

"A GOVERNMENT-OWNED PEOPLE" THREATENED

Clarion's Washington Correspondent Argues Strongly Against Government-Owned Utilities

NO MORE "JIM CROW" LAW

Would Follow the Innovation.—Other Interesting Items from the Seat of United States Government.

(The St. Landry Clarion will contain weekly—or as often as possible—a letter from Washington, D. C., dealing with timely topics, and particularly Government ownership of utilities, including the ruinous proposition of Parcels Post, by which foreign mercantile houses would be placed in position to almost run out of business local enterprises of the same kind.—Editor.)

Washington, D. C., Feb. 14, 1912.
Washington Correspondence St. Landry Clarion.

Representative Oscar W. Underwood, Chairman of the Ways and Means Committee of the House, has sounded a warning against Congressional extravagance. It looks now as though the "pork barrel" would have to be set in a corner untapped. Even expenditures for the District of Columbia are greatly pared. A contemplated expenditure of \$16,000,000 for public buildings has been shunted in caucus. Not only House Leader Underwood but other prominent Democrats have been taking inventory of the situation. Here are some of the things disclosed: The ordinary Government revenues for 1911 of \$700,109,906 were \$45,681,619 in excess of the ordinary expenditures.

The Rural Free Delivery News, published in Washington as organ of the National Rural Letter Carriers' Association, says: "The much vaunted surplus appears to have been due to the failure of the Department to pay its bills and the antiquated system of bookkeeping." It says that in reality there is a deficit in the Postoffice department this year of about \$7,000,000.

The total amount expended upon the Panama Canal to Oct. 31, 1911, was \$252,732,369. Upon it much more will have to be spent.

It is estimated that the Sherman Pension bill means an expenditure of nearly \$75,000,000 yearly. Democratic leaders do not want such a deficit as was charged to them in 1894 to confront them in the coming campaign, especially in view of the declarations of their platforms regarding economy in the public service.

In view of the innovations now proposed of government ownership and operation of the express, telegraph, telephone business, etc., Democratic leaders are pointing out that the Democratic platform declare in favor of efficient regulations of such utilities, but not in favor of Government ownership and operation of the same. The historic position of the Democratic party, it is recalled, is that public expenditures shall be limited to the needs of government economically administered. Republican members of prominence declare that in this attitude there is little or no difference between those who follow the ideals of Jefferson and those who follow the principles of Lincoln. Old-line Republicans as well as old-line Democrats, not imbued with Socialistic principles are now sometimes predicting that, within a surprisingly few years, they will be found shoulder to shoulder fighting Socialism.

These are saying that the Government's entrance into the express-carrying business is sure to be followed by a terrific effort upon the part of all those who have privately, if not publicly, accepted the teachings of Socialism, for the Government's entrance into ownership and operation of the telegraph systems; and, if into these, why not into all others?

The first would entail, they say, an additional army of employees, Federal control of all highways wherever operated, innumerable drays, wagons, automobiles and warehouses and the enlargement and rebuilding of

postoffices necessary to carry "the billions of parcels," predicted by the Postmaster General. The condemnation and taking of the property of the express companies, they say, would almost inevitably result in the Government ownership and operation of railroads, something which the "Postal Progress League" which has engineered the campaign for Parcels Post openly advocates "with lowest possible rates regardless of distance," as they express it. Rielly bill H. R. introduced last session provides for this.

As American postal employees are paid about twice the salaries of employees of the express companies, twice the salaries of postal employees in England and three times as much as in some countries, and as the average haul would be at least ten times as long as in England, it is estimated that the deficit from Parcels Post would amount to at least \$150,000,000 yearly. Such corporations as Montgomery Ward & Co. and others have had their representatives in behalf of this legislation before the Senate Postoffice Committee. This is causing some of those who want to avoid the impending deficit again to point to what is said in the Democratic platform about "favor-seeking corporations."

Postmaster General Hitchcock has already recommended Government ownership and operation of the telegraph systems. These would cost about \$250,000,000 and add about 100,000 employees under direction of the Postmaster General. The New York Times says that the English government's operation of telegraphs is losing the English government much money. A business may be operated as a private enterprise successfully and yet be a greater loser through more extravagant government operation. Adherents of Senator La Follette and admirers of Ex-President Roosevelt now say that if the President did not have the "pull" of the officeholders he could not be renominated. That the President is not emphatically averse to this extension of Federal authority is indicated by the report that he is now considering having Postmaster General Hitchcock, who so successfully handled the "road-roller" four years ago, again manage his campaign.

Southern Democratic leaders, aside from their historic antipathy to extension of Federal power and consequent loss of importance to self-government and of the rights of states, have another reason for aversion to this socialistic and paternalistic program: This is a reason which made Mr. Bryan's winking at government ownership and operation of railroads detract from his popularity in the South just after his triumphal tour abroad, in his speech upon landing. Government operation of these utilities means obliteration of the color line. The "Jim Crow" car system in vogue upon all Southern railroads would have to be discontinued and whites and blacks would ride in coaches together. Southern Senators and representatives are beginning to realize that the operation of an express-carrying business by the Federal Government means that control of highways by counties and states will pass to a nation with a swollen "N."

