

The Opelousas Courier.

OPELOUSAS, ST. LANDRY PARISH, LOUISIANA, AUGUST 22, 1908.

NO. 7

VOL. 56.

Once a Week, One Dollar a Year.

OFFICIAL JOURNAL OF THE CITY OF OPELOUSAS.

Twice a Week, Two Dollars a Year.

VALUABLE HINTS ON AN EPIDEMIC

MUCH HAS FOUND FOOT- HOLD AMONG RICE BELT STOCK.

PREVENTION THE ONLY REMEDY

Cautionary Measures to be Taken When Charbon Breaks Out Among Animals on the Farm.

Dr. J. S. Buckley, the expert sent here by the instance of Congressman A. P. to investigate the charbon situation, returned to Washington Friday. Before leaving the Crowley Signal interviewed and got the following interesting information on charbon, which the farmers of the American would do well to bear in mind for future reference:

Charbon is found in the states of Louisiana, Mississippi and Arkansas in the South and New York and Delaware in the North. Sporadic cases have been known in other states, but they have not been found epidemic. The disease is known in Europe. It is an infectious disease caused by specific bacteria as the anthrax bacilli, which is less restricted by conditions of soil and moisture. Territory subject to floods and inundations furnish the best conditions for the anthrax virus and the disease is observed in black, warm, humid and those containing lime, marl and sand in the swampy soils resting in an unproductive substratum. The disease is world-wide distribution and seems to be increasing rather than diminishing in this country.

Tracts subject to inundation in spring, a hot dry summer is apt to bring on an outbreak. It is supposed the bacilli thrive in stagnant water when this dries up the spores are scattered by the wind and scattered vegetation. Animals feeding on vegetation contract the disease. The source of infection is the body of an animal that has died of the disease. Blood or other body fluids are spread to the six the formation of spores on rapidly. It is thus shown the disease becomes stationary in a locality. The germs are very hardy and have been known to lie dormant for five years and then produce infection.

The virus may also be carried from place by hides, hair, wool, hoofs and it may be stored in hay or straw from infected fields. Internal organs may be taken in with the feed. Charbon may come from the carcasses of insects or by the bacilli contact with wounds or sores. In some cases of the disease number of animals die.

Prevention is as a rule ineffectual, no specific remedy for the disease being known to science. A disinfectant authority on charbon Dr. W. R. Temple, of Louisiana, has issued a pamphlet on the subject of charbon sure which is universally endorsed. Disinfection of this disease is possible. Stagnant water in pastures should be drained off. Swampy land in which charbon has been known to exist should be drained. The carcasses of animals that have died from the disease should be buried at least seven or eight feet in soil that does not drain into a water supply. The graves should be covered with quick lime and the ground around the carcass thoroughly disinfected.

Animals die in stables the carcasses should be torn up and burned and care taken to disinfect the stables.

In southwest Louisiana where the disease has existed for a number of years pastures are infected, the owner should take charge when an outbreak begins and men should be employed to see that carcasses are properly buried.

In the past week the Belle Rose farm has eight cows from charbon. A herd of forty is now confined in a stable where the animals are fed with hay, mules, horses, cattle have died from the disease. In the summer in Acadia. One hundred twenty head of stock, including mules valued at \$1,000, were burned.

FINANCE OIL COMPANY

Organized by last Monday night, the company has a capital of \$50,000, with a one dollar each. The company adopted officers elected by the directors selected. The company are: Hon. Homer B. Barousse, President; Hon. John N. Barousse, Secretary and Treasurer. The directors consists of J. J. Barousse, G. A. Manual, Schochet, A. K.

SHALL THE PEOPLE RULE?
Our platform declares that the overshadowing issue which manifests itself in all the questions now under discussion is "Shall the people rule?" No matter which way we turn; no matter to what subject we address ourselves, the same question confronts us: Shall the people control their own Government, and use that Government for the protection of their rights and for the promotion of their welfare? or shall the representatives of predatory wealth prey upon a defenseless public, while the offenders secure immunity from subservient officials whom they raise to power by unscrupulous methods? This is the issue raised by the "known abuses" to which Mr. Taft refers.—W. J. Bryan in Speech of Acceptance.

Riley, Jno. N. Ogden and J. H. Harmanson.

