

# The True Democrat.

Vol. XXII

St. Francisville, West Feliciana Parish La., Saturday, July 15, 1913.

No. 256

## Planing Mill Operating

We beg to announce that our planing mill is now in operation and we are prepared to fill orders for moulding, ceiling, weatherboarding and flooring, both hardwood and cypress, as well as pickets and other planing mill products. We will be glad to receive any and all enquiries for your requirements or anything in the way of lumber, either dressed or rough.

## Bayou Sara Lumber Co.

### PRESCRIPTIONS

Our Prescription Department is our Pride and we make the filling of Prescriptions a Specialty. We use only materials of highest standard of Purity and Strength.

Close attention to this Department and years of experience have won for us the confidence of both Physician and Patient.

**ROYAL PHARMACY,**  
ST. FRANCISVILLE, LA.

## S. I. Reymond Co., Ltd.,

Cor. Main and Third Streets  
Baton Rouge, La.

**Dry Goods, Notions, Shoes Hats,  
Clothing, Housefurnishing, Etc.**

## Is Your Farm Remunerative? Do You Wish to Do Better?

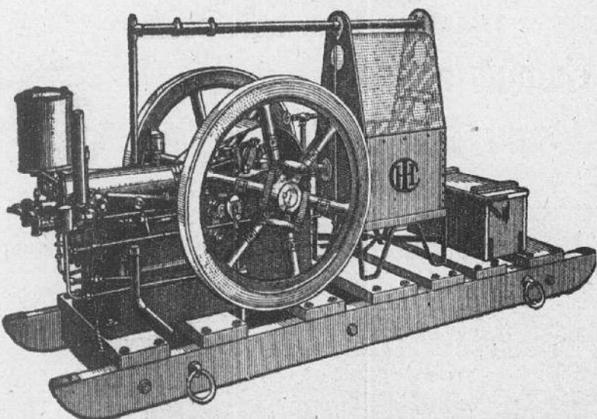
.....YOU SURELY CAN.....

OF COURSE WE HAVE Rustproof Oats, and Lespedeza Seed, and Hay, and Red Polled Grade Gattle for sale, but the fact that we have had them for thirty years proves that they have been profitable to us and that they will remunerate you if you will handle them sufficiently and properly. If you desire any information concerning them we shall be glad to supply same on request.

SUCCESS LIES IN MUTUAL SERVICE.

**Woodlawn Farm, Laurel Hill, La.**  
J. B. McGEHEE.

## CHARLES WEYDERT HARDWARE



This machine is well tested here and stands for what it is recommended. The I. H. Co. and their agents see that all machines sold by them are put up in proper shape and started free of charge. There is a guarantee with every machine. All repairs as for Engines, Mowers, Binders and Hayrakes on hand here or on short notice from New Orleans. Ask for this, or anything in the Hardware line from the man that stood with you in boll weevil and high water times.

## Pictures of the Past.

Extracts from the files of The True Democrat,  
published twenty-one years ago.

AUGUST 6, 1892.

Chas. H. Kilbourne of East Feliciana and Oliver Provosty of Pointe Coupee were being mentioned as likely candidates for congress.

The flood waters had receded and the post office was moved from the foot of the hill to its former location

on the river front.

A ball team was organized by the young men of the town.

Dr. Sam Powell expected to locate in Baton Rouge for the practice of dentistry.

Alfred Gastrell celebrated his twenty-first birthday.

