

CHARTER

United States of America, State of Louisiana, Parish of Washington.

Be It Known, That on this day, before me, Delos R. Johnson, a Notary Public, in and for Washington Parish, Louisiana, duly qualified, and in the presence of the witnesses hereinafter named and undersigned, personally came and appeared:

- J. E. Kennedy, Angie, La.
- G. S. Pierce, Varnado, La.
- S. Farmer, Angie, La.
- W. W. Boyles, Varnado, La.
- W. Plummer Knight, Franklinton, La.

- Isaac Miley, Varnado, La.
- Mrs. Annie Gann, Varnado, La.
- James Williams, Varnado, La.
- Walter Green, Varnado, La.
- Joe D. Seal, Varnado, La.
- Mrs. Nellie Willis, Varnado, La.
- Dr. P. R. Bacot, Varnado, La.
- T. E. Warner, Varnado, La.
- H. A. Kennedy, Varnado, La.
- C. E. Fortenberry, Varnado, La.
- W. R. Seal, Varnado, La.
- J. W. Seal, Varnado, La.
- R. H. Magee, Varnado, La.
- I. D. Pittman, Varnado, La.

All residents of this parish and of full age, who declared that, availing themselves of the laws of this state relative to the organization of corporations, and especially of Act No. 267 of 1914, of this state, they have covenanted and agreed, and by these presents do covenant, agree and stipulate and bind themselves, as well as such other persons as may become associated with them, and do form and constitute a corporation and body politic in law, for the purpose and objects and under the stipulations and conditions following, to-wit:

ARTICLE I.
The name and title of said corporation shall be "THE FARMERS STORE, INCORPORATED."

ARTICLE II.
Said corporation shall have power to sue and be sued; to make and use a common seal and the same to change and alter at pleasure; to acquire, purchase, hold, lease, grant, sell, pledge, mortgage, encumber and handle generally all kinds of property, real, personal and mixed, to make by-laws, rules and regulations not inconsistent with this charter or the laws of this state; to appoint such officers, agents and employees as its business may require and fix their compensation; to wind up and dissolve itself; and to have such powers generally as is conferred by law on corporations.

ARTICLE III.
The object and purpose for which this corporation is organized is hereby declared to be the following, to-wit:
To buy and sell, at wholesale, or retail, for cash or credit, all kinds of goods, wares and merchandise, chattels, live stock, and all kinds of personal property; to purchase, hold, lease, own, mortgage, pledge, sell, convey, improve and handle all manner of property, real, personal and mixed; to establish and operate one or more branch stores and places of business in Washington Parish, La., or elsewhere, as permitted by law, as the Board of Directors may deem fit; and generally do all the acts and things necessary, incidental and proper in carrying out the purpose and objects of this corporation.

ARTICLE IV.
The Capital Stock of this corporation is hereby fixed at the sum of Ten Thousand (\$10,000.00) Dollars, divided into 100 shares of a par value of One Hundred (\$100.00) Dollars each.

ARTICLE V.
The domicile of this corporation is hereby fixed at Varnado, Washington Parish, Louisiana, where all meetings of the Board of Directors shall be held, and upon the written consent of all directors may be held elsewhere.

ARTICLE VI.
This corporation shall continue for a period of ninety-nine years, unless sooner dissolved, in accordance with the provisions of the Charter and the laws of this state.

ARTICLE VII.
All the affairs of this corporation shall be managed and conducted by a Board of nine (9) Directors, who shall have full power to manage the affairs of the corporation and pass such rules, regulations and by-laws as they deem proper for the conduct of its business. They shall have full power to appoint all agents, managers or employees, and confer such power on each director and officer as they deem necessary. A majority of the Board shall constitute a quorum, and their acts shall be valid corporate acts. A director to be eligible must own in his own name at least one unpledged share of the capital stock, fully paid.

The first Directors of this corporation shall be the following: WALTER GREEN, R. H. MAGEE, P. R. BACOT, JOE D. SEAL, S. FARMER, I. D. PITTMAN, JAMES WILLIAMS, ISAAC MILEY and J. E. KENNEDY, all residents of Washington Parish, Louisiana, and who shall serve until the first Monday in January, 1921, at which time a new Board of Directors shall be elected. The regular annual meeting for the election of Directors shall be held on the first Monday in January of each subsequent year, or in the event of the failure to elect on said date, the President of the corporation shall have the right to call a meeting of the stockholders for that purpose, after complying with the provisions hereinafter contained relative to notice, and all Directors shall serve until their successors are elected and qualified. Immediately after the election of Directors as herein stated, the Directors shall meet and elect from their own number one to be President, one to be Vice-President, one to be Secretary, and one to be Treasurer of this corporation, during the term of their respective offices. Until the regular meeting, on the first Monday in January, 1921, the following shall serve as officers of said corporation:

- WALTER GREEN, President.
- R. H. MAGEE, Vice-President.
- I. D. PITTMAN, Secretary.
- J. E. KENNEDY, Treasurer.

