



KINFOLKS

SOUTHWEST LOUISIANA GENEALOGICAL
SOCIETY, INC.

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SOUTHWEST LOUISIANA GENEALOGICAL SOCIETY, INC. organized in 1973 to gather, process and preserve genealogical material, is a non-profit, educational organization. Its objectives are to promote interest in genealogy, to encourage and assist its members in genealogical research, and to conduct such subsidiary projects as shall contribute to that end. SWLGS was incorporated in 1991. The Society does not maintain an office. Telephone numbers listed in *Kinfolks* are private numbers. All work is done by volunteers.

MEMBERSHIP per calendar year is: \$12 - individuals, \$17 - families (husband and wife) and \$22 - patrons (individual or husband and wife, provides additional financial support). Membership begins in January each year and includes an annual subscription to *Kinfolks*. Members joining after January will receive quarterlies for the current year. Correspondence and dues should be sent to SWLGS, P. O. Box 5652, Lake Charles, LA 70606-5652.

SWLGS holds its regular meetings on the 3rd Saturday of January, March, May, September and November at 10:00 A.M. in the Carnegie Meeting Room of the Southwest Louisiana Genealogical & Historical Library, 411 Pujo St, Lake Charles, LA. Programs include a variety of topics to instruct and interest genealogists.

KINFOLKS is published quarterly. Issues should be received by the middle of March, May, September and December. Please return the complete issue for replacement if any pages are missing. Notify the SWLGS of a change of address as soon as possible. Queries are free to members, \$2 for non-members. Single issues are \$4.00. Back issues are available from 1977. *Kinfolks* is indexed in the Periodical Source Index (PERSI), Fort Wayne, IN, and Genealogical Periodical Annual Index.

EDITORIAL POLICY - We encourage and welcome contributions for inclusion in *Kinfolks*, especially unpublished material pertaining to Southwest Louisiana. However, we will accept genealogical material referring to other areas. We strive to publish only reliable genealogical information, but neither the SWLGS nor the editors assume responsibility for accuracy of fact or opinion expressed by contributors. Articles are written by the editor unless otherwise specified. We reserve the right to edit and/or reject material not suitable for publication. Articles and queries will be included as space permits. Please send contributions to SWLGS, P. O. Box 5652, Lake Charles, LA 70606-5652. Permission is granted to republish information from *Kinfolks*, provided the SWLGS and the author or compiler (if identified) is given due credit.

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BOOK REVIEWS - Books donated by the author or publisher will be reviewed in *Kinfolks*, and will then be placed in the Society's library or in the genealogical collection of the Southwest Louisiana Genealogical and Historical Library, 411 Pujo St., Lake Charles, LA.

SOCIETY ITEMS FOR SALE - *Ancestor Charts, Vol. I (1985) \$21.95 ppd; Ancestor Charts & Tables, Vol. II (1988) \$21.95 ppd; Ancestor Charts & Tables, Vol. III (1991) \$25.00 ppd; Ancestor Charts & Tables, Vol. IV (1994) \$25.00 ppd; Ancestor Charts & Tables, Vol. V (1997) \$25.00 ppd; Ancestor Charts & Tables, Vol. VI (2000) \$22.00 ppd; Ancestor Charts & Tables, Vol. VII (2003) \$20.00 ppd; Subject Index I - Vol. 1 (1977) through Vol. 18 (1994) \$5.00 ppd; Subject Index II which indexes Vol. 19 (1995) through Vol. 22 (1998) \$5.00 ppd; Subject Index III includes Vol. 23 (1999) through Vol. 26 (2002) \$5.00 ppd.* Order from SWLGS, P. O. Box 5652, Lake Charles, LA 70606-5652.

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SOCIETY NEWS
SWLGS Web Site - <<http://www.rootsweb.com/~laslgs/swlgs.htm>>

SEPTEMBER MEETING

The meeting co-hosted by SWLGS and the SW Louisiana Genealogical & Historical Library will be held on Saturday, September 17, 2005, at 10:00 A.M. in the Carnegie Meeting Room of SW Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles. Coffee and fellowship begin at 9:30 A.M. Guests are always welcome.

The program will be presented by BOBBY M. FREYOU, Public Lands Records Manager, State Land Office, Baton Rouge, LA

NEW MEMBERS

1461. DOROTHY L. AKINS, 2601 Elms St., Lake Charles, LA 70601-7245

Membership to Date: 400

THE USE OF PRIVATE PAPERS IN GENEALOGICAL RESEARCH

At some time most genealogists use private papers in their research. Private papers include a variety of resources, such as family Bible records, personal diaries and journals, letters and correspondence and business or professional records. Most of these papers were created for the use of the writer and may contain very little genealogical information, but may contain other information about the family...trips and vacations, visitors, neighbors and friends, comments on current political events, religious views, gifts or new items bought for the home, weather and its affects on the family, illness, land bought or sold, etc. These things add dimension to the social history of a family.

UNUSUAL RECORD SOURCES - Educational Records, Places of Residence, Town Reports and Tax Lists, Places of Worship, Places of Employment, and Social Organizations.

WEB SITES

SWLGS Surname Index	http://www.rootsweb.com/~usgenweb/la/calcasieu/surname.htm
U.S. GenWeb La. Archives	www.rootsweb.com/~usgenweb/la/lafiles.htm
Calcasieu Parish Web Site	www.rootsweb.com/~usgenweb/la/calcasie.htm
RootsWeb World Connect	http://wc.rootsweb.com
RootsWeb Message Boards	http://boards.rootsweb.com/
RootsWeb Mailing List	http://lists.rootsweb.com/

IN MEMORIAM

HUGH PERSHING DELANEY
1926 - 2005

CALENDAR OF EVENTS

PLEASE mark your calendar to show the upcoming SWLGS meetings and events of other societies.

2005

August 27 - Saturday - Acadian Heritage Family Day sponsored by The Confederation of Association of Families Acadian, Inc. (CAFA)
Commemorating the 250th Anniversary of the Acadian Deportation
Rayne Civic Center, Rayne, LA - 8 A.M. - 5 P.M.
Cost - \$5.00

September 17 - SATURDAY - SWLGS REGULAR MEETING - 10:00 A.M.
CO-SPONSORED BY SW LA GENEALOGICAL & HISTORICAL LIBRARY
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
SPEAKER - BOBBY M. FREYOU, Public Lands Records Manager, State Land Office,
Baton Rouge, LA

November 19 - SATURDAY - SWLGS REGULAR MEETING - 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
SPEAKER - STAFF of SW LA GENEALOGICAL & HISTORICAL LIBRARY
PROGRAM - RESEARCHING MILITARY RECORDS (REVOLUTIONARY, CIVIL,
SPANISH AMERICAN, WW I & WW II WARS)

2006

January 21 - SATURDAY - SWLGS REGULAR MEETING - 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
"SHOW AND TELL" by SWLGS MEMBERS

OLD BOOKS AND ENCYCLOPEDIAS. Most libraries and schools periodically weed out old books. They don't have room to keep everything, and they think certain material is outdated. True, the old books do not contain space-age technology, but they do contain a wealth of historic information that has not changed, as well as many biographical entries which the newer books do not have. Old historical novels, which have been researched properly, tell of the times in which your ancestors lived. Books on social history often give viewpoints, telling of customs that are no longer "politically correct" but were a part of your ancestors' lives.

Search garage and estate sales and used book stores for these valuable old books. Local libraries often have used book sale, in which they discard books which have not circulated according to their criteria or which they consider outdated. These old books, which some consider trash, may become a goldmine to genealogists.

HELPFUL HINTS FOR PROBLEM BOOKS. "Musty" or "smelly" books can sometimes be made less odoriferous by standing them on end and letting the air circulate through them. You can also place the book in a paper grocery bag with crumpled newspapers inside; the newsprint will help absorb the odors. Be sure to close the bag tightly and change the newspapers every 5 to 7 days. Also try using some clothes-dryer static sheets placed within the pages of the book. For "buggy" books, use the method the Library of Congress uses to rid their books of silverfish, cockroaches or lice. Place the book in a microwave oven and "cook" it for 60 second on "warm" or "low" setting. Use this method on books you get from a garage sale or flea market to ensure that the book is insect free. (Broward Co., Florida Genealogical Society via *The Genie*)

PROGRAM OF THE MAY MEETING OF SWLGS

Dr. FLORENT HARDY, Jr., Louisiana State Archivist was the guest speaker at the May meeting. Dr. HARDY spoke on the State Archives, which is a division of the Secretary of State's Office, and is celebrated as one of the more modern archival institutions in the United States. Its objective is "To collect, preserve, display and make available those records essential to the reconstruction of Louisiana's colorful history and heritage." The Archives was created in 1956 as the official repository for the state's historical records. Archival materials of more profound historic importance are stored in secured, climate-controlled vaults. Historically significant collections are sought to enhance the existing collections.

The Archives has an extensive map collection. There are also art exhibits by artists' associations, schools and individuals, which are rotated on a monthly basis. Exhibits prepared by the Archives staff are displayed in the Louisiana Room, and generally showcase some aspect of Louisiana culture and history; they utilize the collections of the State Archives whenever possible and are changed periodically.

The Archives houses a Conservation Laboratory, a Microfilm Section and a Research Center. It also contains a Research Library that offers a variety of research materials to the public; most of these materials relate to genealogy. Some of the microfilmed documents in the collection are: Confederate Pension applications for veterans and their widows from 1898 and their Confederate Military Records, State Land Records, Census Records, Catholic Church Documents, Ship Passenger Lists for the port of New Orleans, Tax Assessment rolls, and some Parish and Colonial Documents. There are numerous books with general histories, as well as family histories. The Louisiana Heritage Center, a computerized database of information obtained from Jesus Christ of the Latter Day Saints is also available. For further information, call 225-922-1208.

The Vital Records section, located within the Research Library, provides certified copies of Orleans Parish birth records over 100 years old (1790-1899), Orleans Parish marriage records over 50 years old (1870-1949), Jefferson and Orleans Parish death records over 50 years old (1804-1959) and State-wide death records over 50 years old (1918-1949). For additional information, call 225-922-1184. Records prior to the dates listed are probably nonexistent unless the parish where the birth or death occurred kept such a record. If the person being researched was Catholic, birth and death information would probably be shown in the records of the church or diocese where that person lived. For more recent records, contact Vital Records Registry, P. O. Box 60630, New Orleans, LA 70160, or visit their web site at www.dhh.state.la.us for more information. All marriage records, other than Orleans Parish, are maintained by the office of the Clerk of Court in the parish where the marriage license was purchased. The Archives charges five dollars (\$5) for a certified copy, which includes a three-year search by surname. Fees must be paid for both successful and unsuccessful searches. Patrons can also obtain a certified copy for fifty (50) cents if they conduct their own research at the Archives.

A tax deductible contribution may be made to the Louisiana State Archives through a non-profit organization. The Louisiana State Archives is located at 3851 Essen Lane, Baton Rouge, LA 70804-9125, or phone 225-922-1206, or e-mail archives@sec.state.la.us.

LOUISIANA POLICE JURY MINUTES TO BE MICROFILMED. The LSU Libraries Special Collections has been awarded a grant of \$196,140 by the National Historical Publications and Record Commission for the purpose of preserving and improving copies of parish Police Jury Minutes transcribed by the WPA. Some of these documents date back to 1811. The documents were transcribed from 1929 to 1942 on poor-quality wood-pulp paper, which is now brittle. The documents will be microfilmed, and when the project is completed, the microfilm will be available at LSU for purchase or through interlibrary loan.

AMERICAN HURRICANES: 1492 TO 1870

A storm blows over, but the driftwood remains. Yiddish Proverb

Since time began, hurricanes, also known as tropical cyclones, have wreaked havoc on coastal areas and on ships at sea, playing their part in the history of the world. Vicious hurricanes spawned off the coast of Africa have blown across the Atlantic to bring misery and death to the Gulf Coast and Atlantic areas of North America. These storms have sunk great fleets of ships, determined settlement patterns, created monstrous property damages and destroyed millions of lives. Although they left no records of the events, Native Americans had their share of hurricanes and took precautions when they saw weather signs that warned them that a storm was approaching. In fact, "hurricane" is derived from an Indian word meaning terrible storm.

The Spanish were the first to record the presence of hurricanes in America. Legend tells that COLUMBUS encountered a rare mid-winter hurricane on his first voyage to America, but it has been proven that it was only a severe winter storm. In 1528, a Spanish record told how a hurricane wrecked a ship carrying explorers in the Tampa-Tallahassee area; only 10 of the 400 explorers survived. Spanish records also tell of fleets being shipwrecked off Florida in 1545, 1551, 1553 and 1554 by hurricanes. A severe hurricane in September 1565 decided the fate of east Florida. At that time France and Spain were serious rivals for supremacy in the New World. A French fleet from Fort Caroline, which was preparing to attack the Spanish fortifications to the south, was sunk by a hurricane off the coast of St. Augustine. To prevent the French from trying again, the Spanish attacked Fort Caroline and killed the weakened French garrison. As a result, Spain reigned supreme in Florida for many years.

Tropical storms also deterred attempts to establish an English colony in Virginia. In 1584, Sir WALTER RALEIGH encountered a severe hurricane off Virginia, just as his half-brother, HUMPHREY GILBERT, had done the previous year. In 1585, after a terrible three-day storm, the little English settlement at Roanoke Island was abandoned; damages from the storm, along with growing hostility from the Indians, caused Sir FRANCIS DRAKE to take the colonists back to England. Two weeks later, Sir RICHARD GRENVILLE arrived with supplies for the colonists, but they were no longer there. He left 15 of his men with provisions enough for two years, but when JOHN WHITE arrived in 1587, he found no trace of the colony. WHITE reestablished the colony, but again a great storm came and damaged the settlement. WHITE returned to England for more supplies and more colonists, but was delayed because in 1588 England was battling the Spanish Armada. When he returned in 1590, there was no sign of WHITE's daughter or his granddaughter, VIRGINIA DARE, or any of the other colonists. Only the word "Croatan" carved into a tree was found. Did the Croatan Indians attack the settlement, or did the hard-pressed colonists go to live with friendly Indians? The mystery remains to this day! In 1607, the English tried again and established a settlement at Jamestown.

In 1609, a great West Indian hurricane struck the Bahamas and wrecked many English ships, blowing one as far away as Bermuda. Among those who were shipwrecked on Bermuda were Sir THOMAS GATES and STEPHEN HOPKINS. HOPKINS would later sail on the *Mayflower* with the Pilgrims. The survivors stayed on the island and constructed a small boat in which they sailed to Jamestown in May 1610. It is thought that HOPKINS' account of the hurricane of 1609 was the inspiration for SHAKESPEARE's play, *The Tempest*.

Hurricanes were not just confined to the southern coasts. "The Great Hurricane of August 1635" devastated Massachusetts. Whole forests were blown down and many ships were lost at sea; there is no estimate of the lives lost. The first hurricane predicted by a European was "The Dreadful Hurry Cane of 1667." It struck Barbados, the West Indies and North Carolina, and flooded Virginia. Capt. LANGFORD, of His Majesty's Royal Navy, had warned the British fleet stationed in the West Indies of the impending storm, giving them time to escape its ravages. Severe hurricanes ravaged New England in 1675 and 1683, with costly damages to the settlements. In the late summer of 1686, a hurricane

changed the tide of American history. As Spanish forces from St. Augustine prepared to attack English settlers in the lower Carolina settlements, the storm struck. Some of the Spanish ships were blown aground, and the attack had to be abandoned. The English settlers were saved from the wrath of the Spaniards, but they had not escaped the wrath of the storm. Crops were beaten down; fences were blown away, and cattle ran wild; the animals ate the crops, and famine threatened the colony. The settlers rebuilt and had a few years respite before the next hurricane struck. In 1698, it was the turn of New England to feel the blow of a strong hurricane.

In 1700, 1713, 1728 and 1752, hurricanes assaulted the Carolina coasts. The Gulf Coast fell victim to hurricanes in the early 1700s. In 1715 and 1733, Mobile and nearby Dauphin Island were hard hit by hurricanes, and in 1722 and 1746, severe hurricanes swept the coasts of Alabama, Mississippi and Louisiana. The first hurricane recorded in Louisiana occurred in September 1722. First-hand accounts of the storm told of crops destroyed by torrential rain and strong winds, and of houses and public buildings blown down in the newly established capital of New Orleans. These reports also told of passenger ships, flatboats, canoes, launches and pirogues lost with all their trade goods, and of seven-to-eight-foot tides at Mobile and Fort St. Louis.

In 1740, twin hurricanes occurred within a week of each other and ravaged Mobile. On 22 October 1743 (O. S.) or 2 November 1743 (N. S.), BENJAMIN FRANKLIN's so-called "Eclipse Hurricane" devastated the wharves and shipping in Boston. This was the first tropical storm to be measured by scientific instruments and it coincided with a total eclipse of the moon. Imagine how the superstitious people must have viewed this storm! In October 1749, another violent storm wracked the east coast from North Carolina to New Jersey. On 4 September 1766, a hurricane blew a Spanish treasure fleet of five galleons sailing from Vera Cruz to Havana onto the shores of Galveston Island. In 1772 and 1778, a series of hurricanes ravaged the Gulf Coast from Florida to Louisiana.

Hurricanes also impeded the progress of war. Just as opening maneuvers for the Revolutionary War were in progress, the "Independence Day Hurricane" of September 1775 struck the coast from North Carolina and blew as far north as Newfoundland. Men and supplies were drenched by the rains and battered by the winds; both armies suffered along with the general populace. In August 1778, while coming to the assistance of American General SULLIVAN, the French fleet just off the coast of Newport, Rhode Island, was hard hit by a hurricane. The English fleet, defending Newport, was also extensively damaged. Both fleets limped away for repairs.

The Great Hurricane Season of 1780 produced eight hurricanes. In August, a severe hurricane struck the coast of Louisiana, near the mouth of the Mississippi, and devastated Spanish New Orleans with strong winds and floods. Three very strong hurricanes that struck the West Indies that year influenced the fate of the American colonies. The Revolutionary War was being fought, and a constant stream of transports and warships from England and France were crossing the Atlantic. Harbors in the West Indies were crowded with ships from all nations. The first storm in October 1780 dealt a deadly blow to Jamaica, where it was accompanied by a severe earthquake. Many buildings were destroyed; ships were run aground and were beaten to pieces by the wind and waves; several hundred people lost their lives. The earthquake raised one of the English ships, the *Princess Royal*, and "placed her on a firm bed." The survivors used the ship as a place of refuge. From Jamaica, the storm blew across Cuba, then headed north into the shipping lanes between Cape Hatteras and Bermuda, where it hit a British fleet under Admiral RODNEY, the same fleet that had been damaged in the hurricane near Bermuda. As the hurricane continued north, it struck a second British fleet off the Virginia Capes. Consequently, many British ships were sunk or heavily damaged, a boon for the Continentals.

The second storm of October 1780, the "Great Hurricane," was the most powerful storm of the 18th century and the most destructive of all time in the West Indies. The storm struck first at Barbados, which was the center of British military, economic and political power. Admiral RODNEY stated, "The whole face of the country appears in entire ruin, and the most beautiful island in the world has the appearance of a country laid waste by fire and sword." Loss of life in Barbados was estimated at

over 4,000, and in the entire West Indies, at over 22,000; many of them were British soldiers. Health concerns arose because of the great number of unburied dead on the island, the polluted sources of water and the threat of disease. The storm also destroyed a fleet of 19 Dutch merchant ships and heavily damaged the British fleet.

The third hurricane in October was called "Solano's Hurricane." It was named for Admiral SOLANO, who commanded a powerful Spanish fleet of 64 vessels enroute from Havana to strike British Pensacola. Aboard the ships were 4,000 Spanish troops commanded by BERNARDO de GALVEZ. The hurricane damaged the Spanish fleet so badly that Pensacola was spared from Spanish attack.

In August 1781, after the city of Charleston had surrendered to the British, a severe hurricane struck the area and heavily damaged the British fleet. In 1783, two hurricanes struck the Atlantic coast, and caused extensive damage. Bridges and roads were washed away by the floodwaters, and travel was extremely difficult. In July 1788, an entry in GEORGE WASHINGTON's diary shows that high waters from a hurricane were blown "into fields where no tide had ever been heard of before." Two hurricanes struck the Carolinas and Virginia in August 1795, causing many ships from the Spanish fleet headed from Havana to Spain to be driven ashore on the Hatteras shoals.

Louisiana felt the brunt of hurricanes in 1779, 1780, 1793, 1794, and 1806. One of the most unusual hurricanes ever was the "New England Snow Hurricane" that swept the mid-Atlantic states and New England in October 1804. The late-season hurricane was accompanied by heavy rain and "a considerable flight of snow." In the Green Mountains of Vermont, snow reached a depth of three to four feet, and the damage to orchards and maple sugar groves was severe. In 1811 Charleston was struck by a hurricane that was accompanied by tornadoes, and two years later the city suffered major destruction from another hurricane in August 1813. It was the time of the War of 1812, and at Charleston, the wharves were wrecked and shipping destroyed. A British prison ship was driven aground, giving an opportunity for some American prisoners to escape. Roads were washed out, bridges swept downstream and buildings were wrecked, conditions which made it more difficult to pursue the escapees. The first attempts to establish a national weather service took place after the War of 1812, but it was not until 1821 that a serious study of hurricanes in American waters began. Instruments to measure wind speed did not come into general use until the 1860s.

"The Great September Gale of 1815" was the most powerful storm to lash the coast of New England between 1635 and 1938. The storm, accompanied by torrential rain and tornadoes did great damage on land and to shipping at sea. The storm struck in the first season of peaceful commerce since the War of 1812 began, so many ships were sunk or damaged. Many sources mention the severe storm of 1818 that struck Galveston Island, where JEAN LAFITTE had his headquarters. According to the *Louisiana Historical Quarterly* (July 1940) on 12 September 1818, "A storm of extraordinary violence swept up the Gulf." The storm destroyed most of the island, and at least four of LAFITTE's ships."

In July 1819, a strong hurricane spread extensive damage from Alabama to Louisiana. Winds caused much damage in Mobile, Alabama, and extremely high water washed turtles and alligators into the streets. Bay St. Louis, Mississippi, was almost destroyed, and many ships were wrecked or run aground. In the storm the U. S. man-of-war *Firebrand* capsized and all aboard perished. Another strong hurricane struck the Gulf Coast in September 1821, just after the transfer of West Florida to the United States had taken place. American soldiers and civilians who were moving into the territory were surprised by the fury of the storm. Buildings collapsed, ships were run aground, and many people, including soldiers, were drowned. The schooner *Washington* capsized and about 20 people aboard were lost. Another hurricane in 1823 created havoc from Louisiana to Alabama. In August of 1830, twin hurricanes swept the Atlantic coast. In June 1825, ships' logs told of a tropical disturbance off Cuba, which soon developed into a major hurricane, wrecking the Atlantic coast from North Carolina to New Jersey and New York.

One of the strongest hurricanes to ravish Louisiana blew out of Barbados in mid-August 1831. It was

accompanied by a great tidal surge, which inundated ports along the eastern Gulf Coast. The island of Barataria was completely submerged, as was Ft. Pike, the federal fort at the entrance to Lake Pontchartrain. New Orleans was flooded; plantations and farm lands were submerged; roads and bridges were swept away. The area from Natchez west to Baton Rouge bore the brunt of the storm, but Opelousas and the Attakapas District also suffered considerable damage. From Baton Rouge to Alexandria, crops were ruined by the heavy rains and winds. At that time the coast of Louisiana was lightly populated, so deaths from the storm were relatively few. Other hurricanes hit southwest Louisiana in 1833, 1834, and 1837.

