

THE JENNINGS DAILY RECORD.

AN INDEPENDENT LOCAL NEWSPAPER. UN-OFFICIAL ORGAN OF THE TOWN OF JENNINGS. SUBSCRIPTION: 50 Cents a Month; \$5 a Year. N. L. MILLER, Editor and Proprietor.
 VOLUME II. JENNINGS, LOUISIANA SATURDAY, DECEMBER 7, 1901. NUMBER 290.

Union Oil and Development Co., Ltd,

Capital Stock, \$200,000 Jennings, Louisiana

This is one of the strongest companies financially there are, or will operate in the Jennings field. Its officers are all men of exceptional business ability and its holdings are of the best, consisting of 250 acres, constituting the Big Spring farm, formerly owned by Cooper & Lehman, lying southeast of Jennings and adjoining the Southern Pacific right of way, making the site unequalled for the speedy and economical handling of the product. This is a big saving to stockholders.

The derrick is now being constructed and the contract for drilling is being let. Work will commence very shortly.

A limited number of shares in this company are now offered for sale at 50c per share, par value \$1.00. Fully paid and non-assessable.

LANDS FOR SALE.—About 80 acres adjoining the well site has been subdivided into tracts ranging from 2 1/2 acres up, and are now offered to purchasers at a reasonable price. This is a fine opportunity to get a splendidly located small tract.

OFFICERS.—Dr. E. I. Hall, President, President Citizens Bank.
 A. M. Arthur, Vice-President, extensive rice grower and buyer.
 R. Dahlen, Secretary-Treasurer, a prominent real estate broker.

DIRECTORS.—J. H. Hoffmann, Cashier Citizens Bank; C. A. Lowry, B. C. Andrus, Edd Morris, J. M. Cooper, E. C. French, J. P. Black, Albert Derouen, C. C. Gauthier, D. Hebert, of Jennings; Hon. T. J. Kernan, Eugene Cazadessus of the Bank of Baton Rouge, and Col. W. L. Stevens of Baton Rouge, and the officers of the company.

NEW AND FRESH

STOCK OF

Goods in all Lines.

Plenty of Groceries for Everybody, and an Elegant Line of Dry Goods now Being Placed on the Shelves.

We are Ready to Take Care of our Customers.

A. D. McFARLAIN.

THE PHENIX

HAS RISEN FROM ITS ASHES.

COMPLETE LINE OF . . .

Drugs, Chemicals, Patent Medicines and Toilet Articles in Stock.

Not one bottle saved from the fire.

Phenix Drugstore,
 V. B. Richard, Manager.

50 feet 3 1/2 inches north of Mrs. Abbott's store.

Another Car of
Matting AND Furniture

JUST IN AT THE

JENNINGS HDW. CO.

The latest patterns in **MATTING** direct from **JAPAN**.

No jobbers profits to be paid. Don't fail to examine our stock.

PERSONAL AND GENERAL

Fred Lack of Westlake was in Jennings this week.

Bert Newcomb is now in the employ of Scott Bros. in their furniture store.

Extensive improvements will be made on the courthouse at Lake Charles as quickly as practicable.

Secretary Gage has recommended that congress appropriate \$165,000 for the improvement of Calcasieu pass.

Work on the Abbeville Canal is progressing rapidly. Contractor Pat Deeley now has all hands he needs and is making good use of the fine weather. The canal will open up a large area of fine rice land and will add much to the prosperity of farmers and land owners along its route. It ought to contribute liberally to the support of Abbeville and make trade here boom.—Meridional.

The board of the Gueydan Drainage District have let the contract for the survey of Gueydan drainage canal, and active operations begun last week. We in a short time expect to see this canal finished as our drainage board consist of men who own a great deal of property and they see the benefit which will derived from it. This canal when completed will reclaim for the Gueydan section hundreds of thousands of acres of the best rice land in the U. S. So we expect for the acreage of rice in this vicinity to nearly double itself next year.—Gueydan News.

Send us a list of twelve names and address of those who you think are interested in a business education, and receive six cards with your name beautifully written.

Address New Orleans Business College,
 New Orleans La.

WANTED—Good house girl or woman; \$10 to \$12 per month to right person. Family of three; no washing to do. Apply at Record office. 2801f

For oil leases and legal blanks of every description, also job printing of all kinds, call at the RECORD office. All printing promptly and correctly executed.

For oil stock in any of the companies see Moses & St. Germain.

FULL CANAL TREATY.

New Agreement Between United States and Great Britain.

NO OBJECTIONS NOW.

