

## PERSONALS AND OTHERWISE

Dr. J. E. Pollock, Wm. Stalcup, Carl Malone and Miss Doris Drumm were guests of Dr. C. V. Kraft and family at the Kraft Lodge, Bay Adams, last week.

Mrs. Adolph Spitzfaden presented her husband with a bouncing baby boy on Thursday last.

Mrs. Wm. Baucum, of Gulfport, formerly Miss Lillie Wardrop, of our town, presented her husband with a baby girl.

Mr. and Mrs. Geo. W. Forrest returned Friday morning from a two-weeks' visit to Hot Springs, Ark.

Harvey Holdeman, of Empire, La., was a visitor to Algiers this week.

Mr. E. Thomas and son Eddie of Baton Rouge were visitors in Algiers last week.

Mr. A. Gangel of St. Louis is visiting his uncle, Mr. G. Hatters.

Mr. Law and daughters Evangeline and Margaret are visiting Mrs. Meyer.

Mrs. Gerald O'Brien and daughter of Galveston, Texas, are spending some time with her parents, Mr. and Mrs. C. Brownlee.

A wedding at high noon Sunday was performed in Judge Maher's court, the contracting parties being Mr. Frederick I. Parker of Algiers and Miss Martha I. Burmaster of McDonoghville. Those who witnessed the ceremony were R. S. Parker, Mildred Burmaster, A. B. Burmaster and John Schroder.

Mrs. E. J. Ousset and baby returned Sunday after spending some time in California.

Mrs. Love of Pelican avenue returned Thursday after spending some time in Chicago and other northern cities.

The River Coal Company's big tow-boat Sprague, which has been in Dock No. 1 of the New Orleans Dry Dock and Shipbuilding Company for several days, having her bottom scraped and painted, was put back into the water Tuesday morning.

Ray Hicks was taken to the Hotel New Tuesday to undergo an operation on his throat.

Mrs. L. Kinkaid spent Sunday at Baton Rouge, La.

Mr. and Mrs. George Boudreaux of Algiers are receiving congratulations on the arrival of a baby at their home.

John Schroder was a visitor to Baton Rouge last week.

Miss Helletta Krogh is spending her vacation at Mississippi City.

Mr. and Mrs. Albert Oates have returned from several months' stay in Knoxville, Tenn.

Miss Mildred Helmeirich entertained at a watermelon party on Sunday afternoon. Misses Mildred Helmeirich and Zelta Huckins entertained the girls guests with music and singing.

Little Helen McLean while playing on Friday morning ran a nail into her hand and has been suffering very much, but is at present doing nicely.

John Landry and two little boys were the guests of her sisters, Mrs. A. Brown and Mrs. M. J. Maunet, last week. The little boys remained to be the guests of little Malvina Maunet.

At a meeting held at 800 Belleville street on Friday night the Dew-It Social Club was organized and the following officers elected: John Matchett, president; George Wright, vice president; Charles Matulich, treasurer; A. J. Bosson, secretary. The following signed the membership roll: J. G. Throux, J. Peguee, J. Matulich, J. Gordon, F. Sloan, A. Wright, J. P. Carpenter.

Howard Alston Littleton of Carolina is visiting Mrs. W. H. H.

The children of the Holy Name of Mary School held their annual picnic at City Park Tuesday.

John Couget spent the past week at Abita Springs, La., for the benefit of his health.

Mrs. Bingay Dassinger spent Wednesday in Biloxi, the guest of her aunt, Mrs. Carstens.

Mrs. Ernest Brintsman and little daughter were the guests of Mrs. A. J. Gerard on her way to Houston, where she will make her future home.

Mrs. Dreiboltz and two daughters of Morgan City are the guests of Mrs. W. A. Nelson for a few days.

Captain Maxen is the guest of Mrs. John Laskey.

Mrs. Albert Hotard was home for a few days this last week.

