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Editorial

THE VALUE OF GOOD TRANSPORTATION AS SEEN IN MODERN FERRIES

By Peter S. Lawton

The following article, which should interest every Algerine to a point of immediate action is written by Mr. Peter S. Lawton, chairman of Algiers Better Ferry Service Association, in which Mr. Lawton says:

"It is only since the advent of the motor vehicle that a large percentage of our population have been brought to a realization of the great value of 'good roads.'"

The result of this education is in evidence today in the millions that are being spent through the co-operation of the National Government with the several states, in linking up the towns and cities with the national highways which will, at no distant day, traverse the entire country from ocean to ocean and from the Lakes to the Gulf.

In the same ratio as this great work proceeds, will the enthusiasm of the masses be accentuated from freedom from the isolation from which they see their neighbors being released, and for the convenience, the comfort, the prosperity and the consequent happiness which the 'good road,' better than all else, can bestow. In other words, the masses will have learned out of school what the economists had vainly tried to teach them—that communication is the first element of progress itself, while transportation, when also seen under ideal conditions, is the prime factor in the development of the state.

In an eloquent address on this subject, Ex-Governor Herbert S. Hadley of Missouri, once said: "There is nothing that we eat, there is nothing that we wear, there is nothing in the house that shelters us from the summer's heat or the winter's cold, but that its cost is affected by the question of transportation." "The question of transportation in this regulating the character of the rich mans breakfast and the poor man's home, is profoundly reflected in the cost of living, and it therefore became a factor in the success or failure of every single human life, more particularly where those who control and conduct our transportation agencies, lay tribute upon the industry and frugality of those they serve."

Thus it is that the people of this city are now clamoring for more paved streets and better bridges; thus it is that the people of Algiers are demanding that the Commission Council release them from the power of "those who control and conduct" their ferries, so that they may cut down their "cost of living," through the instrumentality of better and faster boats owned and operated by the Municipality. On this ferry phase of this subject, it may be said that the full effect of paved streets when extended to the ferry landings on both sides of the river, should not be thrown away because of the lack of modern equipment of the character and scope required to cross the river, which extensive improvements it would be impracticable for any contractor to furnish and still get the unusual big profits.

On the contrary, these facilities in the shape of double-ended boats, double-deck pontoons, twin vehicular gangways with three per cent average grades, (which modern equipment would cut down the crossing time to practically that of a bridge), should, of course, be installed, and that without delay.

Very recently the Commissioner of Public Utilities advertised a tentative ordinance embodying these features for which the ferry committee has so long been fighting, but this ambitious plan which would have cost well over a half-million dollars, being quickly turned down by an "expert" on the ground that "the business could not stand such an outlay," the commissioner promptly shelved said ordinance which he at once substituted with a stereotyped slightly amended "old-timer," the advertising of which the "committee," by the way, is laying for, with well loaded guns.

What was meant by the expert mentioned, was that "the SYSTEM could not stand such an improvement," which fact constitutes the very essence of the committee's fight, and justifies its re-peated charge that this "system" is vicious in its impotency for promoting the public welfare.

Of course, a system under which a given contractor is said to have been "cleaning up" \$100,000 a year, net, for 15 consecutive years, upon an original investment of less than \$15,000, (the greater part of which is to be returned to him at the end of his lease) would not be able to guarantee the immediate cleaning up of quite as much, under a \$600,000 investment, as it had under the \$125,000 investment.

But, to say that the City, or the Dock Board, could not take this ferry and float a bond issue of \$600,000 on a net profit of \$100,000 a year, or even on half of this sum, for the purpose mentioned, would be to say that the city has not yet investigated this ferry proposition and therefore does not know what there is in it, while falling to realize how imperatively necessary it is to destroy the contract system, under which it is presently being operated. The city authorities do not yet seem to realize what a tremendous agency this ferry could be turned into—that this Canal Street ferry, if run by the city, could transport all truck-traffic for instance, free of charge, to and from Algiers, and that this change would build up the West side as nothing else could build it up.

In a check of this ferry's business in June 1921, the cash receipts from passengers was found to be \$300 a day, while the receipts from vehicles was also \$300 a day, in round figures.