The year 1837 was called the "Great Hurricane Season." That year eleven hurricanes struck the Gulf and Atlantic Coasts. In late September, a severe hurricane was spotted by the sloop-of-war *HMS Racer* off Jamaica. On 1 October, the "Racer Hurricane," struck Galveston, where there was a steady stream of European immigrants and Americans pouring into the Republic of Texas. The *Houston Telegraph* and the *Texas Register* went aground as high water flooded the island. Every house and public building, except the Mexican customhouse, was swept away. As the hurricane traveled to the east, New Orleans and Mobile felt its wrath. Then the eye of the hurricane moved across Alabama, to central Georgia and South Carolina. The *USS Home*, bound for the southern ports from New York, was hit by the "Racer Hurricane" and torn to pieces, drowning about 90 persons.

Another severe hurricane struck the Atlantic coast in August 1839. Galveston was battered by a hurricane in 1842. Florida, Georgia and the southern Atlantic states were hit by "The Great Hurricane of 1846," and in October 1849 a severe hurricane struck New York City, New Haven, Providence and Boston. The next year three topical storms devastated coastal areas from the Carolinas to Canada. In August 1852, a storm with torrential rains struck Mobile and Pensacola, went into Alabama and Georgia, and then into the Carolinas and Virginia. In 1854, the largest hurricane in 50 years struck Savannah and Charleston, causing severe damage; it went on to the north, but merely sideswiped the Middle Atlantic States and New England. A hurricane in 1855 badly damaged the cotton states of Alabama and Mississippi.

"The Charter Oak Storm" heavily damaged Long Island, Boston and Providence in 1856. That same year a devastating hurricane tore apart Last Island (L'Île Dernière), the summer watering place of the cream of antebellum Louisiana society. [See *Kinfolks*, Vol. 27 #3.] In August 1860 another storm struck the Louisiana coast near Last Island, and went on to devastate New Orleans. The effects of the storm reached as far as Pensacola. About a month later, on 14 September 1860, a second hurricane struck the middle Gulf States and pounded the coast from the Louisiana delta to Pensacola. A few weeks later a third hurricane hit Louisiana.

During the War Between the States one of LINCOLN's prime objectives was to seize control of strategic harbors and forts along the Gulf and Atlantic coasts in order to hinder or blockade Confederate shipping. After the Confederates defeated the Union at Bull Run in October 1861, the federal government began a "secret" military operation and assembled a naval expedition consisting of troop transports and warships. These ships gathered in Chesapeake Bay to launch an attack on Confederates in the Carolinas and Georgia, but while the fleet was assembling, gale winds scattered it. Heavy rainfall and falling barometric pressures indicated a tropical disturbance, and the storm struck Cape Hatteras, which had been captured by the Union, with a vengeance. In four hours the whole island was submerged and four sentries were drowned. Off the Carolina coast two Union ships were sunk and others were heavily damaged. The storm produced high tides all the way to Maine. Railroads, roads and bridges were washed away, and 150 fishing boats were wrecked. The passenger liner *Maritania*, bound to Boston from Liverpool, sank.

In 1865, the Sabine River-Lake Calcasieu storm struck Lake Calcasieu near Cameron and the town of Lake Charles. A report from the *Vermilion Advertiser* stated, "Niblett's Bluff was utterly destroyed by a terrific storm... All the buildings in the place were blown down or badly damaged. The inhabitants had to flee from their houses and prostrate themselves on the ground to keep from being blown into

the river. Fortunately, no lives were lost, though many received severe bruises from falling timber. The forest for four miles on this side of the bluff was completely destroyed." The storm also inflicted great damage in Orange, Texas, where only three houses remained intact. The area around Lake Calcasieu was inundated by a flood tide, and several persons perished at Grand Chenier.

Recently underwater explorers have found what they believe to be the remains of the *USS Republic*, a steamer carrying 59 passengers and 20,000 gold coins from New York to New Orleans, when it was sunk by a hurricane off the coast of Savannah, Georgia, on 25 October 1865. The passengers escaped, but the coins went to the bottom with the ship. This shipwreck could yield coins worth as much as \$180 million at today's values.

In 1867, another severe hurricane struck Galveston Island. Storm-driven waves from the Gulf of Mexico joined the water of Galveston Bay to completely inundate the island. The hurricane struck at the mouth of the Rio Grande, where Bagdad, Mexico, and Clarksville, Texas, were both destroyed. The Lower Texas Coast was battered by yet another hurricane in 1869, and Mobile was devastated by a hurricane in 1870.

Hurricanes are powerful forces of nature. They are usually accompanied by large amounts of rain, and can be accompanied by tornadoes and tidal waves. They leave a swath of destruction and human misery in their path. One of their side-effects is pestilence. Floodwaters often inundate graveyards and cause shallowly buried corpses to float. They also create mud puddles and other breeding places for mosquitoes among the debris, and after a hurricane it was not unusual to have a plague of yellow fever or malaria. Sources of drinking water are polluted, so typhoid and other diseases take a foothold. Crops are destroyed, boats sunk, fishing disturbed, forests blown down; as a result, economic disasters occur. Some people rebuild; others are devastated emotionally and financially and move on.

If your ancestors lived on any coastal area along the Gulf of Mexico, the eastern United States or around the Caribbean, it is likely that they experienced hurricanes. Perhaps they were aboard a ship; perhaps they lost property, a home or loved ones during one of these severe storms. Perhaps they took survivors into their home, or provided for orphaned relatives, or were part of a medical or rescue team that helped those who survived. Perhaps they were part of the clean-up crew that disposed of damage and bodies after the storm or had to help bury family members or neighbors. Each person who survived a hurricane had a story to tell; some told of horrible experiences and others witnessed heroic feats, but all witnessed the awesome power of Mother Nature. By looking at the dates when hurricanes struck the coasts of the U. S., it is possible to see if your ancestor may have experienced a specific hurricane.

SOURCES: Several newspaper articles, including *American Press*, Lake Charles, LA (8/17/2003) Ludlum. *Early American Hurricanes, 1492-1870*. Boston, American Meteorological Soc. (1963)

HURRICANES of 2004. The 2004 hurricane season had nine hurricanes, but some of them blew themselves out at sea. Hurricane Alex struck North Carolina, and within six weeks four hurricanes...Charley, Frances, Jeanne and Fran...struck Florida. The storms caused 117 deaths in Florida and over 3,000 in Haiti, along with an estimated \$42 billion of property losses.

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HELPFUL HINT: Be sure to copy information from a Bible, tombstone, census, legal document, letter or other record **exactly** as it was written. Any other information or comments should be enclosed in brackets or included in footnotes or endnotes. Do not use parentheses for these purposes, as the original often includes parenthetical information. There should be no doubt as to what information was contained in the original record.

LONGVILLE, LOUISIANA

Longville is a small community in southwest Louisiana, and until 1913 was a part of Old Imperial Calcasieu Parish. Before the town was built, the heavily-wooded area was in the heart of "No Man's Land" or the "Neutral Territory," the disputed borderlands between Texas and Louisiana, and was home to outlaws, fugitives and runaway slaves. During the Civil War, Jayhawkers and deserters from both armies roamed the land, stealing and killing. Two of their victims are buried on private land in Longville. The town is now located in present-day Beauregard Parish.

The lumber industry of southwest Louisiana had flourished since the 1840s, but after the Civil War ended, northern lumber barons known as "Michigan men" discovered the virgin forests of pine, oak and cypress and moved into the area to develop...and exploit...its resources. Among these was the Long-Bell Lumber Company. In 1906, the Long-Bell Lumber Company sent officials from the town of Bon Ami to search for a site for their new sawmill location. They acquired over a hundred thousand acres of woodlands from the government and from the holdings of the Bradley-Ramsey Lumber Company, whose sawmills in Lake Charles they had bought. They sent men and machinery to clear the land and to build the town of Longville in the middle of the pinewoods. The steam-powered mill could cut as much as 350,000 feet of lumber daily. Lumber used in the town's construction had been cut and milled at Long-Bell's King-Ryder mill at Bon Ami and the mill of the Hudson River Lumber Co. at DeRidder. Longville became a thriving lumber town, with houses, a commissary, churches, schools, a barber shop, hotel, train depot, post office and the Dixie theater...all built and owned by Long-Bell. A telephone line connected Longville with Bon Ami and DeRidder. The company-owned Southern Hotel was a large three-storied building surrounded by covered porches. The hotel had fifty rooms, all equipped with electricity, and had water in all the bathrooms and in the kitchen. It was operated by Mrs. R. JAMERSON (or JAMISON), the wife of the Justice of the Peace. Like Bon Ami, Longville was a "dry town" and had no saloons; men in need of a drink and other "pleasures" went to Lake Charles on Saturday night.

Some of the Longville employees were local men, but most were from out-of-state. By the end of 1906, Long-Bell employed about 1,000 white males, 1,500 black males and 500 Japanese males. By the end of 1907, there were 83 model cottages for white employees; they ranged in size from three to six rooms and all had water, electricity and sewage. There were 80 cottages for other employees, and more were being built. The living quarters of the employees were segregated by race; the Japanese section was known as "Jap Town."

In 1907, key personnel at Longville included: B. H. SMITH, general superintendent for Longville & Bon Ami mills; C. W. LAWRENCE, assistant manager; ROBERT JAMISON, chief clerk; C. A. YARBOROUGH, bookkeeper; Dr. J. M. LEMONS, Dr. T. C. MARSHALL, physicians; H. E. HODGE, H. H. HUDSON, stenographers; Mrs. HARRY HUDSON, cashier & postmistress; MAGGIE HUTCHINSON, postal clerk; W. W. BAKER, receiving clerk; H. T. ROEHL, machine shop clerk; W. E. SWITZER, master mechanic; J. D. DONNELL, yard foreman; O. L. SWITZER, woods foreman; RALPH VANDERCOOK, civil engineer; WILL SHEPARD, saw boss; G. W. NICHOLS, M. S. STILLSON, carpenter foremen; JACKSON SHIRLEY, team foreman; EUGENE CATES, ROBERT LISLE, locomotive engineers; H. BEYERS, foreman, stump gang; J. MALONE, brush foreman; GORDON HERRIGEN, deputy sheriff; J. H. DIERKS, commissary manager; E. H. BROWN, C. M. KENNEY, B. H. SMITH, Jr., commissary clerks; ROBERT BRANDERS, butcher; Mrs. E. H. BROWN, cashier. In 1907, physicians in town were: Dr. BAXTER, Dr. R. VINES, Dr. ADAMS, Dr. J. E. CRAWFORD and Dr. GRAY. Dr. BAXTER had the first automobile in town. Gasoline for it was shipped in wooden barrels on the railroad.

Before schools were built in Longville, children went either to the West Tram School or to school in nearby Bannister. In 1908, a four-room school and auditorium was built at Longville. Mr. McCALLISTER, superintendent for Calcasieu Parish, was in charge of education. Miss SPENCER was the first principal. When the high school at Longville was built, Mr. BURGNER was the first principal.

By 1920 the high school had 277 pupils enrolled; E. E. HUNT was the principal.

By 1907 the First Baptist Church of Longville was organized with the following charter members: W. L. ADAMS, SUZIE M. ADAMS, M. M. COLEMAN, ARMINDA COLEMAN, WILLIE COLEMAN, Mrs. MOLLIE COLEMAN, JOE FRANKLIN, G. W. FRANKLIN, E. A. FRANKLIN, H. E. HALL, Jr., C. J. WARE and ARMITTIE WARE. Rev. R. L. MIERS was the first pastor. He was followed by W. L. ADAMS in 1908 and Rev. J. B. MEWBORN the following year. The Baptist Church building was also used as a union meeting-house.

By the Calcasieu Reorganization Act of 1913, Allen, Beauregard and Jefferson Davis Parishes were carved from Old Imperial Calcasieu; Cameron had been created in 1870. The first Police Jurors for the newly created Beauregard Parish in 1913 were: HAROLD ILES of Sugartown, J. W. TRAHAN of Singer, W. W. FARQUE of Gillis and IRVING NICHOLS of Merryville. They chose the town of DeRidder as the Parish Seat.

The Longville Commissary was a general store owned and run by Long-Bell. It contained a varied stock of merchandise, including groceries, feed, dry goods, hardware, tools, notions and even caskets, all at moderate prices. In an interview in 1924, E. F. MILLER, chief engineer of Long-Bell, stated that men worked ten-hour days, from 7:00 A.M. to 6:30 P.M., with an hour off for lunch. Pay ranged from 10 cents to \$1.00 an hour, with no paid holidays, vacations or benefits. Logging was hard, dangerous work. If an employee ran short of money, he could borrow on an advance in his salary. The advance was made in the form of a "cherry-ball," a broken token with the Long-Bell logo stamped on one side and the denomination on the other side. These tokens ranged in value from 1 cent to \$1.00 and represented legal tender at the company store. When used to purchase food and other goods from the store, the tokens were recirculated, and the process would continue. Tokens could also be exchanged for cash, sometimes at a discounted rate, and the cash could be used to purchase goods not available at the company store.

Railroads opened up the vast timberlands of southwest Louisiana. The Lake Charles & Northern Railroad, the Louisiana Pacific, and the Southern Pacific shipped vast amounts of lumber to the east to build houses and industries. The DeRidder and Eastern Railroad connected Lake Charles and DeRidder. World War I increased the demand for lumber, and Longville's lumber was used to build military camps, such as Camp Beauregard at nearby Alexandria and Gerstner Field just east of Lake Charles. It was also used by the Clooney Construction & Towing Co. of Lake Charles for the construction of barges and ships. Longville men went into the military services and, inevitably, some did not return. Men who lost their lives in World War I were LEON BLOXOM, COLUMBUS MOSELEY, SIDNEY THOMPSON and ROSS B. WALKNER.

Turpentine was one of the by-products of the forest industry. Two or three years before the sawyers came into an area, turpentine camps were set up in remote parts of the forests. U-shaped gouges were cut into the bark of the long-leaf yellow pines, causing the sap or rosin to drip into a cup that was attached to each tree. When full, the cups of rosin were removed from the trees; the rosin was dumped into large buckets and the cans were reinstalled. The rosin was sent to a distillery, where it was boiled and the vapors were condensed to become spirits of turpentine. Several turpentine camps were built in the area, including Camp Riley near Longville; Shorts Camp, between Longville and Singer; White Onion Camp, near Dry Creek; Sweetville, north of Longville; and Bannister, which later became a section camp for the railroad. After the timber was all cut, turpentine, pine oil and resin were squeezed from the remaining stumps. Stumpers dynamited the stumps from the ground, and, like all other jobs in the forest industry, their jobs were dangerous; explosives and flying debris killed several stumpers in the area. This last effort to squeeze a profit from the timber in southwest Louisiana dwindled as the supply of pine stumps was used up, and by the late 1950s the lumber industries were finished in the area.

Longville was never incorporated. The mill superintendent, B. H. SMITH, was in charge of the town.

M. R. JAMERSON (or JAMISON) was Justice of the Peace. Mr. PORTER, the Constable, was responsible for law enforcement; HENRY HILLARD served later as Constable. In 1907 GORDON HERRIGAN was appointed Deputy Sheriff, and was followed by FRITZ STUGEY and T. A. WOODS. The first elected sheriff of Beauregard Parish was WILLIAM AUGUSTUS "GUS" MARTIN. Dr. J. D. FRAZER and J. H. CAIN followed him. Longville never had an organized cemetery. Deceased residents were buried at Magnolia Cemetery, Barrentine Cemetery, Pleasant Hill Cemetery and Frusha Cemetery. There was also a black cemetery located on the south side of Highway 110.

Longville was a town of wooden buildings in the midst of a forested area. Fire was a major threat. A fire department was organized in 1910, which consisted of a fire chief, fire captain and seven men, with a horse-drawn fire engine. H. H. CLARKE was the first fire chief; J. H. JONES was the first fire captain. The fire brigade consisted of D. W. PAYNE, C. C. LESTER, G. F. SLATON, JACK DAVIS, JACK MORRISEY, JOHN DIMAKY and E. M. MAYNOR, who later was fire chief when the Long-Bell mill burned on 3 June 1921. The sawmill burned with an intense fire, threatening to burn the entire town. The Long-Bell Lumber Company chose not to rebuild the mill, since most of the timber had already been cut.

The once seemingly inexhaustible forests of southwest Louisiana no longer stood, so the company cut its losses and moved on. An article printed in the *Lake Charles American Press* on 30 September 1921 stated that the "company had decided to abandon operations at Longville and would not rebuild the sawmill." The company houses were bought by men from New Orleans and were torn down to be moved off. Most of the employees of the Long-Bell Lumber Company were transferred to other sawmills, but some stayed to man the hardwood flooring plant, which lasted until 1929.

The sawmill at Longville had been the third largest in the state, and it only took about twenty-five years to cut all the timber from the ancient forests. After the land was cleared of the trees, the company packed up...building, machinery and all...and moved on, leaving ghost towns behind them. Today there is little to show that Longville was once a thriving community.

SOURCES: *Maude Reid Scrapbooks*

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THE TUPELO GUM LUMBER INDUSTRY. One aspect of the southwest Louisiana lumber industry that is almost forgotten was the cutting and milling of tupelo gum trees that grew in the swamps. These trees were more difficult to fell and transport than the trees that grew on dry lands, and were harvested by skilled "swamp loggers." The trees had to be cut down, then pulled through the swamp by long cables by pullboats that dragged them to the open water. They were then lashed together in rows of eight to twelve, then hooked behind a towboat that pulled them to the mill. The only known milling operation in the Lake Charles area was a mill operated by DAVE MOSHER, but it could not keep up with the loggers, so rafts of logs would be waiting in the river. Then IVAN HARLESS opened up the Harless Lumber Company on the Calcasieu River, just off Fitzenreiter Road. The trees were milled, stacked and dried. Then most of it was shipped to North Carolina, where it was used in the manufacture of furniture, but some of it was shipped to Texas where it was used to make slats and packing crates. The lumber from the Tupelo gum trees is a light color on the outside, but a beautiful, reddish brown color in its heart. The Tupelo trees were slow growing and were not replaced, so they gradually disappeared. Mills all over the South closed, and "swamp loggers" lost their livelihood. Although not well known, the story of the Tupelo Gum Lumber is a part of the heritage of southwest Louisiana. (Ross. *Lagnaippe* 1/20/1999)

A JOURNEY THROUGH TEXAS - 1854

By FREDERICK LAW OLMSTED

[The following information was extracted from FREDERICK LAW OLMSTED's book, *A Journey Through Texas-1854*, which gives an account of his travels and his observations of his four months' journey through Texas and northern Mexico. OLMSTED was interested in slave economy, was commissioned to write articles for the *New York Times*, and made extensive tours of the South from 1852 to 1857. He traveled from Natchitoches down the Old San Antonio Road through German settlements, to the coastal prairie towns through San Antonio and Eagle Pass, and, on the way home, visited Houston, Liberty and Beaumont. He experienced new miseries in the mosquito-infested bayou country of southwest Louisiana. His descriptions give us an idea of what life was like in Orange County, Texas in 1854. Life in southwest Louisiana was very similar at that time. OLMSTED's book was printed by the University of Texas Press, Austin in 1972, and can be found in the Calcasieu Parish Public Library System.]

LIBERTY COUNTY, TEXAS

Upon the borders of the prairies about here are many Creole French, who came in from Louisiana during the early days of the Republic. They were then in good circumstances, but have now fallen into poverty, owing chiefly, it is said, to injudicious speculations in land. A gentleman told us he had often seen Galveston merchants leave the town with a gang of ten or fifteen Negroes, taken in satisfaction of debt from those French planters. Prairie land has very little value; when a sale is made, it is at about fifty cents an acre. The cheapness of land and facility of access from Galveston attract many Germans here; but, it was said, that bilious diseases made havoc among them---"they don't have no showing to live at all here." Even the Americans acknowledged a great deal of "chills and fever," but seemed to think the Germans were served about right for living without bacon, and eating trash, such as "fresh fish and **ripe cucumbers!**"

From the Trinity to the Neches the face of the country was the same. It is as beautiful, perhaps, as an uncultivated flat can be, the prairie being pleasantly broken by islands and large masses of wood; pine and oak predominating, but cypresses, gums, and magnolias appearing in the bayou bottoms, as the banks of the sluggish brooks are here called. It is occupied by graziers, who rarely raise corn enough to "bread them." They cannot well be nearer one another without the adoption of some different systems of living, and are generally squatters---partly because of the vagueness of land titles in the region, land, where it has any improved value, being often claimed under old Spanish grants. A claim of forty leagues (nearly 275 square miles) had lately been confirmed by the courts, and the occupied lands taken by a stranger. The predominant soil is sandy, usually overcharged with water, bearing a rank but very coarse grass, mixed with useless weeds. Though the heat was now sweltering at midday, we were not much troubled with flies, and the traveling might be called agreeable, but somewhat tame, no incident serving to mark the level hours, more remarkable than that of "making" a distant belt of timber, passing it, and leaving it behind. Our horses grew tired of the monotony, and strained eye and ear continually towards the distance, hoping at last to arrive somewhere, and having, perhaps, an instinct that their incessant march was soon to terminate.

A BOTTOM BOGGLE

At Beaumont we were told that the tide was up in the Neches bottoms, and that we should find the road "pretty wet." It was not, however, intimated that we should meet with any great difficulty. The aspect of things from the ferry-boat, therefore, a little surprised us, the bank on which we were landed--some ten feet in width--being the only bank visible above the turgid water. Our directions were to follow the course of the stream for about a mile, as far as a certain "big tree," then to bear to the right, and three miles would take us clear of the bottom. At certain spots, where the logs of the corduroy [road] had floated away, we were cautioned to avoid the road, and pick a way for ourselves, wherever we found the best footing.

The forest was dense and filled with all manner of vines and rank undergrowth, the road was a vague

opening, where obstructing trees had been felled, the stumps and rotten trunks remaining. Across actual quags [bogs or quagmires] a track of logs and saplings had been laid, but long ago, now rotten and in broken patches. As far as the eye could reach, muddy water, sent back by a south wind from the Gulf, extended over the vast flat before us, to a depth of from two to six feet, as per immediate personal measurement. We spurred in.

One foot: Two feet, with hard bottom: Belly-deep, hard bottom: Shoulder-deep, soft bottom: Shoulder-deep, with a sucking mire: The same, with a network of roots, in which a part of the legs are entangled, while the rest are plunging. The same, with a middle ground of loose pools: a rotten log, on which we rise dripping, to slip forward next moment, head under, haunches in air. It is evident we have reached one of the spots it would have been better to avoid.

The horses, reluctant and excited from the first, became furious and wild. At the next shoal---personal nastiness being past consideration---we dismount, at knee-deep, to give them a moment's rest, shifting the mule's saddle to the trembling long-legged mare, and turning Mr. Brown loose to follow as he could. After a breathing spell we resume our splashed seats and the line of wade. Experience has taught us something, and we are more shrewd in choice of footing, the slopes around large trees being attractively high ground, until, by a stumble on a covered root, a knee is nearly crushed against a cypress trunk. Gullies now commence, cut by the rapid course of waters flowing off before north winds, in which it is good luck to escape instant drowning. Then quag again; the pony bogs; the mare, quivering and unmanageable, jumps sidelong among loose corduroy; and here are two riders standing waist-deep in mud and water between two frantic, plunging horses, fortunately not beneath them.

