

THE ST. TAMMANY FARMER
On Sale Every Saturday at
SONIAT'S and WATKINS DRUG
STORES, Covington,
LOUISIANA.
IDEAL PHARMACY, Madisonville,
LOUISIANA. Five Cents Per Copy.

The St. Tammany Farmer

The subscription price of The Farmer is \$2.00. You'll get more than your money's worth by being a subscriber. Help us boost the Parish along.

D. H. MASON, Editor

COVINGTON, LA., SATURDAY, FEBRUARY 1, 1919

VOL. 45 No. 11

WOULD PUT ONE MILLION INTO GOOD ROADS OF PARISH

Hard Surface Roads Would Not Cost Exceeding \$5000 Per Mile.

FIVE MILL TAX ON SIXTEEN MILLION

This Will Give \$80,000 Per Year and Sinking Fund Of Thirty Thousand.

Covington, La., Jan. 28, 1919.

Editor St. Tammany Farmer:

Some time ago you had an editorial in your paper headed "Shall We Go Forward or Back Into the Woods?" This editorial dealt with the good roads problem. It was timely and to the point.

We should have good roads. Good roads are absolutely necessary to our growth and prosperity. We cannot do without them. We must go backward or forward—we cannot stand still. We must go forward; if we go backward we will fall into the rut. We must have good roads, and when I say good roads I mean good hard-surfaced roads, roads that can be traveled in wet weather as well as dry weather. Roads that will stand the brunt of time and the constant tread of man, beast and vehicle; roads that will not melt away under the softening influence of our winter rains.

Every important point in the parish should be connected with good roads, every farming section should be reached. Roads should be built with the view of benefiting the whole parish. Every farmer should have a good solid outlet over which to reach the market with his produce. This can be done. Why not start the movement now?

St. Tammany has the reputation of being the healthiest place in the country. Why not make it the most beautiful and the most prosperous? St. Tammany is the most favorably situated of all the parishes for building good roads. There is gravel in abundance on our eastern boundary along Pearl River, and on our northern boundary along Bogue Chitto River. The soil furnishes a firm and solid foundation upon which to build a hard surface.

With the start we have our roads should be hard surfaced at a cost of not much in excess of \$5,000 per mile. For \$1,000,000 we can build two hundred miles of durable hard surfaced roads. This would connect the important points and agricultural sections of the parish and be of incalculable value to the people. The cost would be infinitesimal compared to the benefits. One million dollars spent in this way would be the greatest and the most profitable investment that the people could make. Why not make it now? Make it now and get the benefit and comfort while you pay. It cannot be done by piece meal; by the funds that accrue from year to year. It must be done on a broad, big, last- (Continued on page 3.)

TREEN'S LETTER TO FARMERS

Lime (1) sweetens a soil, (2) loosens it, (3) causes its plant food to become available for plants, and (4) is a plant food itself. Most of the soil of St. Tammany parish needs lime. Chemical tests of samples of soil taken from various parts of this parish reveal the fact that the land is acid. Roots will not grow well nor plant food will not become available for them in soils that are acid. Better argument than this that our lands are acid and need lime, is the experience of farmers here who have used lime on their soils. Messrs. E. J. Warner, Basile, and many others, report great benefit derived from use of lime on their soils.

The addition of lime to a soil that is stiff and clammy or packs tends to make it granular, "friable," more tillable, looser. Our soils have enough phosphate in them for many years, but this phosphate is not in an available form for the plants to take up. Much of it is "locked up" in a compound with iron and free phosphate for the plants which is an expensive plant food now.

In the analysis of plants, and animals that live on plants, we find stores of lime. Lime therefore is needed by the plants. Hence, if put into a soil that is deficient in lime, the plant growth will be harder. There is a limestone quarry in our state, at Winnfield, that has been selling pulverized limestone to Louisiana farmers for several years. We can get this delivered here for about \$5.00 per ton in car lots. It should be applied to the land as soon as possible; the longer it is there before the crop is planted the better the effect. This is so true that bet- (Continued on page 2)

NOTICE

Notice is hereby given that no trespassing is allowed on my land adjoining the land of Alfred Gitz. Any one caught taking wood or otherwise trespassing on said land will be prosecuted in full accordance with the law. T. E. BREWSTER.

JOHNSON TAKES ISSUE WITH H. HARDTNER AS TO CUTOVERS

Says He Is Tackling Mighty Big Job When He Calls Them a Fizzle.

