

THE NEW SOUTH OR THE OLD.

As this section progresses in wealth and industrial development allusions of a certain character to "The New South" become extremely frequent. They are found most often in the newspapers; sometimes in those published below Mason and Dixon's line, but they are seen with greater multiplicity in the journals on the other side of that imaginary barrier. They give us credit for much recent energy and activity, but they say nice things with a patronizing flavor, from which the most blunted in feeling would suffer. They ascribe our spirit to a liberal infusion in late years of Northern blood, brains and industry. Within the present week we have noticed half-dozen such statements.

We do not deny that Northern capital and intellect have come into the South and helped the advancement of that section, but our reinforcements of that nature have never been greater than the aid we have given the North. For years many among our best young men have gone to the great cities of the Northern States and won the highest rewards in business and the professions. They have proved that birth and breeding on Southern soil do not detract from the vigor of their fibre, and in every avocation they have coped successfully with those who grew to maturity in a colder climate. When it comes to the exchange of brains, the complaint cannot be made that we have fared the better in the bargain, for we have never received from our neighbors our full tide of stalwart young life we sent forth to them.

We want all the Northern energy and capital we can get. Men who bring such commodities will be made welcome, and become a part of us in social, political and patriotic life.

But, while we wish to give the Northern people full credit for what they have done here, it is not seemly for those in the section they left to invest them with the credit of lifting the South from the ruin into which civil war threw her. During the last five years industry has furnished marvelous exhibits in the South. In many respects her material progress has afforded wonder for those accustomed to the similar phenomena of the West. Northern capital has helped in this, but it has been only a drop in the ocean. This is not the New South. There is no New South. It is the Old South revived, coming up from the heaviest load that ever crushed and weighed down a civilized people.

If by the term "New South" they mean a new land and a new people, we do not like it—for this is the same land, and upon it dwell the same people, a little older and a little wiser, who in the old time furnished brilliant and solid statesmen, and drew from the soil the finest crops nature and cultivation furnished.

The inhabitants of this pleasant Southern country were never a lazy or enervated race. They were of the best and most vigorous blood sent from the old world, and before the war they reared fine cities, made roads, improved the soil, and cultivated intellectual and social graces. It is true that slaves did the manual labor, and with such a prop to lean upon, the retention of their mental and physical activity speaks unlimited praise for the sterling qualities of the whites who, now dependent upon themselves alone, are bringing forth their latent and best qualities.

There is no New South. The people who fell in the common disaster are rising more vigorous and more powerful than of old. They may travel by a different road, but the goal does not differ. The Southern people cannot change their character, and should not wish to if they could. We find in the South a sweet and gracious life, which warms the soul and reminds us that all mankind are brothers. The simplicity and hospitality long prevailing from the Ohio to the Gulf do not disappear as capital and progress advance. The welcome becomes broader and the entertainment more liberal, while with them remain the charm and grace which adorn each cultivated home of the South.

Many of the men who guided the South before 1861 are to-day leaders in the great intellectual and industrial movement which is re-creating each State, and the new generation, bearing its part in the struggle, is in intimate sympathy and communion with the old. What we really want is the Old South with all that it had of good, and whatever there was of evil left out.—*Louisville Courier-Journal.*

Lagarde's Elixir for Dyspepsia.
At Wm. Clegg's Drug Store.

There is an "aristocracy" of intellect as well as of birth, or of money, and highly-cultivated people are apt to be as disdainful of every-day thinkers as rich people are of the poor. Yet lives are made noble, and the world is made happier, very often, by simple thinkers, to whom the refinements of philosophy are unknown quantities.—*Texas Siftings.*

Burlington Free Press: Little Boy—
"You are really going to marry
Miss County? Pretty Widow
—you get Little Boy (delightedly)
—then I can have the monkey in
my hand."

FACTS ABOUT RAILROADS.

