

St. Landry's Leading Men's and Boys' Store

# Your White Suit

Of course, it must give you real comfort; that's the first consideration. But your white suit in summer is your dress suit; in the evenings, for dancing, for wear to the office, it's the ideal thing.

That's the reason you'll want one of our kind of white suits--tailored like a custom woolen and not like the proverbial "two pieces of cloth stuck together"

Any fabric you want, corded poplin, Burton's English poplin or white garberdine---

**\$11.50 - \$12.50 - \$14.00**

## New Knit Ties

Just received this shipment of pure silk knit ties--solids or stripes in narrow or open end shape. They sold for \$3.00 and \$4.00 last year but they're now

**\$1.00 and \$1.50**

# Winsberg's

"The Quality Shop"

## MANY INDUSTRIES TIED TO TOBACCO

Prohibition of Weed Would Mean Big Financial Loss to Allied Trades.

### WHO USES THE MATCH?

The Smoker Mainly--Also Responsible for Spending Hundreds of Millions Annually for Licorice, Sugar, Coal, Cigar Boxes, Tin Foil, Etc.

By GARRET SMITH

"Got a match?" How many times a day is that question asked in these United States? How many more times is the question unnecessary because most pockets are kept well supplied with the useful little article? Anyhow, inasmuch as it is estimated that there are 80,000,000 tobacco users in the country, we would guess that the answer to that question would run into the hundreds of millions.

For if it weren't for the smokers in these days of electric lights how many matches would be used? A pretty small proportion of the number of these "sticks of blazes" produced in the country every year. Abolish tobacco and the match business would be shot to pieces.

But the match business is only one of a dozen or more allied industries which derive large revenues directly or indirectly from the tobacco trade and would suffer heavily if national prohibition of tobacco were to go into effect as some of our reformers would have it. The annual sales of tobacco products, based on retail prices, is estimated at \$1,937,000,000. Of the cost of producing and selling this quantity of cigars, cigarettes and other forms of the weed, some hundreds of million dollars are paid out for other things than the raw tobacco and labor of making it up.

\$25,000,000 a Year for Boxes For example, the tobacco trade consumes each year 45,000,000 pounds of licorice, 50,000,000 pounds of sugar, both used in flavoring tobacco, and 850,000 tons of coal. It is estimated that the value of wooden cigar boxes used is \$25,000,000 a year, quite an item to the lumber business and to manufacturers of the boxes.

In making these boxes 550,000 pounds of nails are employed. Other large items used in making and preparing tobacco for sale are tin and lead foil, paper for bags and cigarette wrappers, cloth for tobacco bags, labels, coupons, etc., involving the printing trade extensively.

Then building contractors and manufacturers of machinery are largely interested. Investments in plants and machinery employed in manufacturing tobacco are estimated at \$102,000,000. Replacement, up-keep and interest on the investment make no small sum annually.

And let resty men note there are approximately \$25,000 tobacco farms in the country, with a total estimated valuation of \$160,000,000. Of further interest to real estate men is the fact that there are 700,000 retail establishments selling tobacco, involving a total rental and up-keep impossible to estimate, besides the large amount of office space occupied by administrative branches of the general business.

The insurance men, too, have their share of the pickings. The tobacco business pays out annually \$7,000,000 in premiums in the United States. And there are the railroads who reap revenue from 2,210,000 tons of tobacco products every year.

As for the advertising business, here again it is impossible to form any estimate of the enormous annual output.

The prohibition of tobacco would also knock a good-sized hole in the receipts of the United States government. The internal revenue receipts from tobacco for the fiscal year 1920 amounted to \$295,809,555.44. Customs duties provided an additional \$25,000,000 in round figures, making the total revenue return to the government \$320,000,000.

Influence on Popular Sentiment It is this interlocking of the tobacco business with so many other interests and the vast amount of financial loss that would be involved in the abolition of tobacco that is one of the most serious aspects of the proposal to prohibit the sale of tobacco, a proposal, however, which has little support by public sentiment if the newspaper editors of the country are correct in their estimate of that sentiment.

In a poll of the editors made recently by the Tobacco Merchants' Association of the United States, through the Press Service Company of New York City, 95 per cent of the 7,847 editors who replied expressed the opinion that the people of their communities were opposed to any law against tobacco. As these editors represent some 80,000,000 readers the results form a pretty general test of national opinion.

In their remarks accompanying their replies many of the editors expressed it as their opinion that the opposition of their communities to the abolition of tobacco was based to some extent at least on the damage such a change would do to the business interests of the community. This was particularly true in the tobacco growing states and centers where there were large tobacco plants.

