

NOTICE TO OUR SUBSCRIBERS

FOR more than two years the ever-increasing advance in the cost of paper, ink, oils and gasoline and everything else that goes into the make-up of a newspaper has suggested to the management the necessity of increase in price of subscription to the Gazette. We have fought against this step for two years, but all the while realized that we were up against a losing proposition. The present price of newspaper necessities are appalling. News print has advanced considerably over 100 per cent; printers' ink has risen from 100 to 500 per cent; everybody knows how oils and gasoline have gone up, even freight rates have been raised. It costs twice as much to publish a newspaper to-day as it did before the war began. Why should not the selling price of newspaper be increased?

The Tensas Gazette can no longer be published for \$1.50 per year, except at a loss. To continue that subscription price will operate so much to our disadvantage that it may threaten the life of the paper. We can no longer give the paper to our readers at that figure. We are compelled to raise the price to \$2.00 per year, beginning January 1st. All subscriptions now running will be collected on \$1.50 basis, but all renewals, after January 1st, must be at \$2.00 per year. Those of our readers, if any there are, who do not care to pay \$2.00 per year for the Gazette are invited to discontinue their subscriptions. We cannot afford to carry any subscription on less than the \$2.00 basis. All subscriptions accepted for \$1.50 before January 1st will be faithfully carried out, even at a loss, but no subscription will be accepted at that figure after the New Year, so we again say, let all of our readers, if any there be, who do not want to pay \$2.00 for the Gazette notify us to cut out their subscriptions, for as much as we appreciate their support we cannot do otherwise. The 50% increase will mean very little to the subscriber individually but will mean considerable to the Gazette collectively. Anyhow we have but one of two courses open to us, viz: raise the subscription price or go out of business—we have chosen the former.

In this connection we will state that many of our contemporaries have already taken this step and there are really few country papers in North Louisiana to-day that are selling for less than \$2.00 per year, and certainly none in the Fifth Louisiana Levee District—or will not be after January 1st.

We thank our patrons for their long and liberal patronage and trust to be favored with even greater support in the future.

Respectfully yours,
THE TENSAS GAZETTE,
LORIAN P. SCOTT, Manager

Railroads and Public Must Work Together to Meet War's Demands

By FAIRFAX HARRISON, Chairman of Railroads' War Board



During the coming months American railroads will face the greatest transportation problem in their history. The war demands have increased the railroads' burden virtually overnight by millions of tons of freight. Some conception of this may be gleaned from the fact that the additional service demanded this year is equivalent to carrying 120,000,000,000 tons of freight one mile. Moreover, frankly, the railroads will have to handle it with inadequate facilities. Cars, locomotives, terminals, all the other equipment, track space—cannot be built overnight. During the war, food, munitions and material must be kept moving to the seacoast, lumber to the shipyards, men must be kept moving to the cantonments—and all these movements, as far as possible, must be made without serious interference with the regular commercial traffic.

To do this, the railroads must increase their own efficiency. They cannot rely altogether on the shippers. As chairman of the railroads' war board I feel I can state this increase in efficiency will be accomplished, as there has been no disposition on the part of any member of the railroad army to do anything but give his best.

Consignees can also help by purchasing in the nearest market, by being prepared to store the whole contents of the cars, by bunching their orders to make full carload lots and by unloading promptly.

The co-operation we ask from the general public is harder to explain. What we need above all is a thorough understanding of the magnitude of the transportation problem and the necessity for public co-operation in its solution.

We want the public to understand that passenger trains have been eliminated for one purpose only—to save equipment, man power and track space absolutely needed to handle the tremendous freight increase.

We want the public to understand, too, that every effort the individual family makes in any form of conservation will help ease the transportation problem, as well as the other economic war problems.

By using food and fuel economically, by refraining from the use of things unnecessary for a healthy existence, by foregoing luxuries which demand rail transportation, and by supporting the movement against the use of freight cars for hauling nonessentials, the people as a whole will lessen the burden of the railroads and help carry this war to a successful conclusion.

War Restoring Kitchen to Its Proper Place as Center of the Home

By H. E. BARNARD

The war has restored the kitchen to its proper importance as the center of the home. A woman is rich or poor nowadays according to her kitchen economies; a patriot or a slacker according to her kitchen activities.

