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SATURDAY, JAN. 25, 1913.

Crowley is talking about making its principal thoroughfare, Parkerson avenue, "the prettiest street in the world." The climax may never be reached, but the idea of talk doesn't do a town any harm.

Former Congressman Edwin C. Burleigh, Republican, was elected United States senator from Maine on the 8th instant. He received 91 votes in the joint session of the legislature, just the number necessary for an election.

The Trucker and Farmer, of New Orleans, has purchased the Gulf States Poultry Journal, formerly published by the Mobile Register, of Mobile, Alabama. This combination will add to the value of the Trucker and Farmer to the farmers of the south, since it is already recognized as the authority on matters pertaining to live stock.

Woolens, Silks and Furs Cleaned and Pressed.

"We clean anything in the line of woolens, silks and furs. Men's and ladies' suits of any material and shade cleaned and pressed. Prices reasonable and satisfaction guaranteed. Call up 180 and we will send a boy for your work. EXCELLENT PRESSING CLUB, Clarence Ellis, Proprietor.

Perry Newkirk, a negro burglar who shot and killed Chief of Police Charles Dickey at Gulfport, Miss., was arrested, indicted, convicted by a jury and sentenced to death within seven hours after the murder was committed. The execution is to take place Feb. 21. But for the prompt action taken by the authorities in this case a determined effort to lynch the murderer would have been made by the enraged populace.

Big Railroad System to Teach Practical Farming.

The Missouri Pacific-Iron Mountain railroad system, under the direction of its agricultural department, is establishing the most extensive system of demonstration farms to cooperate with the farmers along its lines yet undertaken by an American railroad. The company has already established five large farms and expects to soon have a sixth in operation. These farms range in size from twenty-five to forty acres, which makes the undertaking the most pretentious yet inaugurated. Work will be conducted along the same lines as the government demonstration farm work, but will be on a much larger scale and relatively more valuable.

At present the farms will be confined to the tracks of the Iron Mountain Railroad, three being in Arkansas and two in Louisiana. The sixth is to be somewhere on the company's tracks in southern Missouri, the exact location not having been decided.

All the farms will be under the general supervision of L. A. Markham, commissioner of agriculture of the Missouri Pacific-Iron Mountain system, with headquarters at Little Rock. The United States Department of Agriculture will cooperate directly in conducting these farms and have field agents representing them, and the state agricultural colleges of Arkansas and Louisiana are giving unreserved cooperation in directing the experiments.

Each farm is to have a resident manager and each is to be located along the tracks of the company's lines in close proximity to a town. The managers and towns near which the farms so far established are located are as follows: G. M. Monroe, Glenmore, La.; Tom Andrews, Mer Rouge, La.; J. J. Lowe, Dermott, Ark.; J. W. Turner, Conway, Ark., and W. P. O'Neal, Hope, Ark.

The railroad will continue to experiment for at least three years regardless of results, and if at the expiration of that time the work has proved as successful as anticipated, it will be continued indefinitely and both the size and the number of the demonstration farms will be increased. Eventually it is contemplated to extend the work into Missouri territory so as to cover the entire Missouri Pacific-Iron Mountain tracks with a chain of farms conducted on modern scientific methods.

The experimental farms will be strictly modern in all respects, supplied with modern implements, well stocked and liberally furnished with the best seed procurable. All staple crops, together with forage grasses and, where practicable, fruits and vegetables will be grown. Accurate crop records and statistics will be kept, showing the cost to produce a bushel of corn or oats, or a pound of cotton, hay or other products.

Seed will be sold at reasonable prices to farmers in the surrounding country, and lessons in actual field selection of seed will be given on the ground by expert agriculturalists.

LET THE CHIEF DO YOUR JOB WORK

GRAVEL ROADS ASSURED.

Permanent Hard Surfaced Highways to be Constructed on West Bank of River—Special Tax Levy of One and One-Half Mills Proposed.

The committee appointed by President Adolph Netter of the police jury to devise ways and means of financing the project of constructing twenty-six miles of gravel roads on the west bank of the Mississippi river in this parish, met Sunday morning at the courthouse with nearly a full membership present. A thorough discussion of the subject matter was entered into, and after figuring out the various means of raising money under the present law, the following resolution was offered by Dr. E. K. Sims and unanimously adopted:

"Whereas, it is the sense of this committee that the construction of gravel roads on the west bank of the Mississippi river, in this parish, will be of incalculable benefit and advantage to the citizens and taxpayers residing therein; and

"Whereas, this committee having been appointed by the police jury to devise ways and means of financing the project of building said roads, finds there are twenty-six miles of road to be gravelled, and that the cost thereof will entail an expenditure of \$50,000; therefore

"Be it resolved, That we recommend to the police jury of the parish of Ascension, at a special meeting of said jury to be called for the purpose of acting hereon, that the said police jury do by ordinance constitute and create all of that portion of the parish of Ascension situated on the west bank of the Mississippi river, and composed of the first, second, third and fourth wards, into a road district to be styled the 'First Road District of the Parish of Ascension.'