But when the extent of the business involved in the allied interests of the tobacco trade is considered, as above briefly outlined, it is clear that there is hardly a section of the country that would not be affected directly or indirectly by abolishing tobacco.

## DREDGING WORK TO START SOON

CANAL COMPANY PREPARING TO COMPLETE WORK STARTED IN BAYOU TECHE LONG AGO.

The Atchafalaya-Teche-Vermilion Canal company, which started work

several years ago on the big task of dredging the Bayou Teche from its head at Port Barre south to a point below Breaux Bridge, is getting ready to resume the work where left off at Port Barre. The big dredge is being prepared for a start at work within the next few days.

The Teche was dredged on one side all the way and both sides a short distance, and the company will now complete the work by dredging the balance of the untouched side. At Port Barre, where the Teche comes out of Bayou Courtableau, a set of locks will be put in, the preliminary work for same having already been attended to.

The company has dug a canal from the Teche, below Breaux Bridge, west to Bayou Vermillion. Through this series of natural and artificial waterways much of the flood water of Bayous Boeuf and Cocodrie, as well as the upper reaches of the Courtableau, will flow south and furnish irrigation for rice land lying along the several streams, particularly in southeast St. Landry, in St. Martin and in Lafayette and Vermilion. The silt-laden waters will serve as crop insurance and remove the danger of salt water from the gulf ruining the rice fields of the lower country. Presently an attempt is being made to have the Teche again placed in the column of navigable streams for the company asserts that boats of light draft will be able to navigate from Port Barre south. The lower stretches of the Teche, from Breaux Bridge south, are already navigable. The old drawbridges that existed all along the stream in St. Landry and a part of St. Martin long ago gave way to immovable crossings as the bayou filled up. The dredging removed the obstructions and the famous waterway will soon be able to be traversed by boats.

The canal company is a wealthy concern and is under the presidency of Fernand Mouton, former lieutenant governor.

### DePalma Made Fast Time

No cry of "hard luck" can be raised over the failure of Ralph De Palma to finish the ninth international sweepstakes run over the Indianapolis speedway on memorial day. The popular driver had a choice of making a pace at the average for the track so as to save his car and try for the \$20,000 first prize; or, secure in knowledge that he had the fastest car on the track, go after the \$15,000 lap prizes. He decided upon the latter course, and sent his Buick around the brick oval at an unheard of average speed of 93.66 miles per hour at the end of 225 miles. He earned \$10,650 in lap prizes--equivalent to second prize--before his car went out on the 280th mile because of a broken crankshaft.

### NOTICE

I hereby serve notice that I am applying for a pardon.

WILLIAM GLAUDE.

The chief difference between winning or losing a war is to whom the taxes go.

With the advent of spring there's an abundance of evry green except

It may not be an enduring peace, but it has endured a great deal.

## EDENBORN ROAD MIGHT BE SOLD

LOUISIANA RAILWAY & NAVIGATION COMPANY MAY PASS INTO HANDS OF K. C. S.

Dispatches from Baton Rouge state that the Edenborn Line, officially designated as the Louisiana Railway and Navigation Company, may pass into the ownership of some big system as stated in these columns some time ago.

The Missouri, Kansas and Texas, ("Katy") and the Kansas City Southern are both supposed to be negotiating for it, with the chances of the latter road buying it, as it is said to have had a representative going over the line taking stock of the property and future possibilities. If the K. C. S. buys the Edenborn road it would give the former a through route from New Orleans to Kansas City, connecting up with the old main line at Shreveport.

President Edenborn is sole owner of the L. R. & N. and has operated it at a net loss of some ten million dollars the past fifteen years, losing about three-quarter million each year, according to statements recently made when he applied to the state railroad board for authority to discontinue several passenger trains operating over the line.

Some time ago it was thought that the Gulf Coast Lines would eventually buy in the L. R. & N. but that talk has died out and unless it is negotiating for it there is strong probability of it falling to secure same and thus lose the opportunity of securing its own tracks into New Orleans from Baton Rouge.

Both the "Katy" and the K. C. S. have been anxious to get entrance into New Orleans, and the latter system, some dozen years ago, even went so far as to run a survey from Leesville southeast to New Orleans, paralleling the Southern Pacific main line part of the way, and also started construction and then suddenly stopped.

This place has received a very much needed rain. It has been of great benefit to the crops, especially the corn.

Among those who attended the K. of C. initiation at Abbeville were Messrs. John Dore, Lucius Stout, Arthur Stelly.

