Lafayette Advertiser.

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...IV. LAFAYETTE, LOUISIANA, TUESDAY, NOVEMBER 25, 1913. NUMBER [illegible]

[C]hristmas Spirit Is Fast Approaching. We Have the Stock

A VISIT TO OUR STORE WILL CONVINCE YOU

[M]ossat's Jewelry Store, The House of Quality, (Next Door to Postoffice.)

No. ...7.. ...3.. ...5.. m....... 7.. m....... 9 m.......11.. m......101..

ALEXANDRIA No. m. ....706... ....705... m.., Mary Jane.

[B]ATON ROUGE B. No. m......805........ ....810......1

MOTOR CARS. No. m. 807 806 m. 15 16 m. 708 707

[REDUCE]D FARES

[Speech by] C. A. Maul of [Lafay]ette to Pro[test to] Commission.

[TUES]DAY, NOVEMBER [25]

[At the meet]ing of the Chamber [of Commerce Fri]day night, C. A. [Maul], agent of the South[ern Pacific, add]ressed the members [on the merits] of the case as to re[ducing p]assenger fares to come [before the] State Railroad Commis[sion]. Mr. Maul spoke as fol[lows]:

[Without] the transportation indus[try in] Louisiana, life itself here, ex[cept] everything of the simplest sort [w]ould be almost impossible. Every[thing] on earth, even man himself, [must] be moved before it can have [value], and the more highly developed [the] transportation facilities of a peo[ple], the more rapid their develop[ment] [industrially] and socially. The [quick] and cheap movements of pro[ducts] [tend] so increase their value that [the] workers and producers get more [for] their labor, while the consumers [at] the same time pay less—the co[st] [being] less than formerly for [moving] the products [from the producer] to the consumer. [illegible] Louisiana and of [illegible] [for] that matter have [illegible] to work out [illegible] of this country is in[volved] [illegible] up in that problem. [illegible] to settle it is in fair[ness] [illegible] and righteousness. [illegible]