1. How many miles of railway in the United States?
About 156,000 miles; half the mileage of the world.
2. How much have they cost?
Over \$9,000,000,000.
3. How many people are employed by them?
More than 1,000,000.
4. What is the fastest time made by a train?
Ninety-two miles in ninety-three minutes, one mile being made in forty six seconds on the Philadelphia and Reading Railroad.
5. What is the cost of a high-class, eight-wheel passenger locomotive?
About \$8,500.
6. What is the longest mileage operated by a single system?
Atchison, Topeka and Santa Fe system, about 8,000 miles.
7. What is the cost of a palace sleeping car?
About \$15,000, or \$17,000 if "vestibuled."
8. What is the longest railway bridge span in the United States?
Cantilever span in Poughkeepsie bridge, 548 feet.
9. Who built the first locomotive in the United States?
Peter Cooper.
10. What road carries the largest number of passengers?
Manhattan Elevated Railroad, New York; 325,000 a day, or 191,825,000 yearly.
11. What is the average daily earning of an American locomotive?
About \$100.
12. What is the average cost of constructing a mile of railroad?
At the present time about \$30,000.
13. What is the highest railroad in the United States?
Denver and Rio Grande; Marshall Pass, 10,852 feet.
14. What are the chances of fatal accident in railroad travel?
One killed in 10,000,000. Statistics show more are killed by falling out of windows than in railway accidents.
15. What line of railway extends furthest East and West?
Canadian Pacific Railway, running from Quebec to the Pacific Ocean.
16. How long does a steel rail last, with average wear?
About eighteen years.
17. What road carried the largest number of commuters?
Illinois Central, 4,828,128 in 1887.
18. What is the fastest time made between Jersey City and San Francisco?
Three days, 7 hours, 33 minutes and 16 seconds. Special theatrical train, June, 1886.

KEEPING AT IT.

It is a great mistake to suppose that the best work of the world is done by people of great strength and great opportunities. It is unquestionably an advantage to have both these things, but neither of them is a necessity to the man who has the spirit and the pluck to achieve great results. Some of the greatest work of our time has been done by men of physical feebleness. No man has left a more distinct impression of himself on this generation than Charles Darwin, and there have been few men who have had to struggle against such prostrating ill health. Darwin was rarely able to work long at a time. He accomplished his great work by having a single aim, and putting every ounce of his force and every hour of his time into the task which he had set before him. He never scattered his energy, he never wasted an hour, and by steadily keeping at it, in spite of continual ill health and of long intervals of semi-invalidity, he did a great work, and has left the impression upon the world of a man of extraordinary energy and working capacity. Success is really a matter of accident, always a matter of character. The reason why so many men fail is that so few men are willing to pay the price of self-denial and hard work which success exacts.—*The Christian Union.*

AT THE COMMENCEMENT.

Miss W. read her salutatory in a pleasing voice and white cambric dress, machine stitched. She took the cake. Mr. R. recited his oration, "Whither are we drifting?" leaving out only what he forgot, but thoroughly exhausting his subject—and hearers. He gathered in the bun. Miss Q. read her essay, "Which is the whicker?" in a high tone and low cut dress. She took the pie. Miss H. read a fine essay on the visibility of the visible with much force and red cheeks. She was awarded the cookie. Mr. X. orated on "Yesterday, To-day and Last Week." His line of logic was narrow, but his mouth had a wide range. He cabbaged the doughnut. Mr. D. delivered the valedictory, entitled "Life," with very little of the subject in it, and low-cut calfskin pumps. He acquired the pancake.—*[The Columbus Owl.]*

The best Whiskey, now in the market, is Paducah Club, for sale at John O. Mouton's.

A subscriber wishes to know how to destroy ants in the garden. It is very difficult to destroy or drive them away, as the substances that are disagreeable to the ants often injure the plants; but one of the best remedies is to fill their holes with strong soap-suds to which a small quantity of kerosene has been added.

STILL AFTER MARY'S GOAT.