A geologist supposed to be of an unerring judgement in such matters, Prof. Thiele of Jennings, made a personal visit to the Chretien plantation, near Garrigues, Bridge, Plaisance, and after examining the character of the soil, and having witnessed the burning of the petroleum gas thereon, has made a most favorable report that there is an underlying strata of oil, that can be reached at a shallower depth than the Jennings oil field. Outside of his report, there is every reason to believe that oil can be reached at about 800 feet.

OUR WASHINGTON LETTER.

Washington, D. C., Aug. 17.—Mr. Bryan in his speech of acceptance, dealt the Republican Party some terrific blows, on some very vulnerable spots. Mr. Bryan charges Secretary Taft with attempting to amend the Republican Platform, which is an admission that the trusts and not the people wrote it. It is well known that a motion was made in the Republican National Convention to provide for the physical valuation of railroads as a guide by which the amount of stocks and bonds should be issued by the roads. It is well known that the Republican National Convention voted down this proposition. A great hardship on the people of this country results from the fact that when a railroad is organized and its stock is sold, the money for that stock goes into the pockets of the organizers and promoters as pure graft and then the crowd of grafters that organizes it, issues bonds for building the road. So that all of the proceeds of the stock is practically stolen and the bonds go to the building of the road. By this wholesale stealing and grafting which has characterized all the roads of the country, the people are compelled to pay rates for transportation, high enough to pay the interest on the bonds issued and dividends on the stock, which is practically all water. If the railroads of this country had been built on honest principals, and if they were now being built on honest principals, the public could secure transportation at one half of what they are now paying. Mr. Taft has seen the evil of this and has recently held a joint debate with his own platform. This only shows how completely the Republican Party has surrendered to the corporations and trusts. Mr. Bryan not only stands to correct this mighty evil but his party is united at his back. Whereas the Republican Party is bitterly opposed to it as shown by their vote in the Chicago Convention which voted down the physical valuation proposition by 280 votes against 112 showing that more than 8 to 1 of the leaders of the Republican Party are opposed to it.

FURNISHES FAIR ASSOCIATION WITH DETAILS OF HIS ATTRACTIONS

Shreveport, La., Aug. 1908.—Frank P. Spellman of Cleveland, O., with whom the Louisiana State Fair Association has made contract for amusements of the fair, today furnished the association with the details of all of the shows carried by him. Mr. Spellman states that he has his own train, consisting of a locomotive and fifteen cars. (He will come to this city from Georgia, and his special train will be run through to Caddo Downs, the station at the fairgrounds.)

Mr. Spellman will furnish seven free shows, to be located in various parts of the grounds. In addition, he will have about fifteen shows to which admission will be charged.

The association will have to pay something like \$4,000 to bring the Spellman shows to the fair, but it is believed the money will be well spent.

The seven free shows will be as follows: Spellman's performing bears. There are seven bears in this show. A lady trainer and two assistants will have charge of them.

Joe B. Hagley, the American Blondin. His sensational high wire attraction has been a feature of the Blycton, Mass., for years.

Pat Gay, black somersault high diver. He carries a special outfit, including an illuminated ladder for night performances.

The Flying Valentines, two men and a lady. They give a flying act.

The Malvern troupe of acrobats, three men and a lady.

Balno and Shaw, burlesque comedy mule act. This is a European novelty and will be given on a platform.

ONLY ONE PRIMARY

PAUL A. SOMPATRAC PROPOSES THAT THE HIGH MAN TAKE THE POT.

JUDGE PROVOSTY ACCEPTS OFFER

Mr. Brezeale Will not Agree to the Suggestion of Lake Charles Man.

Lake Charles, La., August 17.—Robert E. Brumby, secretary of the Sompatrac Campaign committee today gave out the following:

"Mr. Sompatrac has just returned from a trip through central Louisiana in behalf of his candidacy, and reports received from that territory from parties conversant with the situation show beyond doubt that he will carry that section—hitherto considered Brezeale territory. 'We expect to see Mr. Sompatrac nominated on September 1st.'

"As an evidence of our confidence we cite the fact that Mr. Sompatrac proposes to his opponents that all candidates for Associate Justice agree to a plurality test.