Mr. and Mrs. Lewis Rogers returned home Sunday after a two weeks' stay at Hearts Ease Park.

Mrs. George Hymel presented her husband with a fine baby girl last Wednesday.

Misses Inez and Erva Daniels left Wednesday to spend a week at Bay St. Louis, to be the guest of Miss Roberta Hafkesbring.

Allie Tufts is spending some time in New York, Washington and other Northern cities.

Irving Tufts has accepted a very lucrative position with the United Fruit Company at Galveston, Texas.

Mr. and Mrs. Philip Loyacano have issued invitations to the marriage of their daughter, Miss Jennie Loyacano, to Mr. William T. Castell, Thursday evening, July 25, at 6 o'clock at their residence, Lower Coast.

The moving picture machine that was stolen from the Alcazar air dome, in Opelousas avenue, near Vallette street, June 23, has been recovered by the Algiers police from under the Newton street viaduct. George Cassidy, who was seen loitering about the spot, was placed under arrest and, according to the police, admitted having had a hand in the theft with others, but he refused to divulge any names.

Mr. and Mrs. Ed Dallam are receiving congratulations upon the arrival of a bouncing baby boy Thursday morning, July 18.

Mr. Joe Thorning and daughter, Halloween, are spending a few days here.

Miss Minnie Goebel spent Sunday in Ocean Springs.

Miss Irene Brooke spent the past two weeks at Biloxi, where she attended the regatta. She returned Sunday to Waveland, where she will remain the balance of the summer.

Mrs. Chas. Lands and daughter, Miss Velma, left for San Francisco, Los Angeles and San Diego, Cal. They expect to be gone about five weeks.

Mr. and Mrs. Geo. Herbert, Jr., and daughter, Miss Eugenia and son, George III, will leave Sunday for Biloxi to spend a few weeks.

Mrs. Wm. T. Salathe has gone to her summer home at Bay St. Louis for a few days rest.

Wm. T. Salathe is at home again for a few days on business.

Capt. Harry McNeely has been at home during the past week with an injured foot.

Mrs. James Casey, of Opelousas avenue, is at her summer home at Bay St. Louis.

Miss Mamie Knea and Willie Casey spent the day Sunday at the Casey Cottage at the Bay.

Mrs. "Buddie" Smith of Slidell avenue, presented her husband with a baby girl on Tuesday, July 23. Mother and baby are both doing well.

Frank P. James has accepted a position with the Public Belt as copper-smith.

The many friends of Sam Grimes will be pleased to see him out again after being in the hospital for several weeks.

### BIG SPRAGUE DOCKED.

No doubt the Associated Press will send broadcast to our thousands of papers the feat of docking the largest sternwheel towboat in the world. This was accomplished during the past few days by Mr. Ed McNair, the dockmaster in charge of the two docks of the New Orleans Dry Dock and Shipbuilding Company. There were hundreds of people there to watch the docking of this enormous craft, whose wheel alone weighs thousands of pounds and measures more than forty feet in width and forty feet in diameter. Her four rudders are each more than thirty feet long, and her machinery the most powerful known for towboats. There was little room on either side of the big dock when she was finally settled on the blocks, which had been so accurately arranged for her berth that when she finally settled on them it did not require any adjustment, so neatly had calculations been made by Mr. McNair, who is in possession of the outlines of her bottom. The docking of the big boat is a great credit to Mr. McNair, personally, and to the company who owns the docks and, also to our district, as being able to dock any steamboat floating in the Mississippi river.

Pathe Weekly at Nemo every Wednesday night. Current events from all parts of the world.

## Solari's

A REAL ENGLISH AFTER-DINNER CHEESE, "Harry Peck's" STILTON CHEESE, put up at Snow Hill, London, in a brown-stone pot, 14 ounces gross, 50 cents a pot.

HOME-MADE FIG PRESERVES, "Creole style," just packed, 50 cents a jar.

