

THE HERALD

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NEW ORLEANS, MARCH 23, 1911. THE HERALD may be found at the following places: THE HERALD (Algiers Office), 509 Verret Street.

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Please send communications for publications as early as possible, and not later than Tuesday night. All communications, such as letters from the people and news notes of balls, lawn parties, dances and personal mentions will be inserted in THE HERALD free of charge.

No charge. No charge. No charge. We do not publish your name in connection with the return of communications, but we must insist upon having your name as a guarantee of good faith.

New Orleans exempts factories from Taxation until 1910. Algiers, the Fifth District of New Orleans, has several desirable sites for factories. Capitalists will find it to their advantage to investigate.

RAILROAD SCHEDULES. Illinois Central. Depart. 9:15 a.m. "The Limited," Chicago, St. Louis, Louisville and Cincinnati. 8:15 p.m. Chicago, St. Louis, Louisville and Cincinnati.

7:10 p.m. "Fast Mail," Chicago, St. Louis, Louisville and Cincinnati. 4:55 a.m. Local. 4:00 p.m. Northern Express. 8:40 a.m. "The Merry Widow." Northbound: New Orleans 3:00 a.m. St. Louis 4:20 a.m. Chicago 5:45 a.m. Magnolia 5:55 a.m. Ar. McComb 5:50 a.m. Southbound: Lv. McComb 4:40 p.m. Ar. Hammond 6:50 p.m. Lv. Hammond 6:50 p.m. Ar. New Orleans 8:40 p.m. Southbound, the "Merry Widow" stops at all stations between McComb City and New Orleans.

