Railroad Schedules.

NEW ORLEANS, SOUTHERN AND GRAND ISLE RAILWAY CO.

Leaves Algiers — Arrives Algiers
4:00 p. m. ..Daily ex. Sat. & Sun..9:45 a. m.
8:05 a. m..Mixed, daily ex. Sun..7:25 p. m.
5:30 p. m....Sat. & Sun. only...9:45 a. m.

TUESDAY, SEPTEMBER 23, 1913, AT 6. A. M.

South—Leave Milneburg 6:10, 7:10, 7:10, 8:35, 8:35, 10:00, 11:30 a. m.; 2:00, 3:25, 3:25, 5:30, 5:30, 7:00, 7:00 p. m.

North—Leave Canal Street: 7:45 9:05 a. m.; 4:00, 6:15 p. m.

North—Leave Pontchartrain Junction: 5:40, 6:40, 7:50, 7:50, 9:20, 11:00 a. m.; 1:20, 2:45, 4:05, 4:05, 6:25, 6:2 5p. m.

SUNDAY EXCURSION

8:05 a. m.....7:35 p. m.

ELECTRIC CAR SERVICE
Between Algiers and Gretna.

Leaves Gretna, (Jackson Ave. Ferry Landing) passing through McDonoghville, to Algiers, meets Canal St. Ferry, passes Third District Ferry, Southern Pacific Terminals and viaduct, crossing over the Newton St. Viaduct, the Southern Pacific R. R. Yards, along the rear of the U. S. Naval Station, to the U. S. Immigration Station.

Returning over same route, meeting the N. O. and Western Railway cars and Jackson Ave. Ferry at Gretna.

GRETNA TO IMMIGRATION STATION.

From Gretna, 8 minutes, 28 minutes and 48 minutes after the hour.

Newton and Teche, 3 minutes, 23 minutes and 43 minutes after the hour.

Canal Street Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.

Car Barn Pacific Ave., 15 minutes, 35 minutes and 55 minutes after the hour.

Elmira and Newton, on the hour and 20 minutes and 40 minutes after the hour.

First car leaves Gretna 5:28 a. m.

Last car leaves Gretna for Immigration Station 12:08 a. m.

Last car leaves Gretna for Car Barn via Newton and Teche Sts. 12:30 a. m.

IMMIGRATION STATION TO GRETNA.

From Immigration Station, 10 minutes, 30 minutes and 50 minutes after the hour.

Elmira and Newton, on the hour, and 20 and 40 minutes after the hour.

Car Barn Pacific Avenue, 3 minutes, 23 minutes and 43 minutes after the hour.

Canal St. Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.

Newton and Teche Sts., 13 minutes, 33 minutes and 53 minutes after the hour.

First car leaves Immigration Station 5:30 a. m.

Last car leaves Immigration Station 11:50 p. m.

Last car leaves for Car Barn via Newton and Teche Sts., 12:10 a. m.

PACIFIC AVE. BELT CAR.

From Canal Street Ferry, on the hour, 20 minutes and 40 minutes after the hour.

Newton and Teche Sts., 3 minutes, 23 minutes and 43 minutes after the hour.

Elmira and Newton Sts., 5 minutes, 25 minutes and 45 minutes after the hour.

From Car Barn, 9 minutes, 29 minutes and 49 minutes after the hour.

ELECTRIC CAR SERVICE BETWEEN GRETNA, HARVEY'S CANAL AND AMESVILLE.

Leaves Gretna (Jackson Avenue Ferry Landing), along Copernicus Avenue, passing Texas and Pacific and Southern Pacific Depots to Fourth Street, thence along Fourth Street to Public Road, crossing Harvey's Canal to Amesville.

Returning over same route, meeting the Algiers Railway cars and Jackson Avenue Ferry at Gretna.

SCHEDULE:

LEAVE GRETNA—5:50, 6:30, 7:10, 7:50, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 a. m.; 12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 p. m.

Pass Harvey's Canal 7 minutes after leaving Gretna.

Reach Amesville 15 minutes after leaving Gretna.

LEAVE AMESVILLE—6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 a. m.; 12:05, 12:45, 1:25, 2:05, 2:45, 3:25, 4:05, 4:45, 5:25, 6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 p. m.; 12:05 a. m.

Pass Harvey's Canal 7 minutes after leaving Amesville.