"Be it further resolved, That in order to raise the amount of \$50,000 necessary for the said purpose, the police jury divide the said amount into two separate funds, one of \$15,000, and one of \$35,000. In order to raise the first of said amounts, that of \$15,000, that the sum of \$2,000 be appropriated annually by said police jury, out of the present appropriation made for road purposes in said district, and said amount be capitalized for a period of ten years, upon the faith of which appropriation the parish of Ascension issue certificates of indebtedness bearing interest at the rate of five per cent per annum, and to be redeemed in ten years.

"That in order to raise the remaining \$35,000 the police jury, after it has so created the first road district of the parish of Ascension, order a special election within the limits of said road district, which said election shall be held under the governing authority of the police jury, and at which election the following two propositions shall be submitted to the property taxpayers of said district, qualified as electors under the constitution and laws of this state, viz:

"(1) To create an indebtedness of thirty-five thousand (\$35,000) dollars and authorize a bond issue of like amount, said bonds to bear interest at the rate of five per cent per annum, and payable within twenty years, and to be secured by a tax of one and one-half mills on the dollar on the assessed valuation of all property situated within the limits of said road district.

"(2) To levy, assess and collect annually a special tax of one and one-half mills on the dollar on the assessed valuation of all property situated within the limits of the first road district of the parish of Ascension, for a period of twenty (20) years, the proceeds of which tax to be used exclusively for the payment of the principal and interest of the series of \$35,000 aforementioned.

"Be it further resolved, That this committee recommends to the police jury the construction of gravel roads similar to those of the parish of Iberville, the same having been examined by a committee of citizens appointed by the police jury, and found by them to be the best and most economical that can be built for the cost thereof."

A motion was adopted authorizing President Netter to communicate with the New Orleans banks and other bond dealers, for the purpose of ascertaining the class of bond that will be most desirable to the bond purchasers. The president was also directed to communicate with the state highway engineer, inviting him to make an inspection of the gravel roads of the parish of Iberville, with a view of having these roads adopted as standard.

It was decided to make application to the state highway department for state aid in building the proposed roads in this parish. From the lively interest manifested in the good roads project, we believe we can safely predict that within the next year all roads leading into our thriving little city will be gravelled.

Can't Blame the "Other Fellow."

While the commission form of government may have some features connected with it which are not practical and which could undoubtedly be improved upon, it contains one strong and excellent feature which can not be too greatly appreciated. It will fix the responsibility for every act of a public nature that is performed, as well as for those that are not. There will be no charge of crying "administration," or for some commissioner to try to blame the "other fellow." Each man will be held responsible. We, as citizens, can demand of them an accounting of all matters entrusted to them, and they, as public servants, must answer to us. There will be no further chance of saying "those other fellows blocked me." It's going to be different in that respect at least.—Lake Charles Times.



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Royal Baking Powder

Absolutely Pure

No Alum No Lime Phosphates

HOW IBERVILLE DID IT.

Method Followed by Our Neighboring Parish in Building Good Roads at Small Cost.

From the interesting and forceful address delivered by Hon. Charles E. Schwing of Iberville at the good roads conference in this city on the 7th inst., we quote the following 7th extracts:

"Up to this time Iberville has built two and one-half miles of gravelled roads below Plaquemine, three miles above, one and one-quarter miles on Bayou Jacob, six and a quarter miles on Bayou Plaquemine, and about three miles in the first ward. It has done this at a cost of about \$1700 a mile, and the parish finds it the best investment it has ever made. It has done this, too, without state aid, because it could build a whole mile or more for about half the cost of constructing half a mile with state aid, according to the methods heretofore followed by the engineers who drafted the specifications. A seven or eight thousand-dollar-a-mile road is beyond our reach and impracticable from a financial viewpoint, if we are to build any considerable number of miles, but a \$1700-a-mile road is an altogether different proposition. After Iberville's experience it would seem both a wise policy and sound common sense for the state to adopt as standard for this section at least, such roads as we have built in Iberville, for then we shall be able to take advantage of the state fund, and it appears to me the best interests of the taxpayers would be served by an organized effort to direct the state's attention to this matter. As Act 49 of 1910 reads, Iberville cannot get one cent of the tax which it is paying into the state treasury for the road fund, because, forsooth, the plans of the engineers were cast aside for what we all believe to be a better and a more practicable arrangement. The act says that the engineer, now called the State Highway Commissioner, shall investigate and determine the methods of road construction best adapted to various sections of the state and shall establish standards for the construction or maintenance of state highways in the various parishes, giving due regard for topography, natural conditions, character and availability of road-building materials," but this department of the state government has thus far utterly failed to make even the slightest investigation, so far as my knowledge goes, of the best and most practicable method of building permanent roads, though I am informed it has been invited to do so. It is said some of the engineers ridiculed the idea of building gravel roads, holding to the view that such could not be successfully built, and I am just a little suspicious that it is a bit distasteful to some of them to have to acknowledge their mistake, no doubt made in good faith.