Yazoo and Mississippi Valley. 6:55 a.m. Motor Car. 6:50 p.m. 7:00 a.m. Vicksburg Express. 5:30 p.m. 3:15 p.m. "Baton Rouge and Woodville Accommodation." 9:45 a.m. Louisville and Nashville. 8:00 p.m. N. Y. & N. O. Ltd. 7:50 a.m. 9:00 p.m. "City of New Orleans." 8:30 a.m. "City of New Orleans." 8:30 p.m. "City of New Orleans." 5:45 a.m. "Montgomery Accommodation." 6:45 p.m. 9:20 p.m. "Gulf Coast." 8:50 a.m. 8:15 p.m. Mobile Accommodation. 11:55 a.m. 7:30 a.m. "Sunday Excursion." 8:05 p.m. Queen and Crescent. Terminal Station, Canal and Basin Streets. Leave. 7:30 p.m. "City of New Orleans." 9:05 a.m. 7:30 p.m. "City of New Orleans." 8:35 p.m. 6:00 a.m. "Meridian and In. Pts. Div." 4:30 p.m. 4:50 p.m. "Meridian and In. Pts. Div." 8:20 a.m. Hattiesburg Local, Div. 8:20 a.m. Sunday Excursion. 7:25 a.m. "Lumberton and Int. Pts." 7:30 p.m. Southern Pacific. 6:50 a.m. "Houston Local." 5:25 p.m. 11:55 a.m. "Sunset Express." 6:45 p.m. Texas and California. 6:45 p.m. Texas and Pacific. 8:00 p.m. Lafayette Local. 11:40 a.m. 9:00 p.m. Texas Express. 7:35 a.m. 6:30 a.m. "Boyer and Cal. E." 9:35 p.m. 9:00 a.m. "El Paso and Cal. E." 7:50 p.m. 4:25 p.m. "New Roads Local." 11:45 a.m. 7:30 p.m. "El Paso and Cal. E." 9:45 a.m. 8:55 a.m. Louisiana Southern. 5:45 p.m. "Daily, Ex. Sunday." 8:50 a.m. 8:45 a.m. "Sunday." 8:00 a.m. 7:00 p.m. "Sunday." 6:00 p.m. 6:15 p.m. "Saturday." 4:30 p.m. Louisiana Railway and Navigation. Terminal Station, Canal and Basin Streets. Leave. 6:50 a.m. Baton Rouge, Bayou Sara, Angola. 8:45 p.m. 6:20 p.m. Baton Rouge, Bayou Sara, Alexandria, Spon. 8:30 a.m. New Orleans Southern Railway Co. (Formerly N. O., Ft. Jackson & G. I. R.) 8:05 a.m. "Daily." 7:35 p.m. 4:00 p.m. "Daily, Ex. Sat. & Sun." 9:45 a.m. 5:30 p.m. "Daily, Ex. Sat. & Sun." 9:45 a.m. Gulf and Ship Island Railroad Co. General Passenger Department. PASSENGER SERVICE. Main Line—South Bound. No. 2. Lv. Jackson 6:00 a.m. 3:30 p.m. Lv. Hattiesburg 10:35 a.m. 7:15 p.m. Ar. Gulfport 1:21 p.m. 10:00 p.m. Columbia Division—South Bound. No. 101. Lv. Mendonville 11:10 a.m. Ar. Maud 12:30 p.m. Ar. Gulfport (No. 5) 1:21 p.m. No. 109. Lv. Jackson 2:30 p.m. Ar. Columbia 5:00 p.m. Main Line—North Bound. No. 6. Lv. Gulfport 7:25 a.m. 2:00 p.m. Lv. Hattiesburg 10:30 a.m. 5:43 p.m. Ar. Jackson 1:55 p.m. 9:40 p.m. Columbia Division—North Bound. No. 102. Ar. Mendonville 8:23 p.m. Lv. Maud 12:30 p.m. Lv. Gulfport 1:21 p.m. No. 110. Ar. Jackson 10:10 a.m. Lv. Columbia 6:25 a.m. Laurel Branch—North and South Bound. No. 202. Lv. Laurel 3:05 p.m. Ar. Saratoga 5:00 p.m. Ar. Jackson (No. 6) 5:40 p.m. Ar. Gulfport (No. 5) 10:00 p.m. No. 201. Lv. Jackson (No. 3) 6:00 a.m. Ar. Saratoga (No. 3) 8:30 a.m. Ar. Laurel 10:00 a.m. Pontchartrain Railroad. Week-Day Schedule. In effect Wednesday, October 19, 1910. At 5:50 a.m. Leave Milneburg—5:50 a.m. 7:00 a.m. 8:30 a.m. 12:10 p.m. 2:30 p.m. 5:30 p.m. Leave Pontchartrain Junction—6:30 a.m. 8:30 a.m. 11 a.m. 2 p.m. 4 p.m. 6:15 p.m. SUNDAY SCHEDULE. In effect, Sunday, October 23, 1910. Leave Milneburg—6 a.m. 7:10 a.m. 8:40 a.m. 10 a.m. 11:30 a.m. 12:30 p.m. 2:30 p.m. 3:30 p.m. 5 p.m. 6 p.m. 7 p.m. 8:10 p.m. Leave Pontchartrain Junction—5:30 a.m. 6:30 a.m. 8:10 a.m. 9:10 a.m. 11 a.m. 12:01 p.m. 2 p.m. 3 p.m. 4 p.m. 5:30 p.m. 6:30 p.m. 7:40 p.m. GREYHOUND CAR SERVICE. Leaving Ferry Landing for Gretna at 5:30 a.m. and 30 minutes after the hour, and 10 minutes to the hour. Last car leaves Ferry Landing for Gretna at 12:10 a.m. ELECTRIC CAR SCHEDULE. GREYHOUND CAR SERVICE. Leaving Ferry Landing at 5:25 a.m. and 8 to 28 minutes after the hour and 15 minutes to the hour. Last car leaves Gretna at 12:30 a.m. PACIFIC AVE. LINE—Leaves Ferry Landing beginning at 5:40 a.m. and 20 minutes to the hour. Last car leaves Ferry at 12:35 a.m. PACIFIC AVE. LINE—Leaves Car Barn beginning at 5:25 a.m. at 8 and 28 minutes after the hour, and 12 minutes to the hour. NAVAL STATION—Leaves Lower Coast for Newton and Teche 5:16 a.m. Connects at Newton and Teche with Gretna car for Ferry every 20 minutes. Last car leaves Lower Coast at 11:53 a.m. NAVAL STATION—Leaves barn 5:08 a.m. for Lower Coast. Connects with Pacific Ave. line from Ferry at Newton and Teche Sta. every twenty minutes, beginning at 5:40 a.m. Last car leaves Newton and Teche at 12:30 a.m. TRANSFERS on all lines are good only at NEWTON and TEICHE Streets, when announced at time they are pushed for.

IMPROVE FERRY SERVICE.