### WANTS MERGER DISSOLVED.

Attorney-general Collins of Mississippi will try to break the merger between the Illinois Central and the Yazoo and Mississippi Valley railroads. He files a bill in chancery at Clarksdale, Coahoma county, attacking the legality of the merger and consolidation of these lines. The bill alleges that the merger is a violation of the anti-trust laws of the state; that it is a combine and trust; that they are parallel and competing lines; that they are injuring the country through which they operate; that they are injuring the cities of New Orleans and Memphis and all towns between; that the Illinois Central is using the Yazoo and Mississippi Valley as a tool; that all the rolling stock is owned by the Illinois Central and is operated to the detriment of the valley road; that the valley road is used as a money-maker for the Illinois Central, contrary to the laws of the State of Mississippi and in violation of section 4057 of the Code, which states that "it shall be unlawful for any railroad company to consolidate with a parallel or competing railroad company or to allow its affairs to be in any manner managed, regulated or controlled by any such parallel or competing railroad company, or permit its affairs to be so managed, regulated or controlled by the same person or persons, etc."

He claims in addition other violations of the Code.

### AMERICAN FARM SCHOOLS.

Times-Democrat:

In agriculture, as in other lines, we in America are often told that "they do things better abroad." An American commission is now in Europe studying the foreign system of farm credits and other American investigators are abroad studying other features of the farming problem. It is pleasant on this account to learn that a party of Englishmen has been in this country studying the American agricultural schools and to find them pronouncing these schools the best of their kind in the world.

According to the New York Journal of Commerce a member of the visiting party declares that the American agricultural colleges must be duplicated in England. He is particularly impressed by the work of Wisconsin's great college, and declares that "the unrivaled position of Wisconsin in the production of cheese and butter is the direct result of scientific teaching happily wedded to prudent legislation." He finds the "book-teaching" of agriculture "thoroughly practical," and admits that it is adding millions to the wealth of the United States.

The development of agricultural schools in the United States has been surprisingly rapid. Just a few years ago the book-taught farmer was one of our stock jokes. To-day the agricultural college no longer satisfies the demand for farm training, and agricultural high schools are being established in the farming states. The frugal, industrious foreign farmer can still teach us a good many things that he and his ancestors have learned under the pressure of necessity. But he owes most of his labor-saving farm machinery to American ingenuity—and the coming generation of book-taught American farmers not improbably will be able to beat him in the very lines wherein he seems now to hold a margin of superiority.

### THE SINS OF THE FATHER

Tommy came home from school very morose.

"Well, my son," observed his father cheerfully, "how did you get on at school to-day?"

Tommy said that he had been whipped and kept in.

"It was because you told me the wrong answer," he added. "Last night I asked you how much was a million dollars, and you said it 'was a hell of a lot.' That isn't the right answer."

### THE SMALL TOWN.

(Mike Kinney's Reflections in The Gimlet.)

In season and out of season, I have argued that it is to the interest of the people of this country for the small towns to flourish and prosper. But some of the farmers do not seem to realize that when they send away to the large cities for their goods, when they do not give the merchants in their nearby small town an opportunity to figure on their wants, they are not only ruining the small towns, but, as a matter of fact, that they are also injuring themselves. Every town in this country is a center of social interest. In this town men meet, discuss their common interests and enlarge their views. Every town is a moral and educational center. Here there congregate professional people, men and women of education, ministers, doctors, lawyers, and their influence unconsciously spreads throughout the surrounding country. Kill the small town, remove these people, and the farmers and their families will soon realize their loss in a less interesting and more monotonous social atmosphere. Once a man was asked why he preferred the city to the country and his answer was that in the city you could choose your friends, while in the country you had to be satisfied with your neighbors. If the towns of this country are to decrease in importance, by reason of direct mail order buying from the large cities, then the farmers will more and more find that their choice of friends will be lessened to their immediate neighbors.

All those who in a broad way are interested in the welfare of this country, are in favor of encouraging the back-to-the-farm movement. I am only a humble teamster, but in my opinion, the best way to encourage the movement to the farm is by encouraging the development of the small cities and the merchants who are doing business in these cities.

Then there is another thought in this connection. It is only a natural development for the farmer to put his surplus sons in business in the towns, and we all know that the great cities draw their best blood from the towns and villages. Suppose there were no towns. Then there would actually be no means of communication between the inhabitants of the big cities and those who lived on the farms. The small town is the stepping-stone from the city to the farm and from the farm back to the city.