"This proposition was accepted by Mr. Justice Provosty; but declined by Mr. Brezeale. This shows clearly that the Scarborough interview is merely an effort to boost a weak cause."

Capt. Paul A. Sompatrac arrived in Crowley on the noon train today and at once started on a trip through the country with Dr. Franzen.

"I am satisfied with the outlook," said Capt. Sompatrac. "I believe I shall lead in the first primary, as is shown by my request that an agreement be made by which the high man shall be declared the winner in the first primary. I should not have made this proposition, if I had not believed I should poll the most votes."—Crowley Signal.

EXCURSIONS AND DATES ON S. F.

Account races at Crowley, La., will sell tickets on August 25th, good to return until August 31st, at a fare of one and one-third for the round trip.

Account Annual Session Educus on at Lake Charles, La., will sell tickets to Crowley, La., and Rayne, La., on August 23th, 29th, 30th and 31st, and Sept. 1st, 2nd and 3rd, good to return until September 9th, at a fare of one and one-third for the round trip.

Account of Home Manufacturers Exhibition at New Orleans, La., will sell tickets to that point on September 2nd, 7th, 19th and 25th, good for return five days from date of issue, at a fare of \$5.00 for the round trip.

Account of Missionary Mass Meeting, Colored M. E. Church at Lake Charles, La., will sell tickets on August 24th, 25th, 26th and 27th, good for return until September 3rd, at a fare of one and one-third for the round trip.

Account annual Meeting Seventh District Baptist Association, at Rayne, La., will sell tickets to that point on August 20th, 21st, 22nd, 23rd, 24th, 25th and 26th, good to return until September 2nd, at a fare of one and one-third for the round trip.

Week end excursion rates to New Orleans, La., tickets on sale every Saturday and up to noon Sunday, good for return on train up to and including Monday morning next following date of sale, at a fare of one and one-third for the round trip.

Yours truly,
J. W. JORDAN.
G. F. & P. A.
For further particulars apply to Mr. J. E. PENNINGTON, Local Agent, Opelousas, La.

WOODPECKERS DESTROY TELEPHONE AND TELEGRAPH POLES.

Birds are destroying the telephone and telegraph poles in the south and southwest, particularly in Texas, Arizona and California. In some places fifty per cent of all the poles along the right-of-way have been riddled by these innocent offenders, which belong to the woodpecker family.

One of the Western Union officials, who has recently returned from an inspection through the west, reported having seen twenty-five telephones poles with two or three hundred holes drilled clear through them. Some of the holes were three or four inches in diameter.

An officer of the Illinois Central Railroad counted the white cedar telephone poles along the right-of-way near Covington, Tennessee, which had been affected by woodpeckers, and found that out of 268 poles, 110, or 41 per cent, had been bored.

In some cases destruction of the poles takes only a few months and the weakened condition makes it dangerous for a lineman to climb the stick.

The real object of the birds in drilling the holes is uncertain. One telephone man said that the humming of the wires was mistaken by the birds for insects ex-

CLEAN CUT AND TO THE POINT

Opelousas, La., July 2, 1908.
Editor Opelousas Courier,
Opelousas, La.

Mr. Editor:
Having been asked by several persons, particularly in this community, what would be my policy in the event of my election as District Attorney, I beg that you give me space in your valuable columns to declare to the entire public my exact intentions should I become the prosecuting officer of this parish. My "platform" is as follows:
I promise, and pledge myself, to exert every honest effort toward the strict enforcement of ALL the laws, and against ALL violators thereof; and in the discharge of my duties I shall be fearless and impartial whether the transgressor be my best friend or my bitterest foe.

With the above concise and unequivocal statement as to the attitude to be assumed by me in the event of my election as District Attorney, I have no fear of being misunderstood or misinterpreted.
Yours very truly,
PEYTON R. SANDOZ.

causing beneath the surface of the wood, and that they drilled the poles in quest of these imaginary insects. It is very probable, however, that the holes are excavated for an entirely different purpose. The woodpecker is a provident bird. At the proper season it stores up a supply of acorns and other foods for future consumption. In the summer these holes are often found stored with acorns.

Many methods for preventing this damage have been suggested, but probably the most successful is preservation with creosote. A line of creosoted poles, opposite the one near Covington, was examined, and not a single hole was found. When it is considered that creosote will not only prevent the damage caused by the woodpecker, but also protect the pole indefinitely against both insects and decay, its great value as a preservative is apparent.

