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FRISCO LINES. Before buying your ticket call on the agent of the Frisco Lines for routes, rates, and any other information relative to your journey.

"The Opelousas Road." The most direct route from any part of the United States --TO-- Southwest Louisiana. Ship all your freight for Crowley, Rayne, Church Point, Opelousas, Port Barre and Melville over our Road, we have connections in every city.

TELEPHONE TALK NO. 1. To our subscribers: This Company appreciates your business and we know that you appreciate our service and in order to make this service complete in every detail, we request that you kindly cooperate with us as far as you possibly can.

J. B. SANDOZ UNDERTAKER. Office and residence on Landry street, near Mercantile Co. Phone 253. Prompt attention. Skilled service. DR. J. O. RICHARDSON.

George Going THE HONEST DEALER. Opelousas, - Louisiana. For Sale: Steam syrup mill capacity 12 barrels a day in good condition. Robert McDanel, Washington, La.

Notice. Parties owning land located on the Opelousas, Gulf & Northeastern Railway, who wish to dispose of their land, will please send me a list giving description, price and terms. I will endeavor to put those who wish to sell land in touch with prospective purchasers.



"YOU CAN SEE THROUGH IT," as you can. It has an open countenance and is as honest in its make-up as old Honesty himself. Its a fact that COMFORTABLE HORSE COLLAR like we make have earned their popularity.

CALL FOR BIDS. Bids will be received until 12 o'clock noon Aug. 23, 1910, for the erection of Brick Store and Opera House for the Jacobs News Depot Co., of Opelousas, La. Plans and conditions for erection may be obtained from Favrot & Livaudais, Ltd., Architects, 888 Gravier St., New Orleans, La. July 22.

CORN EXPERTS LIKE LOUISIANA'S LAND

Says it "Certainly Beats the World" for Fertility and Easy Culture VISIT RECLAIMED FARMS

Michigan Professor Says What He Saw Will Change His Teachings "I never saw anything to equal this Louisiana soil. It certainly beats the world."

This was the statement made by everyone of the party of noted corn experts and planters from the Northern States, who, as the guests of Mr. Edward Wisner, president of the Louisiana Meadows Company, visited the Wisner properties and reclaimed tracts at Locport, Smithport, Bayou Blue, Harango canal and Raceland Prairie from Tuesday until Thursday afternoon, when they returned to this city.

Among the gentlemen who made up the party were: Prof. J. G. Klink of the University of Iowa, J. C. Christie of Purdue University, J. A. Jeffries of State Agricultural College, Lansing, Mich.; David Rankin, farmer, of Tarkio, Mo.; L. B. Clore of Franklin, Ind.; Julius and Dean Funk, farmers, of Boonville, Ill.; A. P. Grout, William A. Young, N. J. Erwin, W. W. Parrish, of Illinois; D. R. Niver of the bond house of Trowbridge & Niver; Dr. E. E. Barclay, C. L. Van Valkenburg, A. A. Brock, J. K. Elliot, J. P. Barclay, W. D. Herrick, J. B. Dube and John H. Elliot, all of Chicago.

To almost all of the members of the party the wonders of Louisiana's soil and crop possibilities were until the present trip an unknown quantity as they had not visited this section before.

This being the case they were even more surprised and delighted with what they learned. Most of the members, heretofore had believed that the corn lands of the Northern States or what is known as the "corn belt" consisting of Kansas, Missouri, Iowa, Illinois and the surrounding section was the only place where corn could be brought to its highest state of perfection.

"It's wonderful land," said Mr. Rankin, "and no wonder, for the big river has been taking the best of Missouri, Kansas and other States up in our country and bringing it down here to you for thousands of years. It ought to raise anything in the world. The corn that I saw certainly makes wonderful growth, and if it bore years in proportion to the size of the stalk, you would raise 500 bushels to the acre."

Prof. Jeffries, professor of soils at the Michigan Agricultural College at Lansing, was another who said that the realization of the possibilities of this land had far exceeded his expectations. "I always knew these lands were very rich," said Prof. Jeffries, "but I had the impression that they would be much harder to drain than they are. I have taught this to my scholars, but I am now able to tell them that I have seen it done, and done easily. The methods employed in this reclamation work have proven simple and effective. Louisiana has a great future with the natural resources which she has, and I am glad to understand the real possibilities of this section so that I can answer intelligently all questions asked me about it."

