more than eight times the distance between Chicago and New Orleans, for a nickel! Freight charges cannot be based, as every informed person knows, on the ton miles standard. Such a basis would make long hauls prohibitive, and would make charges for short hauls less than the cost of producing service. The statement attributed to Mr. Ferguson refers only to the pay of the men actually engaged in the operation of the train described. During the war you were acquainted with the statement that for every man in the trenches it took a number of men back of the lines to keep the man in the trenches supplied with food, clothing and supplies. The same thing is true of the railway service. Every man engaged in the actual operation of a train must have back of him ten workers engaged in all the other activities of the railroad—keeping up the track, the rolling stock, the signals, the accounts and all other facilities and equipment.

This matter has more or less of local interest, because the same conclusion may have been reached regarding a recent shipment of carload lots of salt to dealers here in Covington, in which the freight amounted to more than the value of the goods.

There is no doubt that freight rates are entirely too high and the indications are that they will be reduced. But it is not logical to conclude that the Interstate Commerce Commission would allow the railroads to make such charges with comparative net profits. But admitting that the railroads are not making undue profits, still there is a burden placed on the consumer and on the conduct of business from which some relief should be found. Nobody wants another taste of Government operation, but there is a general public demand for relief.

Mr. Markham shows a steady increase in the railway pay roll from 1916, when it was \$1,468,576,349; 1917, \$1,739,482,142; 1918, \$2,613,813,351; 1919, \$2,343,128,432; 1920, \$3,698,216,351. He also states that the net return on valuation of properties is but 2.9 per cent, while the Transportation Act prescribes 6 per cent as fair and reasonable. But the trouble is, the public does not know what salaries officials are getting, what equipment is being made, what part of the expense may be due to inefficient management or what various other causes may keep net earnings down. But if there is not some relief from the present high rates there is certain to be a reduction in the business of the railroads, for other means of transportation will be devised. We say this in full appreciation of the many difficulties the railroads have been up against. But no matter how desirable a thing may be, its cost might make it prohibitive.

### THE DOLLAR DAY PROPOSAL

Secretary Minckler of the Covington Association of Commerce is working to have the merchants put on a dollar trade day. Among other things, he is planning the shipment and sale of a carload of syrup. This matter was taken up by the Association at its meeting Monday, and Mr. Minckler was assured of the co-operation of the Association in encouraging the movement and the hope was expressed that the merchants would realize the importance of the thing and that they would lend all the aid it is possible.

The farmers have considerable syrup on hand, probably more than they have had in many years, because it was thought there would be a good market for it. But like all other matters in the business world, conditions arose that were not dreamed of. If the farmers could dispose of their syrup, they would have considerable cash to spend at the dollar sales. It would be a fine thing for both merchant and farmer.

It is not proposed to put the sale on until after the holidays. In the meantime, we hope every encouragement will be given to the movement.

### COVINGTON TAX SALE

Town of Covington vs. Delinquent Tax Debtors.  
(Continued from page 1)  
Isaacs, Adele—Lot 5 square 3002, improvements, 1920. Taxes and costs \$7.90.  
Jones, Estate A. T.—Two lots in America street, square 36, Weaver Addition; 1 lot 120x180 feet in America street; 2 lots in square 4, M. C. V., improvements, 1919 and 1920. Taxes and costs \$61.05.  
Kerr, J. D.—Lots 6, 7, 8, 9, 10, square 1920, improvements, auto, 1919 and 1920. Taxes and costs \$76.45.  
Lloyd, J. M.—Square ...  
Leonhard, Val—Sqr 1208, 1916 and 1920. Taxes and costs \$6.55.  
Lacroix, Mrs. Jos.—Lot 9 square 11, Division of St. John, lots 4, 5, 6, square 1307, improvements, 1919 and 1920. Taxes and costs \$11.20.  
Lalonde, Emile—Lots 1, 2, 3, 4, 5, square 2210, 1910. Taxes and costs \$2.40.  
Levy, Josephine—1 lot and improvements in Florida street, 1920. Taxes and costs \$6.15.  
Mathies, Estate J.—Quarter of square 22, Weaver Addition, and improvements, 1919 and 1920. Taxes and costs \$10.95.  
Mortee, Miss Lizzie—Lot 14 sqr.