Mary had a little lamb, its fleece was white as snow; it strayed away one summer day, where lambs should never go. Then Mary sat her down and tears streamed from her eyes; she never found the lamb because she did not advertise. And Mary had a brother John, who kept a village store; he sat down and smoked his pipe, and watched the open door. And as the people passed along and did not stop to buy, John still sat down and smoked his pipe and blinked his sleepy eye. And so the sheriff closed him out, but still he lingered near; and Mary came to drop with him a sympathizing tear. "How is it, sister, that those other merchants here, sell their goods and thrive from year to year?" Remembering now her own bad luck, the little maid replied: "These other fellows get there, John, because they advertise.—*Springfield (Mo.) Journal.*

Bucklen's Arnica Salve.

THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chills, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Wm. Clegg.

Police Jury Proceedings.

LAFAYETTE, La., July 1st, 1889.
The Police Jury met this day in regular session with the following members present: Messrs. C. P. Adams, J. G. St. Julien, C. C. Brown, O. Theriot, Fort Huffpaur and A. A. Delhomme.
The minutes of the previous meeting were read and approved.
The jury of freeholders appointed to trace a road from Anse St. Clair to the Breaux Bridge road made an incomplete report, which was referred with the following instruction by the following resolution, introduced by Mr. St. Julien:
Resolved, That the jury of freeholders be reappointed to continue the contemplated road to the public road leading from Carencro to Breaux Bridge, and connect the same at the new bridge near Mrs. Francois Arceneaux's crossing, Carried.
Mr. T. H. Theriot, road overseer for the 4th Ward, made an intelligent report of the work accomplished, showing a total of forty-nine bridges and twenty-three levees built during the past year. Much general repair had also been performed.
The following, by Mr. Brown, was adopted in reference to the above report:
Resolved, That the report of T. H. Theriot be accepted, and his balance account be approved for the sum of \$15.80.
Mr. Euphemie Bernard, road overseer for the 5th Ward, reported that all the bridges and roads had been put in fair condition except the Broussardville-Royville road, which is yet too narrow.
The report was accepted and ordered filed.
The Treasurer submitted his monthly statement, as follows:
Lafayette, La., July 1st, 1889.
To the Hon. Police Jury: The following is a statement of the finances of the parish since last report:
DR.
To bal. on hand \$3391 16
CR.
By cash orders of President, for
Breux Bridge road, \$ 32 00
" approved orders 787 56
" juror & witness certifi'cs. 6 60
\$826 16
To balance on hand \$1565 00.
Respectfully submitted,
WM. CLEGG,
Parish Treasurer.

The petition of Mrs. Thomas Stutes, an aged and indigent woman, was read, and the following resolution by Mr. Huffpaur for her relief adopted:
Resolved, That the sum of \$25.00 be given to the Hon. A. A. Delhomme to supply the necessary wants of petitioner.
A petition from the citizens of the 2nd Ward, asking for a change in the public road leading from Dr. M. L. Lyons' bridge to Indian Bayou bridge, was read and the following, by Mr. Huffpaur, adopted:
Resolved, That a jury of six freeholders be appointed to change the road so as to run on half section line of section 24, T. 10 South, Range 2 East, and then on half section line of section 23 until striking the dividing line of Valsin Trahan and heirs of Ralph Foreman, thence to the bridge on Bayou Queue Tortue.
The jury was appointed as follows: Jasper Spell, Augustus Perry, Starus Huffpaur, Alcide Foreman, Charles D. Harrington, Bolden Huffpaur.
On motion of Mr. Brown, a committee of three, consisting of Messrs. Ford Huffpaur, A. A. Delhomme and R. C. Greig, was appointed to examine the Treasurer's books, count his cash, cancel his warrants, and file the same in the archives of the police jury.
Messrs. C. H. Bradley, W. B. Torian, J. C. Buchanan and A. J. Moss here appearing were heard respecting the contemplated railroad to Abbeville. Mr. Bradley, in behalf of the committee, addressed the Body, presenting the many advantages to be derived and the impetus to be given toward the development of the resources of the parish from the construction of such road. The speaker urged the necessity of endorsing and encouraging the enterprise in such manner as the police jury should see fit and proper.
On motion of Mr. Brown, action on the matter was deferred until the 8th inst., when the police jury will meet as Board of Reviewers.
The following account was laid over: Alcide Broussard, constable fees, \$4.20
The following accounts were approved: I. Falk, J. P. fees, \$ 11 62
Geo. Malagarie, constable's fees, 11 30
L. Hirsch, 3 35
Ford Huffpaur, hauling lumber, 30 50
J. G. Bertrand, lumber, 40 09
O. Theriot, lumber and freight, 241 56
Chas. Breaux, witness fees, 10 50
T. S. Fontenot, serving subp., 5 00
Capt. J. C. Buchanan, Board of R. Assessors, 3 20
Onez H. Breaux, road overseer, 37 50
Dominique Arceneaux, 795 00
Alcide Broussard, building bridge, 125 00
I. A. Broussard, sheriff's salary, 2 00
Antoine Guillery, nails, 27 50
R. C. Greig, bal. sal as Secretary, 100 00
Wm. Clegg, " Treasurer, 100 00
Ed. Sonier, cleaning court house, 10 27