When the new franchise for the Canal Street Ferry was sold to the Southern Improvement and Ferry Company, we expected much in improvements, and so far have gotten little commensurate with the traffic and the revenues that are being produced for the corporation, which is the lucky owner of the franchise. We are informed by good authority that wagon tickets will not be sold to customers on this side of the river, and that those who buy these tickets in large quantities must purchase same from the ticket agent on the city side. If one of our big manufacturers here should run out of tickets he would be compelled to pay a full cash fare to cross the river before he would have the opportunity of purchasing the tickets at the reduced price according to the franchise. Why this side of the river should be discriminated against in the sale of wagon tickets, we are unable to say.

A few nights ago the ferry boat, Josie, broke down when near the city side of the river. It had on board quite a number of passengers who were no doubt in a hurry to reach their destination. We are told the ferry was taken in tow by one of the other ferries and instead of landing the passengers on the city side, they were again towed to the Algiers side, giving them an excursion of about an hour from the time they boarded the boat on this side of the river to the time they were landed on the other side. This is what we call accommodation. It would have been an easy matter to have landed these passengers on the city side and then towed the disabled Josie to her berth.

Another one of the shortcomings of the Ferry Company is that they refuse change to parties whenever it pleases their convenience. Only a few days ago Mrs. Chas. W. Abbott tendered a ten dollar bill for the purchase of tickets. She was told by the ticket seller that they could not change the bill. Mrs. Abbott asked what could be done in the premises and she was informed that she had better go and have the bill changed and then come and buy her tickets. Someone, however, in the ferry house, seeing Mrs. Abbott's humiliation, provided her with the necessary transportation through the wheel. We are also informed that Mrs. Mills, of Pelican avenue, was also refused change for \$5.00 when desiring to purchase ferry tickets. We do not know that the franchise of the new company states that they should furnish change to the Algiers patrons of the ferry, but it is a matter of accommodation that no doubt the Algiers people would appreciate. It seems to us that a sense of justice would dictate to this corporation a change in their methods along this line. If change for only a dollar is to be furnished by the Ferry Company, there should be a conspicuous sign placed so that the passengers may become acquainted with the rules of the company and thus provide themselves, before leaving home, with the necessary quarter.

Everybody will agree that the continual dry-sweeping of the boats during the busy hours of the morning is not only unhealthy and tending to spread tuberculosis, but is very offensive, and a dirty practice that should not be tolerated any longer. Women with white dresses are compelled to shift their positions from one side of the boat to the other to keep away from the dust. The Anti-tuberculosis League is spending thousands of dollars annually in trying to educate the people regarding the prevention of the great white plague, tuberculosis. One of the principal preventives is the care of the sputum, which, when dry, flies in the atmosphere as dust, is inhaled in the lungs, and there sows the seed for, perhaps, an early death. The Anti-tuberculosis League could accomplish more in one day by preventing the dry-sweeping of the ferries than efforts expended in other directions in six months. These ferries are usually swept between eight and ten o'clock a. m., at a time when the boats are crowded with working people going to their labor. The time to sweep the ferries is either at night or early in the morning, before they are put into commission, and instead of using brooms, a great deal more could be accomplished if they would use hose instead.

It is true that many improvements were given us by this company, but they were not voluntarily given; they were improvements that formed part of the franchise which they purchased and it was not a matter of choice with the company; but there are so many other improvements that could be given that are not in the franchise and that would be greatly appreciated by the traveling public, that we believe the company would be well repaid for the little trouble and expense they may incur along this line.

We know that many requests have already been made to the company to place a few benches on our side of the river for patrons who are waiting for the Gretna or Pacific Avenue cars. Very often ladies are burdened with children and packages and their wait for the cars is from ten to twenty minutes. Can the Ferry Company give us a single reason why benches are not placed here for the accommodation of the ladies? This is one of the things that is not in the franchise of the company. The approaches to the ferry houses on both sides are provided with plenty of electric bulbs that are seldom lighted, except just enough to mark out the passage way from the house to the ferry. We have had numberless complaints regarding the closets that are often not lighted. We want to ask our readers to observe as they pass the ferry house the magnificent display of illumination, and especially the approaches.

MOUNT OLIVET NOTES.

Last Sunday morning at the early service a very large number of the friends and families of those who had been confirmed by the Bishop on the preceding Sunday received communion with the class. After the service the rector presented to each of the newly confirmed an envelope containing their obligation of service, which they had previously written out with their own hands and on which were written by him words of commendation or encouragement. In presenting them the rector explained the purpose and object of this little service, expressing the hope that it would not be without its effect.

