

Entered in the post office at Donaldsonville, La., as second-class mail matter.

JAS. VON LOTTEN and G. D. BENTLEY Publishers and Proprietors

SATURDAY, MARCH 1, 1913.

State Aid for Good Roads.

President Adolphe Netter of the police jury is in receipt of the following communication:

"New Orleans, La., Feb. 21, 1913. Hon. Adolphe Netter, President Police Jury, Parish of Ascension.

"Dear Sir:—The police jury of Ascension parish has had some correspondence with this department in connection with applying for state aid under Act No. 49 of 1910.

"It has been decided to apportion on Aug. 1, 1913, the funds available to the parishes that have qualified by that date, and the purpose of this letter is to inform you of this fact, so your parish may lose no time in getting in line for state aid.

"The principal requirements to qualify are as follows:

"1. Is your parish financially able to meet its portion of the cost of construction of the proposed highways?

"2. Mention the location and character of the contemplated highways.

"3. In order to expedite matters, forward to this department a certified copy of resolution passed by your police jury, requesting that surveys of the proposed highways be made, and stating that your police jury agrees to pay all expenses in connection with the surveys, except the salary of the engineer in charge.

"It will be necessary for a representative from this department to go over the proposed line, and as there are many parishes applying, it will take some time to inspect all the proposed projects, therefore you are requested to forward all this information as soon as you can.

"The department is anxious to cooperate with you in improving the roads in your parish, and I assure you we will do all we can. However, should you fail to qualify before Aug. 1, 1913, your parish will have to wait one year before it can expect to receive any monetary aid from the department.

"Again requesting you to lose no time in this connection, I am,

"Yours respectfully,

"W. E. ATKINSON, State Highway Engineer."

Baseball in the Air.

A special from Plattenville to the Picayune says:

"Baseball this year on Bayou Lafourche is going to be rather hot, although not since the 'P. D. S.' under the management of Dr. A. A. Aucoin has there been a team at this place.

"This year will find Plattenville in the race, and strictly with home boys to compose the team. Prof. Thomas Truxillo, who was elected manager of the Plattenville ball club, will have his players out practicing next Sunday afternoon.

"The park is to be loaned by Nicholas Verret for the season, and this is indeed appreciated by the manager and club.

"Leonce Aucoin, St. Paul's College pitcher last year, will do the twirling for Plattenville, with probably J. Bourdier behind the bat. Bourdier last year played second and captained the Holy Cross nine.

"The following players will try for the team:

"C. Simoneaux, S. Simoneaux, C. Barbier, Oneal Aucoin, Oneal Parenton, George Borne, George Simoneaux, C. Terrio, M. Martin, H. Guillot, A. Melancon, L. Aucoin and J. Bourdier."

According to the Iberville South the appointment by President Wilson of Senator Murphy J. Foster as collector of customs at New Orleans will be "received in Louisiana with general pleasure by all the Democrats of the state." Now will the handful of dissenting newspapers be good, and hide their diminished undemocratic heads?

Let us do your printing.

R. L. Stewart GENERAL Contractor and Builder Donaldsonville, La.

If you expect to build or improve your property, don't do so before getting estimates from Stewart. He will save you money. First-class work guaranteed.

Ask for Plans and Specifications

COMMISSION FORM OF GOVERNMENT FOR DONALDSONVILLE.

All the needed preliminaries prescribed by the state law on the subject having been complied with, the qualified electors of Donaldsonville will be given an opportunity to decide on Tuesday, March 25, whether the commission form of government shall be adopted for the future administration of the town.

"Small the proposition to organize the city of Donaldsonville under Act No. 207 of 1912 of the general assembly of Louisiana be adopted?"

It is the deliberate and earnest judgment of The Chief that the best interests of Donaldsonville will be subserved by deciding this question in the affirmative, and we sincerely trust a majority of our fellow citizens will view the matter in the same light.

There is no complaint or criticism of the present municipal administration involved in the advocacy of this change in the form of local government. Mayor Charles Maurin and his associates on the board of aldermen and in the other town offices have been faithful and diligent in the discharge of their several duties, and it is doubtful if any other set of officials could do any better than these have done under the existing system and like conditions.