The just complaint of the retail merchants in the smaller places is in the fact, not that they cannot compete with the mail order houses in large cities, but that they frequently are not given an opportunity to compete. The doctor, the lawyer, the minister and the farmer, impressed by glowing descriptions of bargains in the mail order house catalogues, send away their orders without ever figuring with the local merchant. I am quite sure that often this is done thoughtlessly. The doctor does not stop to think that it is hardly fair for him to be supported by a community, and then when he wishes to buy goods to send the money his community has paid him to some far-away city. This is equally true of the lawyer, the school teacher and the minister. They do not realize that they are not giving the local merchant a square deal when they send their money away without even asking his prices.

Then, it does seem surprising, particularly in the cases of those farmers whose land is more valuable, because it is near a town, for these farmers to send their orders away, when by doing so they are undermining the prosperity of the very town that gives their property its value.

Rev. Mr. Carson's search for his son, Bobs, bids fair to be an exciting successor to the Bobbie Dunbar case.

It doesn't seem possible that Wilson will continue Taft's policy of letting Mexico misbehave.

### HAD PLANNED TO CAPTURE COMMISSION.

N. O. States:

Those persons who opposed a tariff commission will find justification for their attitude now that it is known that the "insidious lobby" had it planned to control effectively any tariff commission, and thus delay tariff reduction. But the thing that the average citizen will think most about will be the revelation that men of culture and ability and of refinement and high standing in the business and social world were willing to secure dictatorship in government by the use of dirty instruments or by any means that will accomplish that end.

### CANAL OPENS OCT. 10.

Col. G. W. Goethals, chief engineer in charge of the construction of the Panama Canal has notified Lieut. Col. David D. Gaillard, chief of the central division of the canal that steam-shovel work in the Culebra cut section hereafter will be conducted on the assumption that Gamboa dike will be dynamited October 10th.

The destruction of the dike will allow Gatun Lake to flood the cut, thereby practically connecting the Atlantic and Pacific although actual navigation of the canal probably will not be attempted for some time thereafter.

### DISPUTED WILLS.

N. O. Picayune:

Disputed wills are a prolific source of litigation and cases involving them consume a considerable amount of time in the courts. To remedy this evil it has been proposed that a statute be passed providing that a testator may, if he pleases, file his will in court during his life and give due notice of the fact to persons affected, and that if any one wishes to question the validity of the will he must appear within a certain time or forever be barred. If, under this plan, a contestant appeared, he could be required to prove his interest and then be permitted to inspect the will. If he still desired to contest it he could be required to raise the issues while the testator is yet alive to demonstrate capacity and to explain his action. Any measure which will help the testator to carry out his wishes and which will prevent disgraceful litigation should be encouraged.

### GOVERNOR, THE STATE'S AGENT.

Lake Charles American-Press:

Former Governor Sanders was fond of describing himself as the business agent of the people of Louisiana, and the phrase accurately describes the governor's duties. A business agent whose subordinates openly defied his policies or labored secretly against them, would be foolish to tolerate them a moment longer than he could help. The governor of Louisiana has enough open political foes to combat without exposing himself to political assassination from the inside. Of course the patriots who are ousted grieve vociferously, but the public is beginning to comprehend the basis of such grievances.

### RATHER ODD.

Greenville Democrat:

Old John Barleycorn appears to be still getting in his work. According to statistics the American people consumed 7,000,000 gallons more whiskey during the past twelve months than during the previous twelve months. We can't understand these increased liquor sales and increased number of revenue licenses issued by the government while the legally "dry" territory steadily increasing under local option and prohibitory laws.

### PERTINENT PARAGRAPHS.

Crowley Signal:

Any farmer can spend money—some can make it—but he who can make it and keep it cheats Folly and becomes wise. He should invest it in making his farm more productive.