Nack soon extricates himself, and joins the mule, looking on terrified from behind. Fanny, delirious, believes all her legs broken and strewn about her, and falls, with a whining snort, on her side. With incessant struggles she makes herself a mud bath, in which, with blood-shot eyes, she furiously rotates, striking now and then, some stump, against which she rises only to fall upon the other side, or upon her back, until her powers are exhausted, and her head sinks beneath the surface. Mingled with our uppermost sympathy are thoughts of the soaked note-books, and other contents in the saddle-bags, and of the hundred dollars that had drown with her. What of dense soil there had been beneath her is now stirred to porridge, and it is a dangerous exploit to approach. But, with joined hands, we at length succeed in grappling her bridle, and then in hauling her nostrils above water. She revives only for a new tumult of dizzy pawing, before which we hastily retreat. At a second pause, her lariat is secured, and the saddle cut adrift. For a half-hour the alternative resuscitation continues, until we are able to drag the head of the poor beast, half-strangled by the rope, as well as the mud and water, toward firmer ground, where she recovers slowly her senses and footing.

Any further examples of crossing the somewhat "wet" Neches bottoms are, of course, abandoned, and even the return to the ferry is a serious sort of joke. However, we congratulate ourselves that we are leaving, not entering the state, by this lower road, as such a prolonged immersion, during a December sleet-storm, might have had more serious consequences than the same bedraggled soaking in May. The ferry-man received us and our second payment of six dimes with a dry nod, that indicates that he considers his advice to us, to try the bottoms, as a good investment, for a man born no nearer Connecticut than the banks of the Tennessee River. After a day of scraping, rinsing, wringing out, and drying, at the very tolerable little village hotel, we make a new start, toward a ferry six miles higher up the stream, where the passage is effected without especial trouble.

Our horses are being much jaded, we made, before leaving Beaumont, an exchange by which Mr. Brown was left to the pleasant business of guiding future travelers through the bottoms, and Fanny to the quiet and restorative condition of a prairie brood mare, while we acquired a fresh, lusty, good-natured American stallion, who went satisfactorily through his task of a thousand hot dusty summer miles, among the hills and valleys that lie between the Mississippi and the Atlantic slopes.

Alas, poor Nack! The dear little brute was sold, a few days later, for twenty-six dollars, and I hardly know what to regret most, the necessary parting, the pitiful price or the ruthless stable-man's hands,

into which he fell. A solemn promise that he should have a month's vacation, and free range of a beautiful unfenced prairie, gave formal salvo to our conscience, but affections still upbraids us for the mercenary separation from our faithful companion. Flesh and blood never made for cash investments.

As for July, the terrier, the wet country had proved for her a great relief. Her ulcerated paws had been carefully covered with moccasins, and, from the beginning of the marshy country, daily improved, until she was able to accomplish the rare canine feat of over two thousand miles of travel. A day's pause was now to the tired creature a priceless boon, spent in a rest that was no less than intense. Selecting the quietest nook, she would coil herself with great deliberation, and for hour after hour not so much as move a muscle: immersed in a terrier's sleep, the tip of an eyelid never unlifted. I shall not soon forget her appearance in the Neches bottom. She was very averse---being anything but a water-dog---to enter at all: but seeing herself abandoned, as we waded away, jumped, with a yelp, into the water, and swam for the nearest stump; and so followed, alternately submerged in silence and mounted, with a series of dripping howls, upon these rotten pedestals.

For ourselves, we had derived less physical advantage, from our two thousand miles of active exposure, than we had buoyantly anticipated. The abominable diet, and the fatigue, sometimes relatively too severe, had served to null the fresh benefits of pure air and stimulating travel. Lungs, oppressed at home, played, perhaps a little more freely, but the frame had not absorbed the sanguine sturdiness that should enable it to circumstances. In this district, the hot, soggy breath of the approaching summer was extremely depressing; so much so as to cause me once a fall from the saddle in faint exhaustion. I retained consciousness enough to loose the lariat and wind it upon my arm; but as such loitering was not infrequent, this was not observed, and I lay half an hour alone, face to the ground, hardly breathing and unable to speak.

But to a pulmonary invalid, who can throw off cares, and who has any recuperative elasticity in him, I can recommend nothing more heartily than a winter's ride on sporting trip across the Texas prairies. For many a case of incipient phthisis, such a course would be the nearest to specific. With money and sufficient pains-taking, it is possible to command a wholesome diet; with clothing and patience, the northerners are easily endured. I believe our experience of them to have been unusually severe: but it is remarkable that, owing, perhaps, to some peculiar property of the air from the dry plains, we did not once take cold in them, nor ever suffer anything worse than inconveniences. Six months of leisurely prairie-life, along the pure mountain streams of the west, would, for many a man, now hacking away at his young tubercles in hot rooms, and a weary routine of business, double not only the length but the enjoyable value of life, and at no greater outlay than the sum of his medical bills.

OUT OF TEXAS

Our road, as far as the Sabine, lay through a district of poorer and more sandy soil, thickly wooded with pine, having small and unfrequent wet prairies. Although rain was much needed for crops, we estimated that one-eighth of the surface was covered by water in stagnant pools. We passed, on both sides of the Sabine, many abandoned farms, and the country is but thinly settled. We once found it impossible to obtain information about roads, and frequently went astray upon cattle paths, once losing twenty miles in a day's journey. The people were still herdsmen, cultivating a little cotton upon river-banks, but ordinarily only corn, with a patch of cane to furnish household sugar. We tried in vain to purchase corn for our horses, and were told that "folks didn't make corn enough to bread them, and if anybody had corn to give his horse, he carried it in his hat and went out behind somewhere." The herds were in poor condition, and must in winter be reduced to the verge of starvation. We saw a few hogs, converted by hardship to figures so unnatural, that we first took them for goats. Most of the people we met were old emigrants from Southern Louisiana and Mississippi, and more disposed to gaiety and cheer than the Texas planters. The houses showed a tendency to Louisiana forms, and the table to a French style of serving the jerked beef, which is the general dish of the country. The meat is dried on strips, over smoky fires, and, if untainted and well prepared, is a tolerably savory food. I hardly know whether to chronicle it as a border barbarism, of a Creolism, that we were several times, in this neighborhood, shown to a bed standing next to that occupied by the host and his wife,

sometimes with a screen of a shawl, sometimes without.

We met with one specimen of the Virginia habit of "dipping," or snuff-chewing, in the person of a woman who was otherwise neat and agreeable, and observed that a young lady, well-dressed and apparently engaged, while we were present, in reading, went afterward to light her pipe at the kitchen fire, and had a smoke behind the house.

The conditions of the young men appeared to incline decidedly toward barbarism. We stopped a night at a house in which a drover, bringing mules from Mexico, was staying; and with the neighbors who had come to look at the drove, we were thirteen men at one table. When speaking with us, all were polite and respectful, the women especially so; but among one another, their coarseness was incredible. The master of the house, a well-known gentleman of the county, came after supper upon the gallery and commenced cussing furiously, because some one had taken his pipe. Seeing us, he stopped, and after lighting the pipe said,

"Where are you from, gentlemen?"	"From Beaumont, sir, last."
"Been out West?" "Traveling?"	"Yes, sir."

After pausing a moment to make up his mind---"Where do you live when you are at home, gentlemen, and what's your business in this country?"

"We live in New York and are traveling to see the country."	
"How do you like it?"	"Just here we find it flat and wet."
"What's your name?"	"Olmsted."
"And what's this gentleman's name?"	"Olmsted."
"Is it a Spanish name?"	"No, sir."

He then abruptly left us, and the young men entertained one another with stories of fights and horse-trades, and with vulgar obscenities. Shortly he returned, saying---

"Show you to bed now, gentlemen, if you wish."	
"We are ready, sir if you will be good enough to get a light."	
"A light?"	"Yes, sir."
"A <u>light</u> ?"	"Yes, sir."
"Get a light?"	"Yes, sir."
"Well, I'll get one."	

On reaching the bed-room, which was in a building adjoining, he stood awaiting our pleasure. thanking him, I turned to take the light, but found his fingers were the candlestick. He continued to hold it, and six young men, who had followed us, stood grouped around while we undressed, placing our clothes upon the floor. Judy advanced to lie down by them. One of the young men started forward and said---

"I've got a right good knife."	"What?"
"I've got a right good knife, if you want it."	"What do you mean?"
"Nothing, only I've got a right good knife, and if you'd like to kill that dog, I'll lend it to you."	
"Please to tell me what you mean."	"Oh, nothing."
"Keep your dog quiet or I'll kill her," I suppose was the interpretation. When we had covered ourselves in bed, the host said---	
"I suppose you don't want the light no more?"	"No sir."

And all bade us good-night, but, leaving the door open, commenced feats of prolonged dancing, or stomping upon the gallery, which we uproariously applauded. Then came more obscenities and profanities, apropos to fandango frolics described by the drovers. As we had barely got to sleep, several came to occupy other beds in our room. They had been drinking freely, and continued smoking in bed.

Upon the floor lay two boys of fourteen, who continued shouting and laughing after the others had at

length become quiet. Some one soon said to one of them--- "You had better stop your noise; Frank says he'll be damned if he don't come in and give you a hiding." Frank was trying to sleep upon the gallery.

"By, God," the boy cried, raising himself, and drawing a coat from under the pillow. "If he comes in here, I'll be damned if I don't kill him. He dare not come in here. I would like to see him come in here," drawing from his coat pocket a revolver, and cocking it. "By God, you may come in here now. Come in here, come in here! Do you hear me?" Revolving the pistol rapidly, "God damn me, if I don't kill you, if you come near the door." This continued without remonstrance for some time, when he lay down, asking his companion for a light for his pipe, and continuing the noisy conversation until we fell asleep. The previous talk had been much of knife and pistol fights which had taken place in the county. The same boy was obliging and amiable next morning, assisting us to bring in and saddle the horses at our departure.

One of the men here was a Yankee, who had lived so long in the Slave states that he had added to his original ruralisms a very complete collection of Southernisms, some of which were the richest we met with. He had been in the Texas Rangers, and speaking of the west, said he had been up around the head of the Guadalupe "heaps and cords of times." At the same time giving us a very picturesque account of the county. Speaking of wolves, he informed us that on the San Jacinto there were "any dimensions of them." Obstinacy, in his vocabulary, was represented by "damnation cussedness." He was unable to conceive of us in any other light than as two peddlers who had mistaken their ground in coming here.

At another house where we stopped (in which, by the way, we eat our supper by the light of pine knots blazing in the chimney, with an apology for the absence of candles), we heard some conversation upon a Negro of the neighborhood, who had been sold to a free Negro, and who refused to live with him, saying he wouldn't be a servant to a nigger. All agreed that he was right, although the man was well known to be kind to his Negroes, and would always sell any of them who wished it. The slave had been sold because he wouldn't mind. "If I had a Negro that wouldn't mind," said the woman of the house, "I'd break his head, or I'd sell him. I wouldn't have one about me." Her own servant was standing behind her. "I do think it would be better if there wasn't any niggers in the world, they do behave so bad, some of them. They steal just like hogs." We inquired about the free Negroes of who they were speaking and were told that there were a number in the county, all mulattoes, who had come from Louisiana. Some of them owned many Negroes and large stocks. There were some white people, good-for-nothing people, that married in with them, but they couldn't live in Texas after it: all went over into Louisiana. They knew of no law excluding free Negroes from the State; if there were any such law, no one here cared for it.

This county has been lately the scene of events, which proved that it must have contained a much larger number of free Negroes and persons of mixed blood than we were informed on the spot, in spite of the very severe statute forbidding their introduction, which had been backed by additional legislative penalties in 1856. Banded together, they have been able to resist the power, not only of the legal authorities, but of a local "Vigilante Committee," which gave them a certain number of hours to leave the State and a guerrilla [campaign] of skirmishes and murders has been carried on for many months, upon the banks of the Sabine, with the revival of the old names of "Moderators" and "Regulators" of the early Texans.

The feud appears to have commenced with the condemnation, by the justice of the peace, of a free mulatto, named SAMUEL ASHWORTH, to receive twenty-five lashes, on a charge of malicious killing of his neighbor's hogs, and of impertinent talking. The ASHWORTHS were a rich mulatto family, settled in Texas in the earliest days of the Republic, and exempted by special mention from the operation of the law forbidding residence to free Negroes. They are now three and four generations removed from black blood, and have had a reputation for great hospitality, keeping open house for all who call. The member of the family who was condemned to the indignity of being publicly whipped,

rose upon his guard while in the hands of the sheriff, and escaped. In a few days after, he returned with a mulatto companion, and shot the man on whose testimony he was condemned. Upon this the Vigilante committee was organized, and the sheriff, who was suspected of contrivance in the escape of ASHWORTH, and all the ASHWORTH family with their relatives and supporters, summoned to leave the county on pain of death. On the other hand, all free men of color on the border, to the number of one hundred and fifty, or more, joined with a few whites and Spaniards, formed an organized band, and defied the Committee, and then ensued a series of assassinations, burning of houses and sawmills, and open fights. The Moderators, or Committee-men, became strong enough to range the county, and demand every man, capable of bearing arms, should join them, or quit the county on pain of death. This increased the resistance and the bloody retaliation, and, at the last accounts they were laying regular siege to the house of a family who had refused to join them. Thirty families had been compelled to leave the county, and murders were still occurring every week. Among those killed were two strangers, traveling through the county; also, the deputy sheriff, and the sheriff himself, who was found concealed under the floor of a lonely house, with a quantity of machinery for the issue of false money, and instantly shot; the proprietor of the house, defending himself, revolver in hand, fell pierced with many balls. The aid of military power of the State had been invoked by the legal authorities; but the issue I have not seen in the newspapers.

(To be continued)

TROOP I, BOY SCOUTS OF AMERICA IN LAKE CHARLES, 1911

Troop I was the first Boy Scout troop in Louisiana, the first Scout troop west of the Mississippi and one of the first in the South when it was officially organized in Lake Charles in 1911. Only one other troop, in Nashville, Tennessee, had been organized south of the Mason-Dixon line. Boxes of records on Troop I, which went out of existence a number of years ago, are housed at McNeese State University archives.

The first Scoutmaster of the troop was SEAMAN A. MAYO, who wrote that the troop here was brought about in 1911 through the influence of the Rev. W. W. DRAKE, pastor of the M. E. Church South in the town. The original troop was organized on 30 April 1911, and was composed of twenty-four boys. Their first hike took place in June 1911, with 20 scouts participating. The first patrol leader was MARTIN RYAN. ELMER GUNN was his assistant.

A picture in the *Lake Charles American Press* for 23 May 2004 shows the following members of Troop I in 1912: CLARENCE E. LALANNE, WILLIAM B. STEWART, FRANCIS R. SHATTUCK, HENRY C. 'HARRY' CHALKLEY, ALLIE JACKSON, H. MOSS WATKINS, RUDOLPH LAKE, SIM SHATTUCK, ELMER GUNN, MARTIN W. RYAN, ALFRED E. ROBERTS, LISLE PETERS, JOE GUANT, EARL McCAIN, LAMAR CUNNINGHAM, RUDOLPH KRAUSE, RALPH W. PEYTON, SHERDIE JONES, CAROL HISCOCK, JOHN W. COX, CURTIS HICKMAN, HENRY GOODMAN, JOHN TUTTLE, EUGENE WILCOX, SAM KUSHNER, GEORGE HAAR, ED BLUESTEIN, DUDLEY PIPES, FRANK EDWARDS, SOL COHN, CLAUDE MORRIS, CARL BENDIXON and SEAMAN A. MAYO, Scoutmaster. No pictured are: HENRY BAKER, HORACE BAUGHMAN, HOWARD JONES, FRANK KELLY, CLIF KUTTNER, KEIGH MORRIS, BERT MUTERSBAUGH and LEE WOOLMAN.

SOURCE: "Historic Boy Scout Troop I," *Lake Charles American Press* (5/23/2004)

"WHOEVER YOU ARE, there is some younger person who thinks you are perfect. There is some work that will never be done, if you don't do it. There is someone who would miss you if you were gone. There is a place you alone can fill."

Jacob M. Braude

LAST OF A BREED

Contributed by LINDA BASS CLARK, Member #1029

In the mid-1950s, my family and I did not realize the social upheavals that were gradually changing around us. One of our time-honored traditions was in the first steps of a slow death dance. It would be the death of a breed of men and a cultural way of life that had been brought to our rugged part of Louisiana, known as "No-Man's Land," with our ancestors from the Carolinas. It was to be the end of the open range cattlemen known by our ancestors.

Part of my ancestry can be traced back to the Carolinas to a group of clannish, but spirited people who moved on after the encroachment of change stymied their lifestyles and livelihoods. They had always been part of a group of people in which cattle was the focal point of existence. They were renowned for their expertise in the skills of herding cattle and hogs. By the end of the 1700s, they were forced to move on because of their free-spirited ideals, differing views of government and sometimes the color of their skin.

In the Carolinas, their occupations listed on the census records of the late 1700s showed "graziers." Between 1810 and 1820, these ancestors can be found on the census for Imperial Calcasieu Parish. They slowly made their way to the sanctuary of oneness along the Sabine River. Life in the "No Man's Land" or "Neutral Zone" offered a new place to plant their roots once more. Their skills of cattle herding and management would flourish and become known on both sides of the river, although viewed at times as unorthodox. Their particular ideas of herding, range burning, marking and branding cattle would set up the foundation for area cattle-raising techniques. By 1840 and 1850, the census records for Louisiana would list their occupations as "grassers." These cattle-raising techniques would continue through the Civil War and into the turn of the century. They were able to answer their country's call for meat during times of war.

Most of the cattle in our area were free to roam the hardwood bottoms and hammocks along Bear Head Creek and Old River to the west, to the railroad tracks to the south, and the far reaches of the gully and creek systems that laced the piney woods north and east of us. Salting was used to confine the cows in a given area. Salt licks would be put out periodically in a given area. The love of salt was an easy method to keep the cows from becoming too feral. The salt could be moved closer and closer to cow pens when it came time for cow hunts.

Branding cattle is a form of identification that is required by states, starting many decades ago. Some of the brands in my family have been passed down through the generations. Such brands as "Bar Four Bar," "Bar Fifty-six," "Bar Forty-four" and "L Bar" are just a few of the old ones used for identification. Marking of the ears was also used on both cows and hogs. It was sometimes easier to read a mark on a cow's ear in a large tight herd than see a brand. The markings, when called out, had the sound of a different language. In a singsong fashion, someone would call out a mark, two bits and a swallow fork in one ear and an upper cut in the other. It was of paramount importance to know both brand and marks for all neighbors and cattlemen.

Some of the cows were kept close to the homeplace for milking. A bell cow would be used to lead them to the pens at nightfall. Segregating the calves would guarantee the return of the mothers for milking. The bell cow could be used sometimes in cow hunts. She could lead the swamp cattle closer to home when needed. Another form of calling the cow to come for feeding was by blowing a horn. A cow horn would be scraped and a mouthpiece bored or whittled in the end. A shrill blast from this horn would bring both cattle and hogs to the feed troughs.

There were some problems with having cows penned or bedded down in the nearby lane at night. A low huff and snuffing would signal trouble in the still of the night. A rogue bull would come to claim what he thought to be his territorial rights. He would push down fences with powerful shoulders to free the cows. Should another bull be in the same area, a fight would ensue. The raging bulls would

splinter rail fencing, pulverize the ground and snap barbed wire from its moorings in their mighty struggle for dominance. Sometimes my grandfather or father would shoot a shotgun over them to separate the melee.

Cow hunts were usually held twice during the year, spring and fall. Men from families in the area would come to Green Island to camp. They would bring food, horses, a few cur dogs, cow whips and a little music. Men from such families as the GIBSONs, GEARENS, ABDALLAs, PINDERs and GIMNICKs would come to roam the area in pursuit of cows. My grandfather, DANIEL STANLEY, would call on his brothers, JOHN PATON and DOCK STANLEY, to help. DOCK was known as a faith healer, in addition to being a cattleman. JOHN PATON was known as "Shinnie John" because of his knack for making a certain beverage favored among the locals.

Green Island was located on the edge of the Bear Head Creek swamps and the beginnings of the piney woods. This would also be a central point near the large cattle pens of the area and the dipping vats. Each morning the riders would radiate from their camp to return later with small herds. Since it was an open range area, cattle having several brands would be in the herds. Returning the cows to their owners was just one of the purposes of the cow hunt. My grandfather would be on the lookout for strays wearing the "KN" brand that swam the creek seeking green grass from a fresh-burned range. These cows would belong to his sister and brother-in-law, ASA and AMANDA STANLEY GIBSON. He would also cut out those belonging to the NICK and BET MILLER family from nearby Lunita. The men would also be looking for signs of coyotes in the piney woods and panthers in the swamp bottoms.

The horses and dogs were all as well known as their riders and owners. My grandfather's "Greybuck" was a docile, but valiant gray horse. There was also "Snake," a long-legged buckskin, who wore the scars of many cow, hog and deer hunts. "Gotch," a big gray, was stoic, an opposite in personality of his master, DOCK STANLEY. "Old Girl" and "Red" were two mares that remained faithful to their riders. These horses knew the terrain of both the swamp and piney woods as well as any human. The dogs were used as herders and hog dogs. "Jack," a brindle cur with blue eyes, was fearless when it came to hog hunts. My uncle had to sew him up many times after he had tangled with wild boars in the swamp bottom. "Jack" could be gentle in herding cows. "Ruby," "Black Boy," and "Smut" were other dogs used daily with the cows and hogs.

My grandmother, NORA STANLEY, would oversee the operation of the cow hunt from her porch or "gallery," as she preferred to call it. She sat on the porch with her turkey-wing fan. The fan was used to catch a small breeze and as a pointer when she pointed to what she considered a fine "keeper," a calf she personally would tend for butchering at a later date. At a quick glance, she would recognize a bloodline of a favorite bull in a calf.

In 1952 and 1954, the Louisiana Legislature passed new laws that struck mighty blows to the open range cattle industry. These laws stated that all state highways would be fenced. Once again, as their ancestors did, our families would have a difference in opinion of laws set forward by government. However, unlike their ancestors of a couple of hundred years ago, they had no place in which to move. The cow hunts continued for several more years. The final crushing blow to open range came in the 1980s, when the parish government decided to ban the open range. Progress and urbanization had finally won out.

Mustang Gully, Rattlesnake Island, Double Gully, Long Marsh, Big Cross Way and Perch Hold Gully are now just notations on a surveyor's plat or a hunting club map. These were real places in the hearts and minds of families living on pockets of land that is still owned by family members today. Sometimes it seems that if you listen very closely over the moan of the wind in the pines, you will hear a faint whistle and a crack of a cow whip. The last of a breed of men of another time and place can surely be heard, bringing in another herd.

FERRIES OF OLD IMPERIAL CALCASIEU PARISH CALCASIEU RIVER FERRIES

Researched and Written by Anna Marie Hayes (Member #260) & Betty Tyler Rosteet (Member #78)
(Continued from Vol. 29 #2)

HORTMAN'S FERRY

The old ferry that had been in existence since before 1830 and was originally **Devers Ferry**, **Rees Perkins' Ferry**, **Buchanan's Ferry**, **Lyons' Ferry**, and then became **Austin Clifton's Ferry**, finally became **Hortman's Ferry**. By a Warranty Deed, dated 18 November 1863 and filed 21 November 1863 by WILLIAM HUTCHINS, Recorder for Calcasieu Parish, the ferry and land previously owned by AUSTIN CLIFTON became the property of ADAM HORTMAN and became known as **Hortman's Ferry**. [See AUSTIN CLIFTON's Ferry, Vol. 29 #2.] Like its predecessors, the **Hortman Ferry** continued to transport people, animals and other cargo across the Calcasieu. By the time ADAM HORTMAN took over the ferry, it was an important link in the transportation of cattle and other supplies from Texas to feed the hungry South. It was reported that "huge herds of cattle from Texas, often as many as 2,000 at a time, swam the river at **Hortman's Ferry** on their way to market at Opelousas and New Orleans."

