

NATCHITOCHEES POPULIST.

ENTERED AT THE NATCHITOCHEES POST OFFICE AS SECOND CLASS MATTER. PUBLISHED EVERY FRIDAY MORNING.

H. L. BRIAN, Editor.
W. H. AREAUX, Publisher.
SUBSCRIPTION—One Year.....\$1 00
Six Months..... 50
Four Months..... 40

FRIDAY, March 18, 1898.

The Associated press reports 10,000 people to hear Wm. J. Bryan at Atlanta, Ga., Tuesday.

It is hinted that the Sagasta demand for Lee's recall was merely a sounder. Well, Spain knows now how it sounds.—Item.

Notice our clippings on "Good Roads." The movement is general, and if we expect to catch up and keep pace with the progress we must hustle.

Uncle Sam has bought two large new battle ships, is bargaining for others, is selecting 1200 picked men at New Orleans for naval recruits, is manning and gunning all the forts and coast defenses. Spain is showing her teeth, and will get decently spanked before many moons.

Monroe Bulletin.

In the bright lexicon of patriotism the democrats and republicans are both out of date. Populism is the only up-to-date party which is advanced enough for the commencement of the twentieth century.

Senator McEnery uttered an immortal truth when he said it is a crime to give one man the power to pass on another man's qualification to vote. We will stand by that doctrine and all it implies.

The poll tax was the cornerstone of the populist platform. Newspapers which call that platform socialism are today crying out for the poll tax suffrage qualification. How have the mighty fallen!

The little statesmen at New Orleans are working at the wrong end of the problem which is how to get honest election officers. Without them, no suffrage plan is worth a cent.

Just as we predicted, certain democratic papers are saying that many white voters are more undesirable than negro voters.

In view of the threatened war with Spain, now is a pretty time to be disfranchising citizens who are expected to fight for Louisiana.

The Farm Chronicle is a new venture soon to be launched by editor Goodwyn of the Colfax Chronicle. The paper will be devoted to the industrial interests of the State, and will we predict, be a readable paper, as Bro. Goodwyn is a trenchant writer.

The Monroe and Natchitoches railway has been voted another 5-mill tax—this time in the city of Monroe. The election was held last Monday, and despite the great excitement over a municipal primary to be held on the following day, a large vote was polled, and it was almost unanimous for the tax.

Capt. F. M. Welch, president of the Baton Rouge and Central Louisiana Railroad Company, was in Alexandria Monday, trying to form a stock company capitalized at \$75,000, for the purpose of building a wagon and foot bridge across Red river between Alexandria and Pineville. He was also working up stock in a large sugar refinery to be located at or near Alexandria.

The trouble with the Maine is that there is no precedent upon which to base action after the naval board of inquiry has made its report. It is a peculiar case in which the first precedent will have to be established.—Morning News.

Owing to this reprehensible neglect on the part of our forefathers we will have to think for ourselves.—Justice.

Congressman Sulloway says that a few days ago a bright colored boy presented himself for examination as a letter carrier. The first question put by the examiner was: "How far is it from the earth to the moon?" "How far am I from de earf to de moon?" echoed the boy. "My Lawd, boss, ef yose gwine to put me on dat route I don't want de job," seizing his hat he hastily disappeared.—Sugar Planter.

Spoke for It.

Congressman Ogden made one of the few speeches he makes in congress, last week in favor of the infamous Loud bill. This measure proposed on the plea of economy, to cut off entirely the sending of sample copies of all newspapers through the mails, prohibit the mailing of small books and pamphlets, such as Coin's Financial School, at newspaper rates, and otherwise raise the price of reading matter to the general public, while it would leave the rich subsidies to railroad corporations untouched, and these prices paid railroads for carrying mail are as high as they were twenty years ago, two or three times as high as the express companies pay for the same service, and amount to some twenty or thirty millions more than is necessary to be paid. Yet Mr. Ogden was an advocate of this humbug, directly against the interests of his constituents, and in favor of the plutocrats. He should explain.

Official Organ.

Our neighbor across the way, called the "Natchitoches Enterprise," (enterprise! God save the mark!) is the official organ of this large and wealthy parish, and of a reasonably wealthy city, and as such enjoys about as fat a dish of public pap as can be found in our pap-ridden State. It has a splendid mechanical outfit, and a full corps of capable and worthy printers to operate the plant, and for the life of us we can't see why they don't get out a first class paper. At first blush you might think it none of our business, but as a citizen here, we are interested in the progress and development of all our surroundings, and not being able, financially and otherwise, to get up a strictly first class paper, we have a right to expect those who can, to do so.

We looked over the paper last week and we found advertisements, which if not dead so long, had not been corrected in 3 years, for example! G. H. Prothro, M. D., etc. Office up stairs in Jaffa building. The Doctor's office was in the Trichel drug store a year since it was in Jaffa's, and has been in Clarke's jewelry shop for several months. Then there is Jack, Tucker and Fleming, a partnership dissolved over a year ago. Then Cunningham and Cunningham, neither of which firm has lived here for months. Then John Wedderburn's "Ads," who has been kicked out of the patent office long ago.

