

# St. Tammany Farmer

D. H. MASON, EDITOR  
E. D. KENTZEL, MANAGER

Proprietors.

## WATERWORKS FOR COVINGTON.

On the first page will be found a call issued by the Covington Commercial League for a meeting to discuss the question of a waterworks system for Covington. At the last meeting of the executive committee of the League a committee of the town council was received and a joint discussion of the question showed that there was a unanimous sentiment in favor of a bond issue to cover an improvement fund for waterworks and school building. The exact cost of a waterworks system that would meet the requirements of Covington at the present time cannot be decided until a survey is made and plans and specifications drawn, but it is presumed, judging from investigations made by President Davis as to plants in various towns of the size of Covington and larger, that \$50,000 would cover the cost, but it is not necessary that the preliminary steps for the institution of waterworks should be delayed until all the details are worked out. Having established the fact that the system is needed and that it is the desire of the whole community that we shall have fire protection, it only remains for the members to endorse the movement by attendance at the meeting next Monday. The amount of the bond issue and the length of the time the bonds shall run may then be discussed. It is the sense of the executive committee that long-time bonds would be best, they being more readily marketed and less burdensome to the people.

It is now time for the people of Covington to make up their minds whether the town is to drift along at a pace that will soon leave it behind other towns of the State, or if it is to forge ahead and take the position in the front ranks to which it may be assigned by a progressive and energetic spirit. The lack of proper fire protection and public school facilities have been among the most damaging obstacles in the way of Covington's prosperity. Improved property becomes a tax upon the owner because insurance rates eat up the small margin of profit there is in the investment. We may not expect fine buildings as long as this condition lasts, nor is it encouraging to outsiders to invest their money in Covington. With proper conditions in Covington every cent of money in our local banks should find investment here, instead of going to New York, Chicago and other cities. Lack of confidence reduces the energy that is necessary to accomplish things, and initiative is killed by high insurance rates and lack of fire protection.

As Mr. Tupper, of Milwaukee, says, "there are brains enough in every community to evolve a good working plan for its improvement." There are brains enough in Covington to put in a good waterworks system and a good school building and to devise ways and means for pushing her on to the front where she belongs and where her natural advantages entitle her to be. It is to be hoped that the meeting at the courthouse Monday evening will be so enthusiastic that there will no longer be any doubt about the people being in earnest, and when once they are in earnest there will be no doubt about putting in the waterworks. We believe the property holders are not only willing, but anxious to vote the tax.

## GOOD ROADS GOSPEL.

How can the community develop its local resources and revive its dying business interests without a huge individual cost?

There are many ways that this problem can be worked out. At the present time the railroads have come to see what a tremendous bearing good roads have upon the general prosperity of the country, and they have inaugurated what are known as "gospel trains."

By far the most important of these is the "Good Roads Special," a train of private cars that visits the stations along the various railroad lines and carries the gospel of good road building. Expert road builders accompany this train, and general lectures are given to the townspeople and the farmers at each stop. Practical illustrations of how roads may be done inexpensively are features that are all to the point.

Here is a town that has gradually dwindled into comparative obscurity. The merchants have been losing business and they are disgusted. The town is surrounded by roads in such poor condition that motorists shun it and out on the farms are doing their purchasing by mail. Conditions must be remedied. No one wishes to assume heavier taxes. All want better roads, however. How may this be accomplished? Here is how one town managed to improve its roads and rebuild its broken business enterprises:

A good roads club was organized by one of the progressive citizens, and almost immediately the idea found popularity among the majority of the inhabitants of the community. Local merchants showed an eagerness to cooperate, even in a substantial way, and in a short time an expert roadmaker was called in to lecture on the subject. The active good roads movement dated from that moment.

Every farmer and villager was notified that he had been delegated to take care of the road adjacent to and abutting upon his own property. Every farmer in the locality received the same notice. No one had ever thought of doing this work himself. All the road building energies of the community had heretofore been devoted to berating the road commissioner. Instantly a sort of individual pride sprang up in the hearts of the people. Heaps of rough stone disappeared over night, and the small boys were gathered into a club of their own and spent their time of their spare time under the direction of an older person cleaning up the sides of the roads and cutting away weeds. A general cleaning day was set aside in which every man, boy and woman turned out to improve the looks and the conditions of the roads in the town. That is what happened in the town. But in the adjacent country a bigger movement was on foot.

Farmers who had waited patiently for the road gang to repair the roads now strolled out of their barnyards and wondered how they might best do the work themselves. They asked the good roads club about it, and in return they received literature telling how to construct the simple, yet famous King split-log drag. It was an easy matter after that. Every farmer in the locality spent his time scraping the rough road around his land, filling in holes with mud, disposing of huge stones that littered the roadway, and in dragging out the ruts. The spirit of rivalry entered into this, and later the good roads club offered prizes for the best sections of good roads. Polished country roads, like boulevards, were the result. The young people on the farms came oftener to town and felt more satisfied. The rural mail delivery man began to whistle on his route, and the storekeepers brightened up perceptibly. It wasn't long before the automobiles began coming through, and the money they brought to that town made the old days, when bad roads were common, a time to be forgotten.

