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Dam Dams Fish, Also Dam Dams Water—Relief is Wanted.

Pollock, La., April 23, 1921.
Editor Colfax Chronicle:

There is an obstacle which should by all means be removed which concerns the farmers who live on Big Creek. My opinion is that the police jury of our parish is the agency which ought to use their power and authority to relieve the situation that creates much confusion and is very detrimental to the farmers who live below the so called dam at the old mill site which was occupied by the Ball Lumber Co., recently. Now, the mill is gone and the dam is there, preventing a natural flow of water. When the heavy rains come, if there was no obstruction the water naturally would pass off without so much damage to our farmers.

Another very important reason why the obstruction should be removed is that the fish would have access up the creek for miles, which would furnish an abundance of fish to the people who are deprived of this privilege except when they leave their homes and go several miles below to catch them. Another reason, the large body of water which is held back—stagnant, no doubt—helps to increase malaria and mosquitoes. The Ball Lumber Co., ought to be forced to remove this dam, as they were the last utilized the creek for their own interest. It has been rumored that parties who own the Pollock Lbr. Co. plant promised to have the dam removed if they were allowed to use same while they were in operation. I do not know whether that is true or not, but I believe the time has arrived when it should be removed. The peoples' rights should be vindicated. The people are waiting and expecting relief from those who represent us in moving away the trouble which creates hardships upon many.

JAS. H. WALKER.

Parish Treasurer to Serve Schools.

Baton Rouge, La., April 26.—The committee on education, at its meeting Monday afternoon, voted to insert in its finished schedule a provision, that the treasurer should become the treasurer of the parish school board and that neither the parish superintendent, nor any member or employe of the school board, should handle the funds of that body. Under the existing system, the parish superintendent is also treasurer for the school board.

This change was agreed upon after a full and open discussion. Another matter of interest came before the committee and under direction of Chairman W. J. Burke, was widely considered from many angles. The question arose in consideration of the ordinance of E. M. Sledge, of West Carrol, providing for the establishment of training schools for teachers.

This discussion took on a wide range and embraced the question of educating negro teachers. "Is it not better to educate native colored persons for school teachers than to import these colored teachers from the north?"

Members of the committee not only agreed that it would be better but that the state should interest itself in the project. Supt. Harris said he had long appreciated the fact that a training school for negro teachers—a Normal School—was one of the state's need.

"To my mind," said Chairman Burke, "it is more important right now to educate negro teachers than it is to learn negro children to read and write, if we can't do both."

Sanders Battles Attempts to Destroy His Road Plan.

Baton Rouge, La., April 27.—For four long hours Wednesday night Jared Y. Sanders, chairman of the committee on roads and drainage, stood on the floor of the Constitutional Convention and battled every effort to break down or destroy the force and effect of his state highway bill, which is planned to yield \$5,000,000 or \$6,000,000 a year for the building and maintaining of a system of state roads.

Twenty-eight amendments had been fired at the Sanders "pay-as-you-go" measure. The chief attack came from sources opposed to the two-cent gasoline tax. Gulf coast line parishes joined with the rice growing sections in combating this two cents per gallon on gasoline as a handicap on the small fishermen and the poor farmers who cannot afford to pay it.

An amendment by L. O. Pecot of St. Mary parish, proposed that the two-cent tax should be confined to gasoline used for motor vehicles only. This would relieve the payment on gas used for tractors and fishing boats. U. A. Bell and Justice Winston Overton of Lake Charles, hailing from a great rice country, supported the Pecot amendment, but to no effect. The convention followed Sanders and voted it down.

Governor Sanders made 28 speeches, and it won every debate. Only a few amendments to which he had no objection were allowed to be written in.

J. W. Ethridge of Colfax, put one over, which provided for the expropriation of gravel pits and beds, which Mr. Sanders accepted, saying it would be a protection against combines in gravel and building material sand and would save the state from a trust.

Consideration of the Sanders highway bill occupied the entire Wednesday night session.

Train Load of Hogs Wanted for Fall Shipment.

The State Pig Club Agent is organizing the boys and girls to ship a train load of hogs to one of the big markets next fall, probably the latter part of November. Grant parish has been asked to furnish one car load for this shipment.