Mr. Lee Mallet has moved his family to Opelousas to reside permanently, where he will run a meat market. Misses Dula and Lota Guidry of Arnaudville were guests of Misses Besse and May Quebedeaux Saturday night.

Mrs. J. N. Reaux and children of Opelousas spent Sunday with her parents, Mr. and Mrs. R. Arnaud here.

Mrs. Gilbert Dupre is visiting her daughter, Mrs. F. O. Pavy. Mr. Seymour Wright was shaking hands with old friends here. He has been going to school in Jennings the past session.

Mr. Rodney Duson is the guest of his cousin, Edmond Pavy. Mr. and Mrs. Ovide Robin took in the ball game at Grand Coteau Sunday.

Mr. and Mrs. Albert Boudreau took in the Opelousas and Eunice ball game Sunday.

## PERRAULT HEADS AMERICANISM MEET

Shreveport, June 15--Sunday July 3, has been designated as Americanism Sunday for Louisiana by A. E. Witbeck, chairman of the department Americanism commission.

Governor Parker has been asked to issue a proclamation and sermons on Americanism in all churches in Louisiana have been asked by Chairman Witbeck.

District Americanism chairmen have been appointed by the state chairman and they will appoint chairmen in their respective districts. The district chairmen are: Melville, Sternberg, Districts one and two; Dr. A. J. Perrault, Opelousas, District Three, (including St. Landry parish); J. E. Hardin, Shreveport, District Four; David I. Garrett, Monroe District five; P. O. LeBanc, Bogalusa, District Six; R. R. Coecheam, Crowley, District Seven (including St. Landry parish) and Cecil Whitehead, Alexandria, District Eight.

Speakers will be arranged by the district supervisors of the Americanism to be available for all occasions on that date. They will combat bolshevist doctrines, aid in establishment of Boy Scouts, establish recreation centers and playgrounds, arrange for visitors to hospitals and in general promote a pure Americanism.

## MONEY TO LOAN ON FARM LANDS

Long terms.

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### HAAS & DEZAUCHE

Opelousas, Louisiana

may 14 4t

## SIX GILLETTE

BLADES

WITH

HOLDER

PREPAID

**\$1.25**

In Attractive Case

Satisfaction Guaranteed or Money Refunded

This offer for a limited time only

Remit by money order or cash--(no stamps)

## FRAD RAZOR CO.

1475 BROADWAY

NEW YORK CITY

Jun 1 4t



# Me-o-my, how you'll take to a pipe--and P. A.!

Before you're a day older you want to let the idea slip under your hat that this is the open season to start something with a joy's jimmy pipe--and some Prince Albert!

Because, a pipe packed with Prince Albert satisfies a man as he was never satisfied before--and keeps him satisfied! And, you can prove it! Why--P. A.'s flavor and fragrance and coolness and its freedom

from bite and parch (cut out by our exclusive patented process) are a revelation to the man who never could get acquainted with a pipe! P. A. has made a pipe a thing of joy to four men where one was smoked before!

Ever roll up a cigarette with Prince Albert? Man, man--but you've got a party coming your way! Talk about a cigarette smoke; we tell you it's a peach!



Prince Albert is sold in tippy, red legs, tippy red line, hand some pound and half pound tin bundles and in the pound crystal glass humidifier with a space saving cap.

# PRINCE ALBERT

the national joy smoke

Copyright 1921 by R. J. Reynolds Tobacco Co. Winston-Salem, N.C.

### BUSINESS PICKING UP SAYS AUTO MAKERS

Excellent volume of sales to dealers increases in gasoline consumption in the United States over March 1920, and a reduction in manufacturers' stocks in the last six months, indicate to the manufacturers that business is showing a healthy and steady increase. Gasoline consumption is a good index of the number of cars in operation, and also of the consumption. Statistics show that 35 per cent more gasoline was consumed in this country in March than in the same month last year. This to the dealers by one big factor during the last week in May was 10 per cent greater than in the largest previous week of 1921--greater than the corresponding week last year.

Another encouraging and significant fact is that a recent survey shows that manufacturers have reduced their inventories more than 64 per cent since November, which was the low level in the sales and probably the month of largest inventories of finished product. It is estimated that in November manufacturers had approximately even month's stock on hand but in April these tire inventories had been reduced to approximately two and a half months' supply, which is well in excess of normal in some of the more widely used sizes. Thus the burghar of excessive stocks has been removed.

Manufacturers do not claim that the tire business is booming, because tire makers have reduced production since April, when one manufacturer showed an increase of 125 per cent in optional equipment business, due to the spring spurt on the part of the buying public. But dealers business is showing a steady and healthy increase, doubtless because car owners are again buying tires after a lay-off since fall.

