

**PASSENGER RATES**

The action of the Texas Railroad Commission in dismissing, a few days ago, its motion to promulgate an order reducing passenger rates in that State from three and a half cents, assigning as its reason that "the present rate is unfavorable to lower fares in Texas," is significant and encouraging. A more reasonable rate of public sentiment in matters affecting the common carriers indicated, not alone in Texas, but in modified degree in other Southern States which have been experimenting with reduced rates. The reaction was inevitable, but the recent flurry and the industrial depression that followed have naturally hastened it. But a few months ago commercial demands upon freight equipment had cramped the carriers. Empty freight cars, everywhere requisitioned, were not to be had, and the car famine was more acute than that of the previous year. Today thousands of "empties" are standing upon the sidings, with the millions of money invested in them earning practically no return. Obviously the time is ill chosen for reduction of railroad rates, and the action of the Texas commission moves that the public is intelligent enough to recognize this fact and reasonable enough to see that justice be done.

The Times-Democrat, throughout the period of agitation, has contended that passenger rates ought to be reduced only after a careful and thorough inquiry by competent investigators has shown that reductions would prove equitable to all concerned. We have questioned the wisdom of arbitrary laws, hastily enacted by legislators ill-informed as to the effect upon the carriers. Particularly there is need of caution in the Southern States, most of which are sparsely populated as to render arbitrary reductions hazardous. It is true that the carriers have been guilty of grave abuses and that their ill-chosen methods of opposing rate reductions have been shrewdly calculated to inflame the public mind. But two wrongs never make a right, and oppressive reprisals by legislatures or public commissions have served to increase, rather than minimize, the difficulties of the problem. It is well understood that no State or community can thrive without adequate railroad facilities, and a sound public policy demands that the carriers be encouraged in their legitimate development and that their right to a fair return upon their investment be conceded. Where reduction of passenger rates is justified by business conditions there can be no objection to its enforcement, but the reductions ought to be based upon exact mathematical calculation, never upon sentiment or prejudice. Gov. Hughes of New York took the correct position when he vetoed the two-cent rate bill passed by his own legislature on the ground that the question had not been carefully considered and that careful and competent investigation of the rate question must be made before such a rate could justly be enforced. If this pronouncement be applauded in New York, a State in which passenger traffic is enormous, how much stronger is its claim to consideration in the Southern States, so thinly settled that the earnings from passenger traffic must of necessity be much smaller.

The growing popular demand for more reasonable rate regulations, and for enactments that shall be fair to the public and the carriers, points the way to better understanding between the conflicting interests and to a satisfactory adjustment of the differences existing; a consummation devoutly to be wished.—Times-Democrat.

**SPARE THE HICKORY**  
 "No wood will be more difficult to replace when the approaching shortage in the supply of hardwoods overtakes us than the hickory," one of the Foresters in the employ of the Government recently said. The truth of this statement is not realized by anyone more than the practical men of the various trades whose future prosperity is measured by the available supply of this valuable timber. Hickory ranks only twelfth among the hardwoods in the country's annual timber cut, according to the census report for 1906. So far as quantity is concerned it is not to be compared with white oak or yellow poplar. But it is used today for a number of purposes which require great toughness and great strength, and no other wood occurring in considerable quantity combines these

properties in a greater degree than do some of the hickories.

Peculiar interest is given to the situation by the fact that hickory is distinctively an American genus. It occurs only in the Eastern part of the United States, and large quantities of hickory handles, spokes, wheels, and other parts of vehicles, and farm implements are exported each year to all parts of the world.

The requirements of the trade are very exacting. Hickory timber to be serviceable must be heavy, clear and straight grained. To this very essential qualification, custom and tradition have added an unnecessary burden in the shape of grading rules which discriminate against red hickory, and also against iron streaks, small bird pecks, and hard knots in the wood, which may not really affect the strength at all.

Practical users of this timber have realized for years that a revision of the grading rules was not only advisable but necessary, and now, the National Hickory Association of Chicago has requested the United States Forest Service to co-operate with it in the revision of the grading rules for vehicle and agricultural implement stock. This Association is composed largely of hickory and oak users, and its members represent the wagon, carriage, spoke, handle, hardwood dimension and agricultural implement manufacturers, together with the accessory trades.

The grading rules for the classes of material used by the manufacturers of this Association are today largely what they were twenty-five years ago. The dissatisfaction constantly arising from the inadequacy of the present rules calls for a complete revision to make them conform with present day conditions.

During the past two years the Forest Service has been conducting a study of the vehicle industry, supplemented by a large number of tests to determine the relative effect of various defects upon the strength of vehicle stock, and to ascertain the relative strength of white and red hickory. The results of these studies have been made the subject of a Forest Service publication which will be issued shortly.