A change of system rather than of individual officers is what the supporters of the proposition to adopt the commission form of government are seeking, and the experience of many other progressive towns and cities in Louisiana and throughout the United States amply justifies the claim that such a change will inure to the benefit of the municipal community.

Probably the most valuable features of the commission plan are the elimination of the ward system and the centralization of responsibility. Every citizen is given a voice in the selection of the officials who are to administer the business affairs of the municipality, thus making it impossible for the candidate with a strong pull in his own ward to be elected if he is not the choice of a sufficient number of the voters of the other wards to give him a majority in the town.

Centering the responsibility for official actions and the conduct of certain departments of the municipal government in one man or a set of three men who are entrusted directly with the administration of these departments, will undoubtedly go a long way toward curing some of the defects that exist under the present plan.

It will not then be possible to blame "the other fellow," or otherwise to shirk duty or responsibility.

The initiative, referendum and recall, component parts of the commission plan, are all progressive devices, and serve to place the power of government as nearly and directly in the hands of the people as it is possible to do.

We republish today an article by Attorney B. M. Harvard of Hammond, La., which was published in The Chief of Nov. 9, 1912, explaining the commission form of government and giving a digest of the law providing for its adoption by Louisiana towns and cities, and we commend it to the careful perusal and study of Donaldsonville's voters as a reliable source of information and elucidation concerning the subject of which it treats.

New Orleans, Shreveport, New Iberia, Lake Charles, Alexandria and Hammond are some of the progressive Louisiana cities and towns that have adopted the commission form of municipal government, and the new system is in successful operation in many places throughout our sister states. It is everywhere recognized as a great improvement in municipal government, and there can be no doubt it will prove advantageous and beneficial in its application to Donaldsonville.

PRIMARIES FOR POSTMASTER.

With the advent of the Wilson administration, Democratic sentiment throughout the country is veering strongly in the direction of the selection of federal officers, so far as may be possible, through the medium of Democratic primaries.

This is in line with Mr. Wilson's oft expressed wish that the great body of the people shall rule in the conduct of public affairs and in the selection of their public servants.

So strong has this sentiment become that it recently found voice in the introduction of a bill in the federal congress which directs the selection of postmasters through primaries.

Pending the passage of this compulsory bill many cities have already, by common consent, so acted in the selection of their postmasters. Meridian, Mississippi, recently led off with a spirited preferential primary, and other cities throughout the south are rapidly following suit.

Coming nearer home and in our own congressional district, we find Plaquemine and New Roads both moving strongly in favor of the primary system.

This is both Democratic and popular.

What will Donaldsonville do?

President Taft had at least one weighty reason for appointing his Yale classmate, ex-Sheriff Louis LeBourgeois of St. James, as collector of internal revenue. Louis weighs about 300 pounds, you know.

Let's all boost the race track, commission government and good roads. Each of these enterprises and institutions means much for Donaldsonville, and there is no reason why we shouldn't have them.

The voters of Jennings adopted the commission form of government for that town at an election held Tuesday, 209 ballots being cast in favor of the proposition and only 105 against it.

FEDERAL AID IN ROAD BUILDING.

Senator Jonathan Bourne, Jr., chairman of the joint congressional committee on federal aid in the construction of post roads, in a letter to the editor of The Chief requests us to poll the sentiment of the people of this section on the basic questions involved in the granting of federal aid in road improvement. The points on which Senator Bourne is particularly desirous of securing an intelligent expression of public opinion are the following:

1. Should the government make appropriations in aid of public roads?

2. On what roads should the first government appropriation, if made, be expended: (a) all roads; (b) post roads (F. L. D. and star routes); (c) main traveled market roads; (d) main highways connecting important cities and towns in states; (e) trunk lines, interstate highways connecting state capitals and large cities?

3. Should the government appropriation be expended on construction, on maintenance, on general improvement, or on any or all of these, or should the allotment by the government be unconditional, or paid as a reward after local authorities have constructed or maintained a highway in good condition?