CUTOVER SECTION LEADS IN PRODUCTION

Tells Hardtner Some of the Things That Can Be Profitably Grown.

The arrangement of the large head lines in the New Orleans item of January 22, in connection with an article purporting to quote Mr. Henry Hardtner on the use of the cut-over lands for agricultural purposes, is calculated to lead the casual reader to infer that Mr. Hardtner is an expert agriculturist. And judging from the emphatic manner in which Mr. Hardtner expresses himself concerning the use of cut-over lands for returning soldiers and agricultural purposes, he may lay some claim, himself, to being an expert agriculturist. It is evidently conceded, generally, that he is a successful lumberman and it is certainly pretty generally known that he has experimented on his cut-over lands for reforestation. If reports be true, Mr. Hardtner is certainly entitled to a great deal of credit for the things he has demonstrated in reforestation on cut-over lands and no doubt the owners of unused cut-over lands in this State as well as in the pine district of the entire South, would do well to give more attention to reforestation at least certain portions of their lands, than they are apparently doing.

Conceding that Mr. Hardtner is a very progressive gentleman and an expert lumberman and has gained by actual experience a great deal of information on the question of reforestation of cut-over lands, yet when he assumes to say that any attempt at the settlement of cut-over lands for agricultural purposes will be a farce and a fizzle he is tackling a mighty big subject. Nearly two-thirds of the whole State of Louisiana will probably fall in the class of cut-over lands. Within a few short years there will be in the Coastal Plains States of the South two hundred and eighty million acres of cut-over lands. Hundreds and thousands of the finest soldiers sent from the South to fight the cause of right against might came fresh from the farms of the cut-over land area. We do not doubt the sincerity of Mr. Hardtner's opinion on the subject of building farms on cut-over lands but deplore his judgment and information. We are reminded of the much used quotation, "Oh! Consistency thou art a jewel." Just a few items for thought as to what has been done and is being done on cut-over lands in Louisiana alone:

Ninety per cent of all the sheep in Louisiana are on cut-over land. Eighty per cent of the sweet potatoes that are shipped from the State are from the cut-over land section. All the strawberries are from the cut-over section. Seventy-five per cent of the milk shipped to New Orleans is from the cut-over section. All the first class pure Louisiana non-sulphur cane syrup is from the cut-over lands.

The best watermelons are grown in this section. The cut-over section leads in the production of velvet beans, soy beans and is best adapted for peanuts. The very best cabbage, cauliflower, beets, snap beans, and in fact all kinds of vegetables are grown and shipped from the cut-over lands. The cut-over section produces many thousands of bushels of oats, corn, Irish potatoes and can compete with the alluvial and bottom lands in the production of cotton in the fact of ravages by the boll weevil. The great section of cut-over land does not require water pumped off and produces the best water on earth in springs, streams, shallow and artesian wells. No well-informed man pretends to argue that the cut-over lands as a class will require one thousand two hundred and forty acres of cut-over land with a fish pond, to produce a living for a family, and is absolutely foolish and ridiculous.

KEEPING UP WITH IMPROVED METHODS.

The Commercial Bank & Trust Company, instead of balancing banking accounts at any time the depositor presents his book, has adopted the method of up-to-date bookkeeping that places the daily balance at the disposal of the depositor in a neatly written statement sheet. Hereafter any depositor may know his balance and receive paid checks by application at the paying teller's window. Monthly he will be notified of his balance and will receive his cancelled checks along with the statement. If not called for before, these will be mailed to him by 5th of the month.

This system enables the depositor to keep up to date in the understanding of his account and gives him an opportunity to discover within reasonable time any discrepancy in his account or to detect an alteration in any check, should such a thing happen.

TAX COLLECTOR BUSY.

The delay in preparing the rolls in the assessor's office, due to compliance with the new law and the procuring of necessary data from the State Board of Affairs, has caused the clerks cannot keep up with the business. Mr. Walter Galambas is down with the flu, as is each member of his family, and Sheriff Brewster has given his personal supervision to the office, although he has just recovered from a severe illness. The work is being taken care of as rapidly as possible.

Mrs. J. V. Robinson was called to her home in Sugarland, Texas, on account of the serious illness of her husband. He is reported doing very well.