According to the 1850 Federal Census for Bossier Parish, Louisiana, ADAM HORTMAN was thirty-three, making him born circa 1812. The census gave his occupation as overseer, with real estate valued at \$1300, and said he was born in South Carolina. Living in his household were his wife SELENA (or SALANA, whose maiden name was EMERSON), age 39, born in Georgia; a daughter Virginia, age 7, born in Georgia; a son DANIEL, age 2, born in Georgia; a daughter SARAH, age 1, born in Georgia; and GEORGE HORTMAN, age 19, born in Georgia. SELENA EMERSON HORTMAN died soon after 27 November 1850.

On 13 August 1852, ADAM HORTMAN married a second time, to MARY ELIZABETH BREAZLE, the widow of JOHN GEREN, Sr. of Claiborne Parish, Louisiana. On 12 September 1854, HORTMAN was appointed under tutor for WILLIAM S., RUFUS M., JOSEPH N. and THOMAS H. GEREN (GERIN, GEAREN), minor heirs of JOHN GEREN, Sr.

The 1860 census for Bossier Parish shows ADAM HORTMAN, age 43, born in Georgia, a planter with \$6000 worth of real estate. His household consisted of: his second wife MARY, age 38, born in Alabama, and several children. His children, whom the census stated were "living with their father," were: MARY VIRGINIA, age 16, born in Georgia; DANIEL ADAM, age 12, born in Georgia; S. E. (SARAH ELIZABETH), age 10, born in Louisiana. The census stated that the children of MARY ELIZABETH HORTMAN were "boarding in the family," and included WILLIAM S. GEAREN, age 16, born in Louisiana; RUFUS GEAREN, age 14, born in Louisiana; and JOSEPH NEWTON GEAREN, age 11, born in Louisiana. ADAM HORTMAN's daughter, MARY VIRGINIA HORTMAN, was born circa 1843 and died in 1874; she married, first JOSEPH ADAM GRIMALDI, and second DANIEL McCORQUODALE. His daughter, SARAH ELIZABETH was the wife of E. H. GEAREN.

ADAM HORTMAN came south to Old Imperial Calcasieu Parish from Bossier Parish, Louisiana, sometime between 1860 and 1863. Apparently ADAM HORTMAN and his second wife, MARY ELIZABETH BREAZLE GEARIN HORTMAN, owned and operated a hotel at Niblett's Bluff, an important crossing where herds of cattle and travelers going to and from Texas crossed the Sabine River. On 16 January 1863, a Warranty Deed stated that "ADAM HORTMAN and MARY E. BREAZEAL [sic], his wife, she renouncing to ABEL SWEARINGEN, and his wife MARY E. SWEARINGEN, Lots of land and interests, thereon known as Hortman's Hotel in Niblett's Bluff, said Lots fronting on Sabine River, bounded S. [south] by Lots owned by H. BUSSELL and N. [north] by STREED, between said property and lots owned by J. GRIMALDI. \$2000 to be issued by a mortgage; \$1000 by good security." The document was filed on 11 September 1863 by WILLIAM HUTCHINS,

Recorder for Calcasieu Parish.

The ferry's new owner, ADAM HORTMAN, resided at Bagdad and "made a comfortable fortune out of this ferry as a detail work for the Confederates and for that numerous army of fugitives that fled with their families and slaves to Texas, there to remain until the close of the war." The ferry was near the Smart Lumber Mill and the Grout Shingle Mill and the river around the ferry was full of schooners, sloops and other boats, headed upriver to North Ryan Street in Lake Charles. When the first circuses came to Lake Charles, they ferried their animals and equipment over **Hortman's Ferry**. It was a lengthy process, sometime taking as long as twenty-four hours for the whole circus to get across. It must have been a spectacle!

Entry No. 3, Abstract B of the Confederate Quartermaster's Book for the second quarter of 1864 shows Claim No. 22 made by ADAM HORTMAN for \$74. The record states:

No. 22

THE CONFEDERATE STATES, TO ADAM HORTMAN

Date	For	Dollars
1864	Crossing the Calcasieu River on the 7th day of May & recrossing it on the 10th of May 1864	
May 7th	Crossing eight (8) light Wagons & Teams at \$1.50 each	\$12.
	Crossing (100) One hundred Troops at 25 cents each	25.
May 10th	Crossing (8) light Wagons & Teams at \$1.50 each	12.
	Crossing (100) One hundred troops at 25 cents each	25.
		<u>\$74.</u>

The claim was paid on 10th May 1864.

On 2 January 1865, the Imperial Calcasieu Parish Police Jury resolved that the following rates of ferriage be allowed ADAM HORTMAN:

Man & horse	25¢ in specie or \$1.00 in State money
Horse & Buggy	75¢ in specie or \$5.00 in State or Confederate money
Waggon & 2-yoke of oxen	\$1.00 in specie or \$7.50 in State or Confederate money
Waggon & 3-yoke of oxen	\$1.00 in specie or \$10.00 in State or Confederate money

The war ended, and on 12 February 1866, the Police Jury granted a new charter to ADAM HARTAM [HORTMAN] for a ferry for five years, at the place "on the Calcasieu River known as **Buchanan's Ferry**." He was allowed the following rates for ferriage:

Ox-cart, Wagon or Pleasure carriage	\$1.00	Man & Horse	25¢
Horse Cart or Calash	50¢	Lead Horse or Footman	10¢
		Swimming Beefs a head	3¢

PAUL PUJO was president of the Police Jury at that time, and WILLIAM L. HUTCHINS was clerk, with a salary of \$125.00. The ferryman was to keep in order "from the foot of the hill" to his ferry on the east side of the river, and from his ferry to the Sand Gully on the West side. His privilege was to extend six miles up and six miles down the river. Furthermore, any of the Jurors, the Sheriff or his Deputies "shall be allowed to cross any chartered ferry in the parish free of charge." The Police Jury minutes for 7 June 1869 show that "WILLIAM SMART was overseer of the public road from **Hortman's Ferry** to the Houston Gully, and that ADOLPH ESCOUBAS was overseer from the Houston Gully to the 12 Mile Post." SMART ran a nearby lumber mill and ESCOUBAS had a hotel.

In 1866 the Police Jury received a report of a committee consisting of WILLIAM H. PRATER, GABRIEL ROBERTSON, W. G. BUCHANAN, CALVIN SIMMONS, H. D. NIX, and WILLIAM SIMMONS. It stated that they had met and laid out a road leaving the "**Ferry on the Sabine River** to intersect the road leading from **Hortman's Ferry** on the Calcasieu River to Niblett's Bluff on the Sabine, and from thence to the lower crossing on Shoat's [Choat's] Creek, from thence to BENJAMIN SIMMONS and JAMES OLDS, thence the traveled road to CALVIN SIMMONS on Big Woods, thence

the road to Lake Charles intersecting the Niblett's Bluff and **Hortman Ferry** road near the 19th Mile Post from said Ferry."

By a Police Jury resolution of 3 May 1870, AMADEE FARQUE was appointed to work the road "from the river at **Hortman's Ferry** to and including the bridge on Kyosh's [sic, Kayouchee] Coulee," instead of G. SCARBOROUGH, and ISAAC CLARK was "appointed to work the road from the said Clerk's home (J. V. MOSS) on Shoupique [Choupique] Bayou to Lastie's Marsh," instead of D. LAMBERT. On 6 June 1871, it was ordained that **Hortman's Ferry** and other certain public ferries in the parish would be leased "at Public Auction to the highest bidder at the Court House door." By a resolution on 7 June 1871, the Police Jury declared that **Hortman's Ferry** on the Calcasieu was a public ferry. On 17 October 1871, NATHANIEL VINCENT was appointed overseer of the public road, from "the residence of HENRY MOSS to the northern parish line of Cameron on the road leading from **Hortman's Ferry** to Hackberry Island," and LASTIE VINCENT was appointed overseer from "Fields Marsh to **Turner's Ferry**, on the road leading from **Hortman's Ferry** to **Turner's Ferry** on the Sabine."

On 18 October 1871 it was ordained by the Police Jury that the following named persons "be appointed overseers on the road from **Hortman's Ferry** to the Mermentau River at **Lopez Ferry**, to wit:

H. B. JONES, from Jones' Mill to the northern corporation line of Lake Charles and from the eastern line of said Corporation to the bridge on Kyosh's [sic] Coulee.

HENRY WELCH, from J. COBELLO's to the west end of the bridge on Grand Marias.

JOSEPH READ, from Grand Marias, including the bridge to the Mermentau River at **Lopez Ferry**."

A motion, made and carried at a Police Jury meeting on 10 January 1872, ordained that the "traveled road from Kyosh's [sic] Coulee to **Nix's Ferry** on the Calcasieu River, thence westward to the intersection of the Public road leading from **Hortman's Ferry** to the Sabine be & is hereby declared a Public road; and that H. D. NIX is appointed overseer on said road from his ferry to the bridge on Kyosh's Coulee, and that he be authorized to call out the hands subject to road duty, residing at **Nix's Ferry**, Goos' Mill & within his pasture, to work said road." Another motion at the same meeting ordained that the "hands subject to road duty residing at & about Norris' Mill on the east side of Calcasieu River be required to work on the Public road from Jones' Mill to Kyosh's [sic] Coulee, that those residing at & about Bagdad be required to work on the Public road leading from **Hortman's Ferry** toward the Sabine River, and that those residing on the west side of the Calcasieu below Little Bayou near Bagdad be required to work on the Public road leading from the Sabine towards Vincent Settlement."

Police Jury minutes dated 8 July 1872 show that ALBERT RIGMAIDEN was appointed overseer of the "Public road leading from the ferry at **A. J. PERKINS'** [West Fork] to & intersecting the Public road leading from the Sabine to **Hortman's Ferry**, at the Sand Gully." On 12 December 1872, the following persons were appointed to overseers on the public roads for the parish:

LOUIS LAURINE, to work both sides of Bayou Lacassine at his ferry; WILLIAM LYONS, from **Hortman's Ferry** to the residence of A. ESCOUBAS, on the road leading from said ferry to the Sabine River.

ALEXANDER STINE, from the intersection near School House gully to the residence of H. MOSS, on the road leading from **Hortman's Ferry** to Cameron Parish.

Police Jury minutes of 10 March 1873 state that H. D. NIX was appointed overseer of the road from Kyosh's [sic, Kayouchee] Coulee to his ferry on the Calcasieu River, thence on the west side of the intersection with the **Hortman Ferry** road at the residence of Mrs. BLACK." On 12 March 1873, WILLIAM LYONS was appointed overseer from **Hortman's Ferry** to the residence of A. ESCOUBAS on the road leading from said ferry to the Sabine River." On the same date, H. C. NIX was made overseer of the road "from Kyosh's [sic] Coulee to his ferry on the Calcasieu River, thence on the west side of the intersection with the **Hortman Ferry** road at the residence of Mrs. BLAKE." On 1 September 1873, FRANCIS H. CARTER was named overseer from Fields Marsh to **Turner's Ferry**, on

the road leading from **Hortman's Ferry** to the Sabine River.

On 9 March 1874 the Police Jury appointed D. J. REID as the overseer of the road between **Hortman's Ferry** to Kyosh's [Kayouchee] Coulee. On Motion, on 6 July 1874, it was ordained that TH [?] ESCOUBAS be appointed overseer "on the public road leading from **Hortman's Ferry** to **Turner's Ferry** on the Sabine, from the residence of A. ESCOUBAS." On 16 January 1875, the Police Jury appointed J. V. MOSS, Jr. as overseer from the forks of the road near **Hortman's Ferry** to Moss' Gully. Police Jury minutes of 1 February 1875 mentioned the "road leading from **Hortman's Ferry** passing Jones Mill, and near Lake Charles, be changed to run south of the western boundary of the FAULK tract of land owned by D. J. REID and others, etc." and that WILLIAM SMART was appointed overseer of the public road from "**Hortman's Ferry** to the residence of A. [ADOLPHE] ESCOUBAS." Minutes of 3 February 1875 record that "the Public road leading from **Hortman's Ferry**, passing Jones' Mill & near Lake Charles, be so changed as to run South of the western boundry [sic] of the FAULK tract of land owned by D. J. REID and others, to the Rail Road bed, thence east along the north side of said Rail Road to the eastern boundry [sic] of said FAULK land." On 6 April 1875, WILLIAM W. SMART was named overseer of the road from **Hortman's Ferry** to the residence of A. ESCOUBAS.

By an act of partition dated and recorded 29 April 1876, ADAM HORTMAN and his wife, MARY E. [ELIZABETH] HORTMAN [born BREAZLE], formerly Mrs. MARY E. GEAREN, agreed to live apart and separate their community property. On 24 April 1876, they made "separation and partition of their community property." MARY BREAZLE GEAREN HORTMAN took possession of the "family residence and homestead at **Hortman's Ferry**," including the ferry and extra land. ADAM HORTMAN acquired "various amounts of personal property" and about 80 acres of land on Bayou D'Inde, known as the KEMPER place. On 2 May 1876, ADAM HORTMAN gave to DANIEL ADAM HORTMAN, his son by his first marriage, his general power-of-attorney. Probate No. 372 for the Succession of ADAM HORTMAN, Interdiction, was opened 13 June 1876. An inventory was made, naming the tract of land on Bayou D'Inde and valuing it at approximately \$5.00. Police Jury minutes of 3 July 1876 state that Mrs. MARY HORTMAN was "given a charter for a ferry for five years across the Calcasieu at her residence below Bagdad, and she began operating the **Hortman Ferry**. The major heirs of ADAM and MARY HORTMAN, namely RUFUS M. GEAREN, JOSEPH N. GEAREN and DANIEL A. HORTMAN also sign the document to show their consent and approval to said separation and settlement.

Then something strange happens in the old records. On a Warranty Deed dated 6 February 1878 and filed 14 February 1878, ADAM HORTMAN declares "the invalidity and absolute nullity of an act passed between him and his wife, MARY E. HORTMAN, 26 April 1876, and it is his intention that the title herein conveyed should be in no way impaired thereby," apparently revoking the partition agreement. ADAM HORTMAN then sells to his son DANIEL ADAM HORTMAN for the sum of \$2000 all the land of the Rio Hondo Claim and other property that MARY E. HORTMAN received in the partition of community property! JAMES B. KIRKMAN was recorder and there were two witnesses to this legal document. How the case ended is not known.

Calcasieu Parish Police Jury records show that WILLIAM LYONS was named overseer of the road from **Hortman's Ferry** to [the residence of] A. ESCOUBAS on 3 September 1879. On 15 December 1879, A. J. KINGERY was named overseer of the road from **Hortman's Ferry** to the Six Mile Post on the Niblett's Bluff road. On 17 December 1880, it was resolved that CHARLES C. NELSON be granted a charter to keep a public ferry on Bayou Choupique at the "crossing on said Bayou of the road leading from **Hortman's Ferry** to Cameron Parish." On 1 January 1881, about the time that MARY HORTMAN's ferry charter was expiring, the HORTMAN land was put up for Sheriff's Sale by DAVID H. LYONS, Sheriff. On the record of a Sheriff's Sale dated 19 February 1881 and recorded 31 March 1881, the land was sold to JOHN CHAFFE Brothers & Son for \$1,800 for a claim against the debts of DANIEL A. HORTMAN.

Who ran the old ferry from 1881 is not known, but it continued to be known as the **Hortman Ferry**.

An interview between NOLA MAE ROSS and the descendants of GEORGE A. RIPLEY says that RIPLEY ran the old ferry until 1909, but doesn't tell when he began the job. Police Jury Minutes for 16 January 1886 state that J. V. MOSS, Jr. was made overseer of the road "near **Hortman's Ferry** to Moss' Gully." An appropriation of \$60 was made on 8 October 1890 to get material to "Build Two bridges on the road from **Hortman's Ferry** to Vincent Settlement." The *Lake Charles American Press* (Special Edition, 1965) reported: "The old **Hortman Ferry** which operated from the Bagdad community to the foot of North Ryan Street in Lake Charles was replaced by the steam ferry *Hazel* in 1890." A report from S. MARGUART and J. W. BRYAN, submitted to the Police Jury on 20 June 1893, stated that in regard to the "Road leading from the old **Hortman Ferry** to Lake Charles," the Police Jury "has no Jurisdiction over the Portion of the Road referred to, as it is located inside the corporate limits of the City of Lake Charles."

On 2 April 1902 the Ferry Privilege on the Calcasieu River was put up for sale by the Police Jury "for rights from **Hortman's Ferry** South to a point two miles south of the landing of the ferry now owned and controlled by ADOLPH WILLIAM WEHRT, on condition that the purchaser maintain two wharfs in good condition, and make no less than six trips a day in the steam ferry with life rafts and life preservers. Mrs. ROSS states, "The property was owned by the HORTMAN's until 1908, when SYLVANIUS WING bought it. WING operated the ferry until the 1918 hurricane jerked it loose from its moorings and swept it downstream. It ended up in front of the McGUIRE property, near Ripley's Park [Ward 4]. **Hortman's Ferry** remained there until it rotted and sank. The property was later sold to I. V. MAURER and ELMER SHUTTS."

Probate record states that ADAM HORTMAN died 22 December 1885, and his estate was opened in February 1886. His heirs were: DANIEL ADAM HORTMAN, the Administrator Pro Tem for ADAM HORTMAN's estate; his wife, SARAH E. HORTMAN, widow of E. H. GEAREN; the heirs of his deceased daughter, MARY VIRGINIA HORTMAN GRIMALDI, being JOSEPH ADAM GRIMALDI, LILLIE MAE GRIMALDI, SARAH V. GRIMALDI and MARY ELIZABETH GRIMALDI, wife of JOSEPH GRAHAM STANTON. The instrument of his Succession (No. 531) was dated and filed on 27 May 1893 in Calcasieu Parish. The document mentions Judge JOSEPH G. STANTON, Administrator; JOSEPH GRIMALDI, ROBERT P. O'BRYAN, Curator ad Hoc; and Judge G. A. FOURNET.

ADAM HORTMAN's second wife, MARY ELIZABETH BREAZLE GEAREN HORTMAN, was born 25 February 1822 in Alabama. She married JOHN GEAREN/GERON, Sr. The couple had several children. JOHN GEAREN, Sr. died on 6 July 1851 at Homer, Louisiana. MARY E. GEAREN then married ADAM HORTMAN. They had no children. She died 25 September 1894 at Vincent Settlement in Calcasieu Parish, Louisiana, and is buried in Orange Grove Cemetery in Lake Charles. Her two sons, RUFUS MARION GEAREN and JOSEPH NEWTON GEAREN, purchased the North East quarter of Lot number 52, in Block D at Orange Grove Cemetery on the 30th day of October 1894. Later the sons were buried on each side of her.

SOURCES: Various newspaper articles; Calcasieu Parish Police Jury Minutes 1850 & 1860 Census of Bossier Parish, La.
Documents and Hortman, Gearen, Grimaldi information provided by Dea Ann Gearen Nix Ross. *Pioneers of Calcasieu Parish*, Vol. I (1987)

STEAMER HAZEL CROSSES LAKE CHARLES

The *Hazel* was docked at the foot of Pujo Street in Lake Charles. It not only crossed the lake, but went upriver to Moss Bluff. In 1888, nine-year-old NELLIE FISHER, the daughter of CHARLES WILLARD FISHER, wrote a diary about coming to Lake Charles from Illinois with her family by covered wagon. It is believed that the FISHERs crossed the original West Fork Ferry. After they

crossed through Westlake, NELLIE wrote: "We drove our covered wagon onto a big steamer ferry named the *Hazel*, to cross the lake, which was three miles wide."

In June 1888, the *Hazel* had replaced the *Ramos*, which was probably the first steam-ferry boat in the area. The *Hazel*, built by O. A. HARMANSON in Lake Charles, and operated by Captain WEHRT, who resided in Westlake, made regular trips across the river about every hour. An entry in Maude Reid's Scrapbook (Vol. 2, p. 195) for 4 July 1888, states, "Grand Excursion and Basket Picnic up the river on the steamer *Hazel*, given by the Pelican-Babcock Hook and Ladder Company. The boat leaves wharf at 8:30 A.M. and will stop at West Lake Charles, Bagdad, Hutchins' Mill and Goosport for passengers. Persons missing the 8:30 boat can catch the boat at Hutchins' Mill one hour later."

An article in the *Lake Charles American*, dated 6 April 1896, by A. A. WENTZ gives the history of the Vinton Colony and tells that the group's "fourth outing on Good Friday 1895, took place when 80 old and young, in response to an invitation 'unique and instructive' was issued by an impromptu committee. We took passage on the steamer, *Hazel*, where all enjoyed a fine time and a good dinner. On the return trip we decided to organize ourselves under the name of the 'Vinton Colony.' On our fifth outing at 9 o'clock Good Friday morning 1896, we boarded the steamer *Hazel* at the foot of Pujo Street for Moss Bluff, laden with 120 souls, 60 of whom hailed from Vinton, Iowa, and the other 60 from the four corners of the earth. The boat arrived at Moss Bluff at 11 o'clock and preparations were made for a genuine feast and until 3:30 o'clock did the entire party enjoy the good things they prepared the previous day from the hands of the fair sex, some few indulging in fishing in the meantime. The boat then started on the return trip and landed at Lake Charles at 5:30 o'clock. A most delightful time was had by all present."

On 2 April 1902, an advertisement stated, "Ferry privileges on the Calcasieu River for sale by Police Jury for rights from *Hortman's Ferry* south to a point two miles south of the landing of the ferry now owned & controlled by A. W. WEHRT, on condition purchaser maintain two wharfs in good condition, no less than six trips a day in steam ferry, with life rafts and life preservers." Rates were set at 15 cents per person or 25 cents round trip; for horse & rider, 25 cents; for horse, buggy & driver, 50 cents; Team wagon (not to exceed 2 occupants), 75 cents; Merchandise, packages, bundles, etc. 10 cents per hundred pounds.

ADOLPH WILLIAM WEHRT died 4 September 1921 in Lake Charles, at the age of 78.

SOURCES: Maude Reid Scrapbooks; Calcasieu Parish Police Jury Minutes

DORSELIE HEBERT DEAD

Well Known Resident of This Section Died at Fenton Last Night

From the Lake Charles Weekly American Press (Friday, Sept. 18, 1927)

DORSELIE HEBERT, a life-long resident of this section and a Civil War veteran, died at his home near Fenton last night at 5 o'clock after a long illness. Mr. HEBERT was a little over 74 years old, having been born June 4, 1843. He is survived by his widow and ten children, all living: Mrs. ERNEST HEBERT, residing on Ann Street, and FRANK HEBERT, Ford Street, this city; ADAM and JAMES HEBERT, Kinder; MIKE and PAUL HEBERT, Mrs. OSCAR MILLER, Mrs. M. STANLEY and Mrs. DOSHA HEBERT, Fenton; DAN HEBERT, Hecker. Other descendants are twenty grandchildren and nineteen great-grandchildren. The funeral services were conducted this afternoon by Father CRAMERS, with interment at the old Hebert Cemetery, Near Hecker.

"The farther back you can look, the farther forward you are likely to see."
Winston Churchill

A BRIEF HISTORY OF GERSTNER FIELD, LAKE CHARLES, LA

By HANS RASMUSSEN, Archives Assistant

Contributed by KATHIE BORDELON, McNeese Archivist

The United States Army's Air Service was unprepared for the First World War. Although it was the first country in the world to acquire an airplane for military use, in 1914 it ranked last among major nations in aerial preparedness. The entire Air Service contained 1,200 men and sixty-five officers. It had 300 airplanes, but no more than eight of these were ready for use in the field (by comparison, Belgium had sixteen prepared planes).

