

**THE CENTRE REPORTER**

THURSDAY, OCTOBER 27, 1921

**RAILROADS PLAN TO GET RATES DOWN.**

(Continued from first page)

receives for transportation services, whereas in 1918, 40¢ on the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about \$1,408,000,000 annually. In 1920, when govern-

mental authority made the last wage increase, the labor cost of the railroads was about \$3,698,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of \$3,000,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately \$2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent, is no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues.

**Thousands of Rates Already Reduced**

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return on property investment of the railroads of the United States for the past several years has been as follows:

**RATE OF RETURN EARNED BY RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT.**

1912	4.84%
1913	5.15%
1914	4.17%
1915	4.20%
1916 (fiscal year)	5.90%
1916 (calendar year)	6.16%
1917	5.26%
1918	3.51%
1919	2.46%
1920	0.32%

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

**Roads Handicapped More Than Other Business**

2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respects (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited. However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous not only to the railroads, but to the public, whose supreme need is adequate transportation. Consequently the railroad managements cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a conjecture.

**Farmers Especially Need Lower Rates**

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish the transportation which the public must have.

At the moment railroads in many cases are paying 40c. and hour for unskilled labor when similar labor is working alongside the railroads and can easily be obtained by them at 20c. an hour. The railroads of the country paid in 1920 a total of considerably over \$1,500,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings unless the industries which use the railroads are capable of meeting such charges. The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control and upheld by the Railroad Labor Board. These conditions are

expensive, uneconomical and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill. This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor costs in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the Railroad Labor Board. The railroads will proceed with all possible dispatch, and as soon as the Railroad Labor Board shall have given its assent to the reduction of wages the general reduction in rates will be put into effect.

**Red Cross Trains 147 Blind Vets In Useful Work**

Training designed to fit them for the battle of life was taken by 147 blinded ex-service men at the Red Cross Institute for the Blind, near Baltimore, Md., during the fiscal year 1920-1921, according to the report of the Institute for that period.

Of this number, 19 have gone on to other institutions, in almost every case to institutions where those having sight are receiving advanced education. The blind ex-service men who have entered such institutions are provided with special text-books in Braille, reading which they were taught at the Red Cross Institute.

Twelve men have passed from the Institute to successfully carry on some occupation or business for which they were fitted by special training. A few have withdrawn from the Institute because of poor physical condition, 14 are receiving further "training on the job" and 87 are still in training.

**Red Cross Plans \$6,000,000 Effort To Save Children**

Medical care and clothing for thousands of children in Central and Eastern Europe are outlined as the activities of the American Red Cross in Europe for the current year, says a statement on the eve of the Annual Roll Call of the organization. These activities, supplemental to the feeding operations of the European Relief Council of which Herbert Hoover is chairman, are designed to provide the most adequate and balanced relief within the resources of private philanthropy.

Through the establishment of child welfare stations in the centers of population of those countries where adequate medical care is not now obtainable, the American Red Cross plans to provide the medical assistance needed to restore these children to a normally healthy life. The sum of \$6,000,000 has been made available for this work.

**Yes**  
it's toasted, of course. To seal in the flavor—



**SALE REGISTER**

THURSDAY, NOV. 24th, at one o'clock, on the Horner homestead, one and one-half miles S.E. of Pleasant Gap, Clair A. Horner will sell farm stock and implements. A clean up sale. Wise & Hubler, auctioneers.

WEDNES. MARCH 8th.—Bright & Colyer, east of Old Fort; farm stock and implements.

TUESDAY, MARCH 14th.—John H. Burkholder, at Centre Hill; farm stock and implements.

TUESDAY, MARCH 21st.—Wm. D. Bartges, 3 miles east Centre Hill; farm stock and implements.

THURSDAY, MARCH 23rd.—J. C. Goodhart, Centre Hill; farm stock and implements. Clean up sale.

**TYPEWRITERS!**

All makes and all styles \$15 up. Some that were used and released by the U. S. Gov't. Bargain. State your needs and we will describe and quote. The **LINOWRITER**, a printing office successer. Ribbon any color 75¢ delivered. Give name and model. Carbon paper 8x13 100 sheets \$1.50 deliv'd. **Empire Type Foundry, Mfg. Wood Type, Metal Type, Printers Supplies, Buffalo, N.Y.**

**"Do Rats Talk to Each Other?" Asks Mr. M. Batty, R. I.**

"I got five cakes of Rat-Snap and three pieces around feed store. Got about half a dozen dead rats a day for two solid weeks. Suddenly, they got fewer. Now we haven't any. Who told them about Rat-Snap?" Rats dry up and leave no smell. Three sizes: 35c 65c, \$1.25.