COVINGTON BOY RECEIVES HIGH HONORS IN FRANCE



RICHARD GRIMMER

Richard Grimmer is the son of Dr. and Mrs. A. H. Grimmer, of Covington, La., and is well known here. He volunteered and became a member of the U. S. Marines and received training at Paris Island, from whence he went to France. He has been decorated with the "Croix de Guerre" and the Legion of Honor card, and is now in France recovering from wounds received in battle. Following is a letter from Mr. Grimmer to his parents:

Portsmouth, Va., Jan. 19, 1919.

My Dear Parents:—Your letters of the 15th received yesterday, and must say they were highly appreciated. It is certainly grand to be so near so as to receive my mail regularly. For a while in the Old Country, I found that the mail was very irregular, however, it was not anyone's fault, being due probably to the general rush mail conveyances. That was only one of the so many disagreeable happenings while on so serious a mission in behalf of our great country and spotless flag.

I said I would write you of some of my experiences I had in France and at the front, so I will now endeavor to interest you in respect to that. To begin with, I had a very pleasant trip across the Atlantic, the grand effect of the open air for two days out at sea, but as most do, fell sick, and I too got sick for the remainder of the way. While crossing the ocean, and a thousand miles out, a U-boat was sighted a short distance away, and it likewise saw our ship, but Old America's sailors were there with "the goods." Suddenly an explosion was heard and we thought the ship was hit, but as luck would have it, every few minutes a big searching shell would land near us and occasionally a poor soldier would get killed or badly wounded, after getting "so near and yet so far" from the front. On arrival at our destination we were placed in our respective places, ready for anything that might occur. However, about two hours after I had been in my dug-out I heard my name called. I quickly responded and was ordered out with my squad and three other boys who knew the woods very well. I received orders to get all information possible, and take prisoners back if any were to be found. Well, it is interesting to read about this, but having to go through the real thing makes a big difference. I felt a funny feeling playing up and down my back. I cannot speak for the other boys but I suppose they had the same thought I had, which was "Good-bye Mother! and Good-bye Dad!" But thank God it turned out well. We were out on patrol for about an hour on hands and knees when we heard the lingo of the beastly Hun at a distance of a few yards. From the sound of their voices I thought there were a million, but shortly afterward we found there were about twenty and only eleven of us, and to take them would have been a hardship, so I told the boys to get ready for a surprise party. Sure enough, I passed the word, and as I passed it I imagined the Huns (Continued on page 3.)

MR. KERR GIVES JURY A REPORT HIGHWAY TO HAMMOND

Cost Would be from Twenty Three To Seventy-One Thousand Dollars.

SEVERAL PLANS ARE SUBMITTED

Washed Gravel Surfacing Or Shells May Be Used In Construction.

(Covington, La., Jan. 31.—The following is part of the proceedings of the police jury of Jan. 14 that were held over in order to secure certain data.)

New Orleans, Jan. 13, 1919. Hon. Duncan Eulo, State Highway Engineer, New Orleans, La.

Dear Sir:—I herewith submit for your information and approval, a report upon the estimated cost of the construction of the St. Tammany parish section of the Covington-Hammond Highway.

Location and Length. The route of the proposed highway begins at the corporation line of the town of Covington and extends in a westerly direction to the Tangipahoa-St. Tammany line, a total distance of 8.4 miles.

The line as located follows the existing public road from the corporation line to station 389-00, at which point the location crosses to the north side of the Baton Rouge, Hammond and Eastern Railroad, and parallels same to station 294-00, at which point the proposed line extends in a northwesterly direction to station 254-00, from which point the line extends in a westerly direction to the parish line.

Type of Construction. The location of the highway extends for the most part through cut-over pine land, which will necessitate a great deal of grubbing and clearing. Considering the funds now available to enable this project to be put under way, it will be impossible to surface this highway. Therefore separate estimates are submitted for both surfaced and unsurfaced earth type of highways.

Sufficient funds will also make it impossible to provide for concrete drainage structures, and timber structures are given consideration. The following estimates, based upon the foregoing, are herewith submitted for your consideration:

Estimate No. 1— Distance—8.4 miles. Type—Improved earth. Drainage Structures—Timber. Clearing—40 acres. 38,000 cubic yards earth work embankment, \$11,400.00. 5,000 cubic yards earth work lateral ditches, \$1,500.00. 40 acres of clearing and grubbing, \$2,400.00. 92,900 feet B. M. timber in bridges in place, \$5,940.00. 1,200 linear feet piling in place, \$1,200.00. 6 months engineering expenses, \$600.00. Plus 10 per cent for contingencies, \$2,304.00. Total approximate cost, \$23,040.00. Approximate average cost per mile, \$3,017.