Reach Gretna 15 minutes after leaving Amesville.

Last Car leaves Gretna for Amesville 11:50 p. m.

Last Car leaves Amesville for Gretna 12:05 a. m.

SOUTHERN PACIFIC.

(Union Station.)

6:45 a. m..Texas Local, for Houston and all stations intermediate ..... 5:25 p. m.
11:30 a. m....Sunset Express, for Houston, Austin, Fort Worth, Dallas and other north Texas points ..... 6:45 p. m.
11:30 a. m..Sunset Express, for San Antonio, Mexico, El Paso, Arizona and California ... 6:45 p. m.
8:05 p.m..Lafayette Local, for Lafayette and all stations intermediate .....11:40 a. m.
8:30 p. m..Texas Limited, for Houston, Galveston, Austin, Waco, Fort Worth, Dallas and other north Texas points ..... 6:40 a. m.
11:45 p. m..Sunset Mail, for Houston, Galveston, Waco, Fort Worth, Dallas and other north Texas points ..... 7:45 a. m.
11:45 p. m..Sunset Mail, for San Antonio, Mexico, El Paso, Arizona and California... 7:45 a. m.

PONTCHARTRAIN RAILROAD.

SUNDAY SCHEDULE.

Leave Milneburg—6:10, 7:10, 8:35, 10:00, 11:30 a. m.; 12:30, 2:30, 3:30, 4:30, 5:45, 7:00, 8:10 p. m.

Leave Pontchartrain Junction—5:40, 6:40, 7:50, 9:10, 11:00 a. m.; 12:01, 2:00, 3:00, 4:00, 5:00, 6:25, 7:40 p. m.

WEEK DAY SCHEDULE.

Leave Milneburg—6:05, 7:10, 7:10, 8:35, 8:35, 10:00, 11:30 a. m.; 2:00, 3:25, 3:25, 5:30, 7:00, 7:00 p. m.

Leave Pontchartrain Junction—5:40, 6:40, 7:50, 7:50, 9:20, 9:20, 11:00 a. m.; 1:20, 2:45, 4:05, 4:05, 6:25 p. m.

HITS FROM SHARP WITS

Usually dirty linen that is washed in public and is hung out where all can see it still holds its dirtiness.—Milwaukee Sentinel.

Many men say they can drink or let it alone, but they prove only the first part of the proposition.—Memphis Commercial Appeal.

Too many persons never have an opinion on any subject until they have had an opportunity to appropriate opinions of others.—Albany Journal.

The get busy class—in worthy directions—never swells the ranks of anarchists, the I. W. W., Socialists, and other discontented and mischievous classes.—Milwaukee Sentinel.

THOUGHTS ON WAR

A man-of-war is the best ambassador.—Cromwell.

The worse the man, the better the soldier.—Napoleon I.

Who asks whether the enemy were defeated by strategy or valor?—Virgil.

Most of the debts of Europe represent condensed drops of blood.—Beecher.

AT THE HEAD OF OUR CLASSIFIED COLUMN EACH WEEK WE WILL ANNOUNCE HOW YOU MAY RECEIVE SOMETHING VALUABLE BY LOOKING THROUGH THESE LITTLE "ADS."

SHOWS RAIL PROGRESS

WONDERFUL DEVELOPMENT OF THE LOCOMOTIVE.

Largest Now Built Are Sixty Times Heavier Than the One With Which Stephenson Hauled His First Train of Cars.

The rails in use during the first days of the railroad were very light, weighing about twenty-three pounds to the yard. Today the rails must be 100 pounds to the yard to withstand the tremendous pressure of the gigantic modern locomotive. In 1849 the average speed of passenger trains was 23 miles an hour; today the average speed is fifty to sixty miles an hour, and sudden spurts of 90 miles are attainable, or about twenty times as fast as the first locomotive could move. The first of the high-speed engines was put in use in 1872 on the Pennsylvania railroad; it weighed 37 tons. In 1892 a still larger type was designed, weighing 95 tons, and during recent years the weight of passenger engines has increased to 400 tons—or 60 times heavier than Stephenson's first locomotive.

Today there are over 250,000 miles of trackage in the United States and more than 65,'00 locomotives in use; 150,000,000 tons of coal are needed to keep them supplied with fuel, and over a billion passengers and nearly two billion tons of freight are transported on this enormous railroad system every year.