Sold and guaranteed by C. M. Smith, Mable Arney, Centre Hall; C. P. Long Co., W. C. Meyer, Spring Mills; Louder's Store, Oak Hall.

**LEGAL ADVERTISEMENTS.**

**ADMINISTRATOR'S NOTICE—**

Estate of J. D. LONG, late of Gregg Township, Centre County, Pa., deceased. Letters of administration on the above estate having been duly granted to the undersigned he would respectfully request all persons knowing themselves indebted to the estate to make immediate payment, and those having claims against the same to present them duly authenticated without delay for settlement.

CHARLES P. LONG, Administrator, Spring Mills, Pa., Sept 11, 1921 642

**ADMINISTRATOR'S NOTICE—**

Letters of administration on the estate of MRS. SARAH J. KERLIN, late of Centre Hall Boro, Centre County, Pa., deceased.

Letters of administration on the above estate having been duly granted to the undersigned, he would respectfully request all persons knowing themselves indebted to the estate to make immediate payment, and those having claims against the same to present them duly authenticated without delay for settlement.

ARTHUR E. KERLIN, Administrator, Centre Hall, Pa. 644

**CYRUS BRUNGART JUSTICE OF THE PEACE CENTRE HALL, PA.**

Special attention given to collecting. Legal writings of all classes, including deeds, mortgages, agreements, etc.; marriage licenses and bus. let's licenses secured and all matters pertaining to the office attended to promptly. Jan 22

**JAMES W. SWABB JUSTICE OF THE PEACE LINDEN HALL, CENTRE CO., PA.**

Deeds, Mortgages, Wills, &c. written and executed with care. All legal business promptly attended to. Special attention given to settling of Estates, Marriage Licenses, Automobile Licenses, and all other Appointments kept on hand. Nov. 28. 1920

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announces the opening of a BRANCH WHOLESALE and RETAIL YARD in State College, located at Sparks Street and The Bellefonte Central Railroad Tracks.

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We have a complete Service Department for the Home Builders which is free to our patrons. Ask us about it. Your inquiries will receive prompt attention.

**Cresson Lumber Co.**

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**FOR SALE.—**

The owners of the Potter's Mills hotel are offering same for sale. Anyone interested should communicate with HARRY ALLISON, Agent, Spring Mills, Pa.

**FOR SALE—Queen Vacuum Cleaner**

and one 1900 Washing Machine; both in good condition.—R. D. Foreman, Centre Hall. 391f

**WANTED—Farm hand; good wages;**

lots of work.—Earl Ross, Centre Hall. Bell phone 14R3.

**FOR SALE—2 year old Sheep Buck,**

\$10; also pure-bred Holstein Bull Cal. born Sept. 15, 1921; price \$25.—Fred Slack, Centre Hall. 31p

**Why Mr. N. Windsor (R. I.) Put Up with Rats for Years**

"Years ago I got some rat poison, which nearly killed our fine watch dog. We put up with rats until a friend told me about Rat-Snap. It surely kills rats, though house pets won't touch it." Rats dry up and leave no smell. Prices, 35c, 65c, \$1.25. Sold and guaranteed by

C. M. Smith, Mable Arney, Centre Hall; C. P. Long Co., W. C. Meyer, Spring Mills; Louder's Store, Oak Hall.

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is greatly relieved by constitutional treatment. HALL'S CATARRH MEDICINE is a constitutional remedy. Catarrhal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced, your hearing may be destroyed forever. HALL'S CATARRH MEDICINE acts through the blood on the mucous surfaces of the system, thus reducing the inflammation and assisting Nature in restoring normal conditions. Circulars free. All Druggists. F. J. Cheney & Co., Toledo, Ohio.



**Prince Albert's a new note in the joys of rolling 'em!**

Talking about rolling your own cigarettes, we'll tell you right here that Prince Albert tobacco has 'em all lashed to the mast! You've got a handful-of-happiness coming your direction when you pal it with P. A. and the makin's papers! For Prince Albert is not only delightful to your taste and pleasing in its refreshing aroma, but our exclusive patented process frees it from bite and parch!

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Prince Albert is so good that it has led four men to smoke jimmy pipes where one was smoked before! It's the greatest old buddy-smoke that ever found its way into a pipe or cigarette!



Prince Albert is sold in tippy red bags, tidy red tins, handsome pound and half pound tin humidors and in the pound crystal glass humidor with sponge moisture top.

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