The Forest Service has spent considerable time in developing a cheap yet efficient method for the treatment of telephone and telegraph poles. The results of the work are embodied in several Forest Service circulars, copies of which may be obtained without cost from the Forester, Washington, D. C.

THEY WILL TALK.

The cosmopolitan journals want the country press to "talk more" about the acts of the Legislature. Why stay alive, slash with a two edged sword, mangle with a buzz saw or roast to crisp that which has been done, but fortunately is not irrevocable. The people made their demands, the legislature gave their pledges. If they have deliberately broken their pledges before the election by their votes in the General Assembly, then the people will not fail to hold them up to the limelight, when they come to the fore again. Then the country press will talk some. Recall a lost opportunity, reclaim the launched arrow, regain the speeding bullet, recall the bitter invective uttered, chain the lightning and stop the thunder roar. Never. But the repeal of an obnoxious law is possible. The people will bid their time until the next election rolls along. They will not be allowed to forget. Then hear them talk with their ballots.—Southern Sentinel.

TRAINED MEN FOR ROAD BUILDING.

In France men who build and maintain the incomparable highways of the country are engineers trained in the National School of Bridges and Roads, one of the finest technical colleges in the world. The national roads of France aggregate 23,655 miles, and cost the government more than \$300,000,000, but upon a standard French road a draft horse hauling 3,300 pounds is expected to travel twenty miles a day. In this country the load hauled by one horse over a level country road is only 1,400 pounds. Vast sums are annually wasted on the roads of this country by reason of the fact that we lack men trained to the business of roadmaking.

NOTICE

To Whom it may concern.
If I can secure the pledge of sufficient patronage I will do all drayage and hauling from any railroad depot in Opelousas to destination at the rate of 3 cents per hundred pounds.

This proposition is open for 15 days from this date, August 22; if sufficient pledges are not secured by that date to justify it the proposition will be withdrawn.

I will furnish all necessary guarantees for the fulfillment of my part of the contract.

I. M. CALLAWAY.

The Gazette: An exchange pertinent remarks, "A good newspaper cannot be made these days without good advertisers." But what is of more general concern is the broad fact that a good town cannot be made in these days without a good newspaper. It cost money to make a good town. It cost money to make a good newspaper.

The President might appoint a committee of cadets to run the Military Academy at West Point.

PUJO'S MOVE WAS EXCELLENT

**IN SECURING VISIT FROM
DR. BUCKLEY**

CHARBON EXPERT FROM WASHINGTON

**He Recommends Vaccination as
a Preventive.**

The Louisiana Sugar Planter says: Congressman A. P. Pujot, of Lake Charles, has made an excellent move in appealing directly to the secretary of agriculture, the Hon. James Wilson, to detail an expert on charbonous diseases to proceed to Southwest Louisiana for the purpose of investigating the charbon that is said to be still prevailing there. Dr. J. S. Buckley of the bureau of animal industry of the department of agriculture, arrived in New Orleans from Washington on last Saturday and was expected to proceed at once to Thibodaux, and thence to Alexandria, Opelousas and Crowley on his mission. The Picayune reports an interview with Dr. Buckley in New Orleans in which the doctor stated that New York, Delaware and Arkansas were the only states out side of Louisiana that had ever had charbon. The cases in New York and Delaware were presumed to have occurred the manipulation of hides. He thought that it may have existed in New York a long time before it was recognized, as it was not known to be there until one man, whose cattle died in large numbers, sent some tissue to Washington and examination there showed that death was due to anthrax, or charbon. The doctor recommends vaccination and seems to utter a complaining note in the statement that those who take no preventive measures expect the Department to find some way of ridding the country of the disease.

We sincerely hope that Dr. Buckley's journey to Southwest Louisiana will be of value and will lead to the institution of research work in the matter of the communicability of charbon. There will be but little use in his telling the people how to prevent the disease unless he demonstrates to them with absolute certainty, by actual experimentation, the fact that contaminated pastures, or certain grasses, or certain conditions will give charbon. If he can produce these cases of charbon on the spot it will be research work that will carry conviction, and thus far very few persons stand convinced of the hypothesis upon which we have been proceeding.