METHODIST NOTES.

The Home Mission Society of the Methodist Church held its regular monthly meeting Tuesday evening, March 7th. Besides the regular business, it was decided to have an Easter entertainment on Saturday before Easter. A good time is promised to those who attend.

ACKNOWLEDGMENT FROM SISTER XAVIER.

Donations to the Refreshment Fund have been gratefully received from: Mrs. W. Birney, Mrs. J. Brown, Mrs. Belton, Mrs. Bertha Barras, Miss V. Barrett, Cash, Mrs. Cayard, Mrs. C. Donner, Mrs. J. DeBlanc, Mrs. J. Foster, Mrs. Jas. Farrell, Mrs. J. Foley, Mrs. J. Gerrets, Miss G. Herbert, Miss J. Hennen, Mr. John Hogan, Mrs. Hauer, Miss May Herbert, Mrs. Holt, Mrs. Holman, Mrs. Johnson, Misses Knowles, Mrs. Koester, Mrs. E. J. LeBoeuf, Mrs. P. Lawton, Mrs. J. McCormack, Mrs. McCarthy, Miss B. McWilliams, Miss M. McCauley, Mrs. D. Murtagh, Mrs. Thos. McGivney, Mrs. Meyer, Mrs. R. W. Meyer, Mrs. C. P. Martinez, Mrs. J. P. Nolan, Miss Z. Nelson, Mrs. Nevle, Mrs. H. Ormond, Mrs. Olsen, Mrs. L. J. Peterson, Mrs. L. W. Peterson, Mrs. J. Rupp, Miss E. Rees, Mrs. J. Reynolds, Mrs. Riordan, Mrs. T. Richardson, Mrs. S. Starnes, Mrs. W. Lowe, Mr. and Mrs. R. S. Starnes, Mrs. W. Sinclair, Miss M. Stenhouse, Mrs. J. Talion, Mrs. Robt. Talbot, Mrs. A. Twickler, Mrs. K. VanLoo, Mrs. Rubie Whitmore, Mrs. Robt. Whitmore, Mrs. Jos. Worley, Mrs. Wm. Ward, Mrs. Weigman, Mrs. E. J. Worrel, Miss V. Zeringue, Mrs. H. B. Zeringue, Mrs. Leafkem, Mrs. J. Schroder, Mrs. J. Laskey, Sierra Bros, Mrs. H. Brown, firm of A. Abascal, Mrs. Brechtel, Mrs. E. McKee, Mrs. Walters, Mrs. Galas, Mrs. E. Coffey, Mrs. P. Aucoin, Miss C. Richards, Mrs. Donnelly, Lafitte Bros, Kelly & Zoeller, Mrs. B. Hambacher, Mrs. C. Brodman, Mrs. M. McCord, Mrs. S. Covell, Mrs. John Durgin, Miss M. Howard, Martin O'Connor, Mrs. Julius Hambacher, J. Leach, Donatien, Mrs. Lusher, Mr. Mitchell, Jos. Costello, Mrs. Wagner, Thos. Leach, Peter Gallagher, Mrs. L. McDermott, Mrs. J. Farnan, Mary McDermott, Mr. Schandley, Thos. McQuillen, Katie McQuillen, Mrs. T. Hughes, W. Giblem, Mr. Lynch, M. Leach, W. McCue, Jno. J. O'Neill, Mrs. J. Moran, Mrs. Bennerfield, J. P. Gallagher.

MOUNT OLIVET NOTES.

Rev. Tansey will fill the pulpit of the Methodist Church on the first Sunday evening in April. Rev. J. M. Henry, presiding elder, preached a very helpful sermon last Sunday evening. The League Social given at the home of Miss Ruth Pettigrove was greatly enjoyed.

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DR. J. C. BARR TO PREACH AT ALGIERS.

Next Sunday being the fourth Sunday of the month, the regular monthly sermon will be preached by the Rev. Dr. J. C. Barr, at the Pythian Hall. The attendance at these services is a beautiful satisfaction to all interested in the advancement of the Kingdom. The Ladies' Aid held their regular monthly meeting last week at the home of Mrs. Drumm. Much new business was disposed of and many new members enrolled. Invitation is herewith extended to all who desire to become co-workers. Names may be sent to the president, Mrs. Hafkesbring. God is surely blessing the work and the future is in His hands, "Who doeth all things well." Service at 3:30 p. m. All are invited to come and learn of Him who was "meek and lowly of heart," who is now our great High Priest—our only mediator.

