Hon. S. G. McLendon Champion for Levelling of Freight Rates.

For a number of years Atlanta, the capital City of Georgia, has enjoyed a monopoly of many good things.

Besides practically dictating to the State-at-large in matters political, she also enjoyed the distinction of lower freight rates than any of the other cities or towns.

Just what this discrimination was based on, cannot be learned, but it was there, and it has just occurred to Savannah, Macon, Augusta, Athens, Valdosta and a thousand or so smaller towns, that a level freight rate was what they needed.

Atlanta doesn't like it, and loud, hearty, far-reaching wails are going up from the big business concerns there, over the fact that other towns and cities are to enjoy a lower freight rate than heretofore, while Atlanta pays a per cent more per hundred. This increase in Atlanta's rate does not make it as high as the other cities and towns have paid for so many years, but that doesn't bother Atlanta any.

Eastman and Griffin are two plucky little towns that have suffered through this freight rate discrimination, and they have employed Hon. S. G. McLendon to offset the Atlanta petition, by another. This petition of Mr. McLendon's clients was read the present week before the Interstate Commerce Commission in Washington.

Atlanta, Ga., Dec. 11, 1915. To the Interstate Commerce Commassion,

Washington, D. C. ESPONDING to telegraphic information from the Secretary that an informal hearing would be held by the Commission December 14, 1915, upon an application to suspend or postpone 4th Section Order 3866, the Chamber of Commerce of Eastman, an original party to the proceedings leading up to Order 3866, and the Griffin & Spaulding County Board of Trade, also an original petitioner, respectfully show that they are Wholly uninformed as to any ground upon which such application for suspension is based. Objecting to any suspension or postponement, and compelled as they are, at an informal hearing to present their objection, it is not possible to do more than deal in general terms.

The Chamber of Commerce of Eastman and the Griffin & Spalsing County Board of Trades answering on behalf of the cities they repre-Bent, and speaking on behalf of more than a thousand other shipping Doints in Georgia that will be bene-Inted by lower rates , beg to urge,-

First: If suspension is asked on the ground of opposition to the law, the issue thus raised is not justifiable in this forum;

Second: If based on a charge of precipitated or hasty action of the Commission, the answer to that would be that the law about to be enforced was passed June 10, 1910;

Third: It based upon an allegation that the Commission is acting With undue suddenness, the answer is that Order 3866 was issued and eighteen Published more than months ago, that is, on April 13, 1914;

Fourth: If based on apprehension under tariffs as published, which are

to become effective January 1, 1916, and which are in the main well within the maxima prescribed by the Commission, the answer is that if excessive revenue be the result the evil can be easily and quickly removed after the rates have been given a trial.

This narrows the issue down to where respondents have nothing to combat, so far as at present advised, except the opinions or wishes of other interested parties, set up in opposition to the solemn judgment of an administrative body arrived at and pronounced after three years' deliberation.

Happily the order places Atlanta as the heart of the South in the matter of rates, and so simplifies the work of the Commission as that hereafter a complaint from Atlanta that its rates from rivers, gulf or ocean are unreasonably high, upon such complaint duly made, supported by evidence and sustained by the Commission, will result not only in reductions to Atlanta, but in corresponding reductions to more than a thousand other points in Georgia. For example, sugar rates under Order 3866 were put in force in June 1914. The tariffs applied increased rates to six stations between Montgomery and Atlanta, and reduced rates to fifty stations between Montgomery and Atlanta. The Atlanta-New Orleans rate was increased 5 cents per 100 lbs., while the La-Grange rate was reduced 10 cents per 100 lbs.

Atlanta is now seeking before this Commission a reduction of the rate established in June, and if it succeeds, a like reduction will automatically be made to fifty intermediate points. The relation of rates being established by the Commission in obedience to law, broadens the field of the Atlanta Freight Bureau and converts it into an institution serviceable to a large part of the South. Order 3866 and the opinion filed in its exposition and support, is a masterful and exceedingly creditable performance of a grave duty imposed by positive mandate of the law making power. The discretion vested in the Commission to permit departures from the long and short haul principle, has been so cautiously, wisely and judiciously exercised as to justify the assertion that the order is so perfect and symmertical as to make rate revisions in the South hereafter the simplest of problems. From beginning to end this order deals with and solves the basing point system, condemned alike by National and State Commissions, when carried too far, and while recognizing the just, but local interferences of short navigable streams, the order recognizes the controlling force of water rates from port to port on rivers, gulf and ocean and establishes a mileage basis of rate construction for all intermediate territory. Obedience to law by the Commission has been intelligent and implicit, departures from the law have been allowed with due caution and circumspection, and the only question under this Order which can arise in the future will be one of reducing excessive revenue and not the disturbing of relations between communities.

Order 3866 would eliminate from the labors of the Atlanta Freight Bureau every trace of selfishness, and make its future efforts patriotic and altruistic. In a fine spirit it will be working for the public good, not, as the farmers say, for standing wages, but for a part of the crop. The sugar case illustrates the point.

Order 3866 will promote and encourage the development of all communities and compei none to pay unjust tribute to the support of its

neighbor. Eastman pays \$1.32 from New York on first class, while Hawkinsville, its neighbor, thirty miles away, gets a rate 30 cents per 100 lbs. less than Eastman, and Atlanta, 140 miles more distant, gets a rate of 27 cents per 100 lbs. less than Eastof excessive revenue to the carriers man. The law outlaws such a situa-The Commission has recogtion.

nized a great principle of rate make ing in Order 3866.

Will the Commission by suspending this Order, compel the shippers of Eastman and the shippers of Griffin to continue to pay for the prosperity of other communities?

Eastman Chamber of Commerce. Griffin and Spalding County Board of Trade.

By their attorney. S. G. McLENDON.

THE TRUE-TO-LIFE PLANTATION

PICTURE OF THE OLD SOUTH. I have read "Bethany" by Hon. Thomas Watson. The first chapter depies my girlhood home as accurately as if drawn from my own life. Then comes the political era from 1850 to 1860, when Stephens and Toombs were the leaders. All of this is a dead and buried issue. Part two is a sad romance of the sixties that ends with death. Poor Nellie and Uncle Ralph! I wish the author had let them marry and "live happy ever after." This is no criticism of the book for I am not capable of criticising the writings of any one and especially those of Mr. Watson. He towers as a mountain peak and then dips down to the habbling brook at its base. The giant intellect can take hold of his flights of eloquence, and a little child can see its face mirrered in the clear pool in the valleyand I am that little child.

Some one said of I was not careful Mr. Watson would write me up. Mr. Watson has his arrows trained for eagles—the chirping of a "lone sparrow on the housetop" never reaches his ear and if it did the twitter of the little brown bird would not disturb him .- Grandma Georgy in Rome, Ga., Tribune-Herald.

CONGRATULATIONS FROM FLORIDA.

Dear Sir: Having first read an account of your trial, and rejoicing that there were ten jurors in your favor, I just want to congratulate you on your partial success, though I sincerely hoped you would beat the popes to a frazzle.

Long may you live to fight the deadliest foe of America and American institutions.

I regard you as the greatest exponent of truth and righteousness and one of the greatest Americans living or dead, and I just wanted to tell you so while you live.

May God's blessings abide with you that you may continue this fight until Rome is run from America.

Yours with best wishes. Fla. R. L. MCMULLEN.

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