All of whom reside in Washington Parish, State of Louisiana.

The stockholders' meeting for the election of Directors, as herein provided, shall be held at the domicile of the corporation after notice to the stockholders, which notice shall be delivered to the stockholder personally, or deposited in the Post Office, addressed to him at his last known residence, at least fifteen days before the meeting. Other stockholders' meetings may be held when ordered by the Board of Directors, or on application of 25 per cent of the outstanding stock. Notice of such meetings to be given in the same manner as provided for in meetings to elect Directors, provided that in all cases of stockholders' meetings, it shall not be necessary to give notice if all the stockholders waive notice in writing.

ARTICLE VIII.
The Charter of this corporation may be amended, the capital stock increased or decreased, or the objects and purposes of the corporation changed, at a regular meeting of the stockholders called and held in pursuance of this Charter and on complying with the law relative thereto.

ARTICLE IX.
No stockholder of this corporation shall ever be held liable or responsible for the contracts or faults of this corporation in any further sum than the unpaid balance due on the shares of stock subscribed for by such person; nor shall any informality in the organization of this corporation have the effect of rendering this Charter null, or of exposing a stockholder to any further liability beyond the balance, if any, on his stock.

ARTICLE X.
This corporation may be dissolved by complying with the provisions of Act 267 of 1914, and whenever this corporation is dissolved, its affairs shall be liquidated by three liquidators, elected by the stockholders at a meeting called for that purpose, at which meeting the stockholders shall determine the manner of liquidation to be pursued; the qualification of the liquidators, and the powers to be given to them in winding up the affairs of the corporation.

ARTICLE XI.
This corporation shall be a going concern as soon as the amount of stock is subscribed and paid in, as is required by Act 267 of 1914. The initial stock subscription subscribed by each of the incorporators herein is indicated as follows:

J. E. Kennedy, one share.....	\$ 1,000
G. S. Pierce, five shares.....	500.00
S. Farmer, one share.....	100.00
W. W. Boyles, five shares.....	500.00
W. Plummer Knight, one share.....	100.00
Isaac Miley, five shares.....	500.00
Mrs. Annie Gann, one share.....	100.00
James Williams, five shares.....	500.00
Walter Green, 10 shares.....	1,000.00
Joe D. Seal 10 shares.....	1,000.00
Mrs. Nellie Willis, 1 share.....	100.00
Dr. P. R. Bacot, 1 share.....	100.00
F. E. Warner, 3 shares.....	300.00
H. A. Kennedy, 5 shares.....	500.00
C. E. Fortenberry, 1 share.....	100.00
W. R. Seal, 3 shares.....	300.00
J. W. Seal, 4 shares.....	400.00
R. H. Magee, 2 shares.....	200.00
I. D. Pittman, 1 share.....	100.00

Thus done and signed at my office in the Town of Franklinton, Washington Parish, Louisiana, in the presence of T. P. Wilks and H. A. Kennedy, competent witnesses, on this 31st day of January, 1920.

Witnesses:
T. P. WILKS,
H. A. KENNEDY.

DELOS R. JOHNSON,
Notary Public.

- WALTER GREEN,
- J. W. SEAL,
- H. A. KENNEDY,
- R. H. MAGEE,
- W. W. BOYLES,
- I. D. PITTMAN,
- ISAAC MILEY,
- T. E. WARNER,
- MRS. NELLIE WILLIS,
- MRS. ANNIE GANN,
- C. E. FORTENBERRY,
- P. R. BACOT,
- J. E. KENNEDY,
- W. P. SEAL,
- JOE D. SEAL,
- JAMES WILLIAMS,
- S. FARMER,
- G. S. PIERCE,
- W. PLUMMER KNIGHT.

CLERK'S OFFICE
State of Louisiana, Parish of Washington:
I hereby certify that this instrument was filed for record February 27, 11 a. m., 1920; recorded February 27, 1920, in Charter Book No. 1, Page 128 of the official records.
M. A. THIGPEN,
Clerk and Ex-Officio Recorder.
(Publ. March 18-April 22, 1920.)
W.S.S.

Bids Wanted.

Franklinton, Louisiana,
March 5, 1920.