Boys can't we make it three? Franklin parish has asked to be allowed to put in five cars. It will take about hundred hogs to load a car. The boys and girls with their parents help can load one car at Montgomery, one car at Pollock, and one car at Colfax. Fathers, take your children into partnership with you. Let them care for a pig and after making a hog out of it divide the money when it is sold. Maybe you can put in several. The more you put in the more money you will have for Christmas.

No, they don't have to be pure bred. Sell the grades and pine-woods-rooters and raise more pure bred for some future sale. Plenty of peanuts, potatoes, and corn to fatten them on are the most important things.

I am pretty sure that we are going to load one car. But for fear that it might not be loaded at the station most convenient to you, talk it over with your neighbors and friends and see if a car can be loaded from your nearest station. Its a long time off, but let's be ready. Write me how many you want to swap for some Christmas money, and where you would prefer loading.

R. L. SLOAN.

See us before you turn your cash, J. W. Duncan Co.

HOME TOWN HELPS

DISTINCTIVE SIGN FOR TOWN

Idea That is Attaining Popularity in England is Worth Consideration in Our Own Land.

They are endeavoring in England to make a fashion in village signs—what a good notion to borrow! It has been urged that for the unlovely notice at the entrance to a town, reading, "Fairfield. No 'cut-outs,'" there be substituted a sign such as villages and the visitors to them enjoyed in the old days; a design, boldly executed and colored, which should call to mind some historical or industrial association with the place, or some suggestion inherent in the name itself and which would come in time to be known as the symbol of the town. The London Daily Mail thought the idea so good that it opened a competition to designers of village signs. The first prize was \$5,000 and has gone to a man who made a sign for the village of St. Peter's-in-Thames—the English have literally picturesque names on their map, but some of our own Indian words would offer the artist as rich an opportunity, and think, too, what he could do for Concord and Lexington, for Deerfield and Tarrytown. Several of the English villages have already responded with the offer to buy the designs submitted in this particular competition and have them executed and set up. In addition automobilists have declared their desire to contribute toward the expenses in some cases, for they say that though they live in the city, they would have much pleasure from these signs. At this point, however, the village will be wisest to refuse. The town may go where it will for the artist, but the sign must be its own, no gift to it from an outsider—better take five years to get it and have it real, than obtain it quickly and artificially. The village sign is no fashion to sweep the countryside wholesale, but what an admirable one to set going and let grow steadily!—The Villager.

MERE NUMBERS NO CRITERION

Town Must Be Judged by Conditions of Living That Preval Within Its Borders.

The gathering of important information by the census bureau has been a gradual growth. The first census in 1790 was taken for the sole purpose of determining the representation, which by the Constitution had been put on a numerical basis. Each succeeding decennial enumeration has had this as its first object, but gradually other, and actually more important information has been included, until now the volumes issued by the census bureau on other subjects far outnumber those which contain the figures of population. It is a regrettable fact that we pay too little attention to these other figures. They contain a wealth of information and suggestion for the improvement of industrial, social, religious and domestic relations of the people.

Rivalry between American cities based upon these conditions would be on a higher plane than the present rivalry in mere numbers. That city which could boast of being the best in which to live, best for all classes of society, would have far more benefit in its boasting than the one which could speak only of its numbers. Urban life in the United States is becoming too congested, too large a proportion of the entire population, in spite of improved facilities for suburban living and transit. Cities would far better concern themselves with the conditions of living of their people than with the number of people themselves, as compared with other cities. That would be placing the emphasis where it belongs.

Town's Real Opportunities.

Nearly all places go down in history because of the kind of people they give to the world or encourage to remain, because of their interest in education, religious training and in true Americanism. The real greatness of any city depends on the future it is building for its people, not on the wealth and prestige which the people are winning for it today.

No town need be pessimistic because its numbers are small. There are opportunities aplenty for it to win lasting fame if it helps those within it to be intelligent, honest and anxious to help the nation and the world to be better places in which to live.—Walter I. Robinson in Indianapolis Star.

Our slogan is to save you money, J. W. Duncan Co.

Some FACTS About



THE UNIVERSAL CAR

Here are authentic figures from the Ford factory at Detroit. They show just how many Ford cars and trucks have been built each month since January 1, 1921, and how many have been sold to retail customers, in the United States.