The locomotive has been carried to its highest development in this country, and the United States now leads the world in its manufacture, not only supplying all that are needed in this country, but shipping many hundreds yearly to other parts of the world.

The locomotive is being made larger and larger to meet the growing demands upon it. The largest engine in use today is a compound one, which measures 120 feet over all and weighs 850,000 pounds. It is an oil burner, carrying 4,000 gallons of oil and 12,000 gallons of water. It cost $43,380 to build. Modern locomotives, as they get bigger and bigger, must increase in the direction of their length only, and this makes it necessary to construct them with a series of joints so that they can turn a curve without upsetting.

GOT ALONG WITHOUT RAIL

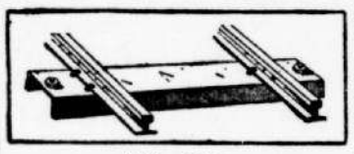
Evidently Passengers' Time on This Railroad Counted for Little With the Management.

On a dilapidated narrow-gauge railroad a traveler was struck with the general air of hopelessness of the entire country. Run-down farms, fences falling to pieces, and houses unpainted and dismal were seen as mile after mile was reeled off. Finally a countryman got on, and the two fell into conversation. "Country around here looks fearfully dilapidated," remarked the traveler. "Yaas, but jest wait an' ye'll see sumpin' wuss," replied the countryman. The train stopped. They looked out and saw a rail missing ahead. The entire train crew clambered out, crowbars in hand, proceeded leisurely to the rear of the train, and in due time loosened a rail and carried it forward. It was spiked into position and the train proceeded. "Somebody steal a rail?" asked the traveler. "Yaas, abaout twenty years ago, I reckon. Evah since they haint nobody bought a new one. When the train comes back they've gotter stop an' tear up a rail behind 'em. Aint that the dilapidatenenest thing ye ever see, stranger?"

CLAIM MUCH MERIT FOR TIE

Inventor Believes It Will Be Practically Permanent, and Has Many Other Advantages.

This invention relates to the construction and maintenance of railroads and the main object thereof is to provide a permanent tie for rails of such



Railroad Tie.

railroads. A further object is to form the ties of metal, preferably channeled, and to provide rail clamps in connection therewith which are in uniform position on all the ties.—Scientific American.

Took Task on Themselves.

The simple character of the Russian peasant is illustrated by the story of the fate of the Socialist. The Socialist arrived in a village to convert the inhabitants to his belief. He thought he would begin by disproving the existence of God, because if he proved that there was no God it would naturally follow that there should be no emperor and no policeman. So he took the holy image and said, "There is no God, and I will prove it immediately. I will spit upon this image and break it into bits, and if there is a God he will send fire from heaven and kill me, and if there is no God nothing will happen to me at all." Then he took the image and spat upon it, and broke it to bits, and he said to the peasants, "You see God has not killed me." "No," said the peasants, "God has not killed you, but we will." And they did.

Letter Help.

Have a box at hand in desk, into which slip interesting articles, witty stories or poems. When writing to friends, choose from the collection such as would appeal to the individual. If you are not in the "writing mood" these supplements will be greatly appreciated.

Where Steadiness Is Requisite.

A steady hand in military affairs is more requisite than in peace, because an error committed in war may prove irremediable.—Lord Bacon.

NEW IDEA OF ECONOMY

RAILROADS AIM TO MAKE EMPLOYEES MORE CAREFUL.

Move Has Resulted In Cutting Down the Heavy Requisitions for Small Supplies—Better Than Old System Employed.

The railroads, the greatest spenders of the age, have recently been propounding to their employees the conundrum: "How long will a broom last?" writes George Ethelbert Walsh, in the Sunday Magazine of the Chicago Herald.

If the once-a-month broom can be converted into the two months' broom, the economical station agent saves for his railroad the cost of hauling one ton of freight 35 miles every two months; which, six times a year, means the cost of hauling a ton of freight 210 miles.

But the broom is merely taken as a symbol in the new railroad economy. Take lamp chimneys, several of which have to be used in each station. Every time one breaks a charge must be made against the railroad equal to the cost of hauling a ton of freight 10½ miles. Twenty lamp chimneys broken a year in a single station means that some poor locomotive must stagger under an extra ton of freight over 210 miles just to pay for them.

