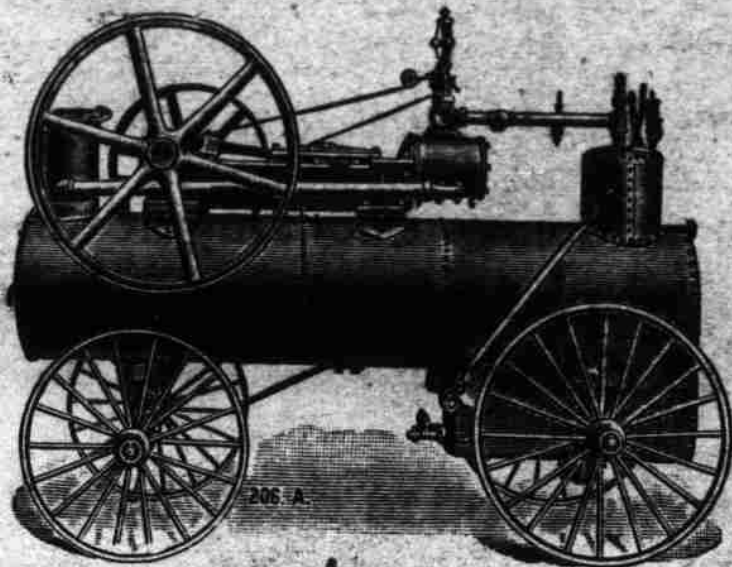


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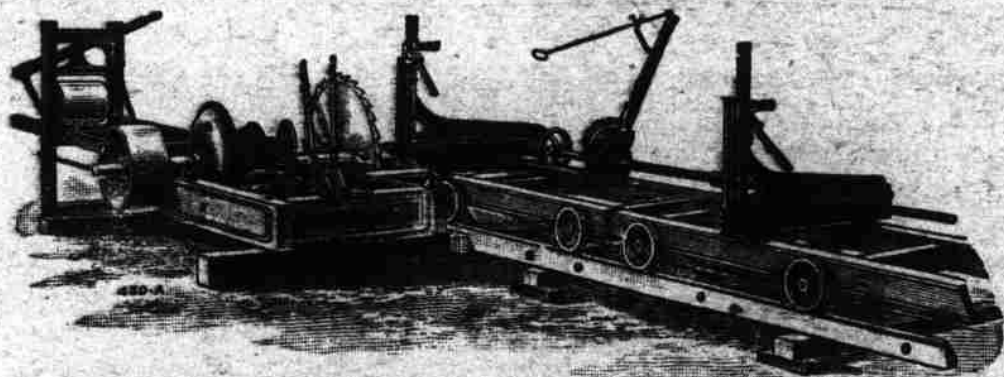
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WHAT TO DO ABOUT SIX PER CENT COTTON TARE.

Steamship Lines Preparing to Demand Better Baling Next Year—Time for Farmers to Unite to Stop the \$200,000,000 Loss Thru Insufficient Tare.

From an Address by Hon. T. H. Kimbrough, Catsula, Ga.

ABOUT 25 years since, when the farmers of Cotton Belt felt it their duty to make a fight on the jute bagging combine, I had been advised to write to some of leading cotton exchanges of America and Europe. In the reply from exchanges of Europe, I was advised to order a very heavy bagging from Dundee, also to thoroughly cover our cotton, for the reason that there was 6 per cent charged against American cotton for tare, and the lighter the covering, the more of our cotton would be appropriated as tare, and then, also, if thoroughly covered, our cotton would reach its destination in better shape. Also, if we used only the light-weight cotton covering, that the exporter would re-cover with heavier bagging, and it would be a suicidal policy on our part to fight this combine with a light-weight covering." This was advice from cotton men. It opened my eyes, and when I tried to find out by what authority this 6 per cent tare was charged against American cotton, no one seemed able to give a rightful explanation. I, however, did learn that 6 per cent tare was adopted when the American bale weighed 350 to 400 pounds, when the farmer used about 90 feet of heavy grass rope and about seven yards of heavy bagging per bale, and this tare was approximately correct. Since that time, the bagging and ties are much lighter. When iron bands were first introduced, they weighed 60 pounds to the bunch, (five bales), now only 43 to 45 pounds, and weight of bale has been gradually increased to 475 to 600 pounds.