The census of reports on the commercial value of our railroads shows that as a whole railroad property is worth as much as the securieies representing it; and that in the general opinion of investors the total value of stock and bonds is much greater than their total face value, notwithstanding the "water" that has been supposedly injected in certain places. Upon the Southern Pacific Sunset Route efficiency and saftey has always been the watchword. Mr. Julius Kruttschnitt, Chairman of the Board of Directors of the Southern Pacific Company, once said, "Efficiency from the railway standpoint may consist of loading cars and trains to their capacity and moving only the minimum number of cars and trains to handle business. Efficiency from the manager's standpoint may involve a relatively slow movement of trains because the faster engines are [illegible] the greater amount of fuel they consume and the smaller the load they can pull, the result being that the cost of running the train is increased while the revenue derived from the running it is decreased." As the Southern Pacific Sunset Route stands today, with all its faults, it exhibits the highest industrial efficiency attained by any railroad in this country. This efficiency can only be maintained where the railroad charges are sufficent to permit it. Everybody knows that railroads have been put to greatly increased expense in recent years, much of it by legislation however, wise or unwise. This company, like all others in this State, is seeking to obey the law, not only the strict letter of the law but to obey it in spirit, and if the public of Louisiana, through constituted authority, demands certain measures of safety, certain improvements, certain conveniences, it is entirely within the right of the public to express that demand in the form of law. But certainly such measures must be paid for by somebody. Good service can only be given and maintained by a road that is making money. The people are the chief sufferers whenever a railroad is operated at a loss. Among the enormous drain upon its resources which a railroad is forced to suffer in the [illegible] suits, a phase of [illegible] many people [illegible] [illegible] the public and [illegible] authority [illegible] to reduce the slaughter of [illegible] except the railroads themselves, and public opinion rarely gives them much assistance. Mr. Harriman early in his railroad career realized better than the public that safety is cheaper than wrecks and did not hesitate to install upon the Southern Pacific at an enormous expense the most perfect and efficient electric block signal system known. This investment has saved many times its cost, and while it has not entirely put an end to wrecks, it has decreased the human element in railway operation, which is the weakest spot, but the management realizes that there is still a huge margin left for further improvement. And further improvement can only come through an increase of freight rates and the maintenance of the present passenger rates, or at least no further disturbance of them. The revenue of the Southern Pacific is derived from the handling of property and passengers and it cannot pay out more than it takes in. It already pays the highest average of wages to its employees of any American railroad. The men who direct the activities of the Southern Pacific Railroad, who keep the intricate wheels of this mighty machine constantly in motion, and always at service, receive too little public acknowledgement in the State of Louisiana for the work they perform. They are among the most skilled, capable and honest of our business and professional men, and they are constantly trying at all times to operate this railroad to the advantage of both the public and the stockholders. Perhaps the greatest barrier to the introduction of any system calculated to accomplish savings of any magnitude which will diminish the number of employees, is the labor organization. Practically every branch of the railroad service is strongly organized and strongly militant. Organized labor is constant in its endeavers to benefit its members, but it should guard against the danger of unlimited power; great power, unrestricted and successful requires a broader control, great consideration and very wise direction. The speaker's own personal view of the problem is that it is proper to regulate the common carriers, but it is also [illegible] essential to regulate the labor organizations engaged in public transportation, the main purpose being to maintain the principles of property rights and the continued prosperity of Louisiana under our present civilization. Suppose organized railway labor makes a further demand for more wages, and if the increase is permitted, should not the rates be raised sufficiently to provide for it? As a matter of fact, all wages, taxes and other expenses incidental to railway operation have been increased excessively and enormously, [illegible] compensation for railway service has been downward, at least until quite recently, when public opinion has decided that the present freight and passenger rates do not produce a fair return upon the capital employed, a contention that railway operators have always made. Would it not be infinitely better to charge just what the service is worth and leave a fair and reasonable profit than to reduce the rates with a consequent deterioration of service. It is thoroughly understood by all who are familiar with railway operation that there is no margin in the passenger business; the taxes, interest and dividends and passenger train service as a whole, is furnished without profit and often to the detriment of the freight business. Louisiana, as it grows in population and wealth, wants more and better passenger train service. With more trains, faster trains, more luxurious trains and better track demanded of this company, there is at present a demand by relatively few people a 2 1-2 cents fare for Louisiana. This is an unjust demand. It is a demand if acceded to by this and other railroads of the State, that will retard the development of the very things that the railway users want. On many of the railroads that have been constructed and placed in operation within the past decade that are today operating their passenger service at a loss, by reason of the sparsely settled teritory that they serve, they will have to run fewer trains, slower trains and there will be an absence of the considerations which the public now receive in the way of reduced and special rates for fairs, conventions, etc. The sole foundation of Louisiana's development must and does rest entirely upon railroad rates in both the passenger and freight departments, that are fair, reasonable and suitable. There are two things the railroads of Louisiana suffer from chiefly—ignorance and unwise legislation. The average critic of the railroad management be it legislative, journalistic, or otherwise, usually spends two or three days investigating transporta[tion] [illegible] that many generations [illegible] and railway employees [illegible] to solve. He never [illegible] train, he knows nothing [illegible] problems involved [illegible] philosophy that one man in his lifetime is permitted to only know one thing well. The American people love fair play and the citizens of Louisiana have arrived at the conclusion that the roads of this State ought to be given a rest from an excess of regulation and legislation, especially where the tendency is to reduce rates. If this rate of 2 1-2 cents is ordered reduced it will unquestionably, at least upon many of the roads, lead to a marked deterioriation of the service. I wish to state that if the railroads of this section are seriously charged with asking too much for their service, and the rates are reduced, their profits will be cut down. But suppose now that as a result of their profits having been cut down the railroads cannot maintain the high standard of service they have developed and cannot spend as much for improvements as they used to? Then how about the lower rates? Apparently they are lower, but are they really so? A passenger pays less money. Yes, but not for the same thing. The railroad, perhaps, contemplating buying a number of bigger engines, more steel cars, or putting in double tracks, or doing innumerable other things, calculated to make possible the rapid movement of passengers and freight with a greater degree of safety, will be forced to suspend these improvements if the rates are lowered. The passenger may be paying less, but he is getting correspondingly less for his money."

He closed by asking the Chamber of Commerce to adopt resolutions protesting against the reduction; but those present decided to consult with the business men first and discuss the [matter before] taking any action. The [action is] to be taken up at [the next] meeting.

For Sale.

[illegible] saddle horse, also [illegible] riding pony. See

A. E. GAUTHIER,

11-[illegible] P. O. Box 345.

DORA MURFF TRIAL IS NOW ON IN CROWLEY.

Dora Murff, and her step father, J. S. Duval, and his son Allie Duval, aged 14, are now on trial in Crowley on the charge of killing J. Milton Dehaye, the girl's sweetheart. The cause alleged for the killing was his refusal to right the wrong done the girl. The trial is creating a great deal of interest in Crowley. One of the jurors was excused Saturday by Judge Campbell, it having been proven that he had declared before being put on the jury that he would not convict. Another juror was [illegible] and the trial is now proceeding.

EVANGELIST [illegible] [illegible] WHISKEY.

