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Do you want an oil that keeps compression tight and gives you the utmost power-value and the most miles per gallon out of each tank of gasoline?

Stanocola Polarine Oils insure a gas-tight, power-tight seal between piston rings and cylinder walls under all service conditions.

Do you want a quiet, smooth-running motor, free from excessive vibration, knocks and friction? Stanocola Polarine Oils keep bearings and engaging parts cushioned against wear, with just the right film of lubrication. This means longer life and better service out of your car.

Don't abuse your motor by running it on any chance oil you happen to be offered. Find out which is the right grade of Stanocola Polarine for your car, and stick to it.

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Three Consistencies.

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For sale by all reliable garages, accessory and hardware stores, etc., for the lubrication of motor cars, motor trucks, kerosene and gasoline tractors, farm and stationary gas engines, motorcycles, motor boats, etc.

Who's Who in Big Orphanage Crusade

The men who are directing the great crusade in the state of Louisiana are feeling very optimistic as the result of the response of so many and various sections of the state outside of Shreveport, to the appeal of the two hundred homeless orphans who have been denied the admission to the Ruston Orphanage because of the fact that the Institution is already crowded.



W. G. BANKS,
Executive Chairman.

ed. At present there is only one large building on the ground where adolescent boys and girls are of necessity housed in the same building.

It is proposed with the money raised to construct a number of cottage homes where 20 to 25 orphans can live happily with an attractive cultured woman in charge. There they would all grow to feel that their little group is really their family; the cottage their real home; the garden and



W. SCOTT WILKINSON,
State Chairman Citizens' Committee.



B. F. ROBERTS,
Director Ruston Orphanage Board.

ideals, instill principles and train for service, is during childhood, they have put all their heart, brain and energy into the work and are urging the people of the state to become active



GEORGE K. NICKERSON,
Campaign Director.

champions of the cause of the homeless kiddies of Louisiana.

"Under the Arch of Protection" is the motto of the orphanage at Ruston. Clean, healthful housing, kind, careful attention, green lawns, state trees, beautiful flowers, fresh vegetables, farm animals—what child does not delight in such surroundings?

Will you slam the door in the face of a hungry child? The illiterate and underfed child makes the degenerate and criminal man.

PLEDGE

City..... Date.....
The undersigned pledges and promises to pay to the order of the Louisiana Methodist Orphanage for Building and Equipment Fund (\$.....) Dollars, to be paid \$..... cash and \$..... in installments of \$..... each due.....

Name..... Address.....
Fill out and return to 507 MHam Street, Shreveport, La.

RAILROAD RATES MUST BE ADJUSTED

In an address on "The Railroad Puzzle," delivered in Philadelphia, January 3, Dr. Emory R. Johnson, dean of the Wharton School of Finance, and one of the nation's leading authorities on railroad transportation, declared that "after the first of March the companies must be self-supporting or become bankrupt." Continuing, he said: "Can the railroads be successfully financed and operated when they are returned to their owners? For two years the government has drawn upon the public treasury to sustain the credit of carriers."

"If the carriers avoid failure their income must cover operating expenses, maintenance and capital charges; if the companies succeed to the extent that is demanded in public interest, they must not only be able to meet unavoidable expenses, they must have some surplus revenue."

"If there is no income to be used in part for betterments and in part for building up a surplus or reserve fund, the public will not invest in the railroads, their credit cannot be re-established and maintained and corporate ownership and operation of the railroads will fail."

"The income of the carriers is determined by public regulation, and properly so; but from this it follows that the country must decide between a policy of adequate revenues to the railroad corporations of the future and a policy of government ownership."

"The government is entitled to credit for having given greater unity to railroad operation, both line and terminal. It has done much that the carriers were prohibited from doing. The public now realize that co-operation of the carriers in the joint use of equipment and terminals should be encouraged, instead of prevented."

"The railroad legislation now pending in Congress must solve many difficult questions, but the most critical one is that of providing for the future regulation of railroads in accordance with a policy that will cause the carriers to secure revenue sufficient to enable them to perform their services adequately and with progressive efficiency. The railroad business must be made attractive to private investments or the

country will have to adopt government ownership and operation of the railroads. There is no other alternative."

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