

ABSORBED THE ST. LANDRY COMMONER ON JULY 2, 1912.

"Here Shall The Press The People's Rights Maintain, Unawed by Influence and Unbribed by Gain."

VOL. XXIII.—NO. 7.

OPELOUSAS, LA., SATURDAY, NOVEMBER 30, 1912.

\$1 PER YEAR

## MAYOR LOEB ANSWERS "OBSERVER'S" CRITICISMS.

Editor Clarion—In your last issue appears a communication from one signing himself "Observer" who makes a statement about the city finances that is not borne out by the record.

I did not care to answer the article for the reason that "Observer" and I are not on friendly terms, and have not been for sometime, however I am compelled to correct him with the record, which shows, "that on the first day of October the city owed \$3296.64 LESS than same date of last year.

"That it has 50 per cent less of its license fund pledged than same date last year.

"That Supt. Jones' official report for October shows that the power plant lost \$299.73, and as stated in that report "mostly caused by the advance in price in fuel oil."

As to Messrs. Shaw and Blacksher, there was no difference of opinion between them and the other members as to salaries. The difference being, only that they wanted the budget to show the same amounts as 1912, and the difference in amount to be paid from any available fund monthly as it was done that year.

Respectfully,  
E. L. LOEB, Mayor.

## Young—Knight.

Dr. Z. T. Young and Miss Florence Adams Knight were united in holy wedlock at the home of the bride, 5654 Hawthorn Avenue, New Orleans, on Thursday, Nov. 21st, 1912, the Rev. Dr. Thomas, of the Second M. E. Church, South, officiating.

Dr. Young is a popular and prosperous physician of this city, while his bride is the accomplished daughter of Mrs. Elizabeth A. Knight, and one of the Crescent City's most winsome young ladies. The following of the wedding is from the Times-Democrat of Nov. 24:

"One of the prettiest weddings of the season was that of Miss Florence A. Knight to Dr. Z. T. Young, which took place Thursday evening at the residence of the bride, in Hawthorn avenue. The spacious home was beautifully decorated in yellow and white, and a large company gathered to witness the event.

The bride, a stately blonde, was most becomingly gowned in white charmeuse. Her young sister, Mrs. George Zitman, was matron of honor, and Mr. Zitman was best man. The bride was given away by her uncle, Mr. Wm. Sherwood. The young couple were the recipients of many handsome presents. They departed the same night for their home in Opelousas, where Dr. Young is a practicing physician."

Dr. and Mrs. Young are at present occupying the old Childs residence in the southern suburbs of the city; but will shortly move into a handsome new cottage which the doctor is having built nearby.

The Clarion extends congratulations.

## Fine Music.

Under the above caption the Evangeline Banner publishes the following complimentary remarks about our local brass band, which furnished the music at the dedication ceremonies of Evangeline parish's new courthouse a couple of weeks ago. The compliment is well-merited and we take both pleasure and pride in reproducing it:

"The Opelousas Band under the leadership of Mr. A. C. Skiles, gave the lovers of select music a treat, last Monday that will long be remembered. This band is composed of gentlemen of the highest social and business qualities and qualifications, and we take pleasure in printing their names: A. C. Skiles, L. J. Larcade, Louis White, Chas. Voorhies, Henry Dominque, Howard Voorhies, A. E. Veltin, Sidney Sandoz, Dr. A. J. Perreault, Charles Sandoz and Geo. Guidroz."

## CONGRESSMAN-ELECT LAZARO DELIVERS SPEECH AT WATERWAY CONVENTION

### Intercoastal Meeting Opens With Good Attendance ---Over Two Hundred Delegates Present.

The eighth annual convention of the Interstate Inland Waterway League held at Palacios, Texas, with over two hundred delegates present, was very successful. The convention opened with a meeting on Thursday night, Nov. 21, and closed on Saturday with the same spirit in which it was begun.

When the first meeting was called to order Thursday night by President C. S. E. Holland, fully a thousand people were seated in the big auditorium of the B. Y. P. U. After an invocation by Rev. H. A. Echols, principal of the Palacios Baptist Academy, President Holland introduced Mayor D. Ruthven of Palacios, who in a few happy words welcomed the delegates of the eighth annual convention of the Interstate Waterway League to Palacios and bade them take the city, which was theirs for the asking.