KEPPER—BABIN.

On Saturday, March 18, at 3 o'clock, the wedding of Miss Mary Virginia Babin to Mr. James H. Kepper took place at the Church of the Holy Name of Mary, Rev. Father St. Martin officiating. The bride, who is the daughter of Mr. and Mrs. J. B. Babin, is one of our most charming and popular young ladies. She wore a tan silk pongee suit and a picture hat trimmed with two large willow plumes. The attendants were Miss Juliet Babin and Mr. C. A. Kepper. The young couple left the same evening for Abita, to spend two weeks. On their return they will reside with Mr. and Mrs. J. B. Babin in Abita street.

RODENBERG RECEPTION PLANS; NAVAL STATION VISIT ADDED.

The plans for the reception and entertainment of Congressman William Rodenberg and his eight fellow-committeemen who stood so loyally by New Orleans were completed Monday morning at a meeting of the committee at the Business Men's League headquarters. Mayor Behrman presented a letter he had received from Mr. Rodenberg, stating that he would arrive here on the morning of March 29, via the Illinois Central, from St. Louis, and that he expected all the other members of the committee to be here about the same time. A committee will receive the distinguished guests at the depot, and after refreshing themselves at the Grunewald Hotel they will be taken for automobile rides around the city, and individual members of the committee will be hosts at luncheon for the members of the committee whom they may have in tow. The presentation of the silver service to Mr. Rodenberg and the silver loving-cups to other members of the committee will take place on the Mezzanine floor of the Grunewald Hotel at 8 o'clock that evening. This function will be public, and all who contributed to the fund are invited to attend and greet the champions of the Logical Point.

RODENBERG SILVER SERVICE ON EXHIBITION.

The elaborate and costly nine-piece silver service which is to be presented to Congressman William H. Rodenberg by the citizens of New Orleans as an evidence of their appreciation of his work during the unsuccessful fight for the Panama Exposition is now on exhibition in the show windows of A. B. Griswold & Co., 728 Canal street. The service consists of nine pieces: a waiter, hot water urn, pitcher, goblet, coffee pot, tea pot, sugar, cream and waste bowls. It is of the grape design, heavy and full chased. The inscription on the waiter is: "Presented to Hon. William H. Rodenberg, as a testimonial from the citizens of New Orleans for his untiring efforts in behalf of the Logical Point. Nineteen hundred and eleven." This inscription is etched instead of engraved, a feature which makes the set much more valuable and beautiful. Etching brings the inscription out in relief and is a finer art than engraving. Each piece also bears the Congressman's monogram in relief. The entire set is contained in a handsome oak case, lined with velvet. The etching and other work was done by the Grunewald shop.

RECEIVE LARGE SHIPMENT.

On Tuesday morning Wm. H. Ward, of the Algiers Sawmill, received an enormous shipment of pine timber which was floated down the river and successfully landed at their wharf by two of the big tugs. The shipment contained many thousands of feet of long leaf yellow pine.

PASTOR WAMBSGAN

Accepts Call to Father's Church at Ft. Wayne—Algiers Lutherans Receive Decision With Regret, and Will Seek Another Leader. Rev. Frederick Wambsgan, who has been pastor of the Trinity Lutheran Church for the past five years, announced Saturday that he has accepted the call from the Lutheran Church at Fort Wayne, Ind., to be assistant to his father, who is pastor of the congregation. Mr. Wambsgan intends to remain in Algiers until the repairs on the edifice now under way are completed. This will take several months, but he felt too much interest in his membership and their earnest efforts to leave them on a short notice. While they feel sorry for his decision the Algiers Lutherans realize that their beloved pastor is going to a field where his opportunities will be more numerous and he will have a chance to do more effective church work. He is a young man with a bright future, and there are none who wish him better luck than his present flock. A meeting of the membership of the church has been called for Thursday night, when a call will be issued to several desirable ministers, asking them to consider coming to Algiers. Mr. Wambsgan will render every possible assistance to them.

ORDERS PEOPLE TO LEAP FROM FERRY AS BOATS COLLIDE.