For years kitchen work has been losing its importance in home making. Housewives have lost interest in cooking and have found work in the home. How many housewives will confess, "I love to make salads, but I loathe the dishwashing?" Now comes war's necessities and all kitchen work, even conscientious dishwashing, becomes a patriotic service. Food Administrator Hoover has told us over and over again how the little savings in the kitchen multiplied by the 20,000,000 kitchens in this country will conserve enough food to feed our suffering allies.

Many women who for years have been content to leave their kitchen in charge of a servant rediscovered that it is an interesting place during the long hours they put in canning and conserving food for winter's use. They see the drudgery of kitchen work through the clearer glasses and realize as they have never done before that it is not the work but the way the work is done that makes it a servile task. After all, the kitchen is only a practical working laboratory in which the cook takes complex chemical compounds, such as meat and flour, and turns them into other compounds which are transformed in the wonderful laboratory of the body into heat and energy.

To be able to prepare food in such a way that it is wholly satisfactory for the body's needs is more than an art; it is a real science. Our war for democracy is reaching down into every home. It is rescuing us as a people from the depths of selfishness and carelessness into which we had fallen. It is reaching into every kitchen and transforming it into a place where labor becomes service and the simplest duty a definite contribution to the immense effort necessary to bring us victory.

Women Have More Endurance Than Men and Should Make Good Soldiers

By DR. ELIZA M. MOSHER, Formerly Dean of Women at the University of Michigan

I agree with Dr. Dudley A. Sargent of Harvard university that women are biologically more savage than men and have more endurance and should make as good soldiers as armed men. What Doctor Sargent says is perfectly true, and no one else in the country is more fit than he to pass on the question of woman's physical fitness. For 35 years he has watched them go through strenuous exercises in the college gymnasium, and has noted their growth.

And what is true of the college woman has always been true of all other women. Women taking care of large families—washing, cooking, sewing and toiling continuously—have gained in endurance. The women who have had to go out into business, as stenographers and office girls, have not weakened in stuffy offices. By an actual investigation I found they had reached a remarkable degree of endurance. They have acquired physical efficiency.

It is not yet known how the women of the Scottish women's hospitals, without the help of a single man, have carried men, driven autos, and performed every duty connected with a field hospital, thus proving to the world their ability to do anything man can do. And they have done it for two years.

When young women are not strong it is because they have a physical defect, or have not had proper training. And yet, in spite of that lack of training, they can undergo pain, hardship and the most exhausting labor.

It is the lazy woman who is not strong. Give her work, and plenty of it, and watch her improve, as Doctor Sargent has watched her. She will outwear a man every time.

IMPORTANT POINTS FOR THE WOOD LOT

(Prepared by the United States Department of Agriculture.)

1. Dead and dying trees should be removed. This not only utilizes material which is fairly dry, and which would otherwise be wasted, but lessens the danger of fire.

2. Good sound straight logs ordinarily should not be used for fuel, since they are more valuable for lumber. There is a great difference between the prices paid for logs of different grades, even of the same kind of wood. Branches, crooked and decayed logs, trunks broken in felling or otherwise defective, should be used for firewood.

3. Trees likely to be attacked by insects or fungi should be removed to safeguard those which remain. In eastern New England, for example, the gipsy moth is a serious enemy of the aspen, basswood, beech, gray and paper birch, boxelder, serviceberry, dwarf and staghorn sumac, tamarack, glaucous willow, witch hazel, and practically all the native oaks. Several of these species are of little value and can well be removed, thus reducing the food available for the insects. Where the chestnut blight is serious, the chestnut should be largely cut.

4. No portion of the woodland should be cut clean unless the owner has carefully considered the matter and decided that that particular part is best adapted for farm purposes or that he will replant it with forest trees. Old trees, where they predominate, should be gradually removed, since they are not increasing in value. The next generation of trees will be largely determined by those which are left for seed. The successful dairyman studies his records as kept by the cow-testing association, sells his less profitable cows, and breeds those which are producing the greatest amount of butter fat. In the same way the successful woodland owner will study the growth and uses of the different kinds of trees. He will then cut out those of little value and slow growth and keep for seed purposes those which will produce valuable lumber in a relatively short time.