	Produced	Delivered to Retail Customers
JANUARY	29,883	57,208
FEBRUARY	35,305	63,603
MARCH	61,886	87,221
Total Production	127,074	Retail Sales 208,032

showing that actual sales for the first three months of 1921 exceeded production by 80,958 Ford cars and trucks!

April requisitions already specify 107,719 additional cars and trucks and the estimated April output of the factory and assembly plants combined calls for only 90,000!

These facts clearly show that the demand for Ford products is growing much faster than manufacturing facilities to produce and were it not for the dealers' limited stocks, which are now being rapidly depleted, many more customers would have been compelled to wait for their cars. It will be only a matter of weeks, therefore, until a big surplus of orders will prevent anything like prompt delivery.

If you would be sure of having your Ford car or truck when you want it, you should place your order now. Don't delay. Phone us or drop us a card.

B. S. SIMMONS

Ford Authorized Sales and Service

Colfax, La.

Proceedings of Board of Supervisors of Road District No. 8.

Colfax, La., April 23, 1921. The Board of Supervisors of Road District No. 8 met this day pursuant to call of the chairman. Present—John Randolph, chairman; Dr. T. J. Harrison, W. A. Brownlee, G. H. McKnight. Absent—H. L. Brian.

G. H. McKnight was requested to act as secretary. The secretary read to the board a letter from the La. Ry. & Nav. Co., relative to gravel taken from the Edenborn pit and used on the Colfax-Pollock road. The secretary was authorized to pay for said gravel at the price of 10 cent per cubic yard.

The Supervising Engineer was authorized to complete the grading of the O'Quinn Spur as far as the Newt Williams place, and to defer the gravelling of said Spur until June 15th.

On motion of Dr. Harrison seconded by Mr. Brownlee, the Supervising Engineer was ordered to discontinue all work on the Pershing Way. The motion was put to a vote and resulted as follows: Yeas—Harrison, Brownlee and McKnight—total 3. Nays—Randolph—total 1.

There being no further business before the board the meeting was declared adjourned.

JONH RANDOLPH,
G. H. MCKNIGHT, Chmn.
Secretary.

The Boozer's Flances. From an English Story—In her luxuriant black tresses nestled a large, red rose.

Louisiana Yams Go to California.

That Louisiana is broadening her market for sweet potatoes is evidenced by recent activities of the Louisiana Sweet Potato exchange which have been instrumental in shipping sweets to Pacific coast points. Although California has received the majority of these shipments a number of cars have gone to Portland and Seattle, according to M. Hull, sweet potato specialist in the State University Extension Division.

High freight rates have been a deterring factor in a free movement to these distant markets, but the exchange is working to secure a semi-perishable rate which will be a considerable reduction over the present perishable rate. This will no doubt give the sweet potato industry a big impetus.

"When [California,] that connoisseur of quality products, comes to Louisiana for sweet potatoes," says Mr. Hull, "it is evident that Louisiana has something good in that line."

Ontario Votes Province "Bone Dry" By 125,000.

Toronto, Ont., April 18.—Ontario today voted for "bone dry prohibition" on the referendum to stop the importation and sale of intoxicating liquors in the province, by a majority unofficially placed between 125,000 and 200,000. These figures were predicted upon an estimated total vote of about 600,000.

The live wire, J. W. Duncan Co.

Strayed or Stolen. Strayed or stolen from my place, one cream colored cow and one dark brown calf one year old; calf unmarked; cow marked crop and under bit in one ear, and two splits in other ear. \$20 reward will be paid for their return to me. MRS. O. M. ANCHORS, a16-1* Dry Prong, La.

ITCH!
Money back without question if HUNT'S GUARANTEED SKIN DISEASE REMEDIES (Hunt's Salve and Soap), fail in the treatment of Itch, Eczema, Ringworm, Tetter or other itching skin diseases. Try this treatment at our risk.

DIXIE PHARMACY

Wiley R. Jones
Attorney and Counsellor At-Law
Colfax, Louisiana
Office over Old Bank Building.
Will Practice in All Courts.

B. A. SOILEAU
DENTIST
Office Over Bank of Colfax
Can be found during business hours prepared to do all work in his line

J. B. Roberts
Attorney and Counselor At-Law,
Will practice in State and United States Courts.
NOTARY IN OFFICE
COLFAX - LOUISIANA

Dr. R. S. McKeithen
DENTIST
Office over the Grant State Bank
COLFAX, LOUISIANA