The reading matter is worse—stale plate matter on the outside, and closely printed official documents on the inside—save and except a half column of the weekly perambulations of the royal family. The Enterprise owes it to its readers, if has any, and to the parish and city off of which it lives, to get out a better paper and a little more in harmony with the name it carries at its masthead.

A Good Roads Movement.

Donaldsonville Chief.

We are gratified to learn that the department of civil engineering of the Louisiana State University and A. and M. College at Baton Rouge has undertaken to collect information in regard to the status of the public roads throughout the state, for the purpose of seeing what can be done for their improvement, and to this end Prof. W. D. Taylor, C. E., who is the head of the department, has prepared a list of questions which he is sending to citizens of the various parishes whom he believes competent to answer them most fully and intelligently. We trust there will be a cheerful and general co-operation in this admirable movement, as there is probably no state in the Union more sadly in need of an improved road system than is Louisiana. The constitutional convention has a golden opportunity to render the people an inestimable service in this direction.

Wm. J. Bryan addressed the Constitutional convention yesterday on the science of government, which is only another name for politics. Any member of that concern can give William Jennings pointers in that science, and if he should come in contact with Murphy J. he'll get a post graduate course.

Good Roads.

Times-Democrat.

Prof. W. D. Taylor, of the department of civil engineering in the Louisiana State University and Agricultural and Mechanical College at Baton Rouge, has undertaken to collect information as to the condition of the roads in Louisiana. Such information is necessary to enable us to act intelligently in preparing legislation that will give us better roads. The State is signally deficient in highways, perhaps more deficient than any of its neighbors, for the reason that with its alluvial soil the roads get boggy and wholly impassable here in wet weather.

Some years ago Louisiana inaugurated an agitation for better roads, and some few of the parishes improved their highways, but the matter was dropped, and little has been done since. In other States the movement for good roads has been earnestly and vigorously pushed, with good results, and it is time to revive the agitation here. What we need first is information on the subject, and this Mr. Taylor is seeking to get with the following circular which he has sent through the State:

1. What is the total number of miles (estimated or measured) of public road in your parish.
2. What is the average width of the roads?
3. Are your roads kept up entirely by the labor system, and if not, how are they maintained?
4. What is the average number of days each laborer actually works on the roads?
5. Is the work on the public roads done mainly after the crops are laid by, and that very little attention is paid to them during the remainder of the year?
6. To what extent are your roads kept up by special contract with reliable men living near or along them?
7. Has the result of any such contract been better or worse than where the same road was previously kept up by the labor system?
8. To what extent have any of the country roads of your parish been graveled or macadamized or specially improved?
9. Please give the location and character of any suitable stone or gravel that you know of accessible for covering the roads of your parish.
10. If you have had in your parish any specially successful experience in the construction or maintenance of roads without gravel or stone covering, please outline it.
11. Do you think it possible that the active agitation of the question of good roads in your parish could produce a more intelligent interest in the subject and bring about a general disposition to better the roads?
12. Is it your opinion that the people of your parish would approve of the appointment by the next General Assembly of a temporary State Highway Commission, whose duty it shall be for the next two years to study the question of the improvement of the common roads of the State, to hold good roads conventions in different parts of the State, to disseminate a knowledge of how other communities in other parts of the Union are improving and have improved their highways, and to report back to the Legislature at the end of their period of office on the best way and means and legislation to bring about the much-needed improvement in the common roads of the State?

If these questions are generally answered it will be seen that the answers will furnish us with information upon which we can act intelligently in our road legislation. We believe that the time is ripe for this work to be done, and that if the Legislature takes hold of matter of better highways it will have the cordial support and co-operation of the people.

The Teachers Institute.

People's Demands.

An institute has been held this week at Colfax by Prof. Stevens of the State Normal School. Our town has been full of teachers who have been busy exchanging ideas on teaching and progression in educational matters. The lectures have been highly appreciated by the Colfax people who attended. Prof. Griffin and Prof. Rivers, of the Pollock High School, have added considerably by their talks. The school interest of our parish can be considerably advanced and we all hope the Constitutional Convention will provide an educational fund sufficient to advance everything to a high standard. Prof. Stevens is an accomplished gentleman and all have been highly pleased with his work here.

Judge J. E. Breda has fully recovered from a severe attack of neuralgia, which kept him in doors for over a month.

A Happy Woman.

Writes to Dr. Hartman and Tells Him What Makes Her So.

Mrs. Lucy Lee, of Naples, Tex., had almost come to the conclusion that the blessing of health was no longer hers, and so when she regained it, her happiness was almost too great for words. She writes as follows: "I am well now and am enjoying good health, better than ever before in my life. How happy I feel that I can write and tell you this. I cannot praise Pe-ru-na too much. Man-a-line is the best medicine I have tried for that purpose; it relieved me from all pain. I advised my neighbor to use Pe-ru-na and Man-a-line for catarrh and stomach trouble. It is the best in the world. I can do all my housework and not feel it. I can't praise Pe-ru-na as I would like to; it is the greatest medicine there is in the world."