18, Division of St. John, improvements, 1919 and 1920. Taxes and costs \$15.45.  
Mortee, Miss C. L.—Lot 13 square 18, Division of St. John, improvements, 1919 and 1920. Taxes and costs \$15.45.  
Marigny, Marigny—Lots 9, 10, square 17, Division of St. John, improvements, 1919 and 1920. Taxes and costs \$21.45.  
Molloy, W. D.—Half of square 11, Wayside, improvements, 1919 and 1920. Taxes and costs \$127.05.  
Morgan, Mrs. A. B.—12 acres on river and Washington and America streets, improvements, livestock and auto, 1920. Taxes and costs \$127.05.  
Morci, W. C.—Squares 21 and 25, Connelly Addition, improvements, 1920. Taxes and costs \$21.5.  
Newman, Mrs. Gilda—6 acres and square 8, Wayside, square 405, livestock, 1919 and 1920. Taxes and costs \$55.45.  
O'Neil, Thos. J.—Lots 2 and 3 sqr 90, Sulphur Springs, 1919 and 1920. Taxes and costs \$3.35.  
Olinde, Estate B.—Lots 1, 7, 8, in square 1, Division of Springs, improvements, auto, 1919 and 1920. Taxes and costs \$75.45.  
Patecock, Frank—Lots 1, 2, square 23, Division of St. John, improvements; lots 3, 4, square 2507, improvements; lots 3, 4, 5, 6, 7, 8, sqr 11, Connelly Addition; 1 lot in Kemper street and improvements; merchandise, fixtures, auto, 1919 and 1920. Taxes and costs \$418.65.  
Richard & Polier—Merchandise, 1920. Taxes and costs \$20.55.  
Richard, E. V.—Square 1805 less 2 lots, half of square 1105, stock, vehicles, 1919, 1920. Taxes and costs \$31.21.  
Stone, J. C.—Part of square 7, Wayside, improvements, 1920. Taxes and costs \$9.15.  
Surgi, G. E.—Merchandise, fixtures, auto, 1920. Taxes and costs \$41.15.  
Schoen & Molloy—Merchandise, stock, vehicles, 1919 and 1920. Taxes and costs \$39.27.  
Sawaya, Mike—Merchandise, 1919 and 1920. Taxes and costs \$4.85.  
Schnyder, Jos.—2 lots in Florida street, improvements, 1919 and 1920. Taxes and costs \$15.15.  
St. Tammany Naval Stores Co.—125 acres in sec 38 tp 6 range 11, 1919 and 1920. Taxes and costs \$93.35.  
Schmidt, Geo.—Lots 6, 7, 8, 9, 10 square 1909, 1920. Taxes and costs \$3.65.  
Smith, A. V.—1 lot 85 feet in New Hampshire street, improvements, auto, 1920. Taxes and costs \$19.45.  
Smith, Maud—1 lot in Florida street, improvements, 1920. Taxes and costs \$4.65.  
Smith, C. M.—Auto, 1920. Taxes and costs \$5.55.  
Sawaya, A.—Merchandise, stock, vehicles, 1920. Taxes and costs \$21.15.  
Tolson, Mrs. G. R.—Lot 7 square 2303, improvements, 1919. Taxes and costs \$9.65.  
Tolson, Dr. Geo. R.—15 acres on river, improvements, 1919. Taxes and costs \$120.97.  
Tolson, Dr. Geo. R.—3 acres on river, Washington and America sts., improvements, 1920. Taxes and costs \$17.20.  
Wahler, Mrs. L.—Part of squares 2103, 4, 8, 12, 15, 17, 19, 20 and 22 St. John, improvements, 1919 and 1920. Taxes and costs \$298.45.  
Williams, Gray—Part of lot 5, sqr 2809, 1920. Taxes and costs \$2.35.  
Williams, C. S.—Lots 5, 6, 7 sqr 12, Division of Spring, 1920. Taxes and costs \$10.15.  
Williams, C.—Lot 4 square 3002, 1919 and 1920. Taxes and costs \$2.15.  
Warren, Mrs. W. J.—Lots 1 and 2 square 2001, improvements, 1919 and 1920. Taxes and costs \$22.15.  
Warren, Dr. B. B.—1 auto, 1913 and 1920. Taxes and costs \$5.85.  
Weaver, D. H.—Lots 12, 13, 14, 15, 16 square 7, St. John, 1920. Taxes and costs \$3.15.  
Zorn, Guy—Lot 5 square 1503, 1919 and 1920. Taxes and costs \$1.95.

**TERMS OF SALE**—On said day I will sell such portion of said property as each debtor will point out, and in case the debtor will not point out sufficient property I will at once without further delay, sell the least quantity of said property of any debtor which any bidder will buy for the amount of taxes, interest and costs due by said debtor. The sale will be without appraisal, for cash, in legal tender money of the United States, and the property sold shall be redeemable at any time for the space of one year by paying the price with 20 per cent interest, costs and penalties added.  
L. A. Perreand, Tax Collector.