Even the lead pencil must not be despised. A requisition for a new lot of pencils can be made out in a few minutes; but a ton of freight must be hauled two miles to pay for each new one. The same is true of each track spike that works loose and is thrown aside. A track bolt is similarly treated as waste; but it is worth three and a half miles of haulage of a ton of freight.

The man who was responsible for working out these details of cost of ordinary trifles in railroad language was something of an economist. He had the idea that waste in trifles had something to do with the high cost of railroad operation. The monthly requisition for supplies of a trifling nature reached the huge sum of $25,000, or $300,000 a year, and he forthwith decided to cut down the cost.

After figuring out the freight haulage of the different items, he offered rewards ranging from $100 to $10 to every station agent who showed the greatest annual saving of general station supplies. He paid out $500 in prizes, and cut the requisitions down $25,000 the first year. The second year the requisitions for lead pencils, brooms, lamp chimneys, lanterns, coal shovels, waste and pails decreased so generally that the suspicion was aroused that many of the agents were buying their own supplies in order to get in on some of the prize awards.

At one time railroad economy generally meant laying off a few men, cutting wages of others, and postponing the purchase of much needed new equipment and rolling stock. In the end this sort of economy resulted in more inefficient service, grumbling and strikes, and deterioration of tracks, roadbed and general equipment. Sooner or later the railroad had to pay for a policy that was about as economical as killing the old goose that laid the golden eggs.

An Impression of Gorky.

"Once when I was singing in Nijni early in the morning," said Chaliapine, Russia's greatest singer, "I looked out and saw Gorky standing at a window in the same hotel, and gazing silently over the city. The sun was shining on the towers of the churches, over the silver river and turning the roofs red. 'You are up early,' I said. 'Yes,' he answered. 'Come in my room for a moment.' When I reached his window I saw that he had tears in his eyes, and I did not understand. 'Look,' he said to me, 'how beautiful it is. Just the world and not a human being anywhere. The humanity which has made its gods and its laws, built its houses and its churches, all asleep and helpless as children, powerless to change or adjust all this that it has made.'

"He spoke very softly and very sweetly, and for the moment he seemed to me the most perfect human being in the world. Truly one of Russia's flowers of genius."—From the Craftsman.

Better Flashlight Powder.

European scientists have devised a new and better flashlight powder. It is made of peroxide of lanthanium, to which are added substances similar to those used in gas lamp mantles. It gives an excellent light and produces less than one-tenth of the smoke and fumes which make other powders so disagreeable and often dangerous to use.

SHOES FOR ALL THE FAMILY AT LESS PRICES AT RENECKY'S.

CHARTER.
BUILDING REVIEW PUBLISHING COMPANY, INCORPORATED.
STATE OF LOUISIANA.

Parish of Orleans, City of New Orleans

Be it known, that on this fifteenth day of January, in the year one thousand, nine hundred and fifteen, before me William Waller Young, a notary public, in and for the Parish of Orleans, State of Louisiana, duly commissioned and qualified, and in the presence of the witnesses hereinafter named and undersigned, personally came and appeared the several persons whose names are hereunto subscribed, all above the full age of majority, who severally declared, that, availing themselves of the provisions of the laws of this state relative to the organization of corporations, and particularly Act No. 267 of the legislative acts of the General Assembly of the State of Louisiana, for the year 1914, approved July 9, 1914, they have covenanted and agreed and do by these presents, covenant, agree and bind themselves, as well as such other persons who may hereafter become associated with them or their successors, to form and constitute a corporation or body politic in law, for the objects and purposes and under the agreements and stipulations following, to-wit:

Article I. The name and title of this corporation shall be "Building Review Publishing Company, Incorporated," and under its corporate name it shall have power and authority to have and enjoy succession for the full term and period of ninety-nine years from and after the date hereof; to contract, to sue and be sued, to make and use a corporate seal, and the same to break or alter at pleasure; to hold, receive, lease, purchase and convey, as well as mortgage and hypothecate property real, personal and mixed, corporeal and incorporeal; to name and appoint such managers, agent, directors and officers as its business interests and convenience may require, and to make and establish, as well as alter and amend from time to time, such by-laws, rules and regulations for the government of the affairs of said corporation, as may be necessary and proper.

Article II. The domicile of said corporation shall be in the city of New Orleans, State of Louisiana, and all citations or other legal process shall be served upon the president of said corporation, or, in the event of his absence, upon the vice-president, and, in the absence of both of said officers, as the law directs.