Whatever stimulates agricultural development at once reacts upon general business to the advantage of bankers, merchants, and manufacturers alike.

No farmer can afford to buy a thing he can raise, no matter how cheap it is offered. This is the fundamental element of a farmer's prosperity.

Capital cuts capers where co-operation convenes. Co-operation in a town means it is a good place to invest money.

Credit is the gateway to opportunity, and opportunity is the everlasting hope of the world.

Growing pains in city buildings is sweet misery indeed.

### STATE ROAD SYSTEM PLANS BY ENGINEERS.

N. O. Picayune:

The proposed highways in the State of Louisiana as adopted by the Highway Department of the State Engineers will provide connecting roads from every parish seat to every other parish seat. Also cross-country roads are expected to be built to facilitate overland commerce.

The entire proposed state road system is approximately 4,500 miles in length and will make a perfect web-work over the state. This survey, which has been completed, has adhered as nearly as possible to the government for a mattress work of national highways. The national highways as proposed in Louisiana will consist of 1,450 miles, 170 miles of which are not included in the state survey.

The national highways, which are becoming a very live topic throughout the country, will be prominent in Louisiana if the system is carried out as exploited. There are six divisions of the national highways in Louisiana. They are:

New Orleans-Shreveport Road—About 400 miles in length coming into the state in the northwestern section, running through Shreveport and down to Alexandria. Thence the road will be continued to Baton Rouge on the east side of the river, and, crossing the river at the capital, will come to New Orleans.

New Orleans to Little Rock Road—This road will be about 350 miles in length, coming down through Arkansas and cutting the northern line of Louisiana, passing through Ruston, Jonesboro, Winnfield and thence into Alexandria, going from there through Opelousas and Lafayette. From Lafayette it will be continued through New Iberia, Jeanerette and Franklin. From Franklin it will follow the direction of the Southern Pacific railroad into New Orleans.

Vicksburg to Shreveport—This road will be a cross-state road in the northern portion of the state, entering at Delta and passing through Tallulah and Rayville, running into Monroe. Thence it will continue through Ruston and Arcadia into Shreveport, continuing to the state line.

Baton Rouge to Austin—The from capital-to-capital road will be about 210 miles long in Louisiana, going from Jacksonville on the west, through Lake Charles, Jennings, Crowley and thence into Baton Rouge. From the capital it will continue to Springville and thence to Hammond, where it will connect with the New Orleans-to-Jackson highway.

New Orleans to Jackson—This national highway will be the shortest of all of the national highways in Louisiana, only consisting of about eighty miles within the border of the state. It will have its beginning at Labranch, on the New Orleans-to-Shreveport road, running thence north between Lake Ponchartrain and Lake Maurepas to Hammond. Thence it will go through Amite and north to the state line.

Shreveport to Gulf—This highway will be about 200 miles in length, running from Shreveport to Mansfield, thence through Many, Leesville and De Rider. It will then go through Lake Charles and meet the gun at Cameron.

The state roads will not be as wide and high as the national roads, which will probably be about fifty feet in width. But along the line of the proposed national highways the state roads will be graded up to meet the requirements of the national government.

### HOUSEKEEPING DON'TS.

Housewives leagues are doing much to promote household economy of the highest order and as their work is extended there ought to be a satisfactory increase in individual savings banks accounts. The Associated Clubs of Domestic Science are working along this line also. Mrs. Winfield H. Cooley, president of that organization, gives these twelve "don'ts," which we heartily commend to women who want to save money.

Don't be optimistic regarding the butcher. Have a scale in your kitchen. Don't market by 'phone unless you want seconds and left-overs.

Don't forget there is much nutriment in cheap cuts of meats if properly cooked.

Don't economize on cereals. They are the best and cheapest of foods.

Don't buy fruit and vegetables out of season.

Don't buy in large quantities if your home is small.

Don't take ice in winter. Use a window box.

Don't get into debt. Charge accounts are vampires.