In accordance with Act 205 of 1912, as amended by Act 8 of 1916, notice is hereby given that the Police Jury for Washington Parish, Louisiana, will receive, at its next meeting, on April 2, 1920, bids for the fiscal agent for said Parish during the ensuing two (2) years. Said Police Jury will, on that date, at noon, open all bids received and award the contract in accordance with law.

By order of the Police Jury,
This 5th day of March, 1920.
W. E. Banister,
Secretary.

Wanted.

To contract hardwood logging. Apply to
A. L. Hickman, Supt.,
Richard P. Baer & Co.,
Bogalusa, La.

MARCH 1—BACK ON THE JOB



DEFERRED WORK ADDS TO RAILROADS' TASK

Large Capital Expenditures Required, Says Hines—Impossible to Do All Now.

In order to keep pace with the growth of business and production in this country and the demand for increased transportation facilities an enormous amount of railroad work must be done in the next few years which will require the investment of billions of dollars of new money. This is essential not only to maintain the railways at their normal high standard of service and efficiency, but also to make up for ordinary expansion and improvement needs on existing lines which were interrupted by the war and to a large extent deferred altogether.

Railroad managers realize that even if the necessary new capital was available it would be practically a physical impossibility for the railroads to accomplish any large part of this delayed and accumulated work during the present year. Consequently the most vital needs of the railroads will receive first consideration in the plans for the immediate future so that the public demands in the months of heaviest traffic may be served as efficiently as possible.

Vast Amount of Work to Be Done.

Walker D. Hines, Director General of Railroads under government control, emphasized this task facing the railroads after their return to private operation in a letter to Senator Albert B. Cummins, chairman of Senate Interstate Commerce Committee, and Representative John J. Esch, chairman of the House Committee on Interstate and Foreign Commerce. Mr. Hines presented this phase of the railroad problem to them in urging the necessity for pressing the railroad legislation and to point out that delay would "seriously impair the public service by virtually suspending improvements and the acquisition of equipment."

"In order to keep abreast of the growth of business in this country," wrote Mr. Hines, "it is indispensable that railroads should continue to spend large sums in the acquisition of new equipment, the enlargement and unification of terminals and the construction of additional and the enlargement of existing shops, engine houses, turntables, etc., and in the carrying forward of normal programs for the revision of grades, construction of additional main line tracks, longer and more numerous passing tracks, etc."

"A vast amount of work now remains to be done," he added, "which the intervention of the war has necessarily delayed and accumulated, and the result is that during the year 1920 very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war and to prepare the railroads to serve adequately the increased traffic throughout the country."

"In the year or two prior to the beginning of federal control this work was largely arrested by the difficulties of securing materials and labor and also by the difficulty of securing new capital. During the year 1918 this work was largely restricted to things which could be promptly done and which would have a relation to winning the war and also restricted by the scarcity of materials. The result was that comprehensive programs for developing the railroads were largely interrupted."

"During the calendar year 1919 there has been unavoidably an almost complete stoppage of all these matters because of the prospect of early termination of federal control and the resulting indisposition on the part of Congress to make appropriations."

TRAFFIC INCREASE TREBLED SINCE 1898

Greater Efficiency Enabled Railroads to Meet Country's Growing Demands.

The American railroads are more than one-third of the railways of the world. The traffic hauled on the railways of the United States is now three times as great as it was twenty years ago. In four months now the railroads carry as much freight and as many passengers as they did then in a year. In the three months alone of the harvest movement in 1919 the traffic equaled that of the whole year of 1898.

In 1898 freight ton miles carried by the railroads of the country were more than 100,000,000,000 a year. In 1910 they were more than 250,000,000,000, in 1913 more than 300,000,000,000 and in 1918 more than 400,000,000,000. Although the railway mileage increased only about 65 per cent since 1890, improvements in tracks, terminals, equipment, etc., have been so marked that the volume of goods carried (measured in the number of freight tons carried one mile) increased more than five times from 1890 to 1917.

Increased Efficiency.

Taking account of both freight and passenger service, the railroads in 1900 hauled 180,000 traffic units (freight tons carried one mile, plus passengers carried one mile) for each railway employee. By 1917, the last year of private operation of the railroads prior to the entry of the United States into the war, that 180,000 had been increased to 200,000.

The following table shows the increase in efficiency of American railroads since 1900, which enabled the railroads to keep pace with the growth of the country:

Ton miles increased.....	100%
Passenger miles increased..	170%
Trackage increased.....	56%
Cars and engine increased..	75%
Workers increased.....	85%
Output per worker increased	60%
Average train load increased	130%

These figures show that the traffic hauled by the railroads of the country has increased more than three times as fast as the trackage, more than twice as fast as the equipment and more than twice as fast as the number of workers. This has been made possible by far-sighted investment of new capital to increase the efficiency of the transportation facilities and thereby enable the railroads to increase the amount of traffic handled and reduce the amount of labor required to handle it.