"The cost of gravel roads such as we built is quite reasonable, we think. Gravel delivered on the cars by J. W. Thompson is bought for \$1.35 a yard, and a yard of gravel should run a little over five feet. At \$1.35 a yard, one mile, or 1056 yards, costs us \$1425.60, but this cost is reduced to about \$1116, so it is calculated, by reason of the fact that the T. and P. Railway company has reduced the freight rate from \$12 to \$5 per car, making the cost of gravel to us per mile about \$1225, including freight. Ordinary freight charges would be about \$12 a car, but the T. and P. railway has magnanimously agreed to deliver gravel for road building purposes at cost, or about \$5 a car. What the company is doing for us it will no doubt do for Ascension or any other parish through which its line runs, because, doubtless, it knows that good roads make a good country and a good country means good business for railroads as well as for other institutions.

"Our experience is that it costs between \$400 and \$500 a mile for the laying of the gravel, including the building of bridges and ditching. Teams and the services of overseers are donated. The money for labor has been raised in various ways, including subscriptions and contributions. For roads along the river the Atchafalaya levee board has wisely seen fit to contribute \$100 a mile, not for road building, but to secure

the proper drainage alongside the levees. Another item of importance is the fact that the corporation of Plaquemine contributes \$100 for every first mile of gravelled road leading into the town, and the sound business sense of applying this amount, or even more, to such a purpose is gratifying to every person both within and without our town. With these two contributions and the parish of Iberville paying 25 cents a linear foot, which just about pays for the gravel, we have about \$1500, and the balance is subscribed by various progressive citizens who know and realize the great benefits of such roads as we have.

"Having completed payment on our bridge across Bayou Plaquemine, the one and one-half mill tax formerly dedicated for a period of ten years to gravel roads, and the police jury issuing certificates of indebtedness running from one to ten years for each mile of gravel road built. These certificates bear five per cent annual interest. The tax will give \$10,000, besides paying interest. It is a part of the ten mill tax.

"As most of our roads are too narrow, and have to be widened, we find the cost of labor running in places over \$500 per mile, but where the work is done in August, when the days are long, and the haul not too long, \$400 will cover all cost of labor, including ditching."

RED MEN FEAST.

Chickasaw Tribe No. 84 Hosts at Elaborate Banquet in Honor of Newly Installed Officers.

Chickasaw Tribe No. 84, Improved Order of Red Men, of Faircourtville, installed its officers Wednesday night, with impressive ceremonies conducted by Great Sachem Francis L. Knobloch of Thibodaux, assisted by Philip H. Gilbert, acting great senior saganamore; Ed. Glanville, acting great junior saganamore, and Peter Blyman, acting great prophet. Louis Boston, great prophet, and Paul Giscard, saganamore, were also in attendance.

The following officers were installed: Sachem Chas. H. Dugas; Senior Saganamore H. B. Barber; Junior Saganamore John Marguette; Prophet A. C. Newchurch; Keeper of Wampum Leon Levy; Chief of Records M. S. Glanville.

After the installation, a banquet was given in honor of the newly installed officers. Br. A. M. Charlet acted as toast-master, and responses were made by the following: Great Sachem P. L. Knobloch, Sam T. LeBlanc, Dr. Henry A. Gilbert, Louis N. Boston, Philip H. Gilbert, Ed. Glanville and Peter Blyman. Chas. H. Dugas, chairman, P. S. Glanville and Edw. Blanchard constituted the banquet committee, and the following was the menu:

Brother, You are very welcome to our house; It must appear in other ways than words.—"Merchant of Venice."

MENU

Set down and feed and welcome to our table.—"As You Like It."

Oyster Cocktail a la Chickasaw We may live without poetry, music and art; We may live without conscience and live without heart; We may live without friends; We may live without books; But civilized man cannot live without cooks.

Hors D'oeuvres Olives Pickles Onions

Yet shall you have to rectify your palate, An olive caper or some better salad.—Ben Johnson.

Sandwiches Anchovies a la Tennessee

When if your chance or hunger's powerful sway

Imported Honduras Seed Rice

WE are importing direct a small quantity of HIGH-GRADE HONDURAS SEED. Samples at all our mills. Supply limited. Order early.