COLEMAN'S (English) MUSTARD RELISH for Fish, Meats, Ragouts, etc., 25 cents a jar.

SWEET AUBURN TOMATO CATSUP, a home-made catsup, relished very highly by those who know and use it, 15 cents a bottle.

WHEN YOU GO YACHTING, take along a can each of Veal Cutlets, Pork Cutlets, Macedoine Stew or Chicken Pickers, 25 cents a tin.

JUICE OF LEMONS—Good in the sickroom, when traveling, in the kitchen, any place where lemon juice is used or needed, 10-cent, 25-cent and 50-cent bottles.

**A. M. & J. SOLARI, Ltd.**  
MAIN HOUSE—Royal and Iberville Sts., one block below Canal Street.

### LETTER LIST.

List of unclaimed letters remaining at Station A, New Orleans postoffice, for the week ending July 25, 1912:

Men—A. D. Canfield, F. C. Dalton, Richard Mills, H. Scott, Henry Tillman.

Women—Miss Nechy Bopon, Mrs. Anastacia Fleming, Mrs. Junles, Mrs. Victoria Lewis, Mrs. E. Moore, Miss Sarriah Royal.

Foreign—Gustav Holtbrok.

A. F. LEONHARDT, Postmaster.

### ADAMS' HATS.

Seventeen Pennies a day will buy a fine high-grade \$375 piano and save you \$97.50. Join the Dugan Piano Club. Pay \$5 and get your piano at once, then \$1.25 a week. No interest. Do it now.

**Dugan Piano Company** 914 CANAL STREET  
MASON & HAMLIN PIANOS  
Successors to Cable Piano Co.  
Also Conover, Cable, Kingsbury Pianos

### GRAND SUCCESS.

The euchre given at the residence of Mrs. Kate McCormack by New Orleans Hive No. 5, Ladies of the Maccabees, was a grand success. The usual number of games were played and all left complimenting the hostess on the success of the affair.

The successful players were: First, Mrs. Heild, receiving a punch bowl; second, Miss Josie Giblin, a sunshade; third, Mrs. Blakeman, a beautiful ornament; fourth, Mrs. Frank Spahr, a vase; fifth, Miss Katie Amann, a combing saque; sixth, Miss Florence Senner, an embroidered handbag; consolation, Mrs. Skinner, a berry dish.

Katzenjammer Kids at the Nemo Friday night.

**PETER S. LAWTON & SON,**  
Real Estate and Insurance Brokers,  
511 Hennen Building.

Solicits business in these lines, beginning August 1st, promising careful personal attention to everything placed with us. Will quote lowest fire insurance rates offered by first-class companies under the new law, effective August 7th, so that you will find it to your interest to see us before you sign any renewals of expiring policies. We are going to boost Algiers in every legitimate way, which will also work to your advantage if you want to sell or exchange your property on a reasonable basis.

### OUR LOCAL CANDIDATES.

The following are our local candidates in the primary election to be held September 3, 1912:

Judge Second City Court—Martin S. Mahoney, Thomas F. Maher, N. E. Humphrey.

Clerk Second City Court—George C. Palmer, Regular; Charles A. Sutherland, Independent.

Clerk of the Court of Appeals—Chas. A. Hantel, Independent; John Schroder, Regular.

Members of Parish Committee—Chas. A. Henricks, James Foster, Regular; Frank Killeen, Independent.

Committee of Court of Appeals—John Moynagh, Regular.

### LOOKING FOR LOCATION.

A few days ago Mr. Vives, a gentleman connected with the cotton business, was here looking for a site for the purpose of erecting a cotton gin on our side of the river, to take care of cotton that is now being raised on the Grand Island road. Last year Mr. Geo. Jurgens planted his first successful crop of long staple sea island cotton and was sufficiently successful with his crop to assure the maintenance of a gin. Last year this cotton was carted to the city to be ginned. Several locations are available and if Mr. Vives means business he will find a good many of our business men ready to go with him and help him in his new enterprise.