The city which would pay no taxes or franchise fee, could easily run the improved service mentioned, from the passenger and automobile collections, paying all expenses including deterioration and replacements therefrom. When it is considered that the average heavy city truck running at a cost of say \$1.50 an hour, considering the unavoidable detention in "missing the boat," while carrying less than a full street-load, figures out not less than \$2.00 for the round trip to and from Algiers, (chargeable on the books of the city merchant to "ferrage"), it is easily seen that this tax which is added to the cost of the goods and which is collected at the local corner grocery and other retail business houses, bears heavily upon the people thus affected. I may repeat that this tax can be eliminated through municipal ownership and that, as seen from the Algiers viewpoint, the present Commission Council will be expected to do this eliminating.

The people of the Fifth District know that the contract or "profit system" cannot supply the ideal transportation facilities they are entitled to in the matter of their ferries, and while knowing that the "cost" system as operated by the city, can supply such service, they of course, like the people of the rest of the country, want some of the good things mentioned as resulting from "modern transportation."

STUFF BY GILKY SWIPES

GILKY'S DIARY.

Friday—sum fokes down on 3rd st. had a baby left at there house las nite and ma was telling pa about it this evning at the supper table. She sed it only wayed 2 pounds and a 1/2 dressed. Pa sed to her Do you spose they are gonna try to go ahead and raise it enny ways.

Saturday—I set down at pa's tiperiter and rote a note to Jane today on it. And a long in the afternoon she sent the note back to me by Elsie. Elsie sed she was very tremely angry and sore at me. I went and looked it over and all I cud see that was wrong was I made 1 Mistake when I went to call her my Pet and rote it my P-E-S-T. I gess she was just hunting for a xcuse to get mad.

Sunday—Tuk a bewtiful ride out threw the country and seen the bewtiful leaves and fodder shox and got a bunch of walnuts and 3 punched tires and burnt out a bearing. Pa says a ottomobile and a wife is xpensive luxerys but it is the exccesories witch costs the most in the long Run.

Monday—Teacher kep me in on

Suspishon of haveing put sum shellack in Elsie's hair. I diddent do it because I diddent have no shellack but I new who did all the time so after it was all over I tuk a good laff at the teachers face and confest that the joke was on her. She had punished the rong boy.

Tuesday—the teacher ast Jake what was one of t hperincipest causes of Indigestion and he replied and sed Eating vittles.

Wednesday—Bisters says he is going to be a filosofer when he is groon up to be a man, just now he is spending a lot of time when he cud be practising futball trying to figger out where yure fist goes to when you open up yure hand.

Thursday—Jane and me has made up agen. I ast her this noon if she had saw the last pitcher I had drew and she sed she hoped she had done so. Saw a aroplane and was inspired to rite a pome on it—The flier jumped into his plant. And waved to his lady fare. He flew up threw the atmosphere. And cum down threw the air.

Yours truly,
GILKY SWIPES.



ALGERINES AT LAW

Mortgages
John Lusk to Isaac Marx and Lester Seidenbach, \$1000, 2 lots, Behrman, Diana, Numa and DeArmas—Barnett.

Building Permits
L. Troscclair, owner and builder; single cottage, 1220 Numa \$450.

Liens And Privileges
Harry Hicks to Julius Bodenger, \$37.50, one-half cost of erecting partition fence on property, Slidell, Brooklyn, Opelousas and river front—Hennessey.

Real Estate Transfers
Jas. D. Andrews and Emile J. Parmental certify that they conduct business under name of Bonafide Sales Co.—Affidavit.

Hy. Frught to Eureka Homestead Society, 2 lots, Promenade, Lawrence, Behrman, Numa and Bringier, \$450 cash.

Purchaser to Mrs. Josephine Normand, same property, \$250 terms—Benedict.

Phoenix Building and Homestead Association to Michael J. Rooney, lot, Alix, Belleville, Pelican and Elmira, (counter letter)—Bond.

Walter A. Pope to Mrs. Walter T. Pope, int., etc., portion, Elmira, Peters, Alix and Pacific, \$1600 terms—Hennessey.