Dr. Hartman receives many such letters as this every week. Some of them have been gathered together and published in book form. The book is called "Facts and Faces," and will be sent free to any address by The Pe-ru-na Drug Manufacturing Company, Columbus, Ohio.

"Couldn't You Stand That?" The New York Journal has taken a bold stand for municipal ownership of natural monopolies. We make the following extracts from an editorial of the 24th:

"Suppose that New York were governed for the people, instead of for the men who squeeze fortunes out of it. Suppose the city managed its own street car lines, ran its own gas works and electric plants and managed the other natural monopolies for the benefit of the public at cost, instead of allowing private syndicates to manage them at high rates and then attempt to corrupt city politics to keep them high. Don't you think the city would be better off? It is true that the Goulds, Russell Sages and a few others who know how to buy what they want would have fewer millions to hoard or squander. But would that be an unendurable calamity? Suppose Sage or Gould even had to go to work. Couldn't you stand that? The suggestion that the city manage its own street cars, etc., would be met with a terrific howl from Wall Street.

But we suppose that giving the public this service at cost instead of taxing them up to the hilt, would be denounced as anarchistic paternalism. But is that a reason for letting private individuals rob the city so gaily? If the city owned the street railroads, of course the first voting day would make all fare three cents, except probably for school children who would ride for one cent. Plenty of cars would be supplied, as no one would be interested in getting the greatest number of fares for the least amount of money. The profits from the street railroads, gas supply and similar monopolies would reduce taxation, reduce cost to citizens, provide honorable, well paid work for thousands of deserving men, abolish the present system of grinding down wages, and what harm would it do, save that it would prevent private individuals from making vast fortunes from public necessities and then using their money to corrupt politics and control legislation?

Of course, the public will control these and many other things in time. But the time should be hurried on. Perhaps discussion will help it.

The suffrage committee has reported back to the Constitutional Convention their plan for qualifying voters, with the "Squaw" and "Papoos" modifications left out, but they refused to strike out the "Dago" and Hereditary voters or add the poll-tax qualification. There will be a bitter fight over it in the convention, but Foster will win. He will have it his way, and why shouldn't he? It is his convention. Forty of the seventy days have already passed, and absolutely nothing has been done yet, except to spend the peoples taxes. Oh, you big tax-payers, grin and take your medicine—and then "vote'er straight" again at the next opportunity.

Most of our farmers are done planting corn, and it is up and beginning to grow nicely these warm days.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.
I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of *Chas. H. Fletcher* on every wrapper. This is the original "PITCHER'S CASTORIA," which has been used in the homes of the Mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of *Chas. H. Fletcher* on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.

March 8, 1897. Samuel Pitcher, M.D.

Do Not Be Deceived. Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know.

"The Kind You Have Always Bought" BEARS THE FAC-SIMILE SIGNATURE OF



Insist on Having The Kind That Never Failed You.
THE CENTAUR COMPANY, 37 NASSAU STREET, NEW YORK CITY.

A. E. LEMEE. J. B. TUCKER.
LEMEE & TUCKER,
GENERAL INSURANCE & LAND AGENTS, NOTARIES PUBLIC.
ABSTRACTS OF TITLES A SPECIALTY.
Represent FIDELITY COMPANIES Accepted as Sureties on all Bonds of any kind.
OFFICE: OPPOSITE COURTHOUSE.

ESTABLISHED IN 1849
General Insurance Agency.
U. P. BREAZEALE,
Successor to
ALEXANDER, HILL & BREAZEALE.
Representing FIRST-CLASS COMPANIES in LIFE AND FIRE INSURANCE.
Representing also the UNITED STATES FIDELITY and GUARANTY CO., of Baltimore, for Bonds and Securities.
Prompt Attention to Business. Country Business a Specialty.
Office on St. Denis St., Natchitoches, La.
Call on me before placing your insurance elsewhere.
U. P. BREAZEALE.

LOUISIANA STATE NORMAL SCHOOL,
NATCHITOCHEES, LA.

Maintained by the State of Louisiana for the training of teachers. Affords thorough preparation for the profession of teaching; full course of academic study; practical training in the art of teaching; one year of daily practice in model schools, under guidance of skilled training teachers. Class work exemplifies the best of modern thought in matter and method of instruction. Diploma entitles graduate to teach in any public school in Louisiana without examination. Four large buildings, thoroughly equipped; beautiful grounds of 100 acres; most healthful location in the South. Faculty of fifteen trained instructors; 423 students last year. Tuition free to students who teach one year after graduation; total necessary expense for session of eight months, \$110.00. Thirteenth annual session begins October 4th, 1897.
FOR CATALOGUE WRITE TO
B. C. CALDWELL, President.

JNO. M. TUCKER, President. D. C. SCARBOROUGH, Secretary.
JNO. A. BARLOW, Treasurer and General Manager.

GIVANOVICH OIL COMPANY, Limited.
—MANUFACTURERS AND DEALERS IN ALL KINDS OF—
COTTON SEED PRODUCTS,
NATCHITOCHEES, LOUISIANA.