In Northern as well as Southern States, the provision of the Constitution that "powers not delegated to the United States by the Constitution, nor prohibited by it to the states, are reserved to the states respectively, or to the people," is universally accepted as one of good sense. The independence of the people North, as well as South, causes the majority to look with alarm upon the entrance of the Federal Government upon a program of Socialism. The failures of the Oneida community, that of Upton Sinclair and of New Harmony are not forgotten.

They remember also that in such communities loose notions of religion and of family ties have usually prevailed. This is a reason why churches generally and one church in particular, its credit, have so strongly opposed Socialism. Particularly in the North, there are large num-

bers of Germans and other immigrants from Europe, who much prefer our simple form of Government to the intermeddling of "uppish" officials, such as they had to endure in the strongly centralized governments of Europe. These prefer the opportunities which come from the exercise of industry and thrift and distrust the beginning of any socialistic system, the adoption of which means support by their efforts of the lazy and careless.

Among such, the question arises: "If the Federal Government should take over the transportation companies because it is alleged these make too much profit, what is there to prevent the Government taking over a factory or business of any kind and operate it, or operate a competing business for less than cost, as the advocates of Parcels Post desire the Government to operate the express-carrying business?"

Local-optionists have expressed their fears, now heightened by the decision of the Supreme Court just rendered, that Government operation of the express-carrying business will afford a mighty instrumentality for invasion of "dry" territory by mail-order liquor houses. Although associations composed of wholesalers and manufacturers of most of the principal cities have forwarded resolutions against the proposed Parcels Post to the Senate and House postoffice committees, in one such organization, although it is said nine-tenths of the members are opposed to this legislation, resolutions of this character were blocked by the fact that the President is in a liquor house which expects considerable revenue from "dry" territory and a vice-president is a manager of a mail-order bank printing supply house.

The controversy here assumes a broader plane. The fear is often voiced that Socialistic centralization means enforced homogeneity incompatible with American traditions of liberty and local self-government, a Government-owned people instead of a people-owned Government.

In view of the developments since the Congressional hearings

began, many who formerly looked with favor upon the departure from the Government's carriage of merchandise only incidentally, to its carriage of merchandise as a business, through Parcels Post, now regard this as the wedge which, if driven, will split our Constitutional Government of checks and balances and produce instead a realization of Bellamy's dream of Socialism.

The New Teacher. BY A STUDENT.

One morn at school we heard the news

That Miss Dupre was ready to go,

And who would come to fill her shoes

Each pupil said, "I want to know."

But now we know Miss Safford's the one

For all that have a want to learn.

Our work in school is else but fun

Till after class when we adjourn.

Her face is fair, her eyes are blue,

Her cheeks like blooms are fair to see;

And every morn she is as true

As anyone could wish her to be.

The days are short while in her class;

You do not feel the trials of school;

We are so gay and learn so fast,

She's an exception—not the rule.

As the days roll on we love her more,

For she doth earn our full regard;

And that we say "yes" o'er and o'er

That e'en her step doth grace the sod.

But O that thought that she will leave

In the summer month of June,

Makes us sigh and give a heave

For school will close and that too soon.

When she leaves us for ever and aye,

And quits our school for good,

Our hopes shall set just like the sun

And hide behind the wood.

A Card.

To the Voters of the 1st City Court Ward of the Parish of St. Landry:

Having failed by 12 votes of receiving a majority over both of my opponents for the office of City Judge at the primary election held on the 23d of January, a second race between Judge Simon and myself becomes necessary, which second primary will be held February 27th, 1912.

I feel very grateful towards all my friends who stood so loyally by me in the first primary and will appreciate any interest they may see fit to manifest in my behalf in the next.

If elected, I will in the future as I have endeavored to do in the past, perform my duty as I see it, and that regardless of friend or foe, fear or favor.

E. S. KERR.

A Card.

To the Voters of the First City Court Ward of the Parish of St. Landry.

Thanking you for the gratifying vote given me in the First Primary for City Judge, I announce my candidacy in the Second Primary to take place on February 27, 1912.

My long life spent among you, renders it unnecessary to say anything in my behalf, for you know me, know my capacity and know my determined disposition always to do what is right, just and honorable in every walk of life; your vote which you may tender me again will be gratefully appreciated and will inspire me if elected with new determination that each man brought before me either civilly or criminally will get even handed justice.

ARTHUR SIMON.

Mortgage Sale.

LEOPOLD GODCHAUX
vs.
PIERRE GODEAU.

No. 1992, 1st Judicial District Court, Parish of St. Landry, La.

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

Saturday, Feb. 17, 1912, at 11 o'clock a. m. the following described property, to-wit:

A certain tract or parcel of land situated on Dry Bayou, in the Parish of St. Landry, State of Louisiana, containing fifty (50) acres and bounded as follows, to-wit: On the north by Leon Godeau, on the south by Vincent Bogni, on the west by Theodell Godeau and on the east by unknown parties, and being a portion of the property acquired by vendor from the estate of her deceased husband.

Terms—Cash.
dec20-01 M. L. SWORDS, Sheriff.



HOUSEHOLD NEEDS

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...AND... FARM WANTS

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There are needs of many things around the
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In order that you may fill all you require here. We are making special endeavor to sell at an unusually low price. So when you visit our store you will not go away without filling all of your

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