According to Mr. J. F. Funk, a corn expert and banker of Bloomington, Ill., there are but two things to be done to develop this section. "First," said Mr. Funk, "get the water off and then the people to look at the land after the water is off." Every member of the party expressed himself as being thoroughly satisfied with the demonstration made to him, and it is believed that great good will come to Louisiana as a result of the visit of the experts here. The entire party left over the

Illinois Central on Thursday night for Chicago in their special car, "Idle-wild," and from that city will go to their homes in the various Northern States. All were delighted with the trip, and especially with the weather which they found much cooler in the "Sunny South" than in the Northern cities.

MR. YOAKUM PLEADS FOR GOOD ROADS

Contrasts Rural Highways With Railroad Lines and Tells Farmer of the Great Savings That Result From Improved Highways

Niagara Falls, N. Y., July 28.—The third annual convention of the National Good Roads Congress was opened here today to continue through Saturday. Congressman William Sulzer became presiding officer. B. F. Yoakum was the principal speaker today. In part he said:

"It took three-quarters of a century to build up the American railroads. During the same time little attention has been given to the building up of the American country roads. Yet the value of the two to the public goes hand in hand. Food and clothes must be handled between the producers and the consumers over both the country road and the railroad. It is important that the country roads approach the high standard of the railroads.

"If the railroad encounters a high grade over a hill, which means excessive use of coal, slow trains and light loads, the railroad cuts down the heavy grades to save coal bills, to move freight faster, to carry bigger train loads. It borrows millions to do the grade cutting, pays the interest on this money, and though this economy is enabled to increase its surplus. The railroads borrow money to make stronger culverts and bridges to bear heavier engines and steel cars. Then they must borrow more money to buy the large locomotives and big cars, all of which add to the efficiency of these steel highways.

"The country road makers have not kept up with the railroad makers. They, too, must get money to cut down grades, to get smooth, hard surfaces, to provide good drainage and to reduce the cost of maintenance. When this is done the farmer can go from his farm to his market or shipping station quicker and carry a bigger load. The firm road bed and smooth, heavy steel make the railroad's cars and engines last longer, and the substantial, well-made country road makes the farmer's horses, wagons and harness last longer. The saving to the railroad is only a small fraction of a cent on each ton hauled one mile, while the saving to the farmer is fifteen cents a ton a mile. This difference in cost of hauling will often turn a losing farm into a paying one.

"The greatest value of good roads will be to the farmers who have not as yet become interested. You have not yet found a way to reach them to properly place your arguments and statistics before them. They need to be shown that the poorest roads are the most expensive roads. They have not been shown that their broken wagons, broken harness and blacksmith's bills cost them more than the cost of having good roads. They have not been shown that a \$4 a day team can do twice the work over good roads, which makes that team worth to them \$8 per day."

Notice. At the next meeting of the Parish Board of School Directors of St. Landry Parish, I will cause to be introduced a resolution for the creation of a school district bounded and described as follows:

Beginning at the north corner of line between sections 61 and 62, t 3 s, r 3 e, and running in a southwesterly direction to south corner of line between sections 76 and 77, t 3 s, r 3 e, which corner is located on the Bayou Cocodrie; thence along the Bayou Cocodrie in a southeasterly direction to the township line between t 3 s, r 3 e and t 4 s, r 3 e; thence running along said township line due east to the south corner of line between sections 36 and 100, t 3 s, r 3 e; thence running in a northeasterly direction to the north corner of section 48, t 3 s, r 4 e; thence running along the north line of section 48 and part of section 47 to the section line between sections 15 and 20, t 3 s, r 4 e; thence east along said line to the southeast corner of section 19, same township and range; thence due north to the half-section line of section 7, t 3 s, r 4 e; thence running due west to the west line of section 10, t 3 s, r 3 e; thence running in a southwesterly direction to the northwest corner of section 68, t 3 s, r 3 e; thence running in a southeasterly direction along the north line of sections 62 and 63, t 3 s, r 3 e, to the point of beginning. JOHN P. SAVANT.