[illegible]

[illegible]

Dr. [illegible] prominent citizen [illegible] died at his home in that town [illegible] at 3:30 p. m. after a brief illness, aged 66 years. The remains were brought to Lafayette and interred in the Protestant cemetery Friday at 3 p. m. Dr. Burkett was a good citizen and a kind and loving husband and father. He took great interest in the affairs of the parish, particularly the schools and it was principally due to his efforts that the fine two-story line school was built at Milton. He was an active, enterprising man always [ready] to build up his community always [on] the side of progress and his death is a loss to the parish. He leaves a wife and nine children many of them small, who have the sincere sympathy of a large circle of friends in their great loss.

THANKSGIVING

You may [illegible] well on Thanksgiving Day and [illegible] yourself on your ability to spread a good table, but unless you are able with your present enjoyment to look ahead and see that the future will spread table is assured, you have not the highest cause for Thanksgiving.

A bank account, persistently attended, means that you can have cause for giving thanks every year.

The big thing is not in being able to [illegible] [illegible] sum every month, but [in] [illegible] putting by a small amount [illegible] adding to it [illegible] [illegible]

[illegible] grow [illegible] deposits and [illegible] Savings De[partment]

[illegible] keep on if already [illegible] a continuing cause [illegible]

FIRST NATIONAL BANK

[illegible]

COUNCIL PASSES [ROAD] ORDINANCES

Friday and Saturday night the Council held [special] sessions and passed the necessary ordinances to carry into effect the taxes voted in April to build permanent good roads in the parish.

The first ordinance authorises the issue of $75,000 bonds for building good roads and bridges. The second levies a one mill tax for maintenance of roads and bridges. The third levies a two mill tax to pay one-twentieth part of the $75,000 bond issue and interest due next year. An ordinance levying a tax to pay this 1-25 of the bond issue will have to be passed every year until the debt is paid.

An ordinance levying a 2 mill tax for the schools was also passed in accordance with the law.

Special Rate to Washington D. C.

Account National Rivers and Harbors Congress Dec. 3-5. Round trip rates for $31.20 to Washington, D. C. and return; tickets will be on sale Nov. 29-30 and Dec. 1, 2, 1913. Final return limit to reach original starting point not later than midnight of Dec. 20, 1913.

Court News.

Sheriff Lacoste states that taxes are coming in very slow, but he expects a big rush next month. [illegible] quiet, no arrests.

Judge Campbell is [illegible] trying the murder case of Dora Murff.

Thanksgiving Services.

The union thanksgiving service this year will be held in the Methodist [church] on Thursday morning at [illegible] sermon will be preached by Rev. J. A. Parker and there will be a special musical program. The public in general is cordially invited to attend this important service.

Thanksgiving Entertainment at Primary School.

[illegible] of the Primary School [illegible] entertain their [illegible] [illegible] with a [illegible] [illegible] Wednesday [illegible]

[illegible]

[illegible] Association [illegible] Nov. [illegible] the [illegible] trial [illegible] has [illegible] Paola [illegible]

[illegible] Roy, [illegible] les the [illegible] elected [illegible] the Association [illegible] elected [illegible]

[illegible] reported a balance [illegible] further report [illegible] had loaned [illegible] ending the [illegible] [sessi]on of 1912 [illegible]

[illegible], $124.90; Miss [illegible]; Miss Frances [illegible]; Lena Williams [illegible]; Mullican, $110.00; [illegible] Beck, [illegible] Trav. [illegible] 2.00; Mr. J. [illegible] [tot]al $502.90.

[illegible] that Miss Mag[illegible] [illegible] 5 on account [illegible] Nov. [illegible] of the above [illegible] Horse[illegible] subscription from [illegible] Hope, [illegible] its held during [illegible] Thursday [illegible] purpose. Treasurer of the [illegible] was holding [illegible] the [illegible] ation from the [illegible] the amounts [illegible] the notes were [illegible] [inte]rest from date.

For Home [illegible]

The Home C[illegible] having sold [illegible] of $3 and had received an anonym[ous] [illegible] Scholarship dollars in cash [illegible] accepted with the 22nd instant [illegible] is appreciated [illegible] Mrs. Paul [illegible] and Miss [illegible]

The funds [illegible] at a low ebb [illegible] to arrange [illegible] demand for [illegible] different [illegible] in the [illegible] scholarship [illegible] cash [illegible] Mouton [illegible] at [illegible] advertise [illegible]

Real Estate [illegible]

[illegible] business [illegible] Leon Delhomme [illegible] gas, 59 arpents [illegible] ward, $2000.

[LAFAYETTE] MOTOR CAR CO.

[illegible] Automobile[s]

[illegible]

[illegible] ER

[illegible] [gla]sses

[illegible] they don't fit

[illegible] are made [illegible] them. [illegible] defect.

[illegible] stone will be:

The Archbishop will [illegible] 9:30 a. m. mass or on the [illegible] hear the ceremonies [illegible]

Nov. 29-30 return [illegible]