### A LETTER OF INTEREST HERE.

Attorney W. O. Hart writes regarding the appointment of a recorder by Governor Hall. Mr. Hart says:

Regarding the letter published in Wednesday's paper from Judge Thos. F. Maher, I beg to state that whatever merit there may be in his position as an original proposition that recorders in the city of New Orleans are not judicial officers, the matter is no longer an open question, for in the case of State vs. Grandjean (51 La. Ann. 1099) the Supreme Court, speaking through Justice Monroe, on April 17, 1899, held as follows:

"Article 157 of the Constitution, authorizing the governor to fill, by appointment, vacancies in the judicial offices of the parish of Orleans and the city of New Orleans, applies to vacancies in the office of recorder, which, as now constituted, is a judicial office, within the meaning of the article."

At the election in 1896, Mr. Henry Bezou was elected recorder of the Second District, and died in December, 1898; and in January, 1899, the City Council elected Mr. George H. Grandjean to fill the vacancy; and thereupon the attorney general brought suit against him, under the intrusion in office act, alleging that the act of the council was null and void, and that the vacancy should have been filled by appointment by the governor. While the judge of the division of the Civil District Court, to which this case was allotted, held in favor of Grandjean, the judgment was reversed by the Supreme Court.

As a member of the judiciary committee of the constitutional convention of 1898, I wrote Article 157, and before the action of the city council electing Mr. Grandjean, I had given an opinion that the city council was without authority in the premises, but that the appointment should be made by the governor. The article in question reads as follows:

"Vacancies occurring from any cause in the judicial offices of the

### "SAFETY OF RAILROAD TRAVEL"

The following is a statement by Mr. Julius Kruttschnitt, Director of Maintenance and Operation of the Southern and Union Pacific Systems, same having reference to the remarkable record made by those lines in the safe handling of the passengers:

The Union and Southern Pacific Railroad Systems are now reaping the benefits of years of consistent effort to promote safety of travel on their lines, and their success has been such as to inspire even greater future effort. Within a period of four years the record of the Southern Pacific is absolutely clear—not one single passenger lost his life through a collision or derailment of its trains. This means that during that time 157,000,000 passengers were safely carried to their destinations on its lines, traveling an average distance of forty-two miles, or a total of 6,594,000,000 miles, or 265,000 times around the world.

The Union Pacific, in approximately the same period, fell short of this perfect record by but a single accident resulting in the death of one passenger. Without attempting to make invidious comparisons, it may be stated that these records, covering nearly 17,250 miles, surpass those of the railroads of Great Britain, covering 23,000 miles, which are considered models of safety. That this remarkable showing is the result of something more than chance is obvious, and it may be well to point out briefly what has been done by the management to carry out its policy of "safety first" in the operation of its properties.

Within the past five years, \$5,000,000 have been expended in installing automatic block signals. Every mile of the lines of the Union-Southern Pacific Systems to San Francisco, Los Angeles and Portland is now protected. To reduce to a minimum the hazard of accident, the Union and Southern Pacific Systems, during the past ten years, have been drilling their trainmen in the observance of danger signals by a system of surprise tests, the results of which have been very satisfactory, showing of approximately 20,000 tests made during the past year, 99 per cent were fully respected, and practically all of those classed as "failures" were respected sufficiently to have averted accident.

Every accident involving a hazard of human life is promptly and fully investigated to determine the cause and to prescribe, if possible, the remedy against a recurrence. This is done by convening a board of inquiry composed of division officers and two or more prominent citizens, as representatives of the public. The findings of the board of inquiry are given freely to the press for publication and are transmitted with all data to the president, who, if the report is not conclusive, may convene successive boards of inquiry and employ technical experts if necessary until the real cause is determined and the responsibility located. Employees are encouraged to make suggestions in the interest of increased safety and their suggestions are systematically and carefully considered by committees appointed for that purpose. Through the frequent distribution of government reports of investigations of important accidents and company bulletins, all employees are taught that "Eternal vigilance is the price of safety."