GIRL KILLED WHILE WALKING IN HER SLEEP

Mistaken for a Burglar, she is Shot Down With Shotgun

New Orleans, July 29.—While walking in her sleep at 12 o'clock this morning, Miss Alma Barrere, aged 22, was shot and killed by Simon Keiffer, who mistook her for a burglar. The young woman was stopping at the residence of her brother-in-law, Phillip Boe a dairyman, at Tont and Marigny Streets and on account of her somnambulist tendencies was placed in a room with her younger brother-in-law, who slept in a bed between her bed and the door. In some manner, however, she arose this morning and got beyond her brother-in-law's bed. Keiffer, who was employed at the place as a helper, heard some one at his bedroom door and called out three times receiving no response. As his door opened, he fired with a shotgun, the shot tearing a big hole in the girls abdomen. She fell to the floor and died in a few minutes. Keiffer was almost frantic with grief when he discovered what he had done. He was arrested on a charge of murder but later placed under a thousand dollar bond by Judge Anouin. Alma was a factory girl, but lately had been unemployed and was simply visiting her sister's home.

MACHINERY FOR OIL WELL.

Frisco Oil, Gas & Mineral Co., Receive Solid Car-load for Basile Field.

Special to the St. Landry Clarion. Basile, St. Landry Parish, La.—Mr. James I. Shute, driller of the oil well for the Frisco Oil, Gas & Mineral Co., Ltd., accompanied by several mechanics arrived here several days ago. There is much activity at the site of the well, the huge derrick having reached completion the early part of the week.

The workmen are now engaged in setting up the machinery and Mr. Shute informs our correspondent everything will be in readiness for drilling in ten days. It is the intention of the company to energetically prosecute the drilling, and who knows but that our little village may become the oil city of Louisiana.

The people of this section are evincing much interest in the undertaking, and the "wise ones" do not hesitate to tell you they have always felt convinced oil would be found near Basile, but it took the enterprising citizens of the city of Opelousas to provide the means of going after it.

Dr. Shute, the driller, informs our correspondent that he in company with several gentlemen of this vicinity made extensive investigation, on last Sunday, of the gas found so plentifully in this territory and reports that in several spots on the tract now being exploited, the gas tested is unquestionably mineral gas for when ignited it burns blue, free of yellow, which distinguishes it from vegetable gas.

It is current talk in this section that the natives forty years ago used the mud from the banks of the Bayou Nezpique, a stream near the proposed well, as a lubrication for the axles of the ox carts in general use in those days, hauling rice and cotton to Opelousas, a distance of 50 miles, with no other lubrication save this mud.

The surface indications are certainly remarkable and are calculated to appeal to oil enthusiasts. The Company has under lease a large body of land and if lucky enough to strike the fluid the stockholders will be handsomely compensated.

Notice.

The next Teachers' Examination for certificates will take place at the St. Landry High School, beginning at 9 o'clock a. m. on Sept 2d and 3d, 1910.

All applicants are expected to be on hand promptly at the appointed hour.

C. J. THOMPSON, W. B. PRESCOTT, E. E. ORTEGO, Committee.

St. Landry Lumber Co., Ltd. Sells Long Leaf Yellow Pine and Louisiana Red Cypress Lumber YARD - - RAILROAD AVE. PHONE NO. 189

NATURES OWN REMEDY! -THE- HEALTH GIVING WATERS -AT- PUTMAN, TEXAS REACHED VIA THE TEXAS PACIFIC RAILWAY

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St. Landry Cotton Oil Co. Opelousas, Louisiana. COTTON SEED MEAL AND HULLS. A Cheap and Economical feed for stock. From this date must accompany all orders.

LINA'S BARBERS HOP Wm. Lina, Proprietor The Very Best Service Landry Street Modernly Equipped GET A GOOD SHAVE

The Peoples State Bank OF OPELOUSAS, LA. BEGAN BUSINESS SEPTEMBER 9, 1895. GROWTH: SURPLUS AND UNDIVIDED PROFITS. DEPOSITS.