There being no further business the Police Jury adjourned to July 8th, as Board of Reviewers.
C. P. ALPHA, President.
R. C. GRANT, Secretary.

GRAND OPENING

—OF—
SPRING GOODS,
—AT—

LEON PLONSKY'S NEW STORE.

Lafayette St., Near Court Square.

I would respectfully inform my customers and the public generally that I have just received a fine and select Stock of Spring Goods, which I am offering at very moderate prices.
My Stock of

DRY GOODS.

Consists of Everything carried in A FIRST-CLASS STORE.
I have just received a Large Stock of FANCY EMBROIDERIES and LACES, DRESS GOODS, SPANISH SILKS, WAISTING, BED-CHAMBER SETS, from \$1.50 up to \$7.50, Cream and White PARASOLS, n Silk and Satin, FANCY MILLINERY GOODS in all the LATEST STYLES.

Call and examine our goods before purchasing elsewhere, as we go upon the principle of "quick sales and small profits" and always endeavor to give full satisfaction.

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House Building a specialty.
Will deliver houses complete when desired
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LOUIS LIVET,

Gun Smith and Machinist,
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Near the R. R. Depot, Feb. 16, '89.

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—DEALER IN—

Fine Watches, Clocks, Diamonds,
JEWELRY, SILVER and PLATED WARE.
Watches and Jewelry Repaired.
Wm. Clegg's Building, Court House Square,
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A. ADLER & CO.,

SUCCESSORS TO ADLER & LEVY,
WHOLESALE GROCERS
—AND DEALERS IN—
WINES AND LIQUORS
22 to 30 CANAL and 1 to 5 PETERS Sts.
NEW ORLEANS, LA.
Represented by YSBORE MOYSE.
Oct. 15, 1887.

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House and Sign Painter and
DECORATOR.
Gilding, Marbling, Paper Hanging, Etc.
Orders left at the Moss Pharmacy promptly attended to. Feb. 11, '88.

For Sale

A lot of ground in the town of Lafayette, bounded west by Midway street, south by the Moss Pharmacy and Vermilion street, east by R. L. McBride, north by Joseph Mouton.
For terms apply to
Feb. 2, '89. R. L. McBRIDE.

LUMBER!

A LARGE stock and good assortment of Cypress and Pine Lumber, etc., at prices to suit the times, at the Moss Lumber Yard. Mr. Alfred Mouton will attend to friends and customers, who will receive polite and fair treatment.
Cotton and corn taken in exchange for lumber. Aug. 11, 1888.

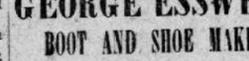
GEORGE ESSWEIN,

BOOT AND SHOE MAKER,
CORNER MAIN AND WASHINGTON STS.,
(Near Revillon's Store.)
Branch Shop
On Lincoln Avenue, near Railroad Depot,
LAFAYETTE, LA.

For Sale.