4. What proportion of cost of construction, improvement, or maintenance should be borne by national government, state, county, road district, and abutting property owners, respectively, or what amounts should be allotted to the states on an unconditional plan, or what amounts per mile should be paid as rewards?

5. Should the federal appropriation be apportioned among the states on basis of population, area, mileage of roads, mileage of rural and star routes, taxable valuation, or a combination of these?

6. Should the supervision of construction or maintenance of government aided roads be by the federal government, the state and local authorities, or jointly?

On this subject the Shreveport Journal says:

"Federal aid to good road construction is a very live issue in this country today, and it is becoming more and more important as time goes on. Under the terms of a former experimental appropriation bill the sum of \$50,000 was allotted to be expended in each state of the union for good roads, and the police jury of Caddo parish has asked to have this government fund set apart for use in constructing the Caddo and Desoto parish portions of the great across-the-state highway planned a few years ago. The portion of the road in this parish, of course, would become part of the good roads system now being constructed. But this experiment has already proved that the government will have to go about its road building projects upon another and different plan—the dribbling out of \$50,000 a year to each state is not going to be a success, as a matter of course, and will soon have to be discarded.

"It is for the purpose, no doubt, of determining what course shall be adopted by the government in place of this experiment, that the joint congressional committee is now seeking to ascertain the wishes of the people themselves and has appealed to the newspapers to help in the gathering of the information."

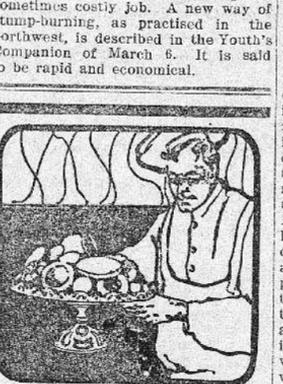
The Chief will be glad to receive and publish the opinions of any of its readers on the questions submitted above, and will forward such comments to Senator Bourne for use by his committee in its deliberations. Let us have your views on this important subject.

Steamboats Damage Wharf.

Several sections of the municipal wharf have been torn away as a result of the steamers F. M. Owens and J. H. Menge having come into collision with the structure during the past week. Owing to the high stage of the river, the flooring of the wharf is even with the water, and when the Owens attempted to make a landing she ran into the structure, the impact tearing a large section of the flooring from the piers. The Menge damaged the wharf similarly when making a landing Tuesday. The detached sections have been anchored and will be replaced when the water goes down.

A new stack was erected on the Owens here, to replace one damaged in an accident at Morgan City.

Getting rid of the stumps on freshly cleared land is usually a long and sometimes costly job. A new way of the stump-burning, as practiced in the northwest, is described in the Youth's Companion of March 6. It is said to be rapid and economical.



Good Cake is obtainable here because we have expert cake bakers, and fresh ingredients of the finest quality. Our BREAD, BUNS, ROLLS, and Pies are delicious, and all will be welcome and satisfactory additions to your table. Every article baked by us recommends itself and wins its way on its merit. C. WINTER THE MODEL BAKER Donaldsonville, La.

LEVEE BOARD MEETING.

Spirited Discussion as to Whether Bondsman of Contractor Who Fails to Complete Levee on Time Should be Relieved of Responsibility.

A special meeting of the board of commissioners of the Lafourche Basin Levee District was held here Tuesday, with President E. G. Swartz of St. James in the chair and the following members present: F. B. Lemann, Ascension; Robert Martin, Jr., Assumption; George Lorio, St. Charles; A. Champagne, St. John; Charles Vierling, Jefferson; R. E. Perez, Plaquemine; T. V. Thaggard, McDonoughville, representing the railroads; Secretary W. J. McCune, Levee Inspector Hector Himel and Assistant State Engineer John Kior were also in attendance. The only absentee was Commissioner J. F. Wigginton, of Lafourche.