Urge Adequate Rates.

In a resolution adopted by the Association of Life Insurance Presidents the heads of the country's large insurance companies express their attitude toward the railroad situation as follows:

"Rehabilitation of the railroads and establishment by law of rates adequate to provide for the present and future demands of our growing commerce and to stabilize the credit and securities of the roads."

Protection for Public.

The executive council of the National Association of Credit Men in a public statement on the credit situation of the country says:
"The council in its consideration of the transfer of the railways to private control felt that it is of the highest importance that the railways be protected from the dangers of receivership and the public assured against interrupted service."

D. BIENN
OF
Bogalusa, Louisiana

Wishes to supply you with an attractive

Columbia Graphophone

which will make it possible for you to enjoy all of the latest music by popular stage performers.

Full line of all the latest records and your choice from our stock will reach you the same day you mail order to us.

Columbia Talking Machine installed in your home on easy monthly payments.

Ford
THE UNIVERSAL CAR

The Ford Model T One Ton Truck with its manganese bronze worm-drive is really a necessity for the farmer because it solves his problem of economic transportation from the farm to the city. And in farm work alone, it will be found a great money saver as well as a big labor saver. Has all the merits of the Ford car multiplied by greater capacity with greater strength. No extra cost in operation. We'd like to talk it over with every farmer. Bring your Ford car to us for necessary repairs and thus get the genuine Ford parts and reliable Ford workmanship.

Motor Sales & Service Co.

Sheriff Sale.—No. —.
Louis Crain
Vs.
Avey Rawls et als.
26th Judicial District Court of Louisiana in and for Washington Parish.
Notice is hereby given that by virtue of a commission of sale issued out of the 26th Judicial District Court of Louisiana, in and for Washington Parish, in the above entitled cause and to me directed, I will proceed to sell at public auction to the last and highest bidder, on
Saturday, April 24, 1920
at the principal front door of the court house at Franklinton, La., between the legal sale hours for judicial sales, the following described property, being and situated in Washington Parish, Louisiana, to-wit:
First: The South Half (S1-2) of the South East Quarter (SE1-4) of Section 27 and the North Half (N1-2) of the North East Quarter (NE1-4) of Section 24; Township 1, South Range 12 East.
Second: Fifty (50) acres of land more or less in the Nathan Blackwell Headright 41, Township 1, South, Range 13 East St. Hel. Mer., and described as follows: Bound on the North by lands of — Hodge, and John Green, on the East by the East line of the said headright, on the South and West by Pushapatappa Creek.
Terms of sale: CASH.
To be sold for the purpose of effecting a partition.
This 15th day of March, 1920.
J. E. Bateman, Sheriff.
Ott & Johnson, Attorneys.
(Publ. March 18-April 22, 1920)

Sheriff Sale.—No. 3842.
Richard P. Baer & Company
Vs.
Willie Stewart et als.
26th Judicial District Court of Louisiana in and for Washington Parish.
Notice is hereby given that by virtue of a commission of sale issued out of the 26th Judicial District Court of Louisiana in and for Washington Parish, in the above entitled cause and to me directed and ordered for execution, I will proceed to sell at public auction to the last and highest bidder on
Saturday, April 24, 1920
at the principal front door of the Court House at Franklinton, Louisiana, between the legal sale hours for judicial sales, the following described property, being situated in the Parish of Washington, State of Louisiana, to-wit:
All timber 5 inches in diameter and over 2-1/2 feet from the ground but, standing, lying or being one hundred (100) acres of land or less, being a part of the Nathan Peters Headright 40 in Tp. 1 S. R. 13 E. St. Hel. Mer. and being a part of the land in the said Headright 40 in the East of "Cut off" and bound on the North, East and South by Peachtree Headright 40 in the Parish of Washington Parish, State of Louisiana. Also full and complete right of way for all purposes over and across the said land. The right to use and remove the said timber expires at the end of the said term of February 19, 1918.
Terms of Sale—CASH.
To be sold for the purpose of effecting a partition.
This 15th day of March, 1920.
J. E. Bateman, Sheriff.
Ott & Johnson, Attorneys.
(Publ. March 18-April 22, 1920)

Buy War Savings Stamps.

Everyone is interested in an item of local news. If you know of any local happening that is not generally known, communicate the fact to this office.