Estimate No. 2— Type—Washed gravel surfacing. Width—14' cubic yards per mile, 1,400. Items Nos. 1, 2, 3, 4, 5 and 6, (as above) \$23,040.00. 12,000 cubic yards washed gravel in place, \$41,520.00. Plus 10 per cent for contingencies, \$6,456.00. Total approximate cost, \$71,016.00. Approximate average cost per mile, \$8,454.

Should concrete structure be used instead of timber structures, the foregoing would be increased by \$30,300.00. The unit price of gravel was determined as follows: Gravel, f. o. b. pit at Roseland, \$1.15 per cubic yard. Freight rate 2,700 lbs. at .03 per C., .81 per cubic yard. Hauling, placing, etc., (average haul 2 miles), \$1.50 per cubic yard. Total approximate cost, \$3.46 per cubic yard.

It is possible that this highway may be surfaced with shells, delivered at Madisonville over the Houlton Lumber Company's train. I have not had time, however, to investigate this detail, and am therefore not in a position to determine the cost of this material.

The maps and profile of this proposed work have been traced, and will be completed within the next few days.

Hoping that the foregoing is satisfactory, I am, Respectfully, CHAS. M. KERR, Asst. State Highway Engineer.

Moved by E. J. Domergue, seconded by J. M. Smith, that the report on the estimated cost of the St. Tammany section of the Covington-Hammond highway be accepted and the State Highway Department be duly notified thereof.

Carried. It was duly moved and seconded that Mr. S. D. Bulloch be and he is hereby appointed to fill the vacancy in the membership of St. Tammany Road District No. 1, occasioned by the death of Charles T. Bradley.

Ira Ellis Purvis, eldest son of Mr. and Mrs. Wm. Purvis, died Friday, Jan. 24, in New Orleans. Interment at Bush, La.

NO STRIKE HAS BEEN CALLED AT JAHNCKE SHIPYARDS

Machine Men Quit Because of Shutdown In Sheds On Rainy Days.

RETURN TO WORK FULL TIME AGREED

Government Closes Down Seattle Yards When Strike Is Called.

It is reported that about 150 machine men quit work at the Jahncke Shipyards, Monday. The trouble was due to the laying off of blacksmiths and machinists, etc., working in the sheds on rainy days when it became necessary for carpenters to lay off.

There seems to be different versions of the situation and it is difficult to get exact facts. It was reported that the carpenters would walk out in sympathy, but Wednesday a committee of the shipworkers visited New Orleans and consulted with the agent of the Emergency Fleet Corporation, and Thursday the men returned to work. This was said to be due to the fact that the agent told them no action could be taken unless the men were at work.

A representative of The Farmer talked to Manager Malloy, but Mr. Malloy disclaimed any knowledge of the inwardness of the trouble, and said there was no strike. This is quite true, as the men themselves simply decided to give up the work rather than lose time on rainy days when they were working under cover.

The report comes as we go to press, that full time will be given the men and that everything has been amicably settled. The yard has such an excellent record for the quality of its work that it would have been a pity to have trouble at this time.

Madisonville, La., Jan. 23, 1919.

Editor St. Tammany Farmer: The new ruling that the employees of the Jahncke Shipbuilding Corporation be laid off on rainy days compelled the entire mechanical installation force, both union and non-union, to walk out at noon today.

Previous to this new ruling the men have been able to work full time averaging 48 hours weekly, but under the new conditions imposed would lose about one day weekly. All but ten per cent of the employees are under shelter, and could see no justice in such a ruling under the present conditions of living and contending that they cannot afford to lose time.

Would appreciate very much if you would insert this in your paper. Respectfully yours, JAMES BECK.

Piez Says Shipyards Need Rest. Washington, Jan. 30.—It will be the policy of the government in shipyard strikes to "let the job stand," Charles Piez, director general of the Emergency Fleet Corporation said today.

He referred particularly to the situation at Seattle, where he said men had been out for a week, and to San Francisco where he said it was reported workers in two trades intended to go out shortly and tie up all the work in the district.

Says Yards Need Respite. Mr. Piez declared most of the shipyards needed a "breathing spell," that he did not think the government would continue to furnish work at extremely high wages unless increased skill and output justified it, and that in his view it was highly unwise for shipyard workers in their own interests to call strikes at their own scales.