Article III. The objects and purposes of this corporation, and the nature of the business to be carried on by it, are hereby declared to be: to acquire, print, publish, conduct and circulate or otherwise deal with newspapers, journals, magazines, books, and other literary works and undertakings, and especially to publish and circulate a magazine to be known as "Building Review;" to carry on, if, and when it shall deem desirable, the trade or business of general printers, lithographers, engravers and advertising agents; to build, construct, erect, purchase, hire or otherwise acquire or provide any buildings, offices, work shops, plant and machinery or other things necessary or useful for the purpose of carrying out the objects of the corporation.

Article IV. The capital stock of the corporation is hereby fixed at the sum of five thousand ($5,000.00) dollars, to be divided into and represented by two hundred (200) shares of stock in the sum of twenty-five ($25.00) dollars each. Said stock shall be paid for, when and in such installments as directed by the Board of Directors. The capital stock may be increased or diminished as provided by law. All shares of stock shall be issued as full paid and non-assessable, and no transfer of stock shall be binding on the corporation unless recorded on its books.

The capital stock of this corporation may be increased to the sum of twenty-five thousand ($25,000.00) dollars.

Article V. All of the corporate powers of said corporation shall be exercised by a Board of Directors, consisting of three stockholders, two of whom shall constitute a quorum for the transaction of business. The Board of Directors shall elect annually from their number a president, a vice-president, a secretary and a treasurer. The Board of Directors shall have power to combine the offices of secretary and treasurer. The Board of Directors shall appoint from time to time, such officers and clerks and agents and employees as they may deem necessary for the purposes and business of the corporation, who shall hold office at the pleasure of the Board. Said Board may make, alter and amend any and all by-laws and regulations proper for the conduct and management of the business and affairs of the corporation. The Board of Directors shall have power to apply the profits of the corporation to the promotion of the business and affairs thereof, or to the declaration of the dividends, or to both of such purposes, if such profits shall be sufficient to that end.

The following persons shall constitute the first Board of Directors: Walter F. Jahncke, No. 816 Howard Avenue, New Orleans, Louisiana; Edwin E. Crozat, No. 1519 North Villere Street, New Orleans, Louisiana, and Oscar J. Forstall, No. 121 South Clark Street, New Orleans, Louisiana; with Walter F. Jahncke as president; Edward E. Crozat as vice-president, and Oscar J. Forstall as secretary-treasurer.

The annual meeting of stockholders of this corporation for the election of directors shall be held on the second Monday in January of each year, and the Directors now chosen to represent this corporation, shall hold their offices until that date, or until their successors are duly elected and qualified. In case vacancies occur during the year, same shall be filled by the remaining Directors or Director.

Article VI. Whenever this corporation may be dissolved, either by limitation or from any other cause, its affairs shall be liquidated by three commissioners to be appointed from amongst the stockholders at a general meeting of stockholders called for that purpose, and notice of which shall be given in the manner and time provided for stockholders' meetings by Article IX, of this charter and a mabeyond the unpaid amount, if any, remaining stock of said corporation shall have been fully liquidated. In case of death of one or more of said commissioners, the vacancy shall be filled by election of the surviving commissioners.

Article VII. No subscriber for stock shall ever be held liable for the contracts, faults or debts of said corporation in any further sum that the unpaid balance, if any, due the corporation on the stock for which he has subscribed; nor shall any stockholder ever be held liable for such contracts, faults or debts, in any further sum than the unpaid balance, if any, on the stock owned by him, nor shall any mere informality in organization have the effect of rendering this charter null, or rendering any subscriber or stockholder liable due on his stock.
due on his stock.

Article VIII. This corporation is organized under the laws of the State of Louisiana, and especially Act No. 267 of 1914, and the subscribers hereto, for themselves and said corporation and for its officers, directors and stockholders, hereby accept, as part of this charter and as conditions of this incorporation, all the rights, powers, privileges and immunities granted to corporations, and granted to and conferred upon officers, directors and stockholders of corporations, by said laws and said act—such acceptance being as full, complete and binding as if said rights, powers, privileges and immunities were set forth at full length in this instrument.

Article IX. This charter may be modified, changed or altered, or said corporation may be dissolved, with the assent of stockholders owning two-thirds of the entire capital stock, at a general meeting of the stockholders convened for that purpose, after 15 days notice shall have been given to each stockholder, mailed to his last known address.