On America's declaration of war in April 1917, it had only three pilot training schools. Desperately needing more, the government went about the selection and construction of these sites at a furious pace. By the end of the war, twenty-seven such fields existed in the United States, most in the South and Southwest where the weather was best for flying.

Lake Charles had tried to acquire an army training camp as early as June 1917, but the army rejected the area as too flat for training foot soldiers. Since the area was better suited for aviation training, the Chamber of Commerce and local businessmen next lobbied for an air field. A group of British officers promised to consider the area as a winter training field for Canadians, but were so impressed with Ft. Worth, Texas, that they canceled their scheduled tour. Not deterred by this second snubbing, Lake Charles finally acquired an American training field in August 1917.

Construction began immediately and progressed hastily, probably owing to the government's desperate need for primary training fields. The number of men on the construction payroll grew to a maximum of 4,000. The base cost the government about \$2,000,000 to build.

Gerstner Field was located about seventeen miles southeast of Lake Charles near Holmwood. It was erected as a two-unit field, meaning that it was made up of two identical regular camps. The base was quite large, containing twenty-four hangars, twelve barracks for enlisted men, twelve buildings to house officers, twelve mess halls, four large warehouses, and numerous workshops and offices. All buildings were painted green with white trimming. The base was intended for 2,000 men, but reached a maximum of almost 3,000, requiring tents and improvised messes to accommodate them.

The first troops arrived in November 1917, before construction was completed. Guards from a national guard unit in Mississippi were followed by airmen from Chandler Field in Essington, Pennsylvania. Chandler Field was one of America's three original training fields and prepared national guard aviators. It had been closed and its equipment transferred to Gerstner Field.

Local people had become accustomed to referring to the new camp as "Lake Charles Aviation Field" and were surprised to learn it had another name. Although the president of the Lake Charles Trust and Savings Bank had suggested the rather dramatic "Eagle's Nest," the army instead chose to call the base Gerstner Field.

It was named for Lt. FREDERICK J. GERSTNER Jr., the eighteenth man to die in the service of government aviation. A native of Ann Arbor, Michigan, GERSTNER served as a cavalry officer after his graduation from West Point in 1913 and was later moved to the Air Service. He died at age 24 while serving as an observer on a flight from San Diego to Los Angeles on December 21, 1914. The flight was part of an army reconnaissance exercise and competition. Stormy weather and bad air currents caused his plane to crash in the ocean about ten miles north of Oceanside, California. Since the airplane did not sink, Capt. HOLLIS MULLER, the pilot, decided to stay with the floating craft. GERSTNER chose to swim ashore, but was unable to swim against the high breakers, grew tired, and drowned. MULLER was rescued an hour later and remarked that GERSTNER probably would have lived had he stayed with the plane and not tried to swim ashore.

Primary training fields like Gerstner Field provided the second stage in pilot training. Cadets first attended ground school, usually conducted at a university, where they learned the basics of flight, airplane operation and maintenance, meteorology, astronomy, discipline, and officer behavior. At the primary flight school the cadet next received flying training and became a Reserve Military Aviator. The final stage, advanced training, usually occurred in Europe because America lacked suitable airplanes and instructors for advanced and specialized flying. Gerstner Field differed from normal primary flight schools because it also offered advanced training for pursuit pilots, flight instructors, and in aerial gunnery.

In quality of operation and training, Gerstner Field was a good camp, but numerous problems kept it from reaching its potential. It suffered tremendously from blowing sand that hampered flying and destroyed airplane engines. A chronic lack of spare engines and parts prevented many repairs, thus leaving men idle and, at one time, as many as two-thirds of the camp's airplanes out of commission. Sanitary conditions were probably never very good. The sewerage system was inadequate and drainage was poor. The field was somewhat lumpy, so good landing spots were hard to find, and a severe mosquito problem made life at the base frequently unbearable.

Flying instruction was good, but the airplanes used to train pursuit pilots proved inadequate for truly valuable combat training. The school for training flight instructors worked impressively well. The bureaucracy had some problems, but the base was usually well-managed. Morale was understandably high among the eager flying cadets, but not for enlisted men. Discipline at the base began in a very lax state, resulting in a poorly maintained camp, and, as a British observer complained, "absolutely no esprit de corps." Maj. MAXWELL KIRBY, the fourth commander of the base and the last pilot to shoot down a German airplane in the war, resolutely worked to reform this problem.

Even with its faults, Gerstner Field achieved nationally-admired accomplishments. Col. C. C. CULVER perfected a wireless telephone enabling communication between airplanes and between an airplane and the ground. One inspector of the camp considered it a revolutionary invention for air combat. The airplane ambulance was born at Gerstner Field when a flyer crashed into a marsh inaccessible to a regular ambulance. The Department of War recognized the base as the originator of the idea and ordered its adoption at all other flying fields. The first aerial gunnery school in the United States opened at Big Lake, where pilots shot at targets floating in the water. Also applauded was the base's policy of carrying a pigeon on each cross-country flight for release with an appropriate message in case of trouble. One observer recommended its adoption at other flying schools.

At least nineteen men died in aviation accidents at Gerstner Field; almost all of them were unavoidable. Nevertheless, the most famous fatality at the field could have been easily avoided. Maj. JOHN PURROY MITCHEL, a former mayor of New York City, was one of the most famous men to have been stationed at the field and certainly the most famous to have died there.

Elected in 1913, MITCHEL commenced his term as a well-meaning reform mayor, but his tendency to care more about the economy and efficiency of city institutions rather than their effectiveness made him quite unpopular. He instituted a tax relief program for New York, created unemployment workshops, and tried to stop the increase of the city's debt; but people saw him as undemocratic and elitist when he ineptly implemented an unpopular plan of vocational education that people felt only prepared the masses for menial work. His unpopularity soared over a necessary but tactless investigation into Catholic charities that angered the city's Catholic community. His administration was also found to have used illegal phone taps. MITCHEL enthusiastically backed American involvement in World War I; he supported conscription, condemned pacifism, and unsubstantially accused his opponent of being pro-German (which made him even more unpopular).

Although never terribly interested in being a pilot, MITCHEL joined the Air Service after he lost his reelection bid in 1917 and couldn't get a commission in the army. He was trained as a pursuit pilot at the air field in San Diego and was sent to Gerstner Field in June 1918 for more advanced training.

Although well-liked at the camp, MITCHEL really didn't want to be there and complained fiercely about the heat, accommodations, and people.

MITCHEL died on July 6, 1918. Recovering from a failed landing, his airplane suddenly dived, causing him to fall out of the cockpit and drop 500 feet to his death. The inquiry investigating the accident concluded he fell because he hadn't fastened his seat belt. MITCHEL had failed to fasten his seat belt at least twice before and had been warned about it. EDWIN LEWINSON, MICHEL's biographer, notes that he was slightly schizophrenic, which probably made him reckless with his own safety.

Upon his death, the country hailed MITCHEL for his bravery, patriotism, and ability as a public official. Former President THEODORE ROOSEVELT served as an honorary pallbearer at his funeral and a recently completed Army Signal Corps training field on Long Island was named for him. Mitchel Field lasted for several decades, receiving its closing orders in 1960 on the same day as Chennault Air Force Base in Lake Charles

On the whole, Southwest Louisiana residents made a sincere effort to welcome and accommodate the airmen at Gerstner Field. the Lake Charles Commission for United States Training Camp Activities was formed in November 1917 to give the men "some sort of home life and good wholesome amusements and atmosphere." Men were invited to dinners, dances, church services, and community sings. The Elks Club, the Knights of Columbus, the Broad Street Methodist Church, the Lake Charles Yacht and Country Club, and the citizens of Lake Arthur all opened buildings for their use as clubs. A former resident of the field remembered:

Each Lake Charles family tried to corral one or two soldiers and take care of them to see that they were enjoying themselves. I was corralled by a family named TOBIN. . . From then on every time I visited Lake Charles the TOBINS expected me to stay at their house and would be awfully angry if I decided instead to stick with some of the other men and sit in the lobby of the Rigmaiden Hotel on Ryan Street all night trying to enjoy every minute of our leave.

Local concern could create some very sincere and touching acts. When Lt. EGBERT McKEAN was killed in a crash at Jennings in February 1918, the town's schools closed for the day as a gesture of respect. The school children contributed copious amounts of flowers for the casket and, along with the local Red Cross, marched in procession with the remains to the railroad depot from which the body was shipped to California.

Of course, residents weren't always that concerned. A pharmacist from Bell City witnessed Lt. McKEAN's accident, but didn't go to the scene because he had a train to catch. Most negative behavior emerged from economic matters. Maj. JOHN MITCHEL flattered the Lake Charles Rotary Club with compliments but his personal letters revealed other feelings for the area:

"The natives are all pirates here. They charge triple prices to men in uniform and hold out to make you pay."

If workers constructing the camp felt any sense of patriotic devotion to the war effort, it could come second to economic concerns. Most of the 2,000 employees working in October 1917 briefly struck for the reasonable demand of time-and-a-half for overtime. But when J. A. TROTTI, the mayor of Lake Charles, asked them to return to work pending a settlement, the men strongly refused and held out until the contractors satisfied their demands. In the end, the strike delayed the first arrival of airmen from Chandler Field.

Gerstner Field suffered two incidents of massive destruction in its history. The first occurred on February 5, 1918, when a German submarine sunk the *Tuscania*, a British troopship, off the coast of Ireland. Because the ship was traveling in a convoy, 91 percent of its passengers were rescued.

Nevertheless, 166 American servicemen drowned in the attack, becoming the first Americans to be killed during passage to Europe. Among the dead were about twenty-seven men of the 158th Aero Squadron. They had trained at Gerstner Field and had left the base less than four weeks before.

The second came from a hurricane that struck Southwest Louisiana on August 6, 1918. The storm killed three and injured eight at the field and caused damages of almost \$1,000,000. It spared only six airplane hangars with light damage (eleven were damaged heavily and seven totally wrecked). The hurricane also destroyed ninety-six airplanes. The only building to survive at the Big Lake gunnery school was the mess hall, which was used as a temporary hospital. The camp assisted Lake Charles with relief work by providing a guard of seventy-five soldiers while a pilot from the field was the first to deliver news on the condition of Cameron Parish after the hurricane.

After the war, the camp became a white elephant for the army. It quickly reduced its size after the armistice, becoming essentially inoperative by March 1919. The government must have learned during the previous year that the Holmwood area was not a good location for an air field when the blowing sand, hurricane, and mosquitoes created so much trouble. It scheduled closure for June 1919.

But for Lake Charles, the economic benefit of the base was too great to let it go. Louisiana congressmen and city business leaders lobbied NEWTON D. BAKER, the Secretary of War, to temporarily spare the camp, which he did. Low-level operation continued for another year until mid-1920 when the government could no longer ignore its condition. The base had deteriorated to a miserable state. Post-war inspections were merciless in describing its poor sanitation, bad roads and countryside, punishing climate, and dilapidated management. The last known inspector of the field complained:

"I am of the opinion that much money would have been saved the government, since expended in maintenance and hire of civilian employees had this field been completely abandoned in the summer of 1919, as originally ordered. . . . I am of the opinion that this field should be abandoned [sic] with the least possible delay . . ."

The government finally decided to close the field in the fall of 1920 and sold the remnants of the camp to Harris Brothers, New York City wrecking firm, for \$50,000 in February 1921.

RADIO OWNERSHIP IN THE 1930 CENSUS. One of the important questions asked in the 1930 census was about having a radio in the household. It was a time of technological advances when photography, cinematography and wire services gave the public "unprecedented access to its heroes." But it was radio that had the greatest impact. In the 1920s the cost of a radio had been prohibitive-\$120 or more-and all that bought was a box of unassembled parts. In "unelectrified" areas, radios ran on pricey, short-lived batteries, but with the 1930s came the advent of factory-built console, tabletop and automobile radio sets, available for as little as \$5.00. Thanks to President ROOSEVELT's Rural Electrification Administration, begun in 1936, electricity came to the quarter of the population that lived on farmlands. Rural families typically made the radio their second electric purchase, after the clothes iron. By 1935, when Seabiscuit began racing, two-thirds of the nation's houses had radio. At the pinnacle of his career, that figure had jumped to 90 percent, plus eight million sets in cars. Enabling virtually all citizens to experience noteworthy events simultaneously, and in entertaining form, radio created a vast common culture in America, arguably the first true mass culture the world had ever seen. Racing, a sport whose sustained dramatic action was ideally suited to narration, became a staple of the airwave..." So, if your ancestors are in the 1930 census, you can find out whether they were "first on the block" or one of the "early adopters" of a new technology.

SOURCE: Susan C. Hopkins, "Quick Tips," *Ancestry Daily News*, copyright 2000, MyFamily.com.
(<http://www.ancestry.com/dailynews>)

JOHN BYLER & ELDRIDGE MALLARD, MY ANCESTORS

Contributed by MARY SLOAN MILLER, Member #382

My great, great, great, grandfather, JOHN BYLER, built the first state road in Alabama. Earlier, during the War of 1812, he was a captain in the West Tennessee Militia. His brigade was ordered into service against the Creek Indians in 1814. He continued to serve in the militia until at least 1818. (See *Kinfolks*, 13:1,11.)

In 1819, Alabama's Governor BIBB contacted JOHN BYLER and asked him to come to Alabama to build a road to connect the Tennessee and Tombigbee Rivers, thus opening up trade in northwestern Alabama. The road was to begin at Tuscaloosa and proceed northward to the border between Alabama and Tennessee. BYLER chose to lay out the road on a natural ridge that later became known as the Byler Ridge. The ridge is still noted on topographical maps of that section of Alabama. The proposed road was to be a toll road, with the proceeds going to BYLER for twelve years. The road was completed in 1821 and became known as the Byler Road. Parts of the road are still in existence today and are marked as Byler Road and Alabama State Highway #1.

Before moving to Alabama, JOHN BYLER's daughter, KATHERINE BYLER, married ELDRIDGE MALLARD, who became a gatekeeper on the Byler Road. At the location of the gate he oversaw, MALLARD built an inn where travelers could eat and stay overnight. He also established a post office at the inn and became its first postmaster. A village grew up around the inn and was named "Eldridge" for the gatekeeper.

ELDRIDGE and KATHERINE MALLARD reared a large family; two children were born in Tennessee and ten more were born in Alabama. After serving three terms in the Alabama Legislature, MALLARD became intrigued with the settlement of Texas. In 1841, MALLARD and his wife moved their large family to Mercer's Colony, Texas. Later as a recompense, MALLARD received 640 acres on Onion Creek in Ellis County, Texas. After fulfilling a requirement to stay two years in the colony, MALLARD moved his family to Rusk, Texas. Many of their descendants still reside in the state, some of them in Cherokee County.

JOHN BYLER and his wife, ELIZABETH WALKER BYLER, did not go with them; they died and were buried in Mount Hope, Lawrence County, Alabama.

BOATERS RESCUE, 3 May 1930

Their ability, as expert swimmers, to take care of not only themselves, but others, in the water, enabled DOROTHY BARBE, daughter of Mr. and Mrs. PAUL BARBE; TOMMY THOMAS, son of Mr. and Mrs. IRA THOMAS; and WILLIAM LEVINGSTON, son of Mr. and Mrs. DAVID LEVINGSTON, to rescue two girls yesterday from a dangerous problem and save a situation which otherwise would have had a tragic ending, from being more than a picnic incident.

It happened in Prien Lake. The juniors of the high school were entertaining the seniors, as is the annual custom, with an outdoor picnic. A group of three were riding around in a motor boat, WILLIAM LEVINGSTON, with HORTENSE LITTLE and JANE GUILLORY as the other passengers. The boat turned over, in making a curve, dumping everybody into the water. HORTENSE couldn't swim at all and she was under the boat. WILLIAM got both girls on top of the boat before anything worse than a good ducking had happened to them. DOROTHY BARBE and TOMMY THOMAS, standing on the pier, saw WILLIAM's need of assistance. They, expert swimmers both, dived in, and were soon at WILLIAM's side, helping him push the boat to shore. (DOROTHY BARBE is now DOROTHY HANCHEY, Member #351.)

SOURCE: "75 Years Ago," *American Press* (Lake Charles, La.) (5/3/2005)

**ESTATE OF CHARLES (ANSELME) SALLIER alias CHARLES SAVOYARD
PROBATE COURT, ST. LANDRY PARISH, LA**

This day the 25th of July in the year 1825, being thereto requested, I, GEORGE KING, judge in and for the aforesaid parish, have proceeded to the last residence of the late ANSELME SALLIER alias CHARLES SAVOYARD, deceased, in order to make an estimative inventory of the estate left by the said deceased in community between his widow and heirs, and to that effect with the advice of the interested have appointed WILLIAM MOORE, WILLIAM B. JACKSON and MAXIMILIEN DUCUIRD as appraisers who being first duly sworn, we have presented as follows, to wit:

- 1st A Negro man named FRANCOIS aged about 18 years appraised at \$600
- 2nd A Negro man named JOHN aged about 35 years appraised at \$400
- 3rd A Negro woman named DELSEY aged about 28 years with her child MAGDALEN a girl about 7 years old appraised together at \$700
- 4th A Negro girl named SALLY age about 12 years appraised at \$350
- 5th A Negro girl named MILLY age 10 years appraised at \$300
- 6th An old rifle and two fusils (light flintlock muskets) appraised together at \$10
- 7th Two ploughs appraised together at \$10
- 8th Three axes, one spade and handsaw appraised at \$6
- 9th One grindstone with iron crank appraised at \$3
- 10th One hand vice appraised at \$1.50
- 11th Eleven weeding hoes appraised at \$5.50
- 12th A lot of old augers and axes appraised at \$1
- 13th Fifteen small iron pots appraised at \$5.62/2
- 14th Three old chairs appraised together at \$1.50
- 15th One old cypress table appraised at \$.50
- 16th One small feather bed without furniture appraised at \$8
- 17th Two dozen plates appraised at \$2
- 18th One dozen large cups and saucers appraised at \$3
- 19th One dozen small cups and saucers appraised at \$1.50
- 20th Six common knives and forks appraised at \$.50
- 21st Two mugs appraised at \$.50
- 22nd One corner cupboard appraised at \$3
- 23rd One old armoire appraised at \$6
- 24th Two cypress boxes appraised at \$2
- 25th One pirogue appraised at \$5
- 26th Twenty-one head of horned cattle appraised at \$147
- 27th Seven head of unbroken horses appraised at \$84
- 28th Forty-seven head of horse creatures at one year old and upwards exclusive of broke and unbroke horses appraised at \$376
- 29th Thirteen head of pacherie horses appraised at \$156

Total \$3,189.12/2

The widow and major heirs having declared that they knew of no other property belonging to the estate in law closed the inventory amounting to the sum of three thousand one hundred eighty nine dollars and twelve and 1/2 cents and have hereunto signed together with the appraisers and interested in presence of the subscribing witness at Opelousas the day and year first above written.

Signed: R. GARLAND, JAMES RAY, WM. B. JACKSON, W. MOORE

Signed with mark: CATHERINE LeBLEU SALLIER, widow; DENIS ORTEGO, JOSEPH RILLON

Sealed with signature: GEO. KING P/Judge

SOURCE: *Imperial Calcasieu Notes*, Vol. 7 #2 (April 2003) SW La. Historical Society, Lake Charles, La.

ITEMS OF INTEREST FROM HACKBERRY, LOUISIANA

Contributed by NADINE DROST, Member #1210

March 11, 1904. Mrs. AMAR VINCENT of Vinton visited her mother, Mrs. CLAIRVILLE DUHON. Mrs. JOSEPH DUHON is visiting her parents, Mr. and Mrs. JOHN TRAHAN, in Lake Charles. P. E. SMITH, assessor for Cameron Parish, was over surveying on the island. Mrs. CYPRIEN DUHON is visiting in Lake Charles. Mrs. J. P. CHESSON of Vinton is the guest of her sister, Mrs. DUPRE VINCENT. Mrs. H. PERKINS of Vinton is also a visitor at the island. PORTIE ELENDRER is hauling lumber to fence a brand new potato patch. PAUL PORTIE is recovering from the shock he received on account of an eleven-pound daughter just arrived at his cottage. JOHN E. and NOAH DUHON are departing for Big Range to overtake those gators. The cattlemen will soon have good fat cattle for market; it is said that the range was never better. The oil well here is still dead; your correspondent believes it is a genuine duster.

Lake Charles American (3/15/1904)

August 27, 1906. Owing to the excessive rains of the past two weeks, the cotton crop was damaged, but with some sunny, dry weather, it will open rapidly. Miss AGNES VINCENT of Vinton and JERRY VINCENT of Sulphur were guests of J. M. VINCENT and family. Mr. BELL, representative of the J. M. McGuffy Oil Co. of Beaumont, purchased some land here for his company, stating that the oil indications were very good. Other oil men are expected soon.

(Signed) AGRICOLA

Lake Charles American (8/31/1906)

September 22, 1907. We had a nice rain here. It will stop cotton picking for a while. Messrs. PRESCOTT VINCENT and RAYMOND SANNER will make a trip to Lake Charles next week in their new boat, the *Hilma*. ARSTILE BENOIT of Drew's Farm was a business caller. LEON DEVERS went down, looking after his stock. Mrs. CAROLINE LITTLE went to Choupique. Mrs. JOHN PORTIE is visiting with her daughter, JULIA ELENDRER, in Lockport. Mr. and Mrs. WILLIAM LITTLE are the happy parents of a new daughter. Little LUCY PORTIE is on the sick list. Mrs. JOHN BENOIT, Sr. visited her son, DUCIE BENOIT at Choupique.

Lake Charles American (9/27/1907)

October 19, 1908. Hackberry stockmen got back from their roundup on Big Lake and reported that one of their men got his leg broken. The launch *Dewey* returned from Lake Charles with a cargo of freight for the Hackberry merchants. Cotton farmers had some good weather, but we will have rain for a few days. The people are beginning to get their mills ready to grind [sugar] cane in a few weeks.

Lake Charles American (10/23/1908)

November 17, 1908. LUDGEAR DUHON of Vinton was down on business. ROBERT ELENDRER, the Union Sulphur driller, was also down. RAYMOND VINCENT was busy making syrup; he has made about 75-100 gallons already. W. C. LACY will start soon. Miss MAYDIE NICKLE, the schoolteacher, has about 50 pupils enrolled. The tide is very low; the boats are cut off from the bayou.

Lake Charles American (3/5/1908)

March 19, 1909. A crowd of Hackberry people are now in Big Range hunting muskrats. They say they make from \$4 to \$5 a day. GUS TENNEY made a trip to Lake Charles; he will teach the Grand Lake school. T. L. ARCHERS and MAYDIE NICKLE, OMAR VINCENT and NORA VINCENT, SENOR DUHON and Mr. PHRAYON went to Big Range, but failed to get any cattle. The sloop *Helmar* left for Lake Charles. H. G. GRANGER, the assessor of Cameron Parish, is down here taking the assessment.