"Most of the yards need a breathing spell," said Mr. Piez, "and production factors have tended to increase costs. How greatly the costs have been increased is shown by the fact that in one Pacific coast yard, typical to some extent of the general situation, wages now give each worker \$1.70 for putting in the same time he would have been given \$1 for a year ago, while in the same period the average output of work per individual is only 70 per cent of what it was a year ago.

Wages Double; Output Drops. "In an Atlantic coast yard workmen today receive \$2 for putting in time that brought them \$1 a year ago, and the average output per individual has dropped in the same period to 68-73 per cent of what it was one year ago.

"Combining this decreased efficiency with the increased wage, the result has been to make ship construction entirely unreasonably. Some contracts for ships have been already cancelled by the government. "In my views the present temper of congress and its attitude toward ship construction makes it highly unwise for shipyard workers in their own interests to call strikes against existing wage scales.

"In Seattle, where the men have been out a week, the demand is for \$1 an hour as a minimum for all workers in the yards, skilled, semi-skilled or unskilled. I do not think the government will continue to furnish work at extremely high wages unless it is justified by the increased output per man that high wages ought to bring."

ITEMS OF INTEREST AT JAHNCKE SHIPYARDS IN MADISONVILLE

Items of interest to the shipbuilders and public in general will be published in this column each week, and those who have interesting news and local notes can forward same to the Editorial Department Jahncke Shipbuilding Corporation, and they will be handled by them. Notes should be in so as to be mailed every Wednesday, otherwise they will be held over until the next week. E. F. CADDIN, Editor-in-Chief.

THE YARD HOSPITAL.

Just inside the entrance of the yard, under the spreading branches of a massive oak tree, stands the hospital, gleaming white, adorned with the insignia of mercy and help, the Red Cross.

One enters thru the office, where nurse and doctor is always to be found. Inside all is cleanliness. At the right is the operating and dressing room, to the left behind the office a lavatory, at the end of a short hall is a sunny ward with a capacity of four bed patients, opening from this is another lavatory for the use of patients.

At one of the wards and opening into it is a completely equipped biological laboratory, containing everything that medical science requires for making blood tests, examinations of secretions and analysis of all descriptions.

The operating room is a thing complete with its gleaming instruments in white steel cabinets, all for the speedy relief of pain and injury. A complete modern electrical sterilizing outfit, constantly in use, insures freedom from the dread germs of blood-poisoning, the complication so much to be feared in accidental injuries.

Mrs. Piana Koepf-Delaunay, a graduate trained nurse of the Charity Hospital of New Orleans, and formerly of the French Hospital of that city, has been identified with the Yard Hospital since its erection. She is a woman of sterling worth and professional ability and is known and loved by all of the men employed here, as well as by many families in Madisonville, who have seen their loved ones recover health and devotion to duty.

The surgeon in charge is Dr. Charles E. Voelker, formerly a practicing specialist in New Orleans, who volunteered his services to the Army, and who, upon returning to civil life, sought something less confining than an office practice. He brings with him to his new work the experience of many years' surgery, in addition to his very recent experience in handling large bodies of men under all sorts of conditions.

Primarily the hospital is organized to treat and care for the injured, but its mission is even broader, for the prevention of accidents by safety devices based upon experience in many cases, is often responsible for the stoppage of such accidents and this is one of the hospital's functions, to find out how accidents happen and make recommendations for stopping same.

Careful, concise and accurate records are kept of all injuries and cordial relations with the office of the yard enables a close investigation to be made as to how the accident happened and then steps are taken to prevent a recurrence.

The past record of the hospital shows how attention to detail eliminates accidents; but one fatality has occurred since we began building ships.

The hospital enjoys the co-operation of every executive and every foreman in the yard and to those gentlemen thanks are extended for their many helpful attentions. We are here to serve.

Local Notes and Doings.

The Jahncke Recreation Club has purchased a Brunswick (all photographs in one), and a number of records. This will be a decided attraction for the members of the club. The pool table and the billiard table have not yet arrived on account of the fact that the pool table is being recovered. Several large electric lights have been added, which have greatly improved the appearance of the place. The club's stationery and membership cards have also been received. Several games have been added and some new magazines.

Mr. Anthon has started a Grammar School which is open on Monday, Wednesday and Friday nights in the Mess Hall of the Soldiers' Barracks. It is to be hoped that he will have a good attendance. Mr. Anthon is giving his time to this work and the Blue Print School, as is well qualified as an instructor in both. The Blue Print School has a very large attendance at present and the work is progressing very satisfactorily.