Communications were read from Governor Hall and United States Senator Joseph E. Ransdell, indorsing the objects and purposes of the Mississippi River Levee Association, and recommending that the levee board make an appropriation to assist in maintaining the organization. John A. Fox, secretary and manager of the association, appeared before the board at its meeting in January and solicited an appropriation for this purpose, but action on the matter was deferred. Since that time appropriations have been made by the Orleans, Lake Borgne, Pouchtrain and Fifth District Levee Boards, and on motion of Commissioner Perez, seconded by Mr. Thaggard and adopted unanimously, the Lafourche board appropriated \$1000 a year for five years to assist the association in carrying on its work for the improvement of the Mississippi river levee system.

The matter of settling with Contractor J. S. Brady for the balance due him for work on the levee was taken up, and precipitated a lengthy and spirited discussion. Mr. Brady's contract called for the completion of the levee by Jan. 1, 1913, but the board, finding that the work was less than 50 per cent completed by Jan. 8, contracted with the Eagle Construction Company to finish the embankment, so as to have it in shape to withstand the high water then coming down the river. The Eagle Company began work on the levee Jan. 14 and put in approximately 23,000 yards of earth, Mr. Brady and his two sub-contractors putting in 34,000 yards. Mr. Brady has been paid for all but two or three thousand yards, and he seeks to have the board settle with him for the small amount due and release his bondsman.

It was shown that the levee had cost the board some \$37,000, when Mr. Brady had lived up to the terms of his contract it would have cost only \$15,000, and some of the members objected to paying the contractor the balance due. Mr. Brady appeared before the board in his own interest, and after stating his case was requested to retire while the matter was considered. After a long discussion, Mr. Thaggard moved that the board pay Mr. Brady the balance due him and release his bondsman, the motion being seconded by Mr. Perez. Mr. Martin moved as a substitute that no further money be paid Mr. Brady, and that the board proceed against his sureties for the amount of the bond. A vote on the substitute resulted in a tie, Messrs. Martin, Lemann, Swartz and Champagne voting in the affirmative, and Messrs. Thaggard, Vierling, Perez and Lorio in the negative. On the original motion the vote was the same, and the matter was left in abeyance.

Mr. Brady's sureties are his son, E. P. Brady, Jr., president of the Alluvial Land Purchase Company, and Henry Pedarte, president of the New Orleans Tent and Awning Company. The amount of the bond is \$4000.

During the discussion of the subject, President Swartz stated that the board had been "stung" to the amount of some \$60,000 the past year through the failure of contractors to live up to the terms of their contracts. Mr. Martin thought it was high time the board should take action to put a stop to such an unnecessary expenditure of its funds, and he advocated making an example in this instance. Mr. Thaggard urged that Mr. Brady be not selected as the scapegoat, when no other contractor has ever been held responsible for failing to carry out the provisions of his contract. He pointed out that Mr. Brady is a Confederate veteran, of venerable age and long residence in the state, and that he had done all he could to facilitate the board in building the levee, having stayed on the job faithfully and worked hard to complete his part of it. All the members conceded there were extenuating circumstances connected with Mr. Brady's failure to complete the levee at the time specified in his contract, but Messrs. Martin, Lemann, Swartz and Champagne took the position if a contractor could undertake to build a levee in a certain time, and then should fail to do so and the board should have to call in another contractor to finish the work at a greatly increased cost, it was not right to relieve the defaulting contractor of all responsibility and fail to hold him liable to the amount of his bond for the increased cost of the work.

It developed that other contractors besides Mr. Brady had failed to complete levees on time this year, and the board expressed a determination to treat everybody alike in holding the sureties responsible to the extent of their liability for the additional cost incurred in the construction of such levees. The subject occupied the attention of the board for more than an hour.

A communication from the Hercules Company, asking to be paid an additional 10 cents per cubic yard for some 9500 yards of earth handled in constructing an emergency wing from the old levee to the new embankment at Southside, was read. Mr. Martin moved that the request be turned down, and Mr. Vierling seconded the motion, but it was finally decided to go further into the matter before taking action and Mr. Martin consented to withdraw his motion.