Article X. The subscribers hereto have respectively written opposite their names the amount of stock in this corporation subscribed for by each of them, so that this act of incorporation may also serve as the original subscription list of said corporation.

Thus done and passed, in my notarial office, at the City of New Orleans, aforesaid, in the presence of Ferdinand E. Zimmer and Walter B. Hamlin, competent witnesses of lawful age and residing in this city, who hereunto subscribed their names, together with said parties and me, notary, on the day and date set forth in the caption hereof.

Original signed: F. E. Zimmer, W. B. Hamlin. Walter F. Jahncke, 80 shares, 816 Howard Ave., New Orleans, La.; E. E. Crozat, 10 shares, 1519 N. Villere St., New Orleans, La.; O. J. Forstall, 10 shares, 121 S. Clark St., New Orleans, La.

(Signed) W. W. YOUNG, Not. Pub.

I, the undersigned Deputy Recorder of Mortgages, in and for the Parish of Orleans, State book 1127, folio 739.

(Seal) (Signed) Emile I. Leonard, D. R.

A true copy of the original:

(Seal) (Signed) W. W. YOUNG, Not. Pub.

of Louisiana, do hereby certify that the above and foregoing act of incorporation of "Building Review Publishing Company, Incorporated," was this day duly recorded in my office, in

Jan. 21-28, Feb. 4-11-18-25.

CHARTER
OF GILBERT REALTY COMPANY, INC.

United States of America, State of Louisiana, City of New Orleans.

Be it known, that on this fifteenth day of January, in the year of our Lord, one thousand nine hundred and fifteen. Before me, Albert Guilbault, a notary public, duly commissioned and sworn in, for the Parish of Orleans and City of New Orleans, therein residing, and in the presence of the witnesses hereinafter named and undersigned, personally appeared:

1. Mr. Frank X. Dufour, whose postoffice address is No. 1315 Carondelet Walk, New Orleans, La.; 2, Mr. Paul J. Dufour, whose postoffice address is No. 1315 Carondelet Walk, New Orleans, La.; 3, Miss Emilie Durand, femme sole, whose postoffice address is No. 1121 Short Street, New Orleans, La.; 4, Miss Jeanne Durand, femme sole, whose postoffice address is No. 1121 Short Street, New Orleans, La.; 5, Mr. Gilbert Durand, whose postoffice address is P. O. Box 576, New Orleans, La.; 6, Mr. Louis P. Durand, whose postoffice address is P. O. Box 576, New Orleans, La., all of the full age of majority, who severally declared that availing themselves of the provisions of Act No. 267 of the Legislature of this State, for the year, 1914, and of the general laws of this State, they have covenanted and agreed, and do by these presents covenant, agree, bind, form and constitute themselves, with those who may hereafter join with them, into a corporation and body politic in law, under the following agreements to-wit:

Article I. The name title of this corporation shall be the "Gilbert Realty Company, Inc." and under said name, it shall have authority:

1. To contract, sue and be sued; in any competent court;

2. To have succession by its corporate name for ninety-nine years from the date hereof;

3. To make and use a common seal and alter the same at pleasure;

4. To acquire property by grant, gift, purchase, and to devise or bequest; to lease, hold and dispose of, and to mortgage and pledge the same, all subject to the limitations prescribed by law;

5. To appoint such officers and agents as the business of the corporation may require, and to fix their compensation;

6. To make by-laws, not inconsistent with any existing law, fixing or altering the management of its property, the regulation of the government of its affairs and the manner of the certification and registration of its stock;

7. To conduct business in this state, other states, the Federal districts, the territories and possessions of the United States, and in foreign countries;

8. To change, modify or alter this act, or dissolve this corporation with the assent or vote of two-thirds in interest of all the stockholders expressed at a meeting called by the Board of Directors for said purposes, after mailing to the last known place of postoffice address of each stockholder, at least ten days before said meeting, a copy of the resolution, of the Board of Directors looking to said amendments or dissolution, and a notice of the said meeting;

9. To issue certificates of stock to the stockholders signed by the president, and by the secretary-treasurer; said certificates of stock when transferred by the owner thereof, must be recorded on the corporation's books and no transfer shall be valid with out such recordation.