The President next introduced Vice President Henri L. Gueydan, who delivered a response to the welcome address. Congressman-elect L. Lazaro, of this district, was an enthusiastic delegate and made a favorable impression on the audience when he was called upon to speak. Following is the course of his speech:

I feel much honored by an invitation to be present at this convention to address this important body.

The great and important question of the systematic improvement of our inland waterways is one which our government has certainly neglected. It seems to me that until recently the appropriations for that purpose have not been made according to any fixed system or plan.

It seems to me also that appropriations have not always been made in such amounts and with such regularity as to give us an opportunity to carry on the work economically and with a view to its quick completion. And so it is that after so many years of our existence we find our many inland waterways with very few exceptions totally unprepared for the demands of transportation.

I am glad to see that the consideration of their permanent and more general improvement according to some comprehensive plan so as to arrange them into a complete system of transportation has now forced itself upon us.

As Bacon said: "There are three things that make a nation great and prosperous: a fertile soil, busy workshops and easy conveyance for men and commodities from one place to another." We are an exporting nation. We send our agricultural products to foreign markets and when our wheat or cotton reaches London market its price is fixed on the other side by the competition which it meets there. If a bushel of wheat sells for a dollar and it takes fifty cents to get it from the farm to the market, the farmer gets fifty cents a bushel for his wheat. Now if you can so improve transportation that the farmer can get his wheat from his farm to the market for twenty-five cents, you have added twenty-five cents to the farmer's price for his wheat.

It is plain that transportation is a part of production and a charge upon it. We have not actually finished anything until we have placed it into the hands of the consumer. The production of rubber, for instance, is not finished with the coming in from the forest of the negro peon with his load, but only when the tire is fitted to the wheel of the automobile. Transportation, like taxes, mingles with the cost of goods in every step of their making, from the forests and mines to the retailer's counter and there finally falls on the producer and consumer. That is the main reason why conveyance from one community to another helps to make a people great, prosperous and powerful. And that is the reason why the broadminded and unselfish American citizen now begins to pause, think and ask for legislation more and more with reference to transportation. To-day the American Government is cutting a canal through

a mountain of solid rock that will soon unite two great oceans and this alone will develop a new field of commerce whose boundaries we cannot dream of at this time.

In Belgium and Holland the ocean is brought to every city and it is well known that those countries are world powers in commerce and manufacturing. China with her millions has so wonderful a system of old fashioned canals that almost every town of any importance can ship by water to the sea. In fact transportation is cheap and this large population is in the main made possible by a system of cheap internal traffic.

Even Russia has built canals and improved her rivers, until to-day one can sail from Moscow to St. Petersburg.

In the grand strategy of trade our competitors have wisely acted upon the principle very well known to physics, that it is much easier to move an object floating in a liquid than to carry it on any wheeled carriage. When a good business man has carried on his business a certain length of time he takes an inventory of his stock in order to know whether or not his business is a paying one and if he finds defects in his system he tries to improve it. And so it is with our government. If we will stop long enough to take an inventory of our business to-day we will find that we lack in transportation, a serious defect which requires resolute men and organized effort and no man can afford to keep silent or subject himself to the charge of indifference because he fails to put his shoulder to the movement.

As I have said before an inventory would show that we are short in transportation. An enormous increase in the production of our people in all fields of industrial activity has outgrown the ability of our great railroad systems, extensive and good as they are. It is a well known fact that we have often seen the products of the farm wasting in the fields and the manufacturer's plant stopped for want of raw material and the finished products delayed in the warehouse because we lacked facilities to transport them.

No country on the face of the earth has been more favored by Providence with such a magnificent system of navigable lakes, rivers and bayous. But it does not behoove us to soothe ourselves with self-praise because of what Nature has done for us. We are entitled to no credit for our unexcelled climate, products, and resources. It is only the manner in which we are conserving and developing our resources and the degree of health, happiness, liberty and the facilities we are giving our people that confer distinction upon our citizenship, raise our standard and fix our places in history.

If we can come together and improve our waterways in accordance with a well defined progressive policy, we shall, with the aid of our railroads and other agents of transportation keep step with the commercial and industrial progress of America. Of course it will require a large expenditure of money to do this work but when we compare the present cost of transportation to transportation by water which is about one-sixth cheaper than by rail we find a great saving between the producer and consumer, and among all people.