The presence of mind of Captain Worley and Watchman J. L. Arroy, of the ferryboat Halliday, probably saved a number of people from injury about 8:30 a. m. Friday, when the bow of the Manteo, a freighter, crashed through the ferryboat's stern. The collision sounded like a terrific explosion and created considerable excitement on the wharf, especially when ferry passengers were seen leaping to the pontoon. The Halliday was moored to the pontoon at the foot of Canal street. The Manteo, one of the vessels in the service of the Mobile & Gulf Steamship Co., in charge of Captain Scheel-don, was coming in from Mobile. The steamer was preparing to land when suddenly the wheel ropes gave way, placing the vessel beyond control. She made a sudden dive towards the Halliday. Captain Worley was quick to see that a collision could not be avoided. He shouted to his passengers to jump off. They obeyed his orders. Many of those on the upper deck did not even wait to descend the stairways, but jumped the entire height to the pontoon. In the meantime, Watchman Arroy unfastened the ropes that held the Halliday to the pontoon. This permitted the ferryboat to give when the Manteo struck her, and probably saved her from more serious damage, if not from total destruction. They themselves, with six other members of the crew, stuck to their posts. The bow of the Manteo cut through the Halliday's stern like a knife through a sheet of paper. The rudder and a lifeboat were almost totally destroyed. In fact, the stern was almost carried away. The Thomas Pickles, another ferryboat, went to the Halliday's rescue and towed her to the Algiers side. A hasty inventory disclosed the fact that the Manteo, beyond having her bow slightly splintered and a little paint scratched off, was not damaged.

NEW BOOKS.

The following new books have been received at the Library: Fiction. Root of Evil, by T. Dixon. Berenice, by P. Oppenheim. Broad Highway, by Farnot. How Leslie Loved, by Warner. Under Southern Cross, by Robins. Man of Sark, by R. Sark. Love of Life, by J. London. Satan Sanderson, by H. E. Rives. Rosemary in Search of a Father, by Williamson. Joseph Vance, by DeMorgan. Lion and the Mouse, by Klein. Bolted Door, by G. Gibbs. Patrician, by J. Gasworthy. While Caroline Was Growing, by Bacon. Justice of the King, by Drummond. Eve's Second Husband, by Harris. Lane Englishman, by Deeping. Robinetta, by Wiggin. The Ghost, by E. A. Bennett. Inner Shrine, by King Basil. Denny the Audacious, by Bennett. Sydney Carteret, Rancher, by Bind-lass. Marie-Claire, by M. Andoux. Skipper and the Skipped, by Day. Robert Kimberly, by Spearman. Unknown Lady, by J. Forman. Patsy, by H. Starpole. Juvenile Fiction. Mary Ware in Texas, by Johnston. Steps to Nowhere, by Boylan. Midshipman R. Asbom at Sea, by Hobson. Boy Scouts of the Eagle Patrol, by Payson. Little Shepherd of Provence, by Stein. Fighting With Fremont, by E. McNeill. Captain of the Eleven, by Knipe. Young Forester, by Grey. The Silver-thread and Other Folks Plays for Young People, by Mackay. Panama; History of the Canal, by Hall. Children's Shakespeare. Story of Pocahontas and J. Smith, by E. Smith. Camp and Trail Method, by Krepis.

Want Column

FOR SALE—FOR RENT

FOR SALE. A complete set of "The Encyclopedia Britannica," 22 volumes, with book-shelf. Will sell cheap. Apply this office.

FOR SALE. Two lots in rear of Naval Station for \$250.00; would be cheap at \$500.00. See the West Side Realty Co., 214 Verret street.

FOR SALE. One electric clipping machine in good order. Apply to Mat Morse, 414 Newton street. 2-16 ut

FOR RENT. Two furnished rooms and board. Apply Mrs. C. Johnson, 214 Delaronde St.

FOR RENT. Nice 5-room house, 209 Pelican avenue; rents for \$12 a month. Fine 6-room two-story house, 217 Alix street. Fine two-story house, six rooms and bath, 334 Bermuda street. Apply 324 Bermuda street. 4-16 ut

FOR SALE. Boat house on Outfall Canal, cheap. West Side Realty Co.

INSURANCE.

See the West Side Realty Co. before renewing your insurance policies. West Side Realty Co. We will save you money on insurance. See us in regard to our fire year policy. West Side Realty Co.

BOAT HOUSE.