In accordance with authority given him at a previous meeting, President Swartz stated he would contract for a dredge to cost about \$21,000, to be used by the board in building levees. The machine will be of the most improved type, adapted to both orange peel and drag line buckets, and will be one of the largest and finest levee-building dredges in use in this section. The contract price does not include an electric plant, tracks and drag-line buckets, which will cost something like \$4000, bringing the total cost of the machine up to \$25,000. A barge will be secured later.

Other matters were discussed, after which the board made an inspection of the Bayou Lafourche dam. Seepage water is pouring through the big barrier in large volume, and the board is anything but satisfied with the existing condition of the embankment. Various plans for strengthening it have been outlined by the State Board of Engineers, but as yet nothing has been done toward putting any of them into execution.

The next meeting of the board will be held on the second Thursday in April. The Jefferson Voice has been selected as the official journal of the organization, its compensation to be cents per inch for the first insertion of all matter required to be published, and 15 cents per inch for each subsequent insertion of the same matter.

Death of Mrs. Robert C. Chapman. Widow Robert Craig Chapman, nee Louise Droegge, a native and life-long resident of Ascension parish, died at 9:50 o'clock Monday night at her home in Port Barrow, aged fifty-three years, ten months and fourteen days. Mrs. Chapman's death was sudden, resulting from a stroke of apoplexy which seized her about 7 o'clock as she was bending over to wipe up some milk that had been spilled on the floor. She became unconscious immediately and did not regain the power of speech, passing from gentle slumber into eternal rest some three hours later without the least tremor or sign of pain to mark the transition from life to death. Funeral services were held at the Catholic church at 4:20 o'clock Tuesday afternoon. Rev. Joseph Montellier officiating, and interment was made in the Catholic cemetery.

Mrs. Chapman was a woman of noble character, kindly disposition and gracious manners—a true Christian in every sense of the word. No one was more willing than she to aid the suffering, cheer the desponding, sustain the weak and throw the mantle of charity and forbearance over the frailties and foibles of the less fortunate of God's children, and when sickness and death came to her, as it comes to all, neighbors and friends vied with each other in acts of loving kindness and expressions of comforting sympathy to those so sorely bereaved by her untimely passing away.

The immediate relatives left to mourn her loss are a sister, Miss Katie Droegge, of Cincinnati, and five children, namely: George Chapman, engineer of the steamer Virgie; Robert Chapman, a machinist, of San Francisco; Fred Chapman, fireman on the government steamer Hyacinth; Thos. Q. Chapman, a sterling young citizen, of Port Barrow, and Miss Theresa Chapman, also of Port Barrow.

Words can not console the grief-stricken children and sister, but there is solace in the thought that their precious one will never more suffer pain or sorrow, but has gone to that beautiful home beyond the skies, where, free from the corroding cares and troubles of earth, the good and true are re-united "after life's fitful fever."

Crop Comment.

Another week of perfect weather has been granted us, and much has been done toward recovering some of the time lost during the extended wet spell. Plowing, ditching and planting are proceeding apace under the influence of the benign atmospheric conditions now prevailing, and at the rate of progress established during the past fortnight it will not be long before the planters will have caught up with their delayed work.

In general, naught but the best reports are heard concerning the quality of the seed, and as the cane put down in the fall has come up sufficiently to mark the rows and indicate a fine stand, there is a feeling of contentment with the prospects for a good crop at the outset of its growth. A large acreage will be cultivated, and everybody is counting strong on a bumper yield to offset in some measure the disastrous experiences of the past two years.

However, in the sugar belt as everywhere else, "life is just one put down time after another!" Now that the weather man is at last on his good behavior, and the river is falling, and the turn in the long lane of trial and tribulation seems at hand, there is still grave cause for concern—and that is, what is congress going to do with the sugar tariff? With a special session of the national legislature in prospect for April, and the certainty that the sugar tariff will come in for its share of reduction, if it is not removed altogether, the question of the fate of the Louisiana industry is receiving extended discussion at this time, and many and varied are the views and predictions expressed. Of course, everybody is hoping for the best, but that there is substantial reason for apprehension is conceded, and the outcome of the sugar tariff agitation will be awaited with eager anticipation.

ditional 10 cents per cubic yard for some 9500 yards of earth handled in constructing an emergency wing from the old levee to the new embankment at Southside, was read. Mr. Martin moved that the request be turned down, and Mr. Vierling seconded the motion, but it was finally decided to go further into the matter before taking action and Mr. Martin consented to withdraw his motion.