The Clayton-Bulwer Treaty Is Wiped Out of Existence and the United States Given All the Power They Have Asked For.

Washington, Dec. 7.—The new Hay-Pauncefote treaty providing for the construction of a canal across the Isthmus of Panama, is as follows:

The United States of America and his majesty, Edward VII. of the United Kingdom of Great Britain and Ireland, and of the British dominions beyond the seas, king and emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and to that end to remove any objection which may arise out of the convention of the 19th of April, 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States without impairing the general principle of neutralization established in article 8 of that convention have for that purpose appointed as their plenipotentiaries:

The president of the United States, John Hay, secretary of state of the United States of America and his majesty Edward VII. of the United Kingdom of Great Britain and Ireland and of the British dominions beyond the seas, king and emperor of India, the Right Hon. Lord Pauncefote, G. C. B., G. C. M. G., his majesty ambassador extraordinary and plenipotentiary to the United States, who having communicated to each other their full powers which were found to be in due and proper form have agreed upon the following articles:

Article 1. The high contracting parties agree that the present treaty shall supersede the before mention convention of the 19th April, 1850.

Art. 2. It is agreed that the canal may be constructed under the auspices of the government of the United States, either directly at its own cost or by gift or loan of money to individuals or corporations, or through subscription to, or purchase of stock or shares, and that subject to the provisions of the present treaty, the said government shall have and enjoy all the rights incident to such construction, as well as the exclusive right of providing for the regulation and management of the canal.

Art. 3. The United States adopts as the basis of the neutralization of such ship canal the following rules, substantially as embodied in the convention of Constantinople, signed the 28th of October, 1858, for the free navigation of the Suez canal, that is to say:

First—The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination against such nation or its citizens or subjects, in respect of the conditions or charges of traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

Second—The canal shall never be blockaded, nor shall any right of way be exercised, nor any act of hostility be committed within it. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

Third—Vessels of war of belligerents shall not revictual, nor take any stores in the canal except so far as may be strictly necessary, and the transit of such vessels through the canal shall be effected with the least possible delay in accordance with the regulations in force, and with only such intension as may result from the necessities of the service. Prices shall be, in all respects, subject to the same rules as vessels of war of the belligerents.

Fourth—No belligerent shall embark or disembark troops, munitions of war or warlike materials in the canal except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible dispatch.

Fifth—The provisions of this article shall apply to the waters adjacent to the canal within three marine miles of each end. Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours at any one time except in case of distress, and in such case shall depart as soon as possible; but a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of a vessel of war of the other belligerent.

Sixth—The plant, establishments, buildings and all works necessary to the construction, maintenance and operation of the canal shall be under the control of the United States.

WRECK IN ARKANSAS

Passenger Trains on Iron Mountain Collide Near Malvern

THREE PEOPLE DEAD

There Were Thirty-Eight Injured, Some Being Fatally Hurt—Mistake as to Where the Trains Meet Caused the Accident.

Malvern, Ark., Dec. 7.—Three persons killed and 28 injured, some seriously, is the result of a head-end collision between two passenger trains on the St. Louis, Iron Mountain and Southern railroad one and a half miles south of here late Thursday evening. The two trains were No. 3, known as the St. Louis Fast Mail, southbound, and No. 14, known as the Little Rock and Eldorado Passenger, northbound.

Jerry Dickson, a negro of Saginaw, Ark., an unknown negro man and an unknown negro woman were killed.

The injured whites are as follows: Frank M. Henry of Malvern; internal injuries; serious.

Judge J. B. Moore, Arkadelphia, Ark.; head cut, badly injured in back and hip.

S. T. Roberts, Little Rock; right arm broken, head cut, leg sprained; serious.

Charles Kaufman, Little Rock; cut about face; not serious.

W. T. York, Oklahoma City; face cut, injured in back.

A. L. Herrick, Little Rock; slightly injured.

William Fried, St. Louis; face and breast cut; not serious.

Of the negroes injured only five are seriously hurt, but many will be maimed. Several lost an arm or a leg and in many instances both of these members were broken.

Train No. 3 was to meet No. 14 at Malvern, but the latter train was late and No. 3 moved ahead expecting to meet the other train at the next station. A mile and a half south of Malvern the two trains met in a terrific collision. Engineer Robert Herlot of No. 14 jumped in time to save his life, while Engineer M. Campbell of No. 3 did likewise. The two engines were wrecked and the colored coach next to the baggage car on the southbound train was badly smashed. It was crowded with negro emigrants en route from North Carolina, Georgia and Alabama to Texas.

The smoking car of the northbound train was badly damaged and most of its occupants were injured, but the coaches on this train did not suffer.