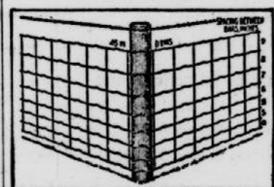
To secure a second growth of better trees, several things must be borne in mind: (a) Too large openings should not be made, because the ground will dry out and weeds, like berry bushes, will come in and crowd out the young trees. For this reason it is often a good plan to leave some of the inferior trees for shade. (b) The ground should be kept clear of brush and weeds, which cannot be transported any distance except by animals or birds, while others like the birch, maple, ash and basswood have light seeds which are carried long distances by the wind. For this reason more frequent seed trees of the nut varieties are necessary to get a good stocking of young trees.

5. Woodlands made up of nearly even-aged stand of second-growth are more comparable to the garden than to the dairy. Here the problem is to remove the weeds as a means of getting a quicker yield of timber. The small, stunted trees are the weeds, since they can never make a normal growth. The large, healthy trees should be favored, because they will grow rapidly to maturity. They are not to be confused with the mature trees in the old woodland, though in general the same species will be favored in both cases.

WEAK FENCES ARE NUISANCE

Not True Economy to Use Cheap Materials—Animals Taught to Be Restless and Unruly.

The advanced cost of fencing wire tempts us to make use of the cheap materials, but this is not true economy. We will lose in the end if we



Strong, Substantial Fence.

build only for the present year. Weak fences are a nuisance and means of loss, for they teach animals to be unruly instead of contented.—Wisconsin Agriculturist.

COVER WHEAT WITH MANURE

Top Dressing is Usually Preferred to Plowed Under Fertilizer or Too Much Trash.

Manure should be used carefully in the growing of wheat and other small grains. Top dressing on winter grain is usually preferred to plowing under manure or too much trash. This makes a loose seedbed which is likely to dry out and injure the grain. A top dressing, evenly distributed and not too heavy, usually gives good results.

Manure spread on wheat late in the fall or during the winter tends to prevent soil drifting, catches snow, protects the plants from extreme changes in temperature, prevents soil heaving, conserves soil moisture, and adds some plant food. Next year when the ground is plowed, the organic matter is incorporated with the soil and improves the texture and fertility of the land for producing succeeding crops.



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- OILING—Pump and splash feed. Eccentric pump, driven by spiral gears from crankshaft.
- COOLING—Water. Circulated by centrifugal pump. Tubular radiator.
- CARBURETOR—Stewart—special design automatic air valve type.
- IGNITION—DeLo Distributor, automatic spark advance.
- STARTER—12-volt North East single unit starter-generator. Willard 12-volt storage battery.
- FUEL SYSTEM—Vacuum feed. Fuel tank at rear. Fitted with gauge. Capacity 15 gallons.
- CONTROL—Levers in center of car, mounted on transmission case. Control lever on ball pivot with locking device for each speed.
- INSTRUMENT BOARD—40-mile speedometer. Oil pressure gauge. Locking, ignition and lighting switch. Current indicator. Carburetor air adjustment. Glove locker and instrument lamp.
- TRANSMISSION—Three speed sliding type offering three speeds forward and one reverse.
- CLUTCH—Dry multiple disc—ball thrust release mechanism.
- REAR AXLE—Full-floating spiral bevel gear type. Four level gear differential. Gears, chrome vanadium steel, heat-treated and hardened. Eight roller bearings used.
- SPRINGS—Chrome vanadium steel. Front, semi-elliptic; rear, three quarters elliptic.
- STEERING GEAR—Irreversible. Hardened steel worm and worm-wheel.
- TIRES—Plain tread front. Non-skid tread rear.
- WHEELBASE—114 inches.
- WIND SHIELD—Clear vision, rain vision, ventilating.
- EQUIPMENT—Electric horn; robe rail; foot rail; license brackets; tire pumps; jack; tool kit; tire carrier with demountable rim.

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Agent for Tensas Parish. Newellton, La.

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COTTON SEED NOTICE

I wish to notify the public that I have accepted the agency for the Union Seed & Fertilizer Co., of Monroe, La., and will represent this company in Tensas parish and will be prepared to pay highest price for cotton and seed. Office and warehouse in Kershaw Building. For information as to prices, ring on reverse.

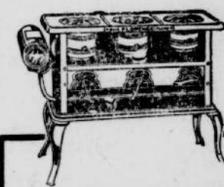
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