10. Service of citation and other legal process shall be made on the president, in his absence, on the vice-president, in the absence of these two, then on the secretary-treasurer, and in absence of these officers then in the manner provided by law.

11. Stockholders desiring to dispose of their stock shall first offer the same to the corporation, through its Board of Directors, who shall have the right to purchase the same, within ten days from the date of said offer, at its then book value, and should the corporation not avail itself of the right to purchase said stock, same shall be offered to any of the stockholders, who shall then have ten days from the date of offer, to make said purchase of said stock at its then book value, and in the event neither the corporation, nor the stockholders shall purchase, then said stock may be sold to a stranger.

12. In the case of dissolution of this corporation by expiration of this charter or otherwise, the stockholders shall elect from their number one or more liquidators, who shall qualify as required by law, and who shall have full power to wind up the affairs of the company, as speedily as possible in accordance with law. In the event of death of any one of said liquidators or inability to serve, the vacancy shall be filled by the remaining liquidators.

Article II. The object and purpose for which this corporation is organized, and the business to be carried on by it, is hereby declared to be the buying, selling, exchanging, leasing and dealing in, of real estate, and to that end to do all and anything incidental with, or pertaining to said real estate business, in all its branches.

Article III. The capital stock of this corporation is hereby fixed at the sum of eighteen thousand dollars, to be represented by one hundred and eighty shares of the par value of one hundred dollars each, which shall be paid in cash, for property transferred to the corporation or for services rendered, within the discretion of the Board of Directors. All shares shall be full paid and non-assessable. At least fifty per cent of said stock has been subscribed for the subscription by Frank X. Dufour is paid for in cash by the transfer, with full warranty, to the corporation of the following described property, free from encumberances and all taxes paid, to-wit:

A certain portion of ground, together with the buildings and improvements thereon and all the appurtenances thereunto belonging situated in the Seventh District of this city, in square No. 365 bounded by Carrollton Avenue, Oleander (late 14th street), Short and Calapissa streets, designated by the letter "A" on a sketch by C. Uncas Lewis, deputy city surveyor, dated April 12th, 1910, annexed to an act passed before Felix J. Dreyfous, notary public, on April 14th, 1910; said portion measures fifty-one feet, one inch and one line front on Carrollton Avenue, one hundred feet, one inch on Short Street, by two hundred and seventy-five feet, one inch front on Short street, by two hundred and seventy-five feet in depth and front on Calapissa street, and a depth on the opposite side line adjoining the right of way of the N. O. & Mississippi Valley R. R. of two hundred and twenty-seven feet and five lines. Appraised by all the appearers at the sum of six thousand dollars.

Article IV. The corporate powers of this company and its management shall be vested in a Board of Directors composed of four stockholders, three of whom shall constitute a quorum for the transaction of all business. Said directors shall be elected this day immediately after the signing of this charter, and hereafter shall be elected on the first Monday of July in each year, and until their successors have been elected and qualified; after their election they shall select from their number a president, a vice-president and a secretary-treasurer who shall serve until their successors have been elected and qualified. Vacancies occurring on said board shall be filled by the remaining directors.

Article V. No stockholder shall ever be held liable or responsible, for the contracts, faults or debts of said corporation, nor shall any mere informality in its organization, have the effect of rendering this charter void, or of exposing a stockholder to any liability beyond the unpaid balance due on the shares subscribed for by him.

Thus done and passed in my office, on the day, month and year first above written, in the presence of Daniel J. Murphy and William R. Douglas Jr., competent witnesses, who have signed with the appearers and me, the notary, after reading the whole.

Names of subscribers omitted.

A. GUILBAULT, Not. Pub.

I, the undersigned recorder of mortgages in and for the Parish of Orleans, State of Louisiana, do hereby certify that the above and foregoing act of incorporation, of the "Gilbert Realty Company, Inc., was this day duly recorded in my office, in Book 1127, folio 697.

New Orleans, January 15th, 1915. (Signed) EMILE LEONARD, Dy. R.

I, the undersigned, notary public, in and for the Parish of Orleans and City of New Orleans, do hereby certify that the above is a true and correct copy of the original act of incorporation of the "Gilbert Realty Company, Limited," and of the certificate of the recorder of mortgages, thereto appended, the whole on file in my office. New Orleans, January 20th, 1915. A. GUILBAULT, Notary Public, 315 Carondelet.

Jan. 21-28, Feb. 4-11-18-25.

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