COMMISSIONERS OF ELECTION.

The Democratic Parish Executive Committee met at the Courthouse last Monday evening and selected the following commissioners and clerks of election to serve at the primary to be held on Tuesday, September 1st, 1908, to nominate the Democratic candidates for District Judge, District Attorney and members of the Parish School Board. As provided by law these names were drawn by chance and every candidate is supposed to have a square deal.

Opelousas—Commissioners, V. C. Devillier, J. J. Thompson, H. D. Littell. Clerks: D. L. Guilbeau, J. J. Fontenot. Watchers: Edmond Melancon, J. H. Harmanson.

Andrepoint—Commissioners, Adolphe Guillory, Edgar Dupre, J. F. Vidrine. Clerks:

Bellevue—Commissioners, Dave Carson, Frank Dimmick, Robert Wilkins. Clerks: Albert Burleigh, Jr., Lee Wilson.

Coule Croche—Commissioners, Ovide Guidry, Frank Goutraux, Edmond Guidry. Clerks: Alexis Guidry, Treville Leger. Watchers: Barousse Baugh.

Grand Coteau—Commissioners, J. J. Barry, Alex. L. Andrus, Vallery Guilbeau. Clerks: Numa Meche. Watchers: Joseph Sibille.

Leonville—Commissioners F. O. Davy, Regis Boudreaux, Theophile Spier. Clerks: Ovide Robin, Jules Spier.

Notleyville—Commissioners, C. C. Devilliers, Rene Quebedeau, Louis Mouret. Clerks, Villier Wyle, Roman Dupre. Watchers, Adam McBride.

Bayou Current—Commissioners, Robert Gordon, N. M. Richard, Frank Anderson.

Melville—Commissioners, George L. Havard, Frank Abels, Paley Fayton. Clerks, Willie Gordon, Mike Walker. Watchers, E. G. Richard.

Waxia—Commissioners, Dan Kimbel, H. B. Taylor, Edgar Dejean. Clerks, Walter Duckworth, Frank Pastoreck. Watchers, Thomas Dunbar.

Palmetto—Commissioners, Max Savant, R. W. Clark, Wesley Budden. Clerks, Alvin Deloach, A. D. Hawkins.

Big Cane—Commissioners, Claude Jackson, W. C. Hudspeth, T. C. Foote. Clerks, Leroy Harward.

Morrow—Commissioners, L. R. Hanks, W. B. Clopton, J. J. Scott. Clerks, W. F. Clopton.

Washington—Commissioners, A. J. Muller, Thom. McCaffery, Guy Jackson. Clerks, L. F. Vanhille, A. W. Bittle. Watchers, William Elton.

Garland—Commissioners, Isaac Goetz, E. C. Herbert, Joseph Beale. Clerks, P. J. Meyers, Joseph Huckaby.

White Ville—Commissioners, Alex Stag Isaac Stag, John P. Savant.

Barbeque—Commissioners, Levy Camp-

bell, W. A. O'Quinn, Leon Campbell. Clerks, J. W. Milburn, J. H. Baldrige. Grand Prairie—Commissioners, Theodore Doucet, Arthur Robert, Lemar Lafleur. Clerks, Louis Deshotel, Alcin Vidrine. Watchers, J. E. Buller.

Dossman—Commissioners, Thurston Raspberry, B. S. Dossman, R. M. Helmer. Clerks, R. E. Guillaumin, Aloise Dossman. Lake Cove—Commissioners, J. C. Causey, Harvey Johnson, Clerks, Charles Duplissey, Leonard Johnson.

Beaver—Commissioners, Ostave L. F. tenot, T. J. Seiley, Isam Fontenot. Clerks, Y. L. Fontenot, W. T. Morris.

Chicot—Commissioners, Ralph Thompson, H. D. Courtney, Robert Kelly. Clerks, F. L. Robertson, L. J. Derbes.

Fine Prairie—Commissioners, H. C. Campbell, M. L. Fontenot, William Clark. Clerks, Stephen Deville, Pat Donahay. Long Pine—Commissioners, D. W. Bass, P. J. Walker, A. E. Calcote. Clerks, Dan Wilson, John O'Quinn.