Lake Charles American (3/26/1909)

July 24, 1912. The Gulf Refining Co. of Louisiana has given up all hope of finding oil on the eastern part of Hackberry. A number of young folks gave a surprise party at the house of RAYMOND VINCENT. Among the crowd were Mr. and Mrs. T. C. ELENDRER, Misses BEULAH and MAYDIE DUHON, ADELIA LACY, EVELYN SALLIER, IDA BENOIT, EDITH LITTLE, AGNES and EVA ELENDRER; Messrs. DROZEN HEBERT, NORA VINCENT, ARMOGEN HEBERT, ALVA DUHON,

JASPER LITTLE, DELON BENOIT, RICHMOND ROLLO, JESSE AMOS, EVERETTE VINCENT and HARVEY ELENDER. The members at the home of Mr. VINCENT, were Mr. and Mrs. VINCENT, Misses LORENA and FLAVIA VINCENT, MEDORA GRANGER and SOPHIE HEBERT. The party danced until a late hour. Misses HESTER HEBERT and EVELYN SANNER returned home from Sulphur.

Lake Charles American Press (8/2/1912)

ITEMS FROM CAMERON, LOUISIANA

Contributed by NADINE DROST, Member #1210

July 3, 1905. MARTIN KAOUGH from Hackberry and BELONIE GRANGER of Grand Lake are here on business. F. E. HARRISON, manager of the Klondike plantation, is before the Police Jury, looking out for the public roads in his ward. VICTOR LINDSTRUM, one of Grand Chenier's most successful farmers, is here to meet his son, who was a passenger on the *Romeo* from Lake Charles. ALBERT RUTHERFORD, Jr. and Miss ALICE LeBOUEF will be married on [July] the 10th. J. A. DOXEY, the official clerk of the Police Jury, is here. Mrs. D. SAVOIE and daughter, Miss AGNES SAVOIE, visited Mrs. GEE. Mr. YOUNG is here with a carload of buggies which he will sell on the installment plan.

Lake Charles American (7/14/1905)

October 21, 1907. Assessor SMITH has filed in the clerk's office the assessment roll of 1907. Capt. LAURENTS is making additions to his dwelling. Mr. CARTER of the census department was here looking up divorce statistics. J. V. SMITH of Cisco, Texas, is visiting relatives here; this is the first visit Mr. SMITH has made to his old home in 30 years. Mrs. ELLA SWEENEY of Nederland, Texas, is spending time with relatives here. N. BENJAMIN has been appointed postmaster at Creole; R. CHEVALIER resigned. Miss INEZ KAOUGH of Lake Charles is visiting her aunt and uncle, Mr. and Mrs. J. W. CLARK. D. W. DONAHOE is over from Johnson's Bayou. Misses EMMA DESHOTEL and EMMA GUILLORY are guests at the STINE house. LEVI ELENDER of Hackberry is down on business. GLENDON CONSTANCE is grading the road near Creole. THOMAS DOLAND of Grand Chenier is visiting his son, M. W. McCALL. Father HOES, the new Catholic priest, said his first mass at the Creole church.

Lake Charles American (11/1/1907)

DO YOU REMEMBER HOUSEBOATS ALONG THE BANKS OF LAKE CHARLES AND THE CALCASIEU RIVER?

Before the boom of affluence during World War II, unadorned floating cottages, called houseboats, could be found along the shores of local lakes and rivers throughout Louisiana. The Lake Charles area was no exception. The houseboats floated gently on the waves, but bucked against strong currents caused by winds and floods. They had no telephones or electricity and were lit and heated with coal-oil [kerosene]. Some of the houseboats were used as hunting or fishing camps; others were home to families who lived a simple but hard life. One of the families who lived on a houseboat on the southwest shore of Lake Charles was named ROMERO. Regardless of the weather, Mr. ROMERO was always barefoot. Mr. ROMERO had wooden boats for rent and sold bait. He also fished and ran trout lines across the lake and in the river, selling fresh fish to make his living. He had a live-box, where he kept the fish he had caught, and would pull the box to the deck of his boat to show his catch to a potential buyer. The buyer would select the fish he wanted, and Mr. ROMERO would gut it and clean it, rinsing it in the lake water. My father always selected catfish. Mr. ROMERO would hang the catfish from a nail, then skin and clean it. Mother always re-washed the fish before she fried them in salted and peppered cornmeal. Mr. ROMERO's catfish were so tasty that they melted in your mouth. Many of us kids would have liked to live a carefree life on a houseboat.

ALL THINGS ARE DIFFICULT BEFORE THEY ARE EASY. Thomas Fuller

ITEMS OF INTEREST FROM *THE AMERICAN* (18 NOVEMBER 1896)

Information gathered by MICK HENDRIX, Member #1296

ALL OVER THE PARISH

PRIEN LAKE. The election is over and all is quiet again. Our box voted almost a solid "free silver" ticket. Now that the rain has filled up the mud holes, the road question is seriously agitating the public mind. Farmers are continuing to grind their cane and will make plenty of sugar and syrup for home. The BURLESON boys and JOHN MARYMAN have killed two wildcats the past week at the edge of the woods; now no one need be afraid of entering the woods on this account. CHARLES ANDERSON was a Sunday visitor at J. V. DUHON's. Mr. TOMPKINS has moved from J. V. DUHON's place to JAMES LASHIE's place on Black Bayou Road. ALBERT NIXON of Michigan has moved into the LAMONT place, which he will farm. HENRY NELSON, who sold his farm on Contraband Bayou, has purchased the PETER MATSON place and is now hauling lumber for a house and barn. CHARLES and FRANK CARY have been planting oats this week. RAPHAEL BROUSSARD had the misfortune to lose a son last Saturday morning; he was buried Sunday in the community burying ground.
(Signed) AGRICOLA

OAKDALE. The attendance at the high school is small on account of sickness. J. L. WILLIAMS is on the sick list. Rev. I. WATSON and J. P. STANLEY are improving. I do believe that since Dr. CANNON has moved to Oakdale everybody is trying to get sick; he makes a good many calls. J. A. ODOM has been running his little cane mill to full blast. J. H. COLE returned from Oberlin from the expected sale of N. B. BUXTON's stock; he was disappointed, for S. HAAS had a bill of sale for said stock. Mr. HAAS was looking after the V. B. BUXTON stock, which he bought. The boys are having a good time chasing deer and turkeys, but cannot get dogs to chase bear. Mrs. JOHN McLEOD and children were here on a visit to her mother-in-law, Mrs. C. McLEOD. Judge JOSEPH CHENIER was up Saturday to see his little boy who is going to school. D. PARNELL of Canny Creek was here with cotton for sale; he sold one bale to W. S. PERKINS and one to S. READ, and did some trading here and there. SAM HOWE and W. WOLF of Chicot were in town, and HOWE left for his home with two horses. Mrs. S. REED left on the south-bound train for Canton to visit her parents, Mr. and Mrs. LAFLEUR. K. RICHARD and wife were called to Woodruff last Wednesday to the bedside of his brother, WILLIE RICHARD, but found him dead; he leaves a wife and one child. J. FONTENOT went to Alexandria on business. Mr. and Mrs. J. H. WELCH are visiting their two daughters, about fifteen miles above here on the Calcasieu.
(Signed) PINE KNOT

BEAR. J. Z. JONES of Westlake is visiting his uncle, LUCIEN JONES. WILLIE JONES of Westlake is visiting his father, BOLIVAR JONES of upper Bear. JAMES SELLERS, agent, spent last week in Lake Charles attending court. AUSTIN and MITCHELL COLEMAN went to Magnolia to attend a meeting of the Masonic Lodge. Quite a number took place in the "cat chase" Saturday morning, but they gave up before killing one. FREEMAN JONES took a herd of very nice sheep to Lake Charles. BEN FRAZIER and Miss BEULAH ANDRUS were married last Thursday at the residence of ALLEN ANDRUS. Misses DELLA and DOVIE SELLERS, VICTORIA JONES and MILDRED SHADDOCK, accompanied by MARK SELLERS, went to Magnolia Sunday to hear Rev. GILMAN preach. Miss VICTORIA JONES visited her cousin, HELEN JONES, of the upper Bear. Mrs. COOPER is quite ill. Mr. and Mrs. SIMPSON, who were sick, are now able to be about. WILLIE MUSGROVE went over to the schoolhouse Friday to hear the spelling bee; the boys were against the girls, and the boys won. C. F. JONES made a business trip to the new railroad. MACK and JIMMIE SELLERS have been hauling cotton to the Green gin for the past week.
(Signed) PUELLA

MIERSBURG. Cold weather, with some frost. E. A. JOHNSON, right-of-way contractor for the K. C. S. & G. Railroad, was here and was jubilant over the election of Prof. McKINLEY. ELIAS MIERS left for Lake Charles for supplies for J. C. SUMMERS. HENRY CARTER of Merryville was here with his daughter, MILLIE, who is going to attend school at this place; she is boarding at J. F. MIERS. Prof. T. J. NICHOLLS is proving himself to be an excellent teacher. DAVID MIERS commenced making cross-ties, with the assistance of B. E. BAILY and JOHN LESTER. Prof. B. L. DEAR, Calcasieu's

champion music teacher, began a music school at the Pleasant Hill Church this morning.

(Signed) UNCLE FULLER

FENTON. Miss LILA CHARTIER, who has been staying with Mr. DOBSON, left for her home in Hope, Kansas. The dance given at H. F. DAY's Saturday night was well attended. Mr. and Mrs. JNO. CLINE visited Mrs. AL MILLS. Dr. ODEN of Kinder and P. I. DRURY visited here. Mrs. N. J. MILLS spent Tuesday at the farm. Mr. and Mrs. J. J. MILLS were callers at Welsh. Mr. and Mrs. W. E. MILLS have moved here.

(Signed) PICKUP

CHINA. Some rice has been threshed, but none of the quality fit for seed. S. E. RENSCHAW bought quite a herd of fat cattle in the country north of here. HENRY GARDNER has an acre of good, thick wheat growing. Our public school is in charge of Mr. WALTON. The young people of this place made the home of Mr. and Mrs. JAMES ROBINSON a pleasant call Friday evening. Mrs. ALECK ALCOCK left last Wednesday for Superior, Iowa, to spend this winter with her married daughter, Mrs. HUMPHREY. She will return in June, accompanied by her son, JEROME. ORA BARKER and family have moved into one of HENRY GARDNER's houses; ORA will farm part of GARDNER's rice land next year. Mrs. WILLIAM EATON and son, HENRY, started for their old home in Manchester, Iowa, this week to go to the bedside of Mrs. EATON's mother, who is not expected to live.

(Signed) A. PIGTAIL

GLENMORA. Rev. J. W. LEE preached at the Methodist Church. JOHN W. BRITT spent the past week in Alexandria doing jury duty at the district court, which is now in session. Mrs. WALL of Bayou Chicot passed through Glenmora on her way to Oak Glen to visit her daughter, Mrs. MURRAY. Rev. ISIAH WATSON of Oakdale is still lying at Dr. J. G. PHILLIP's residence, in very critical condition; Mrs. WATSON is constantly at his bedside. GEORGE T. SMITH of Liberty County, Texas, was here to make arrangements for some families from his section of the county to come and live here for the purpose of sending their children to school. Messrs. CAMPBELL and JOHNSON passed through Glenmora on the way to their home at Pine Prairie; they had been attending school at Oakdale. Rev. and Mrs. JOHN GILMAN of Kinder came up over the Watkins Route last week; they will remain for some time with Mrs. GILMAN's parents, Mr. and Mrs. WILLIAM E. BEAUMONT. LOUIS JOHNSON of Bayou Chicot was in town, receiving some machinery for his mill. W. J. DOAN left for Alexandria for Police Jury duty. E. E. GALIGAN of Forest Hill was here on business. B. F. PHILIPS, our efficient deputy sheriff, will be in Alexandria most of the week. Rev. JAMES A. ERWIN presided at the Methodist Church Saturday evening to a good congregation. Rev. SAMUEL MALLET addressed the students and their friends at Evans' Commercial School. More houses are needed in Glenmora for rent. Some parties are talking about building here, but they say the soil is too expensive to build on.

(Signed) CREOLE PELICAN

EDGERLY. Mr. and Mrs. RAWLS and child are new residents here; he is in charge of the water supply. Miss DELLA ILES is visiting her sister, Mrs. E. J. FAIRCHILDS. Mrs. M. CANDELLER is visiting her sister, Mrs. VanBROOK. Miss OLLA VanBROOK has gone back to Greenburg to continue her school, having given up the dental profession and her trip to Nashville; she says she would rather teach school than pull teeth. Miss ALICE VanBROOK took a weeks' vacation at home from her school at Jacksonville. Miss BULAH FANCHER has returned from visiting friends and relatives around Westlake and Lake Charles. Miss CURLY, school teacher at Gum Cove, left for Westlake; she was hastily summoned to attend her aunt, who is ill. MONSEL LYONS had a serious accident happen at his home; one of his daughters, while playing with fire, was badly, and perhaps fatally, burned. Rev. WILLIAM PERKINS was in town, attending to cattle shipments. Mr. M. SPILLER purchased a small engine to run a grist mill to mill his own rice. Our charming Miss CORA HEWITT was in town. R. F. BIDWELL has moved to Lake Charles.

ITEMS OF INTEREST FROM THE LAKE CHARLES WEEKLY AMERICAN
(25 November 1896)

Information extracted by MICK HENDRIX, Member #1290

As troubles with Cuba went on, it was reported that the sugar supply of the world was impaired by the loss of the Cuban sugar crop, but Louisiana farmers were complaining about the high tariffs on German exported sugars and the high price on machinery that farmers were compelled to buy and maintain. The Louisiana sugar crop seemed to be a good one, despite the drought. Dry conditions tend to make the cane exceptionally hard, resulting in breakage, but few disastrous breakages had been heard about. There was a scarcity of labor in some sections, and the low prices prevailing at the opening of the season were very disheartening.

Winter gardens of the area are becoming of prime importance. Even celery is being grown. Lake Charles has continued to grow during the hard times of the past three years, and with the completion of so many railroads, real estate is "bound to jump rapidly." Now is the time to invest. A small storeroom owned by JAKE WILLIAMS was set on fire; there was about \$300 worth of goods in it. Our volunteer fire department should be praised for the work they did.

The first term of the Calcasieu Academy, which has an enrollment of 25 students, closed. The Cameron people are claiming "new law" on some of our sportsmen, and are making attempts to stop wholesale market shooting of their game. One night last week JOHN WENTZ was walking home about eleven o'clock and was "approached by two colored gentlemen who proceeded to investigate his financial standing." Now when JOHN comes downtown, he goes home before dark or takes a different route home.

On Saturday the Great Wallace Circus came to town. When the show was getting ready to parade, one of the five immense elephants, Pilot, refused to leave his car at the Southern Pacific depot, and compelled two other elephants to remain in the car with him. The show went on with only two elephants. On Sunday morning, the doors to the car were opened and six or eight men with pitchforks and long, pointed-end, iron rods entered the car. Although the beast was chained, he sent the men flying in every direction. For an hour the men prodded and poked Pilot, who then walked to town and took his accustomed place in the show.

Visitors to the city included ex-sheriff HARPER, who had been attending court; E. F. ROWSON of Jennings; D. W. DONAHO of Johnson's Bayou; Mr. and Miss KIMBEL of Iowa; BRANSON SHADDOCK of Marshfield; Rev. LUTHER HOUSE, superintendent of the Congregational Church of Texas and Louisiana. Mr. and Mrs. G. A. WHURTE of Indianapolis visited Mrs. DEITZ. Miss GRACE DAYTON visited Miss MAUDE REID. Mrs. ALVIN ALDRIDGE from Ludington, Michigan, visited Mr. and Mrs. J. W. EGGLESTON. C. A. BARR and Capt. J. T. CLINE were visiting their families and attending district court. W. H. LOVELESS of Fremont, Michigan, will be joined by his family and will winter here. Miss MAMIE SILING, who is teaching at Iowa, came to town to visit friends and see the circus. RICHARD BUCK and Miss EMMA SILING drove to Iowa to visit MAMIE SILING. JOE ARMSTRONG of Rolla, North Dakota, has come down to look at the country; if he likes it he will stay.

Lake Charles residents who vacationed or visited other places included WILLIS WEBER, who went to Iowa and Mr. and Mrs. A. M. MAYO, who attended the convention in Lake Arthur. Mr. and Mrs. R. S. MARTIN and family of North Dakota have come to make Lake Charles their home. Mrs. BEARDSLEY returned from a six-weeks visit to Hot Springs, much improved in health. CLARENCE JONES, formerly of the law firm of Toce & Jones, moved to LaPorte, Texas, where he is engaged in the fishing business. Mr. and Mrs. M. STANLEY HOGUE moved to Houston. Mr. and Mrs. J. M. PLUMMER left to visit friends in Beatrice, Nebraska. JERRY CLINE, who had been on the editorial staff of the *Daily Age* in Houston, is now editor-in-chief of the *Orange Tribune & Leader*.

Rev. JONES preached the Thanksgiving sermon and addressed the Temperance Meeting; Rev. NEILL and Judge WELLS also spoke. Rev. HARRIS preached at Grand Lake. Rev. A. WILKINSON preached at the Hodges Street M. E. Church. A turkey dinner will be served by the ladies of the Hodges Street M. E. Church on Thanksgiving Day for cost 25¢. The Sunday School Convention of Ward 7 at Dry Creek Church was called to order by Miss HULDAH MILLER, and Rev. F. M. SWEENEY led the group in prayer. EMMA HEARD was elected secretary, and committees were formed, composed of L. A. MILLER, W. M. W. MORROW, Miss JULIA BISHOP, J. W. MARK, G. M. HEARD, Miss ADELAIDE CALVIN, Rev. F. N. SWEENEY, Miss ANNIE HEARD and Miss EUGENIA HEARD. Other names mentioned were: Rev. J. LIGHTNER, B. L. DEAR, JOHN SINGLETARY, Misses LINNIE HARPER and MILLIE YOUNG, J. A. GRANT and L. H. MILLER. The convention offered heartfelt sympathies to "A. M. MAYO and wife in their recent bereavement in the loss of their little babe."

Dr. A. N. PIERCE repapered his home this week; STITT Brothers did the work. Mr. TOCE has raised his home about two feet from the ground and is building an addition to it. JAMES WALKER moved last week to a house on Ryan Street opposite Kirkwood's stable. ERNEST BEL showed a magnificent striped red and white flower, called the Egyptian Lily. Twin girls were born to Mr. and Mrs. C. D. OTIS on 17 November. Mr. OTIS is in the fruit tree nursery business, south of town.

The sick list included BRYAN DELTA: the Misses DAISY and GRACE REED; Mrs. A. S. BARNES; Mrs. DUPLANTIS on Ford Street; Mrs. J. W. WEBSTER and daughter, EDITH; Rev. S. H. BARTEAU, pastor of the Congregational Church. J. W. WATSON partly sawed the end of his thumb off. On Thursday, 19th November 1896, EMILE NANNING BRAMMER, one year and four days, died. His interment will be held at Orange Grove Cemetery on 20th November. The death of MYRA BURGESS, the five year-old daughter of Mr. and Mrs. C. M. BURGESS, was reported; the child died of diphtheria. The BURGESS family had been residents of Lake Charles, but were on their way to visit Mrs. BURGESS' father in Jacksonville, Illinois, before they returned to their former residence in Rement, Illinois. Mr. and Mrs. BURGESS had lost their thirteen-year-old son, ROY, in August.

Miss MAGGIE HAMAND now rides--is learning--the Waverly Belle, an up-to-date and handsome wheel. J. E. LOXLEY had the misfortune of getting the back wheel of his carriage smashed by colliding with a streetcar. Judge MOSS' horse became frightened and ran down the street at full speed; before the horse stopped, the buggy was slightly demolished and the judge was slightly injured. S. V. ATTLESEY is the newly appointed agent of the Pacific Express to the city.

Marriage licenses for the week ending 25 November 1896 were issued to the following couples:

- 18 November - O'NEAL LEGROS and LAVONIA BRAXTON.
- 19 November - ALEX WILLIAMS and ELMIRA SHAW.
- 20 November - SAMUEL E. GREEN and VIRGIE M. GOODEAU.
- 24 November - ADAM J. GUIDRY and IDA GUIDRY.
- 25 November - JOHN A. BURGESS and SILESTEEN LOLELTO GOLDMAN.

Advertised letters for the week ending 21 November 1896 were:

LADIES' LIST

ALBAIR, Mrs. ELIZABETH	HOOTER, Miss EMELINE	PROPHAT, Miss PEARL
BILBO, Mrs. JULIA	HOOKSEY, CELESTE	ROGERS, Mrs. SIETE
BRIGGS, Mrs. CLARA	JONES, ELVIRA	SCARSARY, Mrs. ELA
DAVENPORT, ADA	LINSCOMB, Mrs. FRED	WOODS, Mrs. CHARLES
FOSTER, Mrs. MARIE	MILLS, Mrs. ELLEN	YOUNG, Mrs. SALLIE
GEONE, Mrs.	MITCHELL, Mrs. CHARLOTTE	

(continued next issue)

"The farther back you can look, the farther forward you are likely to see."

Winston Churchill

CIVILIAN DRAFT REGISTRATIONS: CAMERON PARISH, LOUISIANA

Continued from Vol. 29 No. 2

The following information was abstracted by RAYMOND H. BANKS from Cameron Parish civilian draft registration cards completed in 1917-1918. These draft registrations are not the same as inductions into the military; approximately 85% of the registrants never went into military service. Mr. BANKS explains that there was a particular problem with regard to Cameron Parish registrants. At that time in the parish, there was a high percentage of illiterate registrants, and, as a result, the registrars had to guess at the spelling of many names. Names in the following list are spelled as they appear in the records. Mr. BANKS has kindly granted *Kinfolks* the right to publish his research, but these pages may not be reproduced in any format for profit or presentation by any other organization or persons without written consent of the contributor, or the legal representative of the submitter. Files may be printed or copied for personal use only.

Almost 24 million men registered for the draft in World War I, but they did not always register in the county of their residence. Some men do not have birth locations listed because they registered on the final draft registration day in 1918 when this information was not recorded. These records are not actually military records. Original cards are housed at the National Archives branch near Atlanta, Georgia. Microfilmed copies of the original cards are maintained by the Church of Jesus Christ of the Latter Days Saints (LDS), and, for a small fee, reels can be borrowed from Salt Lake City for use at LDS Family History Centers. The compiler has not abstracted the registrant's address, the name and address of his next of kin, occupation, work address, general physical description and disability, if any; this additional information may be found on the original draft registration cards. Please consult the original card to verify all information.