### THE BOOTLEGGERS DREAM

A bootlegger sat by his warm fire-side, and thought o'er the deeds he had done; Of many a flying midnight ride, Of many a case he had run. The fire was hot, the room was warm, He had lost many hours of sleep; A liberal swig of John Barleycorn soon put him in slumber deep. Again he was out on the river road, The river loaded down; The lights were high in the man and

load, As he headed his car toward town.

Then the big car with a blinding light Completely blocked his way; There was the law with all its might His onward course to stay.

A little more juice and a flying leap, And over that car he flew; As he passed above he had a peep Of law in its colors true.

He jumped a wall, he climbed a tree, He rode on an old hedge fence; Now all these funny stunts did he, In the spirit of self-defense.

The worst comes when a man is chased, And for freedom makes a dash. Unforseems must ever be faced, When you angle for easy cash.

He heard the roar of pursuing law, As it followed in his wake. Very soon his gripping waka, Would his load and freedom take.

The gasoline just then played out, The fliwver came to a stop, He shook his tank without a doubt, It was day of every drop.

He grabbed a jug and quickly pured John Barleycorn in the tank, Then jumped off the running board, And gave the fliwver a crank.

Again again the good car flew, But her actions seemed so queer; More unruly each minute she grew, Till his heart was filled with fear.

Straight for the river front it went, A staggering, capering gait, The windshield gone, the axle bent In a drunken, hilarious state.

She hic-coughed some, gave a cough, Her wheels seemed kind of dizzy, She gave a snort, her hood threw off-- Poor drunken little Lizzie.

Over the docks she took a leap, In waters deep she sunk; As over the bootlegger the fishes creep He knew that the car was drunk.

Then he felt an awful chill; Thought he, "this must be death." Awakening came with a mighty thrill, As panting, he grasped for breath. There stood a man in dark blue clothes, With a pair of strong handcuffs; Said he, "Get up till I slip on those, For I've found all your liquid stiffs."

### SHERIFF'S SALE FARMERS BANK & TRUST CO.

ISRAEL RICHARD No. 21,913, Civil Docket, Sixteenth Judicial District Court, Parish of St. Landry, Louisiana

By virtue of a writ of seizure and sale, issued out of the Honorable Sixteenth Judicial District Court, in and for the parish of St. Landry, Louisiana, in the above entitled and numbered suit and to me directed, I have seized and will proceed to offer for sale, at public auction to the last and highest bidder, at the front door of the Court House of St. Landry parish, at Opelousas, Louisiana, on

SATURDAY, JULY 23, 1921,

at 11 o'clock, a. m., the following described property, to-wit:

That certain tract of prairie land, situated about six (6) miles north of the village of Church Point, Louisiana, and lying in the parish of St. Landry, and containing forty (40) acres, together with all the buildings and improvements situated thereon and thereto belonging and being bounded on the north by lands of Palemon Gullory; south by lands this day sold to Joachim Richard; east by lands this day sold to Albert L. Richard; and west by lands of Albert Breaux, on the parish line, and being the same property acquired by Mrs. Aurore Sonner from her father's succession, Leandre Richard, as per judgment of court, B. H. Pavy, judge rendered in September, 1919.

TERMS AND CONDITIONS--Cash, to pay and satisfy the sum of Four Thousand, Seven Hundred and Fifty and no/100 (\$4,750.00) Dollars, with interest at the rate of eight (8) per cent from March 1, 1921, and ten (10) per cent additional on the aggregate of principal and interest as attorney's fees, and all costs, unless the same is immediately paid.

CHARLES THEBODEAUX, Sheriff, St. Landry Parish, Jun 18 1921.

### HIGHWAY DEPARTMENT, BOARD OF STATE ENGINEERS, Room 332, MAISON BLANCHE ANNEX.

Sealed proposals will be received at the office of the Highway Department, of the Board of State Engineers of Louisiana, Room 332, Maison Blanche Annex Building, New Orleans Louisiana, up to 12 o'clock, Monday, July 11th, 1921, for furnishing approximately 18,287 Cu. Yds. Gravel to be used in constructing the following Highway: Section B, and C--Melville-Palmetto Hy. 10.02 Miles, Project No. 19, St. Landry Parish. Information as to location, extent and class of material, terms of payment, regulations governing manner of submitting proposals and executing contract, may, on application be obtained at the office of the Highway Department.

DUNCAN BUIE, State Highway Engineer, FRANK M. KERR, Chief State Engineer, Pres. Board of State Engineers, Jun 18 4t

A fool and his money are soon parted because the vamp never wants the fool.