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Big Clearance Sale of Clothing and Hanan Shoes

25 per Cent Off on Clothing HANAN SHOES, \$4.45 per Pair

Now is your chance to secure REAL BARGAINS. Look at these values and be convinced:

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\$16.50 Suits, now \$12.40
\$18.00 Suits, now \$13.50
\$20.00 Suits, now \$15.00
\$22.50 Suits, now \$16.90
\$8.50 Overcoats, now \$ 6.35
\$10.00 Overcoats, now \$ 7.50
\$15.00 Overcoats, now \$11.25
\$16.50 Overcoats, now \$12.40

We have also made a general reduction in prices on Ladies' ready-to-wear garments, sweaters and other articles too numerous to mention. Call and look over our lines

B. LEMANN & BROTHER

Donaldsonville High School Department

LILLIAN BOURGEOIS, '13, Editor-in-Chief
Frank Rieger, '14, Associate Editors
Ruth Gautreaux, '15, Associate Editors
Elmer Johnson, '16

Impending Doom.

Wednesday, Jan. 23, the D. H. S. hangs out its mourning colors and as the students quietly settle down to their dorm, the flag is lowered at half-mast. Groups of sorrowful students walk back and forth on the campus quietly discussing the awful calamity in serious tones. "What is the cause of the mourning?" asks the ignorant passer-by. "Examinations" is the solemn reply—for next Wednesday the semi-annuals begin. Preparations have begun for the event and "sofars" are seen pondering over their books, "cranking" while the students are still wearing "the smile." The Senators are particularly to be noticed, as a "hunk" in this exam might mean a failure in the finals. However, they profess not to be worried, and they were overheard saying the other day:

One more bloody week's exam Only one blooming night, to cram, Not half through; don't give a damn. We're tired.

A few more weeks would help us well. As it is we haven't got a smell. Sheepskin? Let it go to Hell! We're tired.

Basketball.

The girls' basketball team will play the Belle Rose team today in the Belle Rose campus. The local team left this morning for Belle Rose. After the game they will be entertained at dinner, followed by a hay ride. The D. H. S. girls have been practicing for the last week and a good game is expected.

Demonstration Train.

The Texas and Pacific Railway Company's agricultural demonstration train will reach Donaldsonville Monday, Jan. 27, at 7 a. m., and remain

Piano Tuning and Repairing.

If your piano needs tuning or repairing, send for Claiborne Williams, who will do the work in the best possible manner and restore the instrument to first-class condition. Rates reasonable and satisfaction guaranteed. Highest references furnished. A trial order solicited. Residence, 507 Opelousas street. Telephone, No. 11.

Next Friday night—"Trelawny of the Well." Curtain rises at 8 o'clock

until 10 a. m. This is a very interesting as well as instructive train, and all efforts should be put forth to have every one visit it. The lesson to be derived from the lectures and exhibits is an important one, and the town people are expected to cooperate in making the visit one of interest and instruction. Don't forget it will be here only a few hours, and be there to visit it on time.

To Entertain Dramatic Club.

Preparations are being made to entertain the L. S. U. Dramatic Club, which will present "Trelawny of the Wells" at the Grand Theatre Jan. 31. The students show great enthusiasm and are doing their best to make the event a success. A dance will be given after the play in honor of the troupe.

The Senior Literary society held its regular meeting yesterday afternoon. An appropriate program was rendered, Latin and the debate, "Resolved, that Latin should not have been abolished in the course of study in the D. H. S.," was hotly contested. After much discussion the judges, who were Misses Edna Burns, Florence Faddison and Irene Richard, decided, although not unanimously, in favor of the negative. Misses Nora Maurin and Ernestine Landry being victors over Misses Janie Moseman and Azellia Brissett.

Tests were given last week, ending the fourth school month. The following were the leaders in scholarship and deportment in their respective grades: Second grade, Inez Coker; third, Livia Medus and Sidney Landry; fourth, Clyde Hazlip and Modeste Gaudin; fifth, Lillian Landry; sixth, Jane Judice and Josepha Judice; seventh, Eunice Chandler and Ruth Chapman; eighth, Ruth Miller; ninth, Frances Proffitt; tenth, Hilda Whitke and Noelle Boudreaux; eleventh, Lillian Bourgeois.

Prominent Louisianians and Mississippians are included in the reception committee of the general convention that will have charge of the inauguration of President Wilson. Among the members of the reception committee, of which Thomas Nelson Page is chairman, are Robert Ewing and Edgar H. Farrar, New Orleans; John A. McIlhenny, New Iberia; Representatives Broussard and Hansdoll of Louisiana, and Representative Humphreys of Mississippi.