

VICTOR SAFES

The best Fire and Burglar Proof Safes for the prices made in the World.



No. 4

THIS safe is first-class in every respect, and weighs about 700 pounds. It stands 33 inches high, 22 inches wide and 24 inches deep, its inside net dimensions are 19 inches high, 13 1-2 inches wide and 13 inches deep. It contains a steel subtreasury 5x6x9 inches with duplicate flat keys and metal cash tray, drawer and two pigeon holes under subtreasury, bookspace 19x8 1-4x13 inches.

This safe has a special inside Bessemer steel door covering entire front of safe, with duplicate flat key lock. This is the great postal service, express and railroad safe

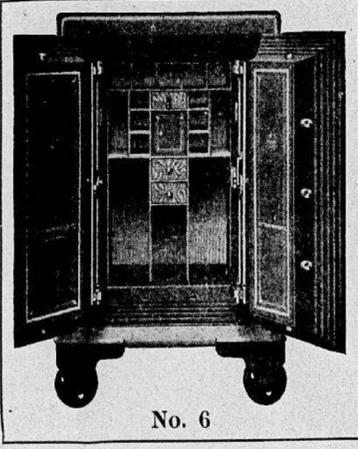
also parish official safe. This No. 4 safe reaches a large class of business men who want a reliable safe yet at as low a price as is possible. Many large offices are supplying one of these safes to each department in preference to supplying one large safe or vault, the cost being so much less. The retail price of this safe is \$60.—but our arrangements for a considerable number of them enable us to offer them at \$45.—delivered in New Orleans.

No. 6.

TO those desiring a larger safe we can supply No. 6, a splendid large safe weighing approximately 1500 pounds and standing 44 inches high, 27 inches wide and 28 1-2 inches deep, inside dimensions 25 1-2 inches high and 13 inches deep. This safe has heavy inside Bessemer steel door covering entire front of safe, flat key lock and duplicate keys, steel subtreasury, drawers and pigeon holes all of the best and latest designs. The retail price of this safe is \$110.—our arrangement enables us to deliver it in New Orleans for \$77.50.

To reliable parties desiring delayed payments we will sell these safes for \$10. cash and the balance in monthly payments during one year, with usual interest.

This gives those needing safes and every man who handles money, or who has valuable papers certainly needs one, an opportunity to get a first-class safe at a low price and on easy terms, if desired.



No. 6

Address, THE LOWER COAST GAZETTE, City Office, 339 Carondelet Street New Orleans

"Is that a new piece of lace, Della?" she asked.

"Yes, it is," Della acknowledged. There—there are so many things to use nice lace for," she added, in apology.

"For my part, I never could see how anybody can waste her life making a thing like lace," Miss Vesta said, vigorously. "I've no doubt it's pretty, but think of all the valuable things you might do with the time! Well, I must be going, Della. I've half a dozen calls to make."

Della protested half-heartedly. When her caller had gone she took up her lace, but her pleasure in it was gone. "I suppose," she said, "I ought to be doing something instructive. There's that book on China Vesta lent me—" With a sigh she went for the book; the brightness had gone from the afternoon.

Miss Vesta's next call was at Amy Collins's. Amy came in, flushed and disheveled; she had been having a game of tennis with her ten-year-old boy. "He—he won't always want his mother to play with him," she said. "I can't bear to miss a chance."

"You'd better be training him in useful things," Miss Vesta declared.

Amy's eyes widened in surprise. "Why, I couldn't!" she said. "I don't know useful things—for a boy. Doesn't the school do that?"

"It's a mother's duty to learn," Miss Vesta replied.

That call, too, was restrained and uncomfortable. But when Miss Vesta reached Rachel Farnum's, she found no restraint about Rachel. She came in with her big kitchen apron on; the whole house was reeking with the smell of hot vinegar.

"The comfort of pickles is that there's no disguising them," Rachel said, cheerfully, "so you're not tempted to try."

"It is marvelous," Miss Vesta asserted, "what unwholesome things people will eat. Pickles are a relic of the dark ages."

"I never thought of that," Rachel replied, "but I do know that I have a knack for making them; and as long as that is so, nobody can rob me of the pleasure of it. I'm making a new kind. Won't you try one, Vesta?"

"Certainly one," Miss Vesta replied, stiffly. Going down the path ten minutes later, she puzzled over the offer. "Why did she do it when I had told her I didn't like them?" she said to herself.

But Rachel Farnum, back in her kitchen, was laughing to herself.

THE SECOND MILE.

"It seems to me," protested Elsie, "that I have done all that can be expected of me. I have tried in every way I know to reach Charlie Vreeland, but I can't do it. Every Sunday I feel as if I were standing over a volcano that might explode at any moment. I can't do my best for the other boys, either, when he is in the class."

"You have done all that could be expected," agreed the superintendent. "You have gone the full mile with him. Perhaps the second mile will be easier traveling."

"What do you mean?" asked Elsie. "By an old law or custom in the East, a stranger traveling through an unknown country could oblige anyone he met, who knew the road, to go with him a mile on his journey and show him the way. That is what Jesus had in mind when He said to His disciples, 'Whosoever shall compel thee to go a mile, go with him twain.'"

"I know that Charlie has been a trial to you, but he has not had the opportunities the other boys have had. I do not want to take him out of the class, even though he disturbs its order. As a Christian and a teacher, it was your duty to take him into the class and make something of him. That's the first mile. That you had to do. Now try the second mile."