**NOTICE OF REGISTRATION**

The Registration Office for the parish of St. Landry will be open at the following named precincts, on the days hereinafter mentioned to-wit:

Bayou Chicot, 6th Police Jury Ward, 4th Election Precinct, Monday, Feb. 3rd.  
 Beaver, 6th Police Jury Ward, 3rd Election Precinct, Tuesday, Feb. 4th.  
 Pine Prairie, 6th Police Jury Ward, 5th Election Precinct, Wednesday, Feb. 5th.  
 Lake Cove, 6th police jury ward, 2nd election precinct, Thursday, Feb. 7th.  
 Lone Pine, 6th police jury ward, 6th election precinct, Friday, Feb. 7th.  
 Dossmann, 6th police jury ward, 1st election precinct, Saturday, Feb. 8th.  
 Barbree, 5th police jury ward, 5th election precinct, Monday, Feb. 10th.  
 Whiteville, 5th police jury ward, 3rd election precinct, Tuesday, Feb. 11th.  
 Garland, 5th police jury ward, 2nd election precinct, Wednesday, Feb. 12th.  
 Washington, 5th police jury ward, 1st election precinct, Thursday, Feb. 13th.  
 Grand Prairie, 5th police jury ward, 4th election precinct, Friday, Feb. 14th.  
 Waxia, 4th police jury ward, 3rd election precinct, Saturday, Feb. 15th.  
 Chataignier, 7th police jury ward, 2nd election precinct, Monday, Feb. 17th.  
 Ville Plate, 7th police jury ward, 1st election precinct, Tuesday, Feb. 18th.  
 Upper Mamou, 7th police jury ward, 3rd election precinct, Wednesday, Feb. 19th.  
 Point Grand Louis, 7th police jury ward, 4th election precinct, Thursday, Feb. 20th.  
 Mamou, 7th police jury ward, 5th election precinct, Friday, Feb. 21st.  
 Lower Mamou, 8th police jury ward, 2nd election precinct, Saturday, Feb. 22nd.  
 Faquataique, 8th police jury ward, 1st election precinct, Monday, Feb. 24th.  
 Plaquemine, Point, 8th police jury ward, 4th election precinct, Tuesday, Feb. 25th.  
 Mallet, 8th police jury ward, 3rd election precinct, Wednesday, Feb. 26th.  
 Bellevue, 1st police jury ward, 3rd election precinct, Thursday, Feb. 27th.  
 Coulee Croche, 2nd police jury ward, 2nd election precinct, Friday, Feb. 28th.  
 Grand Coteau, 2nd police jury ward, 1st election precinct, Saturday, Feb. 29th.  
 Eunice, 8th police jury ward, 5th election precinct, Monday, March 2nd.  
 Morrow, 4th police jury ward, 6th election precinct, Tuesday, March 3rd.  
 Big Cane, 4th police jury ward, 5th election precinct, Wednesday, March 4th.  
 Palmetto, 4th police jury ward, 4th election precinct, Thursday, March 5th.  
 Bayou Current, 4th police jury ward, 1st election precinct, Friday, March 6th.  
 Melville, 4th police jury ward, 2nd election precinct, Saturday, March 7th.  
 Plaisance, 1st police jury ward, 2nd election precinct, Monday, March 9th.  
 Notleyville, 3rd police jury ward, 2nd election precinct, Tuesday, March 10th.  
 Leonville, 3rd police jury ward, 1st election precinct, Wednesday, March 11th.  
 After which day the Registration office will be open daily at the Court House, in Opelousas, as required by law, for the registration of all those who shall have become legally entitled to register since the preceding registration throughout the parish, beginning Thursday, March 12th, and ending Saturday, March 14th, 1908, at which time the registration for the Parish of St. Landry will finally close. All persons claiming the right to register under the Property Qualification, should produce their Tax Receipts.

"The Bowery Boy" at Sandoz Opera House on Tuesday, Feb. 11.

**ONE OF BILL NYE'S**

Bill Nye, when a young man, once made an engagement with a lady friend of his to take her driving of a Sunday afternoon. The appointed day came, but at the livery stable all the horses were taken out save one old, shaky, exceedingly bony horse. Mr. Nye hired the nag and drove to his friend's house. The lady let him wait nearly an hour before she was ready, and then, on viewing the disreputable outfit, flatly refused to accompany Mr. Nye. "Why," she exclaimed sneeringly, "that horse may die of age any moment." "Madam," Mr. Nye replied, "when I arrived that horse was a prancing young steed."

**TOO MUCH OF A SURPRISE**

During a speech on "Marriage and After," the lecturer said that old married men should kiss their wives as they did when they were a year or two married. Meeting the lecturer the next day, an old man said: "It's no good, maister." "What isn't?" asked the lecturer. "Weel," said the man, "when I went home after the lecture last night and kissed my wife, she said, 'What's gone wrong with you, you old idiot?'"

**DEATH OF YELLOW JOURNALS**

William Lange, the well known Ibsen translator of Berlin, makes this prophecy: "Thirty years from now white paper will command such a price that the size of newspapers will be reduced to a minimum, and cotton fibre will be used exclusively in its manufacture. The novel will disappear, as well as the yellow journal, while cheap literature and ragtime musical compositions which have demoralized the unsophisticated, will be limited to a narrow circle."

**THE MEAN THING**

The clubwoman, putting down her glass, giggled. "You know, my husband's birthday is next week," she said, "and I—"

Laughter overcame her for a moment. "—and I have been taking a cigar out of his case every day for the last three months. Well," she went on, "I've got a hundred now, and I'll give them to him for a birthday present."

**SLANDERING SHREVEPORT**

The Los Angeles woman who says that her time is spent with spirits should move to Shreveport if she would be rid of them.—Beaumont Enterprise.

**"The Bowery Boy" at Sandoz Opera House on Tuesday, Feb. 11**

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