No Complaint Till Cotton Went Up.

Whenever bagging went up, and cotton come down to where there was no profit, the exporter demanded that our cotton be thoroughly covered, and the marine laws of United States complied with this demand, and no vessel was allowed to accept a bale of cotton for shipment unless thoroughly covered. But now a change has come about, the exporter is unwilling for the producer to make a profit, and he sees a chance to take out of the farmer's pocket and put in his own, and he sends out notice to public ginners and local buyers, that if our six yards of bagging and six ties are put on the cotton it will be docked 50 cents per bale, and as cotton went higher they changed to \$1 per bale, and finally, to evade State laws, said they could not use it, and then to be sure of carrying out their plans, secured a new construction of marine laws, and yet there is no change in the law, and the American producer, tho he does all the work, from time of preparation to putting on the market, is forced to do just as a few exporters dictate.

More Loss to Farmers Than Boll-Weevil Has Caused.

Some claim this arbitrary tare of 6 per cent does not affect the producer. This is new mathematics, and one that will not prove itself. If 6 per cent tare is charged against my cotton in the Liverpool quotation today, and I put on according to the orders of our bosses, only six yards of bagging and six ties, a total of 18 to 21 pounds, and my bale weighs 500 pounds, there is no mathematician able to convince me that I am not robbed of ten pounds of beautiful white cotton, and from 12 to 16 pounds on heavier bales. For there is 6 per cent against it and the heavier the bale, the more we lose. I packed bale of cotton for a neigh-

bor, weighing 735 pounds, using six yards of bagging—12 pounds; six ties—nine pounds. The actual tare was 21 pounds, but the tare charged against it was 44 pounds, actual loss to him was 23 pounds, at 11 cents—\$2.53.

My own county, on a basis of 11 cents, lost last season \$30,000. My native State lost over \$3,000,000. The great State of Texas will loose over \$5,000,000. There are those who claim, that the American spinners do not charge as much tare against our cotton as do European spinners. This is also new mathematics to me, for in ninety-five cases out of one hundred the American spinner is governed by Liverpool prices. If this is the case, they make same allowance for tare.

Estimated loss by boll-weevil \$125,000,000. This arbitrary tare of 6 per cent has lost to cotton producers, since I have been begging for help, about \$200,000,000. Add to this the cost of high tariff, and you will not wonder why so many children are kept out, or trudge to school poorly clad and half shod.

What the Legislature Did.

I believed something could be done and this is one reason why I consented to represent my State in the Legislature. The General Assembly of Georgia, 1911, passed a resolution on this question, and ordered an appeal to the President and Congress. The Commissioner of Corporations made an investigation. Our consuls were put to work. Very elaborate reports have been made, and the National Government has opened its eyes for the first time since the war, to the great injustice done our Southland, and stands ready to admit that the cotton producers of America entitled to credit for three-quarters of the balance of trade, that is making the United States richer year by year, at least entitled to some protection.

The General Assembly of Georgia, 1912, passed another resolution, appointed a committee, and authorized them to take such steps as was necessary to standardize the tare on cotton. I have communicated with the Governors, Commissioners of Agriculture and delegates, begging and doing everything I could to secure co-operation with you in this work.

On April 15, the agents of steamship lines, held a conference in New Orleans, determined on a resolution in the cotton trade, and resolved not to give a clean bill of lading after first of September for a bale of cotton unless thoroughly covered, and covering well secured, and legibly marked, etc. The Exchanges held a meeting in New Orleans on May 15, and decided resolution of steamship lines was such a revolutionary move, that it could not be carried out on such short notice, and called a convention of steamship lines, exporters, exchanges, bankers, etc, to meet in New York on July 15, decided that a sample hole on each edge, and open space on each side, would not be classed as in bad order, but must be legibly marked, and of standard density, with the understanding that a reform bale, thoroughly covered, and covering well secured at ends, would be demanded after September, 1913, if a clean bill of lading was wanted, and must be free of country damage.

Now the Time to Settle the Tare Question.

The demand of steamship lines was really postponed to September, 1913, owing to the fact that the bag-

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