In accordance with authority given him at a previous meeting, President Swartz stated he would contract for a dredge to cost about \$21,000, to be used by the board in building levees. The machine will be of the most improved type, adapted to both orange peel and drag line buckets, and will be one of the largest and finest levee-building dredges in use in this section. The contract price does not include an electric plant, tracks and drag-line buckets, which will cost something like \$4000, bringing the total cost of the machine up to \$25,000. A barge will be secured later.

Other matters were discussed, after which the board made an inspection of the Bayou Lafourche dam. Seepage water is pouring through the big barrier in large volume, and the board is anything but satisfied with the existing condition of the embankment. Various plans for strengthening it have been outlined by the State Board of Engineers, but as yet nothing has been done toward putting any of them into execution.

The next meeting of the board will be held on the second Thursday in April. The Jefferson Voice has been selected as the official journal of the organization, its compensation to be cents per inch for the first insertion of all matter required to be published, and 15 cents per inch for each subsequent insertion of the same matter.

Death of Mrs. Robert C. Chapman. Widow Robert Craig Chapman, nee Louise Droegge, a native and life-long resident of Ascension parish, died at 9:50 o'clock Monday night at her home in Port Barrow, aged fifty-three years, ten months and fourteen days. Mrs. Chapman's death was sudden, resulting from a stroke of apoplexy which seized her about 7 o'clock as she was bending over to wipe up some milk that had been spilled on the floor. She became unconscious immediately and did not regain the power of speech, passing from gentle slumber into eternal rest some three hours later without the least tremor or sign of pain to mark the transition from life to death. Funeral services were held at the Catholic church at 4:20 o'clock Tuesday afternoon. Rev. Joseph Montellier officiating, and interment was made in the Catholic cemetery.

Mrs. Chapman was a woman of noble character, kindly disposition and gracious manners—a true Christian in every sense of the word. No one was more willing than she to aid the suffering, cheer the desponding, sustain the weak and throw the mantle of charity and forbearance over the frailties and foibles of the less fortunate of God's children, and when sickness and death came to her, as it comes to all, neighbors and friends vied with each other in acts of loving kindness and expressions of comforting sympathy to those so sorely bereaved by her untimely passing away.

The immediate relatives left to mourn her loss are a sister, Miss Katie Droegge, of Cincinnati, and five children, namely: George Chapman, engineer of the steamer Virgie; Robert Chapman, a machinist, of San Francisco; Fred Chapman, fireman on the government steamer Hyacinth; Thos. Q. Chapman, a sterling young citizen, of Port Barrow, and Miss Theresa Chapman, also of Port Barrow.

Words can not console the grief-stricken children and sister, but there is solace in the thought that their precious one will never more suffer pain or sorrow, but has gone to that beautiful home beyond the skies, where, free from the corroding cares and troubles of earth, the good and true are re-united "after life's fitful fever."

Crop Comment. Another week of perfect weather has been granted us, and much has been done toward recovering some of the time lost during the extended wet spell. Plowing, ditching and planting are proceeding apace under the influence of the benign atmospheric conditions now prevailing, and at the rate of progress established during the past fortnight it will not be long before the planters will have caught up with their delayed work.

In general, naught but the best reports are heard concerning the quality of the seed, and as the cane put down in the fall has come up sufficiently to mark the rows and indicate a fine stand, there is a feeling of contentment with the prospects for a good crop at the outset of its growth. A large acreage will be cultivated, and everybody is counting strong on a bumper yield to offset in some measure the disastrous experiences of the past two years.