Such is the story of how one town developed its local resources and built itself up from an obscure little village to a busy little city. There must be at least one progressive man in every community who is looking forward to development himself and his business along with the community in general. It takes only one word of his gospel of good roads to start the ball moving, although there is no record the story of one dying community that refused to allow the state to build a beautiful boulevard through the town because it would disturb the old cobblestones that were in the streets before the Revolutionary war. But such places are scarce. The spirit of progressiveness is here to stay and its present and future is "Good Roads." Active warfare against the vile road condition that exist all over this country is what is needed to make the old look like new and to solve the problems that the present day race is now facing—those of the high cost of living, the desertions of the farms by the young people, the resuscitation of home trade and the general traffic conditions in the country.

Good roads will work wonders. The blood of commercialism takes the highways and follows the best roads in its wake comes prosperity. Boatwright how the affair happened, he first said in an unconcerned way that "Mary must have been playing with a pistol."

Coroner G. M. G. Stafford asked Boatwright if he wished to make a statement at the inquest, and he again answered in an unconcerned manner, as if he were in a stupor, that he had just as well make a statement then as at any other time. Friends and neighbors of the couple say that Boatwright has always been a devoted husband and family and never failed to kiss them upon leaving, and was not in the habit of staying out at night.

Husband in Jail.  
Boatwright came here from Shreveport in October, 1910, and his wife and children came here last January. He was employed as shipping clerk in the wholesale liquor establishment of J. E. McAdams.

Boatwright's sister, Mrs. D. E. McDurk, of Shreveport, arrived today, accompanied by her nephew, Harry Brown. They received a telephone message at 3 o'clock this morning last night to take a train for this city. They took the remains of Mrs. Boatwright to Shreveport, leaving at night at 8:22 o'clock over the Texas and Pacific Railroad. Mrs. Reed, mother of the dead woman, is expected to arrive to-night from Warren, Ark.

Boatwright is in the Parish Jail to await an investigation of the case. His children are 6 years, 4 years and 2 months old, respectively.

TWO-YEAR-OLD CHILD FALLS IN WELL; CLINGS TO ROPE AND IS RESCUED.  
Brookhaven, Miss., Aug. 29.—News was brought here from Monticello, Miss., that a child two years of age was rescued after falling into a thirty-foot well. When the alarm was given out the child was heard crying at the bottom of the well, which was just being bored, a party of men and women started out to the rescue.

The well was so narrow that a grown person could not go down any further than four feet. The rescuers then got a small boy to go down with a rope tied around him; but he, too, would not get all the way bringing the boy back to the surface, one of the men began talking to the baby when an answer came. The man asked the little one to catch on to the rope that was being lowered.

The baby caught it he rope and hung to it while the rescuers were pulling it through the narrow passage.

No one had seen the child fall, and only for a passerby hearing the cries, he probably would have perished in the well. When the infant was brought home to its mother the mother was unconscious, but after treatment by a physician, she revived.

## NEW ORLEANS GREAT NORTHERN RAILROAD COMPANY.

Double Daily Service, Except Sunday  
Between  
COVINGTON  
And  
NEW ORLEANS  
MADEVILLE  
SLADELL  
BOGALUSA  
COLUMBIA  
FRANKLINTON  
TYLER TOWN.

Reduced round-trip tickets on sale daily; also cheap week-end rates.

SCHEDULE EFFECTIVE MAY 14, 1911.  
Daily, Except Sunday.

Southbound. Northbound.  
Leaves Covington Arrives  
No. 9, 6:40 a. m. No. 10, 6:40 p. m.  
No. 21, 3:35 p. m. No. 22, 9:28 a. m.  
Sundays and Wednesdays.  
No. 7, 5:10 a. m. No. 8, 10:10 a. m.  
For information apply to Ticket Agent, or  
M. J. McMAHON, G. P. A.,  
G. B. AUBURTN, A. G. P. A.,  
Suite 905 Whitney Central Bldg.,  
New Orleans. Long distance phone, Main 488.

## LISTEN FOR THE WHISTLE OF THE STEAMER JOSIE

Regular NEW ORLEANS, MADISONVILLE, HOULTONVILLE, COVINGTON  
Packet.  
Built exclusively for the trade.  
Leaves Glover's Warehouse landing every Saturday at 4 p. m., weather permitting.  
Rates Low.  
H. T. G. WEAVER,  
Owner and Manager.  
Office Phone 21. Landing 39-2.

## MANDVILLE, LEWISBURG AND MADISONVILLE STEAMER NEW CAMELIA

Commencing April 20, 1911, will leave Milneburg on the arrival of cars from Louisville and Nashville depot, head of Canal street—  
DAILY (except Wednesdays and Sundays, 4 p. m. train).  
RETURNING, leave Madisonville daily at 5 a. m., and Mandeville daily (except Sundays), at 6:20 a. m., water and weather permitting.  
EXCURSIONS  
\$1.00—ROUND TRIP—\$1.00  
MANDVILLE, LEWISBURG, MADISONVILLE AND PINELAND PARK.  
SUNDAYS AND WEDNESDAYS 7:45 train.  
Freight received daily at the Louisville and Nashville Railroad depot, head of Girod street.  
W. G. COYLE & CO., Agents,  
337 Carondelet St., New Orleans.

## ST. TAMMANY AND NEW ORLEANS RAILWAYS AND FERRY CO.

Summer Schedule, Effective July 16.

North Bound—From Mandeville

Station	Leave	Arr.
Mandeville	6:30 a. m.	6:30 a. m.
Chalmette	6:45 a. m.	6:45 a. m.
Orleans Park	7:00 a. m.	7:00 a. m.
Hahnemann	7:15 a. m.	7:15 a. m.
Spring	7:30 a. m.	7:30 a. m.
Covington	7:45 a. m.	7:45 a. m.
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