Mrs. Wm. H. Merrick to Eureka Homestead Society, lot, Alix, Eliza, Bony and Powder, \$1,200 cash—Moulin.

Purchaser to Richard J. Stenhouse, same property, \$1000 terms—Moulin.

Mrs. Wm. Hoffman, et als., to Security Building and Loan Association, lot, Delaronde, Pelican, Bony and Seguin, \$1600 cash—Wegener.

Geo. E. Sutherland to Third District Building Association, lot, Elmira, Pacific, Slidell and Homer, \$1600 cash.

Purchaser to vendor, same property, \$1600 terms—Loomis.

Philip Essinger to Mrs. Geo. E. Sutherland, 2 lots, Pacific, Elmira, Newton and Diana, \$850 cash—Wegener.

Mrs. Constant H. Hafer, et als., to Algiers Local Federation No. 7, lease property corner Belleville and Homer, term ending April 6, 1921, \$25 month. Salvatore Russo to John Hoffman, 2 lots, Farragut, Nelson, Newton and DeArmas, \$450 terms—Olivier.

THE HERALD EIGHTEEN YEARS AGO

Cleanings From Algiers News And Happings During The Third Week In October 1904, When This Paper Was A Husky Infant

Believing that Herald readers, new ones as well as the faithful old-timers, will be interested in a glimpse of Algiers events as recorded in this newspaper, exactly nineteen years ago, when The Herald was then only ten years old. Even at that early age it was bristling with fresh news chosen by the same editor and publisher that is serving you today. We trust our selections will prove interesting to all.

Mr. Horace Nelson met with a serious accident while at work at the sugar refinery. Mr. Nelson, while warning Mr. Eugene Meade not to put a bulb of mercury in the fire, received the full force of the explosion when it took place, causing him to lose the sight of his right eye.

The ladies of McDonoghville gave a successful lawn party for the benefit of St. Anthony's Chapel.

An informal reception was given at the home of Mr. Crowley, corner of Olivier and Pelican avenue, in honor of James Crowley and George Shook, who left the next day for different Texas cities.

A thousand dollars worth of oyster shells were being placed in Opelousas avenue, due to the efforts of Hon. August Schabel. The work was in charge of George W. Forrest.

The ferry-boat Jerome Hanley sank in about twenty feet of water at the head of Delaronde street. It was one of the oldest vessels of its kind in the harbor.

Earl Jennings met with a painful accident. Coming out of Kleinkeper's grocery and not noticing, he attempted to cross the street, when a horse and buggy driven by George Brunssann came along and knocked young Jennings down. He sustained but slight injuries.

The Regular Democratic Club of the Fifth Precinct held a special meeting for the purpose of completing arrangements for participation in the grand parade on Saturday. After the conclusion of the business meeting a fine lunch was served. R. S.

Stearnes was chosen toastmaster and the toasts were as follows: "Democracy," Charles H. Brownlee; "Behrman," Charles Entwisle; "Electricity," Foster Olroyd; "Iron," Thos. Schaefer; "Beer," Jos. Rutily, and "Algiers," Frank Statzkowski.

The pupils of the Eighth Grade at McDonogh No. 4 School gave an entertainment. The following took part in the program: Stanley Behrman, Stephen Turnbull, Wallace Hebert, Robert Anderson, John Olsen, Mat Brodman, James Kennedy, Ernest Kokomore and Bernard Donner.

In the Fourth Grade A the roll of honor pupils were: James Kepper, Edwin Bush, Joseph Rooney, Raymond Jennings, Herbert Quinn, Lester Dunn and Roy Schroder.

In the Fourth B: Albert Gerrets, Charles Conrad, Reynolds Lecourt, Paul Sperier, Aubrey Gaiennie, Irvin Schwalb, James Tufts, Richard Allen and John Johnson.

Mr. Arthur Duvic and family entertained a few friends aboard their launch.

Mrs. Harry Wagner presented her husband with a fine baby girl.

Corporal Joseph Wheatley spent some time at Fort St. Philip with his brother-in-law, Tim Dwyer.

Miss Katie Mahoney returned from Heartsease Park.

Hon. George W. Foster returned from St. Louis, where he attended the National Liquor League.