Mr. D. A. Phillips does not appear to be so lubricated lately. However, this can be easily explained by mentioning that Mr. Phillips no longer drives his own Ford.

Mr. Davis is possessed of a great curiosity. We agree with Mr. Davis that it is very baffling to determine how Mr. Pous can so completely conceal his whereabouts after dark in such a small town as Madisonville.

We deeply regret to learn that Mr. James Moore has severed his connections with the Emergency Fleet Corporation as Assistant Resident Inspector. We will greatly miss Mr. Moore's charming personality and able assistance, and sincerely wish him success in his new undertaking.

We have been hearing the chips clinking through the wee hours of the morning. We are inclined to believe that this is the reason why Mr. Dietrich is beginning to bear such a great resemblance to "Gloomy Gus."

A month ago Mr. Roland Ladreyth was one of the most enthusiastic Ford owners in the Parish. Is it not funny what a change of sentiment a few punctured tires will bring about?

The atmosphere or something else about Madisonville has been guilty of causing a large carbuncle to bud on the neck of Mr. John Davis. We deeply sympathize with Mr. Davis in this hour of his great agony, but we cannot understand why Dr. Voelker has prescribed the water wagon. We fear that Mr. Davis will soon begin to sing "I Don't Want To Get Well."

The present fatted condition of Mr. Jim Moore, Assistant Resident Inspector of the Emergency Fleet Corporation, bears a great resemblance to the health producing qualities of St. Tammany parish. However, with his ravenous appetite Jim could have easily gotten fat in the Sahara Desert, and owing to the number of times he requests a second helping of his tablemates, they often wish he were there.

We are glad to see the Emergency Fleet Corporation Machinery Installation Inspector, Captain Carlson, back on the job, having fully recovered from his recent illness.

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It is commonly understood that all motorists advocate better roads, but the mentioning in previous issues of The Farmer that many petitions were made for the improvement of the road between Madisonville and Covington. Evidently, Mr. Ed. T. Malloy is not in sympathy with the movement, as he was observed making in a ditch on Thursday morning, January 23. From this it would appear that Mr. Malloy prefers a wet and sloppy path.

We welcome the addition of Mr. R. J. McDougall to our office force. He has recently been discharged from the army, where he had elevated himself to the rank of First Lieutenant. Mr. McDougall will have complete charge of our Pay Roll Department.

Mr. H. D. Vinet, Assistant Plant Guard Marshal for the Emergency Fleet Corporation at the Jahncke Shipyard, when asked why he was not married, replied "because no one ever asked me." Go easy, Dan, the girls in the future will claim the privilege heretofore enjoyed by the men. Do you remember what the little lady in white said at the gate, "Don't be talking that way around here."

Mr. Richard says his Hudson is a good car, except that the engine misses. We always thought that the motor was the most essential thing in a car, but it seems not as Mr. Richard's "For Sale" sign brought a favorable offer from the Canning Factory.

Isn't it strange how such things will happen? Several weeks ago Mr. John L. Jones, of Covington, went to New Orleans to take in the sights and it seems as if Mr. Jones took in "too many sights," for, after purchasing his ticket to come home he fell asleep in the depot (as the people in Crystal Springs do when they wait for the train), and upon awakening, found his hat gone. Realizing that it had been stolen, Mr. Jones at once began walking up and down Canal Street in an effort to apprehend the thief. After many hours of fruitless search, crestfallen, he boarded the train for Covington. If any one should happen to see Mr. Jones' hat, please notify him.

It is reported that the schools will open Monday.

TO REPORT ON TCHIEFUCTA RIVER.

Mr. Alfred Guyolot, from the Government Department of Engineers, was in Covington Thursday looking into the condition of the river and investigating as to the amount of traffic. His reports will have a bearing on the amount of the appropriation we will get for keeping it up. Unfortunately, at the present time there is little doing in this line, although the river has rendered us valuable service heretofore.

VITAL STATISTICS.

Marriages. White— Royce Joseph Faclane to Josephine Ford. Sylvain Seymour Parisy and Clara Miller.

Colored— Ransom Barnes and Ruth Smith. Harry Pierce and Rosa Ducre. Alonzo Williams and Selina Mayo. James Morris and Clara Alexander. A. L. Young and Murdis Richardson.

Deaths. Jan. 17—Horace P. Bougere, 58 years. Jan. 19—David P. Cox, 75 years.

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