The saving in freight is not all but the waterways being free and open for the use of all the people it would lessen the danger of monopoly.

I am one of those who believe that the time has come when the railroad men should assist and not block the way of this policy because it will not hurt the railroads. The relation of rail and water transportation should be one of harmony, helpfulness and co-operation. It is clear as day that they should work together and build a transportation machine that will keep step with the development of the country. We can solve the problem by encouraging both. First, by encouraging capital to invest in railroad building instead of scaring it away by hostile and unjust legislation; and second, by a

## INTERURBAN LINE TO PASS THROUGH OPELOUSAS.

### Charter Filed at Lake Charles, Lafayette, Home of Company—Company to Begin Work at Once.

An interurban line traversing Southwestern Louisiana and connecting Lake Charles with Lafayette, New Iberia, Abbeville and Opelousas is practically assured by the incorporation, at Lake Charles, of the Louisiana Traction and Power Company.

The company will operate between Lafayette and Alexandria with cars to run every other hour each way carrying passengers and freight. Its course will be from Lafayette to Opelousas to Washington, branch off to Ville Platte thence to Alexandria, traversing the Southwest part of the state, connecting all towns within that section of the country.

The company is headed by E. E. Shackford, for many years, and until three months ago, division superintendent of the Southern Pacific Railroad with headquarters at Lafayette. Associated with him in the organization of the company are J. A. Landry, T. J. Bird, P. O. Moss and D. J. Landry of the Lake Charles Railway Light and Water Works Company; S. T. Woodring, general manager of the Calcasieu Long Leaf Lumber Company; Frank Roberts, president of the Calcasieu Trust and Saving Bank; L. Kauffman, a prominent capitalist; L. H. Dinkins, President of the Interstate Banking and Trust Company of New Orleans, and H. F. Cameron of New Orleans, Southern Manager of the Westinghouse Electric Appliance Company.

The officers are, J. A. Landry, president; S. T. Woodring, first vice-president; T. J. Bird, second vice-president; D. J. Landry, treasurer; P. O. Moss, secretary and E. E. Shackford, Lynn H. Dinkins and Frank Roberts comprise the directorate.

Messrs. Shackford and Moss were here on Tuesday on an overland trip to look over part of their proposed route. While here these two gentlemen were entertained by Mayor Loeb with the Progressive Union and prominent citizens. Mr. Shackford was assured that when his plans would be sufficiently matured they would call a meeting of the citizens and invite him on the occasion in his interest to submit his proposition.

Mr. Shackford was indeed delighted with the improvements of the city and said that Opelousas has made wonderful strides in the last five years.

It is true it will lower the freight rates but in the economy of transportation the bulky raw material getting the benefit of the lower freight rates would go to the waterways while the manufactured goods would go to the railroads. On account of the lower rates and the many waterways we could bring more raw material to the factories there to be converted into corresponding tons of manufactured goods capable of paying a higher freight rate. Thus one system should help to develop the other. This principle is well illustrated on the banks of the Great Lakes, the Erie Canal and the Hudson.

Another effect of inland waterways improvement will be a reduction of the consumption of iron because the transportation by water requires less iron than by rail; it also means a corresponding halt in the increasing consumption of coal. Three things have made the United States great: first, the inventive genius, the character of her institutions, and third, her iron and coal, her rich fields and products, in a word, her natural resources. But after all what will the ability of our people profit us if our coal and iron is wasted and if our fertile fields and forests lose their power of producing? We all know that the two great resources of the under earth, economically speaking, that are indispensable to human comfort and growth are coal and iron. It is true that our inheritance of these was princely but we are exhausting them rapidly. We are not facing a theory but a condition; therefore let us get together and walk safely in the light of wisdom. It is time to begin. A plan should not be adopted until approved by governmental experts after care-

## DR. PAUL FOSTER HAS NARROW ESCAPE

Dr. Paul Foster, of Plaquemine, had a narrow escape from what would have been a serious accident, on last Wednesday. Just as he was leaving in his buggy his horse, which had been standing in the cold for some time, became restless and started to run. In endeavoring to control him he either lost his hold on the reins or one of them broke and the horse started off at a brisk gait, overturning the buggy on the ridge in the street caused by the ditching machine. The doctor jumped out and in doing so sprained an ankle and also somewhat bruised a shoulder. In overturning the buggy, the horse fell, preventing a runaway. The accident occurred in front of the residence of his brother-in-law, Mr. J. G. Lawler. The doctor was not seriously hurt.

