

CONTRIBUTIONS

T-bone Slim.

Some farmers have an auto — some farmers have nothing. — The capitalist press is overcome with grief publishing broadcast that, "every third farmer in United States has an auto—"

What's the matter with that— why haven't the other two farmers an auto— . . .

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(Reader please note: A tin lizzie must be classed an automobile to keep figures straight)

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—Now every third farmer has an auto—you betcha, A regular car . . .

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Among his possessions also may be found plows, binders, mortgages and other farm utensils—(that is, of course, every third farmer).

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To have auto—and mortgage, isn't bad, but to have mortgage—and, no auto (to go with it) is hell . . . Nearly every banker has an auto or two—engines running; ready for emergencies?

Two out of three farmers have no car. Why? is it because freight rates, on cars, are too high?—No. You know a flivver, too, is on wheels . . .

No, I don't think the freight rates are too high. As it is—I cannot see how these myriads of stock-holders, bond-holders and cigarette holders, can transfer our freight as cheaply as they do . . . There is a quite large, and happy family, of these manicured "freight handlers". They are our "best people"—and must live . . .

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A farmer, on the range, thot a joke was being played (on him) when he recieved a bill for freight, on two car-loads of hay . . .—On the way to Duluth, the freight "ate" up the hay—"must have been poor hay?"—No, the hay was of good quality . . .

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The reason the hay wouldn't pay the way—was because it was shipped over a very fine railroad—it enjoyed all the comforts of a box car; the most beautiful scenery in the world—why, even the switch lights turned green with envy to see common "fodder" traveling, over the jointless "thread" of steel in a palatial "peddler"—the small town "manifest."

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A farmer in Nebraska shipped a carload of corn to Montana. He lost only fifty cents (and the corn) in so doing.—He was lucky to retain his land—otherwise he couldn't raise any more corn—corn?

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Potatoes will not bring enough to pay the rate-of-freight the railroads take.—Farmers should remember: These roads are of very fine texture—and that, if they expect a common "spud" to travel on these luxurious "rolling stock" they must be prepared to pay the penalty—or agent . . . (the "files" of which company are open to inspection to "booblic"—or any body else.)

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Why should farmers bring the food.—Why not bring the appetite to the food?

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If the rates are lowered—farmers could ship food to the workers—

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The workers with their bellies full of farm "produce", would refuse to work for less than a living wage—

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Will the rates come down?

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I know of only one good reason why rates will not come down.

If the rates are lowered, our "best people" will be forced to lower their standard of living, because of said rate . . .

If they refuse to lower their standard of life, then, some of their number will be obliged to work for a living (provided of course, rates are lowered).

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Will our "best people" lower the "rates" to lower their own standard of living?

Will our best people lower the "rates" to shunt their compatriots to the point of production? These are questions I refuse to answer.

There are 110,000,000 reasons why the rates should be lowered.

Strong reasons—too.

—Ever notice how these coupon clippers, themselves, set the amount you must contribute toward their upkeep.