The dead and injured were brought here as soon as possible and physicians are attending to the injured.

Jury Could Not Agree.

New York, Dec. 7.—Herman Treetz, 19 years old, who has been on trial at Richmond, on an indictment charging him with manslaughter in that he is responsible for and aided in the death of Ida Depuy, 16 years of age, his sweetheart, is again out on bail. The jury disagreed and was discharged. It is not likely he will be tried again. Treetz declares the girl accidentally shot herself.

Booker Washington's Reception.

Northampton, Mass., Dec. 7.—Booker T. Washington was given an enthusiastic reception by Smith college students upon the occasion of his address here. President Seeley presided and Washington spoke upon the negro problem. Earlier he addressed the closing session of the state board of agriculture upon the colored race and its relation to productive industries of the country.

Friction Disappeared.

Vienna, Dec. 7.—Since the visit of Grand Duke Francis Joseph at Budapest, five weeks ago, all trace of friction between Vienna and St. Petersburg has disappeared. At any rate for a time, the maintenance of the status quo in the far east seems all but certain.

Revaged by the Kurds.

Constantinople, Dec. 7.—Missionary advices bring news that Kharput is tranquil but that the adjoining vilayets Ezeroum, Darbekier and Bitlis have been ravaged by Kurds, against whom the authorities are powerless.

Burned to Death.

New Orleans, Dec. 7.—In a fire at Bayou Des Allemandes, La., Miss Mary Ernest, aged 17, and Flossie Delabretonne, aged 20 years, were burned to death. They are prominently connected in New Orleans.

General James Smith Dead.

Jackson, Miss., Dec. 7.—Brigadier General James Argyle Smith, marshal of the supreme court of Mississippi, and former state superintendent of public education, died here of pneumonia.

Poydras Lynched.

Si Poydras, the negro who assaulted Deputy-sheriff Chas. M. Richard Thursday night in Lake Charles, was arrested in Welsh last night and taken to Lake Charles. A mob met the officer who had him in charge just as he arrived at the jail door and took possession of the negro and hung him to a telephone pole just outside the court house yard.

Moses & St. Germain will sell you stock in any oil company in Jennings. See them at Citizens bank.

Texas Oil at the World's Fair.

St. Louis, Dec. 5.—Fuel oil from the wells of Texas will probably be used under the boilers of the big power plant of the Louisiana Purchase Exposition to be held in St. Louis in 1903. The Director of Works of the Exposition is looking into the feasibility of using Texas oil instead of soft coal, which supplies very nearly all the fuel for the big factories of St. Louis. If the expense of the fuel oil, either in first cost or in cost of transportation, is not prohibitive it will be used.

"Oil has vast advantages over soft coal as fuel," says Director of Works Taylor. "Its principal advantage for exposition uses, where cream white is the color of the buildings, is that it does away with the all-soiling sooty smoke which bituminous coal produces. It also eliminates the dust produced in handling soft coal and the ashes from it.

"Oil can be transported into grounds in a pipe line. This obviates the necessity for a railway switch into the grounds for handling ashes and coal. It does away with firemen, coal passers and ash haulers. It obviates the necessity of banking fires during the time when they are not in maximum demand. The oil jet fire can be extinguished and raised to its maximum in an incredibly short time.

"I have received propositions from several large handlers of Texas oil, looking to the use of that fuel. If we can make suitable arrangements for transporting the oil, the World's fair at St. Louis in 1903 will be operated with Texas oil.

The power plant for the Louisiana Purchase Exposition is to be the largest on earth, with a capacity of upwards of 30,000 horsepower. Electrical contractors from all parts of the United States are now in St. Louis gathering information regarding the plant. The big engines are to be located in the center of the machinery building as an exhibit, while the battery of boilers will be located where danger of fire to the exhibit buildings will be eliminated.

The Best Prescription for Malaria. Chills and Fever is a bottle of Grove's Tasteless Chills Tonic. It is simply iron and quinine in a tasteless form. No Cure, No Pay. Price 50c.

To Be Sold by the Court.

The property of the Port Arthur Channel and Dock Co. has been ordered sold at a future date, to be set by the court. A half million dollars is the least sum that will be accepted as a bid for the property.

The Jennings Hdw. Co. just received another car of furniture and matting. d288

Water cisterns, oil tanks, for wagons or reservoirs, see J. B. Killinger, Jennings, La.

For sale, my residence property on Cherry avenue. Write me for price and terms, at Paris, Texas, Geo. N. Funk.

Family mare for sale. Enquire at RECORD office.