One Fifty-saw Gullet Gin; one Cotton Press; one Horse Power; one Corn Mill. The above are all in good order and will be sold cheap on one year's credit, with approved security.
May 2, '89. THOS. F. WEBB.

DR. H. C. SALLES,


Office—Lafayette Street.

R. H. VORDENBAUMEN,

Successor to C. T. PERKINS.
LUMBER

CALCASIEU LONG LEAF YELLOW PINE a specialty
ROUGH or DRESSED.

Eastern Cypress, Three feet Boards, Shingles, Pieux Posts, Four feet Dressed Dart Head Pickets, Sash, Doors, and Blinds,
Cisterns and Mouldings.

Estimates cheerfully and correctly made up for parties who wish to Build Lumber furnished in car-load lots from Mills in Lake Charles at reduced rate.
June 27, '85.

WM. CLEGG,

—DEALER IN—
DRUGS, GROCERIES,
—ALSO—

- PAINTS,
- OILS all kinds,
- GLASS,
- BOOKS,
- PAPER,
- TOILET ARTICLES,
- GARDEN SEED.
- CROCKERY,
- HARDWARE
- FINE KNIVES AND RAZORS,
- FINE CIGARS AND TOBACCO.



The very best WINES and LIQUORS for Medicinal purposes

J. VIGNEAUX'S

FEED & LIVERY STABLE,
—AND—
UNDERTAKING ESTABLISHMENT,
—ON—

ALWAYS ON HAND COFFINS

EVERY STYLE, EVERY SIZE, EVERY PRICE.
To suit any taste and any purse.
AN ELEGANT HEARSE, —WITH— RICH AND HANDSOME EQUIPMENTS
Has just been received



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KENTUCKY'S FINEST PRODUCTION,
JOHN O. MOUTON, Sole Agent,
LAFAYETTE, LA.

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AUGUSTE DEGREZ,
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—DEALER IN—

CYPRESS and PINE LUMBER
DRESSED FLOORING, CEILING and WEATHER-BOARDING.
Sawed and Split Shingles. Rough and Dressed Lumber of all kinds.
Will furnish estimates for buildings, and if desired will furnish all materials and deliver houses ready for occupancy at the lowest prices.
Jan. 29, 1887.

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LAFAYETTE, La.,
—DEALER IN—
CYPRESS and PINE LUMBER, rough and dressed. Flooring, Ceiling, Fews, Posts, Clapboards and Shingles, sawed and split, also, Pittsburg coal.
Cisterns, doors, sash, blinds, mouldings, door and window frames and plain and ornamental fence pickets, furnished at factory prices.
June 7, '84.

Money to Loan.

I AM PREPARED TO LOAN MONEY IN small or large amounts, on good farm or pasture lands.
Apply to
EDW. G. VOORHIES,
Attorney at Law,
Lafayette, La.
Aug. 11, '88.

For Sale

A FINE piece of property—two lots with residence, etc., situated near the Court House in Lafayette, will be sold on easy terms. Apply at this office.

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THE undersigned is now prepared to furnish Brick in any quantity at short notice. Brick will be delivered at the yard or at any point on the Morgan or La. Western railroads. Prices reasonable. Apply to
B. FALK,
Lafayette, La.
July 30, 1887.

CROW GIBBARD,

ATTORNEY AT LAW,
NOTARY PUBLIC
Lafayette, La.

ISRAEL FALK,

JUSTICE OF THE PEACE, 3rd Ward
Office at Lafayette, La.

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LARGE SIZES will be delivered and put up on foundation for purchaser at reasonable rates.
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L. DURHAM,
Lafayette, La.
April 25, 1885.

FOR SALE.

THE following lots in the Mills addition— Nos. 243, 246, 223, 195, 54, and 218; these lots measure each 100 feet front by 160 feet in depth. They will be sold altogether or by single lots to suit purchasers.
Apply to
JOS. FLOREY,
Lafayette, La.
May 12, 1888.

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DOMAIN FRANCEZ,

U. S. Dpty Surveyor