Ville Platte—Commissioners, Alfred Young, Chas. Pecheu, Oscar Reed. Clerks, Gaston Guillauman, Rene Dossman. Watchers, Ramond Chatman.

Chataignier—Commissioners, J. P. Lafleur, Alphonse Guillet, Auguste Manuel. Clerks, Willis P. Fontenot, Louis Lafleur.

Upper Mamou—Commissioners, Numa Guillory, M. J. Riddell, J. C. Vidrine. Clerks, Gus Miller, Daniel Quirk.

Point Grand Louis—Commissioners, Oliphus Fuselier, Green Lambert, Hebrard Landreneau. Clerks, Ermogene Guillory, Joseph A. Landreneau. Watchers, Evariste Vidrine.

Mamou—Commissioners, R. T. Marshall, Drew Seley, Lindsay Manuel. Clerks, Adras Vidrine, Jules Reed.

Faquetaque—Commissioners, Edward Dardeau, Alex. Reed, Peter Savoie. Clerks, Joseph Fuselier.

Lower Mamou—Commissioners, A. H. Mouton, Doreton Lafleur, Ursin Fruge. Clerks, Theo Sanders, Arnold Rougeau.

Mallet—Commissioners, Allen McCoy, Jim. Bellard, S. J. Gosselin. Clerks, Emjoe Latiolais, C. T. Bihm. Watchers, Willie Bihm.

Plaquemine Point—Commissioners, W. C. Dejean, Z. T. Cary, Sr., A. W. Dejean. Clerks, Jos. Boone, John Childs.

Enicue—Commissioners, Earnest Miller, J. Lear Lacombe, J. W. Bacon. Clerks, Dudley Burwick.

SUGGESTIONS ON ROAD BUILDING.

The road-mending season is now at hand in many sections of the country. The number of miles of good roads is very small in comparison with the total, and doubtless many years will elapse before we shall have good roads everywhere. Under intelligent supervision however, and with the aid of improved drainage, it is possible to make a very satisfactory dirt road. But, like everything else that is good, it requires gumption and money.

Up in the Parish of Madison, near the town of Tallulah, the United States authorities recently had Mr. C. T. Harrison, expert on road-building, to demonstrate a method of making a good, hard, substantial dirt road here in our lowlands. The piece of road selected was equal to any in the State when it comes to impassability, particularly during the wet season. It is made up of what is known as buck-shot or gumbo and is consequently the very worst kind of soil to handle.

There were some 600 feet of roadway which had been burned. It has a red appearance and looks like a road in the red hills. The road is first graded and the ditches opened on each side so as to carry off the water. After this there are ditches some four or five feet apart cut crosswise of the road. These serve as flues through which the fires are lighted. After these trenches are cut the dirt from them is thrown aside and over the trenches is placed wood in great quantities all along the portion to be fired. On top of this is thrown back the dirt to a depth of fully two or three feet. When everything is ready kindling is placed on each side of these flues and started with a supply of crude petroleum. The fire ignites the cordwood above it and soon the heated mass begins to do its work in the development of what you might call undeveloped and irregular mud bricks. The dirt crystallizes into heavy congealed lumps, and is tough and hard, much like hard rubber. This mass being a veritable kiln, will burn for fully forty-eight hours. The experts claim that it is better to burn when the earth is wet than when dry—the dampness seeming to produce a better quality of earth than when dry. Rain has no effect on the fires after they are started. In fact, the moisture is an advantage.

After the burned section has cooled and the road leveled the heavy road rollers are then operated to press the mass firmly together and pulverize the clods. The depth of burned dirt is about two feet. This forms almost a concrete mass, which does not have the faculty of sinking as the same quantity of gravel does.

It is claimed that a road so constructed will last for years. In case repairs are needed it is only necessary to make a kiln near by and use the burned dirt.

There is one serious matter to consider in constructing roads as this was done and that is the cost. It is approximately estimated that the average cost per mile is \$2,000. Of course, this can be reduced considerably where wood is easily obtained.

A CARD.

Having disposed of the Opelousas Wood Yard to Mr. B. L. Lafleur. I take this opportunity to thank my patrons for their past favors and respectfully solicit a continuation of the same to my successor.

I. M. CALLAWAY.
Phone 282.

Opelousas, Aug. 22, 1908.