### JACOB KOPPEL.

In the death of Jacob Koppel Sunday morning Algiers lost one of its foremost citizens. Mr. Koppel's death was not unexpected, as he had been ill for several months and his physicians had given up all hope some time ago.

Born in Algiers fifty-four years ago Mr. Koppel, after finishing his education, became an apprentice at the Johnson Iron Works, and later was connected with various plantations as a sugar engineer. He spent one year as an official of the mechanical department of the Mexican Central Railroad in the early eighties, but was forced to discontinue his connection with the road because of his health. He was stationed at Tampico, Mexico, which at that time was one of the plague spots. He later became associated with the Southern Pacific Railroad, and served for twenty-six years as superintendent of the roundhouse and machine shop departments. He left the Southern Pacific some months ago and had been almost continuously ill from that time until his death.

Mr. Koppel was considered an expert in the construction and repair of locomotives, and while at the head of his department supervised some of the most intricate and difficult construction work undertaken by the road on the system. He is survived by his widow who was Miss Bertha Landry, his mother, Mrs. Louise Koppel, and two brothers, Albert Koppel, wholesale tea merchant, and George Koppel, retired wholesale grocer, as well as by two sisters, Mrs. Andrew Guiland and Miss Ohpella Koppel.

The funeral, which was private, was held Monday afternoon from his late residence in Opelousas avenue, with services in Mt. Olivet Episcopal Church, Rev. W. S. Slack officiating. Interment was in Metairie Cemetery.

### MAY PURCHASE FERRY FRANCHISE

Third District Ferry Matter Before Algiers Improvement Association. Large Meeting Well Attended.

On Monday night the Algiers Improvement Association held a special meeting for the purpose of hearing Captain Hardee, who came over for the purpose of giving his views to the association as to what disposition should be made of the franchise of the Third District ferry, and under what conditions it should be sold.

Captain Hardee was the principal speaker of the evening. He was introduced by President Joseph W. Lennox, and said that he thought that under the proper auspices the New Orleans Southern & Grand Isle Railroad would be a prospective bidder for the franchise. He believed they would desire to buy the same, but instead of paying an upset price for the franchise they would pay to the city of New Orleans a certain percentage of the gross receipts. He also stated that he thought the railroad company would be willing to lease the ferries for a period of twenty-five years. Captain Hardee also pointed out the sentiment against long term franchises and he thought that a franchise with reasonable conditions, wherein the city would participate as the business improved, would be a valuable concession to both parties. There was a good deal of opposition to the ideas advanced by Capt. Hardee, one of the principal of which was that the city of New Orleans was not morally bound to sell a franchise for the Third District ferry at prices for transportation identical with those of the Canal street ferry. It was the contention of some of the members that as the franchise of the Canal street ferry would expire at one time and the franchise of the other ferry at another time, the city would always be morally bound to not make the fare cheaper than on the other ferry. This however, may be obviated by a clause fixing the price of ferrage for both companies after a certain period.

Conspicuous among those who attended the meeting Monday night was John P. Nolan, master mechanic of the Southern Pacific Company, and Mr. Harold H. Gibson, civil engineer of the New Orleans Southern and Grand Isle Railroad.

Peter S. Lawton made the principal talk of the evening, and in speaking of the sale for the new franchise of the Third District ferry, took occasion to ask Captain Hardee a good many questions regarding the violation of the franchise of the Southern Improvement and Ferry Company. Captain Hardee stated that after the principal business for which the meeting was called was transacted, he would be glad to go over this with the members and give his views regarding the present conditions at the Canal street ferry.