NAME	BIRTH DATE	ETHNIC GROUP	BIRTH PLACE	REGISTRATION LOCATION
LEDOUX, JOE	20 July 1882	W	relative lives Bell City, LA	Cameron, LA
LEGER, ALCEE	28 Apr. 1874	W		Cameron, LA
LETROISE, ROBERT	27 Feb. 1886	B		Cameron, LA
LITTLE, COLUMBUS JOSEPH	29 Mar. 1899	W		Cameron, LA
LITTLE, LEONARD	8 Mar. 1878	W		Cameron, LA
LITTLE, WILLIAM	20 July 1883	W		Cameron, LA
LOGAN, DONAT	14 July 1900	W		Cameron, LA
LOGG, JOSEPH A.	4 Mar. 1896	W	Cameron, LA	Cameron, LA
LOGG, SELESTIN	9 Aug. 1900	W		Cameron, LA
LOGUE, FRANK (Jr.)	24 Dec. 1896	W	Grand Chenier, LA	Cameron, LA
LOOT, CLEM	12 Dec. 1883	B		Cameron, LA
LOOT, HENRY	6 Feb. 1892	B	Cameron, LA	Cameron, LA
LOWGRAY, PAUL	25 Jan. 1888	W	Cameron, LA	Cameron, LA
LUTE, BEN	11 June 1888	B	Cameron, LA	Cameron, LA
LUTE, BREAU	27 Feb. 1898	B		Cameron, LA
LUTE, CLEM	12 Dec. 1883	B		Cameron, LA
LUTE, EDWARD	20 Dec. 1897	B		Cameron, LA
LUTE, HENRY	6 Feb. 1892	B	Cameron, LA	Cameron, LA
LUTE, MOSE	9 Aug. 1896	B	Cameron, LA	Cameron, LA
LUTES, MOSE	9 Aug. 1896	B	Cameron, LA	Cameron, LA
MANNING, JOHN JEFFERSON	17 Feb. 1875	W		Cameron, LA
MARCEAUX, ALEX	11 June 1899	W		Cameron, LA
MARDAUX, ALEX	11 June 1899	W		Cameron, LA
MARQUART, BERNESE SAMUEL	1 June 1895	W	Lake Arthur, LA	Cameron, LA
MARTIN, CLESMAY	27 Sep. 1881	W		Cameron, LA

MATHEWS, ELBERT	26 Sep.	1898	W		Cameron, LA
MAYNE, ANDREW	28 Jan.	1882	B		Cameron, LA
MAYNE, HENRY	25 Oct.	1895	B	Grand Chenier, LA	Cameron, LA
MAYNE, JAMES	29 Dec.	1892	B	Grand Chenier, LA	Cameron, LA
MAYNE, JOSEPH	26 Mar.	1882	B		Cameron, LA
McCAIN, GEORGE ANGUS	22 May	1890	W	Lake Charles, LA	Cameron, LA
McCALL, MILLEDGE	7 Jan.	1894	W	Grand Chenier, LA	Cameron, LA
McCALL, THOMAS WILLIAM	18 Sep.	1884	W		Cameron, LA
McKEITHEN, ARMON GUY	24 Oct.	1899	W	lives in Grayson, LA	Cameron, LA
MEAUX, JAMES	29 Dec.	1899	W		Cameron, LA
MEAUX, JOHN HENRY	26 Sep.	1888	W	Grand Chenier, LA	Cameron, LA
MHIRE, APOLINARIE	9 Aug.	1877	W		Cameron, LA
MHIRE, ROBERT	2 Oct.	1875	W		Cameron, LA
MILLER, ABRAHAM	2 June	1881	W		Cameron, LA
MILLER, ADRIAN	15 Feb.	1884	W		Cameron, LA
MILLER, ALFRED	27 Oct.	1880	W		Cameron, LA
MILLER, AUGUST	27 Dec.	1881	W		Cameron, LA
MILLER, CAMILLE	3 Jan.	1887	W	Grand Chenier, LA	Cameron, LA
MILLER, CELESTAN	11 July	1873	W		Cameron, LA
MILLER, DESIRE	7 Feb.	1899	W		Cameron, LA
MILLER, DONAT	4 June	1890	W	Creole, LA	Cameron, LA
MILLER, DROZEN JOSEPH	21 May	1898	W		Cameron, LA
MILLER, EMANUEL	2 Dec.	1882	W		Cameron, LA
MILLER, EUGENE E.	25 June	1887	W	Grand Chenier, LA	Cameron, LA
MILLER, HIRAM ARCENEUX	20 Mar.	1879	W		Cameron, LA
MILLER, JAMES JOSEPH	11 Mar.	1881	W		Cameron, LA
MILLER, JOE	28 Apr.	1889	W	Grand Chenier, LA	Cameron, LA
MILLER, JOHN	20 Apr.	1879	W		Cameron, LA
MILLER, JOSEPH (Jr.)	10 Apr.	1898	W		Cameron, LA
MILLER, JOSEPH CLEVELAND	19 Nov.	1893	W	Calcasieu, LA	Cameron, LA
MILLER, JOSEPH LUCIEN	27 Aug.	1875	W		Cameron, LA
MILLER, JOSEPH NUNEZ	1 Sep.	1884	W		Cameron, LA
MILLER, LAURENT O. (Dr.)	13 Jan.	1881	W		Cameron, LA
MILLER, LUMA L.	27 July	1890	W	Grand Chenier, LA	Cameron, LA
MILLER, MARTIN OWEN	9 Sep.	1894	W	Grand Chenier, LA	Cameron, LA
MILLER, OLIVER	30 Sep.	1899	W		Cameron, LA
MILLER, OZEMA	24 Aug.	1889	W		Cameron, LA
MILLER, PACIDE	5 Nov.	1887	W	Grand Chenier, LA	Cameron, LA
MILLER, PHILIP WILSON	18 May	1900	W		Cameron, LA
MILLER, PIERE (PIERRE)		1881	W		Cameron, LA
MILLER, POLITE	26 Dec.	1888	W	Grand Chenier, LA	Cameron, LA
MILLER, PRAVATE	24 July	1893	W	Grand Chenier, LA	Cameron, LA
MILLER, RAPHIEL	11 Feb.	1887	W	Grand Chenier, LA	Cameron, LA
MILLER, RAYMOND	29 Sep.	1894	W	Grand Chenier, LA	Cameron, LA
MILLER, SEVENIA	18 Feb.	1895	W	Grand Chenier, LA	Cameron, LA
MILLER, SEVERIN	8 Nov.	1890	W	Grand Chenier, LA	Cameron, LA
MILLER, URSINT	22 Mar.	1878	W		Cameron, LA
MILLER, VALCIN	22 Jan.	1892	W	Grand Chenier, LA	Cameron, LA
MILLER, VICTOR	1 Oct.	1891	W	Cameron, LA	Cameron, LA
MILLER, ZANIA (ZAUJA)	12 July	1900	W		Cameron, LA
MONICK, PAUL	2 Mar.	1879	W	[card misfiled in D section]	Cameron, LA
MONTIE, DUPLESIE	22 Mar.	1881	W		Cameron, LA
MONTIE, EUSEBE	25 Feb.	1899	W		Cameron, LA
MONTIE, JOHN A.	10 Feb.	1890	W	Cameron, LA	Cameron, LA

MONTIE, MITCHEL	13 Mar.	1874	W		Cameron, LA
MONTIE, ONEIL	24 Aug.	1876	W		Cameron, LA
MONTIE, PIERRE	29 Aug.	1879	W		Cameron, LA
MONTON, GEORGE MOSES	5 Apr.	1895	B	Cameron, LA	Cameron, LA
MONTON, WILLIAM	22 June	1897	B relative	lives Gueydan, LA	Cameron, LA
MOORE, ARVIN	28 Oct.	1895	B	Creole, LA	Cameron, LA
MOORE, BAZIEL		1873	B		Cameron, LA
MOORE, LEON	25 Mar.	1888	B	Cameron, LA	Cameron, LA
MOORE, OLIVER	10 Dec.	1894	B	Cameron, LA	Cameron, LA
MOORE, RAYMOND	16 Mar.	1900	W		Cameron, LA
MOORE, WILLIE	10 Dec.	1875	W		Cameron, LA
MOORE, WILLIE	24 Dec.	1880	B		Cameron, LA
MOTTE, ALOVIE	30 Oct.	1897	W		Cameron, LA
MOUTON, ADOLPH	abt.	1900	B relative	lives Gueydan, LA	Cameron, LA
MOUTON, BEN	22 Aug.	1885	B		Cameron, LA
MOUTON, ROY	30 Jan.	1898	B		Cameron, LA
MOUTON, WILLIAM	22 June	1897	B relative	lives Gueydan, LA	Cameron, LA
MOUTON, WILLIAM	17 June	1891	B	Cameron, LA	Cameron, LA
MUDD, GEORGE HENRY	1 Apr.	1888	W	Cameron, LA	Cameron, LA
MUDD, MARCELUS	10 Jan.	1883	W		Cameron, LA
MUDD, SYLVESTER LEOPOLD	22 Feb.	1885	W		Cameron, LA
MURPHY, ARTHUR	24 Oct.	1886	W	Cameron, LA	Cameron, LA
MURPHY, EDWIN	5 Aug.	1881	W		Cameron, LA
MURPHY, ELI	24 Feb.	1882	W		Cameron, LA
MURPHY, HENRY	25 July	1882	W		Cameron, LA
MURPHY, THOMAS (Jr.)	28 Sep.	1877	W		Cameron, LA
MURPHY, WILBERT	1 Sep.	1893	W	Cameron, LA	Cameron, LA
MURPHY, WILLIAM MONROE	2 Oct.	1900	W		Cameron, LA
NASH, EMANEL	7 Apr.	1897	B	Grand Chenier, LA	Cameron, LA
NORWOOD, IVY	17 Aug.	1892	W		Cameron, LA
NUNEZ, ABRA	7 Feb.	1882	W		Cameron, LA
NUNEZ, ACA	22 Dec.	1886	W	Texas	Cameron, LA
NUNEZ, ADAM	20 Feb.	1889	W	Grand Chenier, LA	Cameron, LA
NUNEZ, CLEVE	19 July	1892	W	Cameron, LA	Cameron, LA
NUNEZ, EDRAS (Jr.)	15 May	1891	W	Creole, LA	Cameron, LA
NUNEZ, ERASTE	18 Nov.	1877	W		Cameron, LA
NUNEZ, EULICE	25 Oct.	1893	W	Cameron, LA	Cameron, LA
NUNEZ, FELIX	8 May	1875	W		Cameron, LA
NUNEZ, FERDINAND	8 Apr.	1897	W	Creole, LA	Cameron, LA
NUNEZ, JEFF	13 Dec.	1894	W	Cameron, LA	Cameron, LA
NUNEZ, JESSIE	Feb.	1891	W	Creole, LA	Cameron, LA
NUNEZ, JOHN VORAS	10 June	1891	W	Creole, LA	Cameron, LA
NUNEZ, LEONCE	6 Apr.	1877	W		Cameron, LA
NUNEZ, NUMA	6 Mar.	1875	W		Cameron, LA
NUNEZ, OFA	13 Aug.	1896	he & his dad b.	Cameron, LA	Cameron, LA
NUNEZ, PAUL	4 June	1893	W	Grand Chenier, LA	Cameron, LA
NUNEZ, SANEN (SAVEN)	26 Mar.	1892	W	Cameron, LA	Cameron, LA
NUNEZ, SEBASTIEN	30 Aug.	1897	W		Cameron, LA
OGEA, JASPER	22 Sep.	1899	W		Cameron, LA
OGEA, JOSEPH	23 Mar.	1875	W		Cameron, LA
OLIVIA, NELSON	28 Mar.	1899	W		Cameron, LA

PARDIER, ALAPA	10 Oct.	1896	B	Lafayette, LA	Cameron, LA
PATIN, ISAAC	1 July	1900	B		Cameron, LA
PAYTON, ALBERT		1899	B		Cameron, LA
PELLERIN, FIRMIN	15 Apr.	1874	W		Cameron, LA
PELTIER, JOSEPH (Jr.)	23 May	1878	W		Cameron, LA
PESHOFF, ALCIDE	20 Dec.	1881	W		Cameron, LA
PESHOFF, ARISTIDE	18 Jan.	1878	W		Cameron, LA
PESHOFF, MARTIAL	1 Nov.	1875	W		Cameron, LA
PESHOFF, OSCAR	30 Mar.	1895	W	Cameron, LA	Cameron, LA
PESHOFF, PAUL	3 Dec.	1884	W		Cameron, LA
PEVOTO, RAY BURNELL	Feb.	1889	W	Orange, TX	Cameron, LA
PEVOTO, WILLIAM TERRELL	13 Jan.	1888	W	Orange, TX	Cameron, LA
PEYTON, HENRY	19 Aug.	1895	W	Cameron, LA	Cameron, LA
PICHNIC, HARVEY	30 May	1892	W	Cameron, LA	Cameron, LA
PICHNIC, NICK	17 Sep.	1894	W	Cameron, LA	Cameron, LA
PLEASANT, FRANK NAPOLEON	8 Aug.	1881	W		Cameron, LA
PLEASANT, OBED RUSAL	6 Dec.	1878	W		Cameron, LA
POOL, JOE	6 Jan.	1885	W		Cameron, LA
POOL, WILLIAM	26 June	1875	W		Cameron, LA
POOLE, WILLIAM	26 June	1875	W		Cameron, LA
PORTIE, ABIA	19 July	1892	W	Grand Chenier, LA	Cameron, LA
PORTIE, ALFRED	5 Nov.	1894	W	Grand Chenier, LA	Cameron, LA
PORTIE, ASA	27 Oct.	1891	W	Grand Chenier, LA	Cameron, LA
PORTIE, FREDRICK	19 Feb.	1885	W		Cameron, LA
PORTIE, PAUL	24 Oct.	1873	W		Cameron, LA
PRADIE, DOA	31 Oct.	1895	B	Abbeville, LA	Cameron, LA
PRADIER, ALAPA	10 Oct.	1896	B	Lafayette, LA	Cameron, LA
PREMEAUX, CHARLES	6 Sep.	1900	W		Cameron, LA
PRIDDY, THOMAS DeWITT	13 Mar.	1881	W	relative lives Gueydan, LA	Cameron, LA
PRIMAUX, JEAN BATIS	10 Dec.	1877	W		Cameron, LA
PRIMEAUX, CHARLES	6 Sep.	1900	W		Cameron, LA
PRIMEAUX, DOLSIN	31 Jan.	1894	W	Cameron, LA	Cameron, LA
PRIMEAUX, ELOI (ELAI)	6 Sep.	1884	W		Cameron, LA
PRIMEAUX, HUBERT	17 Apr.	1890	W	Cameron, LA	Cameron, LA
PRIMEAUX, JULIEN	4 Nov.	1880	W		Cameron, LA
PRIMEAUX, OVAY	10 June	1886	W	Creole, LA	Cameron, LA
PRIMEAUX, ULYSSE	23 Oct.	1892	W	Creole, LA	Cameron, LA
QUINN, FRANCIS MILLARD	25 July	1898	W		Cameron, LA
RACCA, FLARINTIN	26 Oct.	1877	W		Cameron, LA
RAGGIO, ANTONIO	23 Jan.	1876	W		Cameron, LA
RAGGIO, CHARLES	3 May	1878	W		Cameron, LA
RANKIN, GEORGE		1893	B		Cameron, LA
RANKIN, LOUIS (Jr.)	1 Dec.	1879	B		Cameron, LA
RANKIN, WILLIAM	5 Mar.	1895	B	Cameron, LA	Cameron, LA
RANKINS, GEORGE		1893	B		Cameron, LA
RANKINS, LOUIS (Jr.)	1 Dec.	1879	B		Cameron, LA
REON, NOAH	6 Nov.	1883	W		Cameron, LA
RICHARD, ADAM	17 Apr.	1895	W	Creole, LA	Cameron, LA
RICHARD, ADAM	4 Aug.	1881	W		Cameron, LA
RICHARD, ALBERT	2 Sep.	1896	W	Creole, LA	Cameron, LA

(continued next issue)

CITY CEMETERY
Broad & Goos Streets, Lake Charles, Louisiana

Compiled - 1971

LAURENCE, MAMIE, 12 Sept. 1950 (only date)
JOHNSON, GUSSIE, b. 17 Aug. 1899, d. 9 Feb. 1928
HOLLIER, Mrs. F., 11 Feb. 1934 (only date)
SMITH, W. M., b. 10 June 1880, d. 30 Jan. 1926
LEMELLE, JOHN B., b. 1882, d. 1969
LEMELLE, CORA LEE, b. 1888, d. 1938
TPEHOM, AEBER, b. Sept. 1913, d. 1 Apr. 1962
BONNOW MARY BELL GRIFFIN, b. 1913, d. 16 May 1940
LEWIS, BEN, b. 10 July 1891, d. 5 Jan. 1930
FRONTLIE, Mrs. S., 14 Oct. 1930 (only date)
REED, BAZILE, Jr., b. 18 July 1928, d. 5 Nov. 1950, La. PFC 548 Eng. SVC BN
ANDERSON, MELCOM, b. 4 June 1893, d. 13 Sept. 1943, La. PVT Co A 161 Depot Brig. - WWI
LIN, RENIAL, b. 1 May 1893, d. 20 June 1969
GUILLORY, JOSEPHINE SIMIEN, b. 15 Feb. 1886, d. 16 Feb. 1944
LEVI, PRESTON, b. 15 Aug. 1914, d. 11 Aug. 1961, La. PVT 876 Port Co. TC - WWII
BROUSSARD, BEN, Jr., b. 1921, d. 1960
THOMAS, WILLIE, b. 12 Jan. 1919, d. 1 Nov. 1969
ENGLAND, ZELMA, b. 1877, d. 2 Jan. 1919
ENGLAND, LYDIA, b. 1907, d. 11 Jan. 1932
JONES, LILLY, b. 8 Jan. 1888, d. 5 Nov. 1968
VERARD, LEON, b. ? Dec. 1877, d. 8 Oct. 1949
COLSTON, CLARENCE, b. 6 Sept. 1889, d. 19 Jan. 1950
MARROW, OLIVIA, b. 18 July 1872, d. 22 Oct. 1957
HAYES, LOUISIANA, d. 7 Nov. 1931
DELAHOUSAYE, LECILEE, b. 7 Aug. 1919, d. 16 Jan. 1920
JOSHUA, MERRILE, M. D., b. 1862, d. 1919
WILLIAMS, CORRINE J., b. 1882, d. 1936
WILLIAMS, HARRY (Step Father), b. 1880, d. 1943
COUNBS, MARY, d. 26 Jan. 1927 - age 49 yrs.
RANSON, MARY, b. 1846, d. 22 Feb. 1941
SIMON, PAUL (no dates), La. Soldier
STERNs, HOUSTON (no dates)
STERNs, Mrs. A. T. (no dates)
CONSOULIN, ANNA, d. 27 Feb. 1923
GREEN (only information)
DELAHOUSAYE, CLAUDE, d. 3 Feb. 1961
DAWSON, LENETTE, b. 5 Nov. 1911, d. 27 Apr. 1950
MICKENS, EARNEST, d. 8 May 1940
LACAZE, LILLIE STANFORD, d. 18 Feb. 1896
STANFORD, PENERO E., d. 29 April 1937
STANFORD, GABREL D., d. 21 May 1939
LACAZE, HENRY, d. 4 Sept. 1955
ROMERO, CORESSA, b. 1867, d. 1940
ROMERO, CHARLES, b. 1855, d. 1930
DELAHOUSAYE, CONSTANCE, d. 31 May 1957
DELAHOUSAYE, GASTON, d. 9 Aug. 1945
ORSAT, LUCY (no dates)
LEDE, HAMILTON, b. 12 Dec. 1886, d. 12 Oct. 1943
LEDE, RUFUS, b. 7 Apr. 1914, d. 10 July 1935

HARRIS, ED, b. 15 Dec. 1862, d. 22 July 1940
 GRANGER, JULIA C., b. 4 Sept. 1871, d. 12 Mar. 1924
 BRINSON, ARTHUR, Sr., b. 14 Mar. 1892, d. 17 Nov. 1935
 PRUDY, ALVIN JAMES, b. 29 Jan. 1910, d. 21 Dec. 1947
 KENNERSON, ALBERT, b. 10 May 1887, d. 2 Aug. 1947, La. PFC OM Corps. - WWI
 DEVILLE, MURPHY (no dates)
 CELESTINE, MESTELLE, b. 25 Nov. 1963, d. 2 Feb. 1964
 BOLIVAR, Mrs. ZULMA SOLOMON, b. ? Mar. 1867, d. 16 Apr. 1937
 OLIVER, MARY (no dates)
 WASHINGTON, BURLEY, b. 23 Dec. 1886, d. 24 Mar. 1955
 LEACH, ISADORA, b. 15 Oct. 1889, d. 22 Nov. 1939
 GRANT, WASHINGTON, d. 22 Mar. 1956, La. Service 314 BN
 ALLEN, CLARA (no date)
 OZEAN, JOSEPH, b. 25 Dec. 1924, d. 28 Feb. 1937
 DANCY, ERNEST T., b. 12 Oct. 1935, d. 1 Sept. 1936
 GUIDRY, OTHEL D., b. 11 Dec. 1901, d. 4 Feb. 1942
 FLOY, ROBERT, b. 31 Jan. 1897, d. 5 Sept. 1941
 LAURENCE, JOSEPH C., Sr., b. 4 Apr. 1895, d. 11 June 1968
 FREELOW, JOSEPH, b. 14 Sept. 1896, d. 26 Nov. 1946, La. PVT 508 Eng. - WWI
 RUBEN, LEO (no dates)
 GUIDRY, MARY LOUISE, b. 26 Jan. 1928, d. 1 Sept. 1930
 McCLAIN, IDAL M., b. 1887, d. 9 Aug. 1932
 GUIDRY, BEATRICE, b. 15 Nov. 1933, d. 25 Oct. 1968
 DANCY, ARMOND VICTOR, b. 1914, d. 7 June 1936
 LANDRY, JEWELL, b. 1907, d. 1969
 LANDRY, PETE, d. 31 Mar. 1950
 JONES, ARTHUR E., b. 30 July 1878, d. 8 Feb. 1944
 PETERS, EARL F., b. 24 Oct. 1894, d. 12 Feb. 1952, PVT 164 Depot Brig. - WWI
 BOUTTE, Mrs. EDGAR, d. 20 Dec. 1935 - age 97 yrs.
 DUHON, NOEL J. D., b. 30 Aug. 1907, d. 11 June 1951
 LANDRY, ORELIA, b. 8 Oct. 1877, d. 25 Sept. 1941
 FRELI, GEORGE, d. 22 Mar. 1939, La. PVT 310 Ser. BN QMC
 BROWN, ANNIE, d. 3 Dec. 1919 - age 53 yrs.
 FRANCES, J., d. 25 Dec. 1900 - age 21 yrs.
 LeDOUX, JOSEPH EDWARD, b. 4 Oct. 1879, d. 29 Mar. 1943
 JONES, MYRTLE, b. 1908, d. 1918
 AUSTIN, EIPHANIE, b. 1851, d. 1952 - age 101 yrs.
 MALVO, SADIE (no dates)
 BRROYS, 1968 (only information)
 LENELLE, MARTIN, b. 28 May 1892, d. 9 Apr. 1946, La. PVT 2 M Corps. - WWI
 BROUSSARD, DONIA, b. 10 Jan. 1894, d. 10 Feb. 1971
 VILLERY, LENA E., b. 1891, d. 3 Apr. 1970
 BRAKEFIELD, OLIVER, d. 2 Sept. 1899
 CHAVIS, JOSEPH, b. 1884, d. 1967; wife - CARRIE HIGGINS, sister - PEARL,
 G. Mother - EVA HIGGINS
 SIMIEN, EDNA, d. 1944
 YOUNGE, EUGENE, 25 Oct. 1924 (only date)
 JAMES, ED, 1934, age - 40 yrs.
 PETES, ATHER OLEXAME (no dates)
 PETE, LOUIS (no dates)
 HENRY, BEN (no dates)
 BLODDA, BEATRICE C., 1 Dec. 1965 (only date)
 HERPIN, AL, 24 May ____ (only date)
 HERPIN, ROMAN, b. 30 May 1890, d. 9 Feb. 1953, La. PVT 7 Co. 165 Detot. Drig. - WWI

BAZILE, CHESTER A., b. 22 Sept. 1917, d. 31 May 1965, La. PFC 646 Port Cote - WWI
 WILLIAMS, VERA ANN, b. 9 Mar. 1930, d. 24 Mar. 1970
 TRILES, PETE, b. 1872, d. 1 Feb. 1966
 MILLER, LEE, b. 9 Mar. 1895, d. 18 Apr. 1960, La. PVT Co. D 319 Labor Bn 2 MC - WWI
 BEZIA, FELIX, b. 1911, d. 1969
 THOMAS, MILLIE, 13 July 1969 (only date)
 WATUS, LOVINA, b. 1886, d. 1930
 BERTRAND, CLARENCE, Sr., b. 2 May 1922, d. 9 Nov. 1969
 CORMIER, VICTORA, b. 6 Aug. 1907, d. 11 Aug. 1942
 WARCIESE, PHILAP, b. 9 Apr. 1916, d. 24 Feb. 1939
 HAWKIN, JOSEPH W., b. 23 July 1943, d. 22 Sept. 1949
 AMBROS, JUDUIS (no dates)
 DOSEY, PEBBIE (no dates)
 SUTTON, MOSES, b. 14 Oct. 1923, d. 29 Mar. 1957, La. PFC 41 21 Base Unit AAF - WWII
 SUTTON, MARY (no dates)
 SUTTON, MOSES, b. 16 Mar. 1895, d. 8 Feb. 1937
 MASON, SELINIE, b. 12 Feb. 1870, d. 7 Nov. 1932
 CROSS, LOU ANN, b. 17 Apr. 1928, d. 28 Mar. 1937
 CROSS, EULA, d. 8 Aug. 1936
 GALLAGHER, JOSEPH (no dates)
 JACKSON, EDWARD, b. 27 Jan. 1918, d. 22 Apr. 1965, La. PFC Co. C 1700 Engrs. - WWII
 NEVEU, ROY (no dates)
 MITCHELL, HORTE, d. 1959
 LEWIS, LAURENCE P., Sr., b. 9 Jan. 1919, d. 1 Aug. 1962, La. Momm 2 US NR - WWII
 HAYES, PETER, Sr., 14 Apr. 1963 (only date)
 FREEMAN, MODESS, b. 1888, d. 1960
 SYNAGAR, JOEANNA, d. 2 Jan. 1966 - age 84 yrs.
 GRANT, WASHINGTON, 22 Nov. 1956 (only date), La. PVT 313 Serz. Bn. QMC

THIS CONCLUDES LAKE CHARLES CITY CEMETERY

SNIPPETS FROM *LEAVES FROM THE DIARY OF LOUISE* (20 February 20, 1889, reprinted in *LCAP* 1 February 1929)

We have been having a lot of excitement lately, caused by runaways. GRANT MUTERSBAUGH has the reputation of having ponies that pull the hardest and run away the oftenest of any in town. He had the wagon loaded with 1,200 feet of lumber the other day. The ponies broke the tugs, pulled him from the seat and ran away. Mr. MUTERSBAUGH says he does not care to give an encore to that performance so he has bought some chain harness.