Mrs. Brupbacher and family of New Iberia were guests of Mr. and Mrs. J. P. Vezien.

Mr. A. S. Covell left for Lake Charles with eight men to modify box cars for the Southern Pacific Company, for the purpose of hauling sulphur from the mines near there.

SPECIAL NOTICE

This is to notify the public that the partnership of John F. Sullivan and Raleigh J. Williams, former owners of the SUBURBAN DRUG STORE has been dissolved, the business having been taken over by the undersigned and will be conducted as the SUBURBAN DRUG STORE.

Phone Algiers 9156 Signed JOHN F. SULLIVAN.

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WON OVER ALL HANDICAPS

Famous Explorer Conquered Disabilities That Would Have Daunted Big Majority of Mankind.

The belated dedication of a monument to Dr. Elisha Kent Kane, once a famous Arctic explorer, is a reminder of an achievement quite as remarkable as anything that Kane did to add to the sum of knowledge of the polar regions. This was his mastery of physical handicaps which would have daunted ninety-nine men in a hundred. He was physically so frail that he was unable to complete his studies at college; he completed his medical education at home, became a surgeon in the navy, and while physician of the American legation at Peking began his career as an explorer which marked him for fame. It is less known than it ought to be that his polar researches, important though they were, constituted only a small part of his work. He succeeded in descending into the crater of the Taal volcano, though several able-bodied adventurers had failed; he fought Bedouins in Egypt; he crossed the island of Luzon on foot, and he made an early study of Alpine glaciers in Switzerland. All this and more he accomplished before he died at the age of thirty-seven, sustained always by unflinching pluck and by determination such as few men possess.

In for Business.
Mrs. Knowsitt—I think Mr. Shyboy will propose to Anna tonight.
Mr. Knowsitt—What makes you think so?
Mrs. Knowsitt—Didn't you notice how determined she looked as she went into the parlor?
Ancient human footprints in Hawaiian lava are ten inches long. Possibly they were made by prehistoric policemen, who thus got the "hot-foot" idea.
A woman who shot her neighbor in the arm while cleaning a revolver says she didn't know it was loaded. The neighbor is more than positive that it was.
A man is something of a philosopher who can forget the many other perplexities of the world and concentrate on an attack on the theory of evolution.
A Johns Hopkins scientist has discovered a new vitamin that makes bone. Well let us hope that it will not thicken the cranial structure any further.
It is charged that war-time profits are still being collected in the meat business. The machine gun may be laid aside, but the cash register is inclined to keep busy.

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Visit our Bank in Algiers
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I SAVED---
For Opportunity

Early in life I realized the necessity of financial preparedness. I saw men who had saved, reap the benefit of their farsightedness—and I saw others—who had squandered—fall by the way. When my opportunity came, I was ready.

To encourage you to start we will furnish to those opening a SAVINGS ACCOUNT with one dollar or more, one of our attractive home savings banks.

ALGIERS BRANCH
501 Patterson Street
Mr. Edgar Cayard, Manager

CANAL-COMMERCIAL
Trust and Savings Bank
Capital and Surplus—\$8,000,000.00

Liberty Homestead
612 Gravier Street
Authorized capital \$5,000,000.00
Surplus June 30, 1922 33,356.77
Surplus to date 100,000.00
Full paid stock, \$25.00 per share.
Running shares, \$1.00 up.
Have never paid less than 6% dividend per annum.
Louis E. Mabouin, President
Louis Bauer, Secretary

Herbert L. Harding
Opelousas Ave. and Vallette Street
Paint Headquarters

It is a pleasure to sell Certain-teed paint, it is such good paint.

Everybody likes it for the same reasons—it spreads so easily and covers so much surface to the gallon. It's bound to with such quality in it.

Our Certain-teed Prices

House Paint
Olive Green (No. 445) \$2.80
Outside White (No. 448) 3.50

No.	Per Gal.	Per Quart	Per Pint
900	Universal Varnish	\$3.70	\$1.25
32	Light Oak Varnish	.85	.55
13	Ivory Interior Enamel		1.25
461	Barn, Bridge & Roof Pt.	1.80	

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