## Thanksgiving Service.

The Thanksgiving service at the Methodist church last Thursday night was well attended by an appreciative audience. Owing to the indisposition of Rev. J. B. Brock, the invocation was pronounced by the Rev. L. F. Cotey, pastor of the Marksville church, who acted in his stead.

The address, brief but appropriate, was also delivered by the Rev. Cotey. The balance of the program, consisted of the reading of the President's proclamation by Mayor Loeb and a reading from Psalms by the pastor, Rev. G. A. Morgan. The song, "America" and several hymns, appropriate to the occasion, by the congregation. The service lasted about an hour and was enjoyed by all present.

ful investigation but where it is accepted and adopted then it is neither economy to our government nor a benefit to the people to delay giving as fast as it can be spent with economy and efficiency of the amount required to make the necessary improvement.

In conclusion, gentlemen, permit me to make an appeal to the people of the 7th Congressional District of Louisiana, which I will have the honor to represent at Washington under the administration of that great progressive democrat and constructive statesman, President-elect Woodrow Wilson. The people of our section cannot take too much interest in the good work being done by the Intercoastal Inland Waterway League and the National Rivers and Harbors Organization. It is these organizations holding their conventions at different places throughout the United States which bring the gospel of waterways close to the people—the fountain head of all law, money and power. We know that law is nothing more nor less than the crystallization of public sentiment and laws are a success or a failure in direct ratio to the extent to which they are backed by public sentiment, therefore the sooner the people are awakened and educated to the importance of demanding the proper legislation with reference to transportation the more progress we will make. In other words, it is through these organizations that we will finally get the necessary appropriations from our national government for the improvement of the waterways of our section. Our people should be willing to attend these conventions, give their time and spend their money and thus add and enthusiasm to the movement. "In council there is wisdom," and "in union there is strength," therefore I appeal to our people of Louisiana to work together with you of the Lone Star State and of the United States so that when our petition goes before Congress it will be one of the strongest and best backed ever presented to that body, and well supported by arguments and data.

## Mr. G. H. Cretin Attends Hotel Men Meeting

Mine Host Cretin, of the La-combe Hotel, was a visitor to the Crescent City the latter part of last week and the early part of this week, going to assist in the formation of the Southern Interstate Hotel Association, an organization composed of the principal hotel managers of the Southern States.

The meeting, which lasted three days, was one of the most sumptuous affairs that has ever occurred in New Orleans, which is noted for its swell affairs. After the business program had been completed, the balance of the time was occupied by an elaborate luncheon in the Italian Garden of the St. Charles Hotel, sight-seeing and an inspection of the hotels of the city, box-parties at the opera, a brilliant banquet in the Cave of the Hotel Grunewald, and a trip over the New Orleans, Southern and Grand Isle Railway to the sugar refineries below the city, and the orange groves and oyster fisheries. It was an affair such as only men know how to manage, and being one of the best men in the state, Mr. Cretin is loud in its praise. He has been the caterer at many banquets but on this occasion he was the guest of the New Orleans Hotel Men's Association.

## Revival Meetings.

A revival meeting began at the Baptist Church on Friday night and will continue for about ten or twelve days. There will be services every night at 7 o'clock, and at 11 o'clock on Sunday morning. Rev. Brock will be assisted in the services by Rev. L. O. F. Cotey, Pastor of the Baptist churches at Marksville and Evergreen. He is a forceful speaker and it will be an inspiration to all who hear him.

A cordial invitation is extended to all to come out and attend these meetings. There will be good music and good singing.

## KNIGHTS OF COLUMBUS INITIATES CLASS

### The Local Council of the Order Celebrates its Sixth Anniversary

Opelousas Council, No. 1173, Knights of Columbus, admitted twenty members into their ranks last Sunday and the occasion was participated in by fully one hundred members. Due to the fact that it was doubtful until the last moment that the initiation would take place—some of the officers who had at first agreed to come here having wired their inability to be present at the time chosen—most of the members who intended to come by special over the New Iberia and Northern from Franklin, New Iberia, Jeanerette and St. Martinville, were unable to complete the arrangements on such short notice, and failed to arrive. But several Councils throughout this section were represented and all enjoyed the day—one long to be remembered by every participant.

