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RAPIDES PARISH TO HAVE STATE PARK

Rapides parish promises to have the first public State park in Louisiana. A meeting as held at Alexandria recently where was organized the Rapides Park Association, to affiliate with the Louisiana State Park Association. V. H. Sonderegger, superintendent of the Forestry Division of the Department of Conservation, made an address on forestry and recreation parks, illustrating his talk with moving pictures. This matter of establishing public recreation parks is one that has received much attention at the hands of Commissioner Alexander, and he is deeply interested in the movement.

It is the purpose of the Rapides body in organizing the local park association to formulate plans to obtain 3,000 acres of land, to be dedicated as a park in which reforestation may have been practiced and the wild life preserved and protected. The park is to be a general recreation ground for the public, and a plot will be set aside as a camp for tourists. Alexandria is about in the centre of the State, and the park will be on the Jefferson-Pershing highway, on the main line of travel north and west from New Orleans. There is at present no public park in the State outside those in the town, and those who desire to spend a day amid rural surroundings are continually annoyed by trespass signs, which take all the joy out of an outing.

The Rapides park will be under the supervision of the forestry division of the Department of Conservation, and that division will give especial attention to the development and demonstration of forestry and forest products.

FUR SEASON OPENS WITH LIGHT RECEIPTS.

A New Orleans buyer of furs declares the receipts of skins in that city has been the smallest ever known at this time of the year. The same statement applies also to New York and St. Louis, and is attributed to the warm and dry weather which has interfered with trapping. In Louisiana this cause was added to the fact that receipts have been cut down in New Orleans by the opening of the season two weeks later than usual.

No one can make an intelligent estimate of the catch of fur-bearing animals during the present season, and even the figures of last year are not yet available, because certain dealers took the matter of the tax into court, and though the state won the case full payment has not yet been made. The value of the furs on which contention was made was about \$2,350,000, and in addition to this settlement was made on the following furs: Muskrat, 465,786 skins; opossum, 102,365; raccoon, 118,514; skunk, 6,325; mink, 39,248; otter, 278; civet cat, 1,769; wild cat, 325; ring tailed cat, 34; fox, 415; wolf, 37.

Many trappers and fur dealers who use license tags of the Department of Conservation in shipping furs in and out of the state and who are required by law to return the stub of the tag to the office of the department do not seem to be aware that all that is necessary is to attach a one cent stamp to the card and mail it for the stub bears the address. No envelope is necessary.

THE REFORESTATION OF CUT-OVER LANDS

Despite the hostility evidenced by a few interested persons here and there in the State, the reforestation idea is growing rapidly in Louisiana, as indeed it is throughout the United States. The practice of forestry must come some time. If it is begun now nature will do the work and will only ask ordinary protection in return. If delayed nature will be powerless to do the work, and human labor and considerable cost in money will be required. The experience of the race for thousands of years has been that denuded lands become desert lands, striking examples of which are north Africa and Asia Minor. Floods cause immense damage as the trees disappear, and lumber becomes so scarce and dear that other material has to be found for building.

The evils that come from the destruction of forests can be cured by leaving one or two seed trees to the acre and the protection of the growing trees from fire. The cost is infinitesimal in comparison with the benefit accruing, and there are millions of acres of land in the yellow pine territory of this country that can be put to no more profitable use than the growing of trees. There is a great deal of land now in forest from which the trees have recently been cut that can be profitably cultivated for food crops, and this should be put into agriculture. But that land that nature intended should be devoted to forests and nothing else should be reforested. The matter is one of business, as well as having an aesthetic side. If lands are suited for agriculture they should be devoted to agriculture. If reforestation pays better on a particular plot, reforest the land suited for new timber growth. The land now being reforested that cannot profitably be devoted to agriculture, and there is much of it, should be reforested at the earliest possible time.

FORDS TAKE 4 DRCP

According to a statement just issued by Edsel B Ford President of the Ford Motor Co. Detroit, a general reduction of \$50.00 a car has been made in the prices of Ford Model T Cars and Ford 1 Ton Truck, effective October 17th

"The revision in prices," said Mr. Ford, "is the result of the increased volume of business which our company has enjoyed during the present year, and also, to the fact that we now own and operate many of our own sources of raw material, which enables us to continue increasing the quality of our product and at the same time keep the price so low that Ford cars are in reach of everybody."

Our production for 1922 is already in excess of a million which has been an important factor in bringing down costs. Our present daily output is averaging better than 5,000 Cars and Trucks which means a complete Ford car or truck every 5 1-2 seconds of each eight hour working day; it is in anticipation of this continued demand that price adjustments are again being made in order to keep in effect the policy of selling Ford products at the lowest price consistent with quality.

"Quality, as usual," said Mr. Ford, "will continue to be a prime consideration in the building of Ford Cars. As our business has increased we have constantly increased our equipment and manufacturing facilities, so that this price reduction merely reflects the progressive methods which come as a result of increased volume."

This reduction, which is the sixth since March 1920, brings the price of the Ford Touring Car from \$575, the price in effect early in 1920, to the present extremely low level of \$298, which is nearly 50 per cent less. Corresponding reductions have been made on all other types.

The new prices by types follow:

Touring	—	\$298
Roadster	—	269
Coupe	—	235
Truck	—	330

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