## CLASSIFIED ADVERTISEMENTS

Foreign Advertising Representative  
**THE AMERICAN PRESS ASSOCIATION**

**LOST OR STAYED**—A gray mare, mane clipped short; black spot under right eye, right hoof split. Return to Solomon Finn, 957 9th Avenue, Covington. d10

**FOR SALE**—Cheap. Any quantity of Paul Ziblich's Famous Bayou Cook and Four Bayou Oysters. Apply at H. P. Wagner's 403 Columbia Street, Covington, La. d10-2t

**WANTED**—Highest prices paid for opossum and coon hides. Apply to Joe Tennent, Covington. d10

**WANTED**—To buy saw mill boiler and engine, also mangle planer. What have you? Geo. W. Meine, Mandeville, La. d10

**NOTICE**  
The regular annual meeting of the stockholders of the Sildell Savings & Homestead Association will be held in the office of said Association, Sildell, Louisiana, Monday, December 13, 1921, between the hours of 10 o'clock a. m. and 12 o'clock p. m., for the purpose of electing a Board of Directors, consisting of fifteen members, to serve for the ensuing year. Stockholders are entitled to one vote for each share held by them which may be voted in person or by proxy.  
W. L. ELLIS, Secretary. d10-2t

**666 is a prescription for Colds, Fever and LaGrippe. It's the most speedy remedy we know.** Adv. n26-15t

**Rub-Hy-Tism, antiseptic and pain killer, for infected sores, tetter, sprains, neuralgia, rheumatism.** Adv. n26-15t

**HATCHING EGGS** from my parish fair prize pens, S. C. Rhode Island Reds, now ready, \$3.00 per 15. By parcel post, carton to be returned, \$3.15. Some fine cockerels \$5 each. Ozone Poultry Yards, C. M. Brown, Prop., 1610 15th Avenue, Covington, La., Box 61. n19t

**FOR SALE**—Young cow, first calf, 3 days old. Apply Auouelle Bakery, Covington. n19t

**FOR SALE**—Stove wood and fat nine, 200 fat pine post, W. E. Badon, 415 Lockwood street, Covington. jell.

**Does Your Granite Dish or Hot Water Kettle USE MENDETS?**  
They Mend Leaks Instantly in graniteware, hot water bags, tin, copper, brass, all cooking utensils and rubber goods. Without the Use of Heat, Solvent, or Brine. Mendets are not affected by any corrosive liquid. Can be applied to a child. Will fit any size. Made in all sizes. Simply tighten MENDETS and leaks are closed. SAVE MANY DOLLARS. 320 and 320c Per Package. Assorted Sizes. For Sale by **FRANK P. MARSOLOAN** Covington, La.

**We Can Give You the Best on the Market in Drugs**

We also carry a fine line of Perfumes, Toilet Articles Soaps, Stationery, Candies, Cigars and Tobacco.

**COMPLETE LINE OF SCHOOL SUPPLIES**

Prescriptions delivered at Abita Springs twice daily.

**CORNER DRUG STORE**

You'll find Service and Prices Right

## GLAD TIDINGS FOR THE THRIFTY

On December 12th we will fall out to our Thrifty Christmas Club Depositors, checks representing their savings for the past year, together with interest at the rate of 4 per cent, based on the amounts of their payments. It must indeed be gratifying to know that Christmas Gifts for the entire family are provided for by the keen foresight of this member of the household.

While our Christmas Savings Plan is intended primarily for the purpose of providing money for the Holiday Season, there is no easier and surer way to save for Taxes, Insurance, or any other obligation that may be due at this time of the year, and we have a Club that will take care of these matters for the Business Man or Woman and thereby relieve them of the worry when the payment is due next year.

Our New Christmas Savings Club will open **TUESDAY, DECEMBER 13, 1921,** and we will be glad to have all of our friends call at the bank on that day and make arrangements for a MERRY CHRISTMAS for 1922.

Remember there is an interest coupon due on December 15th on Liberty Bonds of the First Issue, and also Victory Bonds, and you could apply this interest to no better means than by using it as the first payment on your Christmas Savings Club.



COVINGTON MANDEVILLE

FOR SATISFACTION **TRADE At HOME** FOR ECONOMY

PATRONIZE

# Dendinger Mercantile Company

Madisonville - La.

Dealers in

## General Merchandise

Dependable Goods and Prompt, Efficient Service Make Our Store

A Most Desirable Place to Trade

### Most Complete Line of Dry Goods

At Lowest Prices in Parish

Seasonable Goods of All Kinds

Toys and Christmas Things for Kiddies and Grown-ups

## FOR THINGS GOOD TO EAT

Visit Our Market. **FRUIT and VEGETABLES**

All Kinds of Fresh