The candidates and Knights attended mass in a body. Rev. J. Engbrink, the pastor of the local Catholic church, was the celebrant, and Rev. Father Philippe, of St. Charles College, delivered the sermon, one peculiarly appropriate and thoroughly appreciated. The choir was present in full numbers and its selections were very pretty.

The initiation took place in the Council Chambers on Main Street. The officers of the Council were assisted by Deputy Grand Knight Gravelle of Alexandria Council in the exemplification, of the first and second degrees, the work being admirable in every respect. The major degree was impressively exemplified by District Deputy J. P. Landry and staff of Beaumont (Texas) Council. The candidates are enthusiastic over their experiences, but for some reason or other are not talking very much on the streets about them.

The banquet under the auspices of the Daughters of Isabella was served in the lower hall of the K. of C. Home at seven o'clock in the evening, and every detail of this function was looked after in admirable fashion; in fact, the Daughters added new laurels to their fame as entertainers. The menu was all that could be desired; the service perfect; the vocal and instrumental music was inspiring, and the decorations beautiful. Grand Knight Prescott presided as toast master, and besides his felicitous address, District Deputy Landry of Beaumont, Congressman-elect Lazaro and Past District Deputy Sandoz responded. The Council thus celebrated its sixth anniversary, a record replete with achievement and success, and its members look forward to greater accomplishments in the years to come.

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## SENATOR RAYNER DIES AT CAPITAL

### Attained Prominence As Schley's Counsel; Long In Public Eye.

Washington, Nov. 24.—Isidor Rayner, of Maryland, one of the leading Democratic members of the United States Senate and a man whose name was offered to the Baltimore convention by Wm. J. Bryan as a suitable candidate for the presidential nomination, died here early Monday at the end of a long illness resulting from continued attacks of neuritis.

Senator Rayner had been a comatose state since last Wednesday, with only one or two slight rallies. His severe illness covered a period of about six weeks, dating from the efforts made in the joint political debate with Bourke Cockran at Baltimore, late in September. Physicians compelled him to retire from the campaign immediately after that and he returned to his Washington home, where he died at 6:20 o'clock Monday morning.

For over five years Senator Rayner had been a sufferer from neuritis, the attacks of these making work in the Senate arduous and painful.

Senator Rayner was one of the striking figures of the Senate. He had been a member of that body for almost eight years and was one of its strongest debaters and a recognized authority in constitutional law.

## Suicide Attempt.

A stranger by the name of Marshall, who came here a few days ago with his wife and engaged a room at the Star hotel attempted suicide last Tuesday about noon by first taking cocaine and then severing an artery at the wrist with a pen knife. His wife, who was with him at the time, rushed out of the hotel towards Shute's Drugstore to summon a doctor. Doctors Shute and Lastrapes attended the unfortunate and the patient was placed in jail for further development. It was but a short while after he was seen butting his head against the prison bars. The man looked perfectly well the next day and was taken out.

## New Day Train On Frisco.

A new train was placed on the Frisco last Sunday, running between Baton Rouge and DeQuincy. The train leaves Baton Rouge at 11:15 a. m., and returns at 6:45 p. m.

The train operates only between Baton Rouge and DeQuincy, making connection with the New Iberia and Northern at Port Barre, giving people along that route direct train service to Baton Rouge.

This local train does not take the place of the through fast train, which the Frisco intends to put on at a later date. It will be several months before the transcontinental service is inaugurated.

## Deaths.

Through inadvertence, the Clarion failed to mention the death of our estimable townswoman, widow of the late Auguste Perrodin, which occurred in this city on the 6th inst., at the age of 66 years, 6 months and 23 days. She leaves one son, Henry, who has been afflicted since childhood, and a large circle of relatives and friends to mourn her loss.

Mr. Ernest A. St. Amand, an old and highly respected citizen of this parish, died at the family residence near Washington on Monday Nov. 25, and was buried in the Catholic church cemetery at this place on Tuesday. He was 70 years, 10 months and 21 days old.

Mrs. Jack Deville and little sons, Lawrence and spent the day Thursday at Washington.

Mr. John R. Sk of the Louisiana at Lafayette was days this w father.

Mr. J. E planter a Opelou