G. M. GOSSETT's horse, hitched in front of the courthouse, ran down Ryan Street the other day. It's a wonder some one wasn't hurt. The horse was caught at Broad Street by A. LEVY and FRANCIS CHAVANNE. A cow was seen going into a doctor's office in Ryan Street yesterday. Probably she had malaria. Merchants are having a hard time keeping the cows out of their stores. Strange to say, they are never seen going into butcher shops.

Professor S. A. KNAPP is giving a series of lectures now on his trip to the Orient.

UNDOCUMENTED GENEALOGY IS MYTHOLOGY.

LAKE CHARLES/WESTLAKE, LA CITY DIRECTORY - 1901

Continued from Vol. 29 No. 2

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REAL ESTATE AGENTS.

O. S. DOLBY, Commercial Block.
WILLIAM BRIGGS, office 311 Pujo.
D. M. FOSTER & SON, office in First National Bank Building.
KUTTNER's REAL ESTATE AGENCY, 318 Pujo.
JOHN BURNETT, Room 9 Commercial Block.
W. C. H. ROBINSON & CO., office Hotel Howard.
R. L. COLEMAN & CO., 1013 Ryan.
F. M. WELCH & CO., 216 Pujo.
CHAS. J. RAUCH, office 835 Ryan.
CALCASIEU OIL LAND CO., 835 Ryan.
SULPHUR OIL LAND COMPANY, 904 Ryan.
THAD MAYO, office, 233 N. Court.
FRANCIS CHAVANNE, office 727 Ryan.
MARTIN, GRAY & CLINE, office 718 1-2 Ryan.
W. W. WHITTINGTON, Jr. & CO., office Howard Hotel.

ADVERTISEMENTS - PAGE 161

Carlson & Co.; Cramer's; Consumers' Ice Co., Ltd.

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RICE MILLS

LAKE CHARLES RICE MILLING CO., on River Front.
WALL RICE MILLING CO., LTD., on Lake Front.
C. B. LAKE & CO., LTD., Westlake.

S's - PAGE 162

SECOND-HAND STORE.

C. C. ELLIS, 316 Pujo.

SCHOOLS.

ACADIA COLLEGE, J. T. BARRETT, A. B., President, on Boulevard.
CENTRAL HIGH SCHOOL, on Kirkman, between Pujo and Kirby.
FIRST WARD SCHOOL, cor. Martha and Nichols.
SECOND WARD SCHOOL, on Hodges.
FOURTH WARD SCHOOL, South Ryan.
COLORED PUBLIC SCHOOL, on Boulevard.
ST. CHARLES ACADEMY, conducted by Sisters Marianites of the Holy Cross, 935 Ryan.
GERMAN LUTHERAN SCHOOL, Ford St.

SHINGLE MILL.

JOHN H. POE, head of Ryan Street.

T's - PAGE 162

TAILORS.

BLAND TAILORING CO., 722 Ryan.

W. E. TEAL, "BILL, THE TAILOR", 711 Ryan.
BON-TON TAILORING CO., 806 Ryan.
A. LEVY, 818 Ryan.

ADVERTISEMENTS - PAGE 162

Consumers' Market; Eddy Bros. Dry Goods Co., Ltd.; Hemenway Furniture Co.

T's - PAGE 163

TELEPHONE AND TELEGRAPH COMPANIES.

CUMBERLAND TELEPHONE & TELEGRAPH CO., W. W. WILLIAMSON, local manager,
Commercial Block.
WESTERN UNION TEL. CO., office 725 Ryan.
POSTAL TEL. & CABLE CO., office 833 Ryan.

U's - PAGE 163

UNDERTAKING.

O'BRIEN & PERKINS, 219 Pujo.
SWIFT-KIRKWOOD COMPANY, 305 Division.

V's - PAGE 163

VETERINARY SURGEON.

JOHN P. RAUCH, office Chavanne Building, Broad St.

SALOONS.

LAKE CITY, CAGNEY & CHRISTMAN, proprietors, 817 Ryan.
BUFFALO BAR, CALDWELL & HOBSON., proprietors, 326 Boulevard.
JAS. P. FOREMAN, proprietor, Lake Charles Saloon, 223 N. Court.
THOS. J. BURKE, 802 Ryan.
SAM KINDER, 809 Ryan.
CAGNEY & CHRISTMAN, 806 Railroad Ave.
PELICAN, CHAS. JARDINE, proprietor, 829 Ryan.
FRANK DAVIS, 729 cor. Ryan and Broad.
TEXAS, 802 cor. Ryan and Pujo.
V. PECORINO, 1136 cor. Railroad Ave. and Boulevard.
TRAM, GAUTHIER & HERBERT, props., 810 Ryan.
P. G. SALOON, P. A. GAUTHIER, prop., 616 Ryan.
WM. BAHREL, 812 Railroad Ave.

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Carlson & Co.; Consumers' Ice Co., Ltd.; Cramer's.

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SALOONS. (continued)

MAGNOLIA, T. B. HOLLOWAY, prop., 818 Railroad Ave.
MAHER & MITCHELL, 816 Ryan.
SKEETE'S PLACE, 713 Ryan.
PIERRES & PETERS, 840 Railroad Ave.
JOHN KENMOUTH, 912 Ryan.
R. ROSENTHAL, 702 Railroad Ave.
RAILROAD BAR, 912 Railroad Ave.

LITTLE PALACE, 620 Ryan.
CLUB, A. MOORE, prop., 831 Ryan.

RESTAURANTS.

"TRAM," A. W. BISHOP, proprietor, 812 Ryan.
LAKE CITY, SPENCE BROS., proprietors, 817 Ryan.
COMMERCIAL, ALF. LEIBERT, prop., 814 Ryan.
POST OFFICE RESTAURANT, DAY & HUTCHINS, props., 837 Ryan.
WILLIAM's RESTAURANT, 810 Railroad Ave.
DEWEY, WM. SUTHERLAND, prop, 920 Ryan.
Mrs. A. PIPER, Davidson Building, Ryan.

MANUFACTURING CHEMIST.

JAMES WARE, M. D., office 902 1-2 Pujo.

POOL ROOM.

WM. RABB & CO., Lake City Saloon, 817 Ryan.

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Consumers' Ice Company, Limited; Eddy Bros. Dry Goods Co., Ltd.; Hemenway Furniture Co.

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TELEPHONE EXCHANGE.

W. W. WILLIAMSON, Local Manager.

* Indicates Long Distance Telephone.

A

306	ADDISON, NELSE, residence	173	ARBOUGAST, J. C., residence
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470	ALLEN, JOE, residence	186	ARFSTEIN, NICK, residence
255	ALLISON, Rev. J. Y., residence	395	ARMSTRONG, B., residence
77*	AMERICAN OFFICE	405	ARMSTRONG, TINSEY
188	ANDERSON, Dr. L. C., residence	14-2	ATKINSON, W. B., residence
324	ANDERSON, Dr. L. C., dentist	76-2	ACADIA COLLEGE, BARRET, J. T., Pres.

B

229	BAKER, GEORGE, residence	195-3	BARNES, W. W., res., Westlake
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Carlson and Co.; Consumers' Ice Co., Ltd.; Cramer's

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357	BARNETT, E. E., residence	142	BELDEN, R. L., residence
450	BAUER, G. G., residence	30	BENDEL & MEYER, store
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153	BEATTY, GUY, residence	287	BILL's Saloon, WM. MERRITT Prop'r.
20*	BELL, L. J., residence	268	BIOSSAT, J. D., residence
19*	BEL, J. A., residence	310	BISHOP, D. W., residence
2*	BEL, J. A., Lumber Co.	457	BLAND, J. C., residence

(continued next issue)

INFORMATION FROM EXCHANGES

The SWLGS exchanges periodicals with more than 70 other genealogical societies. These publications are excellent research tools and are housed at the Southwest Louisiana Genealogical and Historical Library, 411 Pujot St., Lake Charles. The following information has been gleaned from some of these periodicals.

"LAFFITE'S LEGACY" tells of the research to identify some authentic LAFFITE (LAFITTE) descendants and to find out what happened to their families and to their assets. According to the Archdiocese of New Orleans Sacramental Records, JEAN LAFFITE and his brother, PIERRE, had children with the VILLARS sisters, CATHERINE and MARY LOUISE, as early as 1815. They may also have had children with other women, but by 1831 these "second generation" LAFFITEs, as well as the VILLARS sisters, seem to disappear from U. S. census, marriage, death and sacramental records in New Orleans. The children may have been in France, where they were sent for their education, or the family may have been part of the group of French colonists, who arrived in Havana in 1820 to get land; twenty-eight of these were from New Orleans. Although the Cuban government forbids research in the old land records as being "elitist," two other independent sources place JEAN LAFFITE in the area at that time and a JEAN LAFFITE was listed as a property owner, but neither his place of birth or the location of the land in Cuba was given. In March 1822 it was reported to Havana that LAFFITE and thirty men were in a two-masted schooner, and in June 1822, Captain STOCKTON of the U. S. S. *Alligator* reported that LAFFITE had plundered the American sloop.

After the LAFFITEs sailed from Galveston Island for the last time in May 1820, they were known to be operating off the coast of Yucatan, a location which was excellent for intercepting treasure-laden Spanish vessels sailing from Vera Cruz to Havana. Spain and France were at war at this time, and many Spanish troops were recalled to defend the motherland. The colonies were stripped of troops, so the South American independence movements were energized and the services of privateers were in demand. PIERRE died on 9 November 1821 on the island of Cancun after a gunfight between his band of privateers and Mexican royalist forces. Meanwhile, JEAN was busy plying his trade around the coast of Cuba. In January 1822, JEAN's fleet was destroyed by an English brig. He swam to shore, was jailed for several weeks, and was later sent to a hospital. He made his escape from the hospital and fled to the Camagueyan coast. This has been documented by several newspapers. By March he was reported with thirty men in a small two-masted schooner off the north-central coast of Cuba and in April the *Alligator* reported that he had plundered it off the coast of Cuba. LAFITTE was seen with a group of four ships, including a Columbian privateering schooner. Columbia gave refuge and a free market to the corsairs. JEAN LAFITTE received the command of the schooner *General Santander* and a letter-of-marque at Cartagena, Colombia, in August 1822. In November 1822, when the commander of the American schooner, *Columbus Ross*, (which was sailing from Jamaica to New Orleans) told LAFFITE he had no armament to protect him from pirates in the dangerous Yucatan waters, LAFFITE generously gave him a brass cannon and thirty-four cannonballs.

On 4 February 1823, JEAN LAFFITE was mortally wounded aboard the corsair, *General Santander*, in a naval battle with two Spanish ships. What happened to his body is not known, but burial at sea or placing the body in a barrel of rum until it could be properly buried were customary practices. The *General Santander* made its way back to Cartagena. Research on the LAFFITE family continues, and assistance of any kind would be appreciated. LAFFITE was a frequent visitor and the subject of many legends in southwest Louisiana. Tales abound of his adventures and the local families who assisted him or were his business partners.

The Louisiana Genealogical Register, Vol. LI #4 (Dec. 2004), Baton Rouge, LA

**YOU ARE A GENEALOGIST WHEN YOUTHFUL FANTASIES OF TRAVELING
TO EXOTIC PLACES ARE REPLACED WITH PLANS TO GET TO THE ARCHIVES.**

The Family Tree

"ASK AND YE SHALL RECEIVE" --- QUERIES

Queries are free to members and will be printed as space permits. When you receive an answer, please acknowledge and reimburse for copies and postage. Please make all queries clear, concise and easily understood. Give **full names** of the person; **exact date**, if known, or an **approximate period** (ca); and a **location**. State exactly what information you are seeking.

FERRIES OF OLD IMPERIAL CALCASIEU PARISH, LOUISIANA

Seeking any information on the ferries of Old Imperial Calcasieu Parish, including their locations, the dates of their establishment and operation, the ferrykeepers and their families. We need your help for our research and articles in *Kinfolks*. Please contact us at SWLGS, P. O. Box 5652, Lake Charles, LA 70606 or contact ANNA HAYES (e-mail: sjhayes@bellsouth.net or phone 337-855-7691) or BETTY ROSTEET, 2801 St. Francis Street, Sulphur, LA 70663 (phone 337-625-4740).

CHAMPAGNE, VITEL/WETEL, BOURGEOIS, BUFORD, ALBERT

Need parents and marriage date of CLERVILLE JOSEPH CHAMPAGNE (d. before Aug. 1870), who m. VITELLA VITEL/WETEL (d/o PIERRE EMILE VITEL/WETEL of Switzerland and JOSEPH BOURGEOIS of New Orleans). Their son, JOSEPH VITELLUS CHAMPAGNE (b. 22 Oct. 1869, Youngsville, LA), m. 1 Feb. 1893 in Loreauville, LA to MODESTE ALICE ALBERT. The widowed VITELLA VITEL/WETEL m. 2nd, on 20 Aug. 1870 in Gibson, LA to WILLIAM P. BUFORD. In the 1880 census of Iberia Parish, JOSEPH V. CHAMPAGNE, 10 years old, is living with the BUFORD family. The 1860 census for St. Charles Parish lists a CLERVILLE CHAMPAGNE (b. 1844), s/o ONESIME CHAMPAGNE and ELIZA BAUDOUIN. Other children in that family were GUSTAVE, LOUISE and CHARLOTTE. Need proof that this CLERVILLE CHAMPAGNE is the CLERVILLE JOSEPH CHAMPAGNE who m. VITELLA VITEL/WETEL.

BARBARA PEREZ, 706 Orange Grove, New Iberia, LA 70560 or phone 337-364-4730.

CONFEDERATE GRAVES MARKED. At a recent dedication and memorial ceremony at Woodlawn Cemetery, DeRidder, La., the United Daughters of the Confederacy (UDC) marked the graves of the following Confederate veterans with bronze markers: G. W. CORKRAN (COCHRAN), LEWIS FORD, JOHN HAVENS, JOHN ILES, WILLIAM BOLIVAR JONES, JOHN J. McCALLISTER (McCOLLISTER), J. S. ROBERTS, NATHAN S. SMART and LABAN WINGATE.

SOURCE: *Lake Charles American Press* (6/22/2005)

CIVIL WAR VETERANS HONORED. A ceremony honoring all civil War veterans and Gold Star mothers from the area was held on 1 June 1930. the following people were listed:

Federal Veterans---D. M. FOSTER, Sr., J. W. BAKER, J. W. BARNES.

Confederate Veterans---H. C. EAST, NATHAN CLIFTON, W. H. BUFORD, BENNETT ELLENDER (Sulphur), GEORGE W. RYAN, HENRY MYERS, EMILE LeBLANC, J. K. PERKINS (DeQuincy), JAMES T. KENT, S. T. SEAGRAVES, S. R. ELLIS, ALVIN CORBELLO, FRANCOIS HEBERT, TOLLIVER HAYES.

Gold Star Mothers---Mrs. J. W. BAKER, Mrs. D. H. BUSINICK, Mrs. LUKE CASCIO, Mrs. A. DOBERTINE, Mrs. H. H. EDDLEMAN, Mrs. GEORGE B. HINES, Mrs. A. J. KUTTNER, Mrs. O'QUINN, Mrs. E. W. PHILLIPS, Mrs. WILLIAM PETERS, Mrs. A. ROTHKAMM, Mrs. C. TIMPA, Mrs. EVA WILLIAMSON, Mrs. C. W. WYNN, Mrs. GEORGE WHITE (deceased) and Mrs. JAMES BAKER (Westlake).

SOURCE: "75 Years Ago." *Lake Charles American Press* (5/30/2005)

"THE QUALITY, NOT THE LONGEVITY, OF ONE'S LIFE IS WHAT IS IMPORTANT."

Martin Luther King, Jr.

MEMBER #1030

Name of Compiler Brenda BASS
 Address P. O. Box 1433
 City, State Newton, TX
 Date June 2005

Ancestor Chart

Person No. 1 on this chart is the same person as No. _____ on chart No. _____.

Chart No. _____

b. Date of Birth
 p.b. Place of Birth
 m. Date of Marriage
 d. Date of Death
 p.d. Place of Death

4 **McLEOD, Lindsey Monroe**

(Father of No. 2)

b. 9 Feb. 1887
 p.b. Calcasieu Par., La.
 m.
 d. 30 Mar. 1974
 p.d. Center, Tx.

2 **BASS, Monroe Allen**

(Father of No. 1)

b. 1 Jan. 1922
 p.b. Lunita, La.
 m. 29 Dec. 1945
 d. 17 June 2003
 p.d. Lake Charles, La.

5 **HOOSIER, Emily Octavia**

(Mother of No. 2)

b. -- 1908
 p.b. Louisiana
 d. -- 1931
 p.d. Lunita, La.

CLARK, Linda Bass
BASS, Brenda

1

b.
 p.b.
 m.
 d.
 p.d.

6 **STANLEY, Daniel Douglas**

(Father of No. 3)

b. 24 Nov. 1874
 p.b. Ten Mile, La.
 m. -- Sep. 1902 - La.
 d. 29 May 1958
 p.d. DeQuincy, La.

3 **STANLEY, Dora**

(Mother of No. 1)

b. 3 July 1923
 p.b. Lunita, La.
 d. 5 Nov. 1989
 p.d. DeQuincy, La.

7 **HYATT, Ella Nora**

(Mother of No. 3)

b. 1 Feb. 1880
 p.b. Fields, La.
 d. 24 Apr. 1975
 p.d. DeQuincy, La.

(Spouse of No. 1)

b. d.
 p.b. p.d.

8 **McLEOD, John Adam**

(Father of No. 4)

b. 30 May 1857
 p.b. Mississippi
 m.
 d. 15 Nov. 1938
 p.d. Singer, La.

9 **WISBY, Sara**

(Mother of No. 4)

b. -- 1849
 p.b. Louisiana
 d. -- 1924
 p.d. Singer, La.

10 **HOOSIER, John H.**

(Father of No. 5)

b. 31 Oct. 1828
 p.b. Bear Head, La.
 m.
 d. 23 Mar. 1918
 p.d. Fields, La.

11 **ASHWORTH, Zilla Ann**

(Mother of No. 5)

b. -- 1860
 p.b. Beckworth, La.
 d. 19 Nov. 1921
 p.d.

12 **STANLEY, Amos Moses**

(Father of No. 6)

b. 11 Feb. 1849
 p.b. Rapides Par., La.
 m. -- 1872 - La.
 d. 31 Oct. 1942
 p.d. Lunita, La.

13 **WINDHAM, Harriett**

(Mother of No. 6)

b. 28 Mar. 1844
 p.b. Louisiana
 d. 23 Mar. 1923
 p.d. Lunita, La.

14 **HYATT, Jasper Newton**

(Father of No. 7)

b. 22 Sep. 1842
 p.b. Wayne Cty., Ms.
 m. -- 1864 - La.
 d. 23 June 1909
 p.d. Fields, La.

15 **JACOBS, Martha "Molly"**

(Mother of No. 7)

b. 28 Nov. 1842
 p.b. Louisiana
 d. 29 Apr. 1926
 p.d. Fields, La.

16 **McCLOUD, Richard**(Father of No. 8,
Cont. on chart No. _____)

b.
 m.
 d.
 17 **HELTON, Sarah Susan**
 (Mother of No. 8,
Cont. on chart No. _____)
 b. 10 Jan. 1828
 d. 24 Oct. 1904 - La.

18
 b.
 m.
 d.

19
 b.
 d.

20 **HOOSIER, David**(Father of No. 10,
Cont. on chart No. _____)

b. 1800 - Ms.
 m. 1823 - Tx.
 d. 1878

21 **CLARK, Lucy Adeline**
 (Mother of No. 10,
Cont. on chart No. _____)
 b. 10 Sep. 1807
 d.

22 **ASHWORTH, Thompson Lorain**(Father of No. 11,
Cont. on chart No. _____)

b. 22 Apr. 1832
 m. -- 1858
 d. 9 Dec. 1903

23 **PERKINS, Sarah**
 (Mother of No. 11,
Cont. on chart No. _____)
 b. 14 Dec. 1839
 d. 24 July 1879

24 **STANLEY, John Paton II**(Father of No. 12,
Cont. on chart No. _____)

b. 17 June 1829
 m.
 d. 23 Mar. 1901

25
 b.
 d.

26 **WINDHAM, Moses**(Father of No. 13,
Cont. on chart No. _____)

b. -- 1805
 m. 20 Dec. 1839 - La.
 d. -- 1850 - La.

27 **BASS, Jean**
 (Mother of No. 13,
Cont. on chart No. _____)
 b. -- 1811
 d. Louisiana

28 **HYATT, Samuel Terrell Jr.**(Father of No. 14,
Cont. on chart No. _____)

b. 1 Dec. 1812
 m.
 d. 10 Feb. 1898

29 **ETHERIDGE, Elizabeth**
 (Mother of No. 14,
Cont. on chart No. _____)
 b. 27 Apr. 1810
 d. 27 Aug. 1902

30 **JACOBS, Elisha Omega**(Father of No. 15,
Cont. on chart No. _____)

b. 11 Oct. 1790
 m. 30 Dec. 1834 - Ms.
 d. 12 Dec. 1855 - Ms.

31 **BASS, Caroline**
 (Mother of No. 15,
Cont. on chart No. _____)
 b. -- 1811
 d.

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