Hon. M. S. Mahoney was also one of the speakers of the evening, who gave his views regarding the sale of the franchise and also went on record for considerable improvements at that place. He was in accord with Mr. Lawton and others in that the purchaser should be compelled to spend a sufficient sum of money on new boats and equipment in keeping with the present progress of transportation.

Mr. J. E. Huckins, Joseph E. Renecky, Frank C. Duvic, Howard Koppel, Judge Maher and Peter E. Muntz were also among those who spoke.

Before adjourning the meeting a motion was made, which was carried, directing the president, at his leisure, to appoint a committee of five, who will meet with Captain Hardee and go over the franchise before it is presented for adoption. Mr. Mahoney also made a motion that when this committee meets with Captain Hardee, that the heads of the different organizations in the city be especially invited to attend this meeting. This motion was unanimously carried.

Some of the suggestions made during the meeting 'n impromptu talks regarding the ferry franchise sale were that there shall be a one-cent fare; that the wagon rates be reduced; that the new boats be double-enders, not requiring them to turn around in making landings; that pontoons and approaches be so constructed as to enable passengers to go up the stairs of the boat directly from the street; and that they be embarked in the same manner; that there should be at least \$150,000 spent in permanent improvements and equipment.

After the principal business for which the meeting was called was over, Captain Hardee told the members something about the Canal street ferry. Captain Hardee said that he had made his recommendations and that the delays were caused by high water, and many other conditions, but that he had made his report to the mayor and it was at present in his hands.

The following were present at the meeting: John P. Nolan, Julius Bodenger, Harold H. Gibson, Captain W. J. Hardee, Martin S. Mahoney, Charles Cloutat, Albert Twickler, Frank C. Duvic, Joseph E. Renecky, Peter S. Lawton, J. E. Huckins, Joseph W. Lennox, Peter E. Muntz, Judge Thomas Maher, Howard Koppel, Wm. H. Ward, Theodore Spitzfaden, George Herbert and Dr. C. V. Kraft.

### TO INVESTIGATE NEW FRANCHISE

President Joseph W. Lennox of the Algiers Improvement Association, who was authorized to appoint a committee of five to investigate the condition of the new ferry franchise for the Third District ferry, has appointed the following: Martin S. Mahoney, Frank C. Duvic, Peter S. Lawton, Julius Bodinger and Dr. C. V. Kraft. The committee will confer with City Engineer Hardee and the heads of all our local organizations before a final report will be made to the association.

The first meeting of the committee will be called shortly by President Lennox.

**Special for This Week**  
\$8 and \$10 Dresses  
**\$4.98**

Beautiful assortment of Lingerie and Marquessette Dresses, embroidered and lace trimmed; no charge for alterations; sizes 14 to 44; our own make.

MISSSES, WOMEN'S AND CHILDREN'S OUTER GARMENTS EXCLUSIVELY.

**The Economy Co.**  
1618 and 1620 DRYADES ST.

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### A CARD.

Persons desirous of renting the Sunset Pleasure Club, Milneburg, during my absence from the city, from July 28 to August 15, will please call upon Mr. A. C. Briel, No. 546 Verret street. George Herbert, Jr., No. 209 Olivier street.

### ADAMS' HATS.

KEEP YOUR EYE ON EDARMIST GUARANTEED  
NON-POISONOUS & NON-STAINING  
CHASE MOSQUITOS, ANTS, ROACHES AND ALL OTHER PESTS  
ASK YOUR GROCER  
FOR 10¢ SAMPLE, OR  
JOHNSON & CO. AUBURN BLDG. NEW ORLEANS, LA.  
Call on or Address  
**F. C. DUVIC, 323 Morgan Street**

**WORLD BOTTLING CO., Ltd.**  
Phone Hemlock 291 Corner Royal and Montagu Streets  
MANUFACTURERS OF  
**HIGH GRADE MALTED BEVERAGES**

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People who are careful of their money know by experience the economy of buying only first-class articles. THEY LAST! They want a reliable article.  
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