However, in the sugar belt as everywhere else, "life is just one put down time after another!" Now that the weather man is at last on his good behavior, and the river is falling, and the turn in the long lane of trial and tribulation seems at hand, there is still grave cause for concern—and that is, what is congress going to do with the sugar tariff? With a special session of the national legislature in prospect for April, and the certainty that the sugar tariff will come in for its share of reduction, if it is not removed altogether, the question of the fate of the Louisiana industry is receiving extended discussion at this time, and many and varied are the views and predictions expressed. Of course, everybody is hoping for the best, but that there is substantial reason for apprehension is conceded, and the outcome of the sugar tariff agitation will be awaited with eager anticipation.

HOT BISCUIT, hot cakes, made with ROYAL Baking Powder are delicious, healthful and easily made.

COMMISSION GOVERNMENT.

Important Features of New Plan of Municipal Administration Briefly Outlined—Digest of Law Passed at Last Session of Louisiana Legislature.

Now that an election has been called to submit to the voters of Donaldsonville the proposition to adopt a commission form of government for this city, The Chief, with a view to informing its readers on some of the salient features of the new system of municipal administration, reproduces from its issue of Nov. 9 last the following excellent article on the subject prepared by B. M. Harvard, a leading attorney of Hammond, which contains a digest of the law providing for the adoption of the new form of government by towns and cities:

The people of Hammond are now face to face with the issue of whether or not the new form of government for municipalities in Louisiana will be more suitable than the present form. The new plan is popularly known as the "commission" form. The question is squarely presented in the mayor's proclamation calling a special election for this purpose.

Assuming that all legal requirements necessary prior to the issuance of the proclamation have been strictly complied with, it is a most important thing to know something of the new law by which it is proposed to alter the basic principles of the government under which the people here have always lived.

The law is officially designated as Act No. 207 of the general assembly of 1912. It provides in general that all towns in Louisiana having a population of 2500 and more may adopt the new form of government. According to its classification Hammond would be a city of the second class, it having a population of 2500 and more. The law aims to fix individual responsibility on the mayor and councilmen. They will each have entire charge of some particular department of the city's affairs. If their official acts become unsatisfactory they may be removed from office. They can pass no law giving a franchise or important grant unless it is ratified by the people. Another good feature is the provision that the voters may submit to the council any law they desire to pass. Should the council fail to pass it in twenty days, it must be submitted to an election. Thus we have the "initiative, referendum and recall" in the new act. It seems to provide, everything the advocates of the commission form of government have desired. It comes about as near placing the government of the city in the hands of the people as it is possible to do.

I have made a careful study of the act as a whole, going through it section by section, and have prepared in brief but accurate form all the important features of the new plan as it will apply to Hammond. If they are read carefully a very clear idea can be gained of what the changes in our city government will be should the election be in favor of the adoption of Act No. 207 of 1912, important Features of the New Law.

1. There will be a mayor and two councilmen, elected at large.

2. There will be three departments of government, viz: 1, department of public health and safety; 2, department of finance; 3, department of parks and streets.

3. The mayor will be commissioner of department 1; one councilman will be commissioner of department 2; and the remaining councilman will be commissioner of department 3.

4. The officers will be elected for four years.

5. The salary of the mayor shall not exceed \$1000, nor that of the councilmen \$250 each.

Supt. Rusca Compimented. State Superintendent T. H. Harris has adopted the policy of sending to each parish superintendent throughout the state educational items of interest from other parishes, and in his first letter covering this phase of school work appears the following paragraph relating to Ascension: "Superintendent Rusca submits a written report to his board, at every meeting, which shows how he has employed his time since the last meeting of the board, giving such information as: schools visited, condition of school plant, character of work being done, and needs of the schools. These reports, together with the proceedings of the board, are published in the local paper. The plan is a good one. In no other way can the board and the public know what the schools are doing—and they should know."

Why don't you advertise? It pays!

Raise Horses on Shares Do You Own a Good Mare? Let Us Raise Some FINE COLTS on Shares I AM WILLING to take all of the chances. You will risk nothing. I don't want any money. I WANT HORSES. I will help you to raise a colt when buy it from you, or, you can keep it. This is a good plan for all concerned. Let me tell you about it. Drop me a line now. Don't put it off. You may forget and this means good business for you and me. Phone me at my expense. J. S. WARE, Whitecastle, La.