"I'll try," answered Elsie, but still she felt hopeless about Charlie Vreeland.

An hour later she sat on her front porch alone. The rest of the family had gone to the country, and she was looking forward to a quiet evening with a pleasant book. Then, across the street, she saw her discouraging pupil. He was ragged and dirty, and suddenly Elsie realized that there was something pathetic about him. What would her own small brother do if he had such a home as Charlie was going to? "Charlie," she called, "won't you please come here a minute?"

He obeyed, but there was a sullen, half-defiant look on his face.

"I want some company," she said. "My family are all away, and it's lonesome. Will your mother care if you stay to supper with me? I'm going to have strawberry shortcake."

"No, she won't care!" he cried, with a brightening face. "But I ain't fit."

"You can wash your face and hands here. Come in and I'll give you some books to look at while I make the shortcake."

She went out into the kitchen with quite new plans for the evening. She set the table carefully and took the greatest pains with the shortcake. After supper she played and sang for him. When he finally went away, she put her arm about his shoulder. "What makes you give me so much trouble in Sunday school?" she asked. "Won't you try to sit quiet next Sunday?"

"You bet I will," he answered. "I didn't know you really cared about me."

NEW ORLEANS R. R. SCHEDULES

FREE STOPOVERS ALLOWED AT NEW ORLEANS ON ALL RAILROAD AND STEAMSHIP TICKETS, AFFORDING TOURISTS AN OPPORTUNITY TO SEE THE CITY.

LOUISVILLE AND NASHVILLE RAILROAD.

(Foot of Canal Street.)
 Depart. 8:00 p.m. N. Y. & N. O. Arrive. 7:50 a.m.
 Ltd. 8:00 p.m. Asheville Limited 7:50 a.m.
 8:30 a.m. Washington and N. Y. Mail 8:30 p.m.
 9:00 p.m. Birmingham and Cincinnati 7:35 a.m.
 8:30 a.m. Asheville Express 8:30 p.m.
 8:30 a.m. Louisville and Cincinnati 8:30 p.m.
 9:00 p.m. Pensacola and Jacksonville 7:25 a.m.
 5:15 p.m. Mobile Accommodation 11:50 p.m.
 6:45 a.m. Montgomery Accommodation 7:00 p.m.
 3:25 p.m. Gulf Coast Accommodation 8:50 a.m. (Daily, Except Sunday.)
 11:30 a.m. Noontide Coast Accommodation 5:45 p.m.
 7:30 a.m. Sunday and Wednesday Excursions 8:05 p.m.
 2:30 p.m. Special Gulf Coast Accommodation, going Saturday and returning Monday 8:10 a.m.

QUEEN & CRESCENT ROUTE.

(Terminal Station, Canal Street.)
 7:30 p.m. N. Y. and Washington 9:10 a.m.
 7:30 p.m. Cincinnati and Asheville 9:10 a.m.
 4:45 p.m. St. Louis & Cincinnati and Asheville 8:35 p.m.
 8:00 a.m. Meridian Accommodation 4:35 p.m.
 4:45 p.m. Meridian Local, Hattiesburg Local, Sunday Excursion.
 7:10 a.m. Carriers and Int. Points 7:20 p.m.

ILLINOIS CENTRAL.

8:00 a.m. New Orleans Limited, Chicago St. Louis, Louisville, Cincinnati 8:55 p.m.
 7:10 p.m. Fast Mail, Chicago, St. Louis, Louisville and Cincinnati 10:55 p.m.
 6:00 a.m. Local Mail 4:00 p.m.
 3:00 p.m. Northern Express 9:10 a.m.
 5:40 p.m. McComb Accommodation 8:35 a.m.

"THE MERRY WIDOW."

Northbound—
 Lv. New Orleans 3:00 a.m.
 Lv. Hammond 4:20 a.m.
 Lv. Amite 4:45 a.m.
 Ar. Hamwood 7:35 p.m.
 Lv. Kentwood 7:17 a.m.
 Lv. Magnolia 5:35 a.m.
 Ar. McComb 5:50 a.m.
 Southbound—
 Lv. McComb 5:35 p.m.
 Ar. Hammond 7:35 p.m.
 Lv. Hammond 7:25 p.m.
 Ar. New Orleans 10:20 p.m.
 Southbound, "The Merry Widow" stops at all stations between McComb and New Orleans.

YAZOO AND MISSISSIPPI VALLEY.

7:15 a.m. Delta Express 5:30 p.m.
 2:55 p.m. Memphis Fast Express 8:10 a.m.
 4:15 p.m. Bayou Sara and Woodville Passenger 9:30 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 6:45 p.m.
 3:05 p.m. Lafayette Local 11:40 a.m.
 8:30 p.m. Texas Limited 6:40 a.m.
 11:45 p.m. Sunset Mail 7:45 a.m.

Low Rates

To the

CITY Saturday and Sunday

also

Low Rates from the City Saturday and Sunday



B. A. Favret - - - - - Agent

TEXAS AND PACIFIC.

6:35 a.m. Texas Express 10:45 p.m.
 12:30 noon Texas-Colorado Limited, for Alexandria, Shreveport, Dallas, Fort Worth & El Paso 8:55 a.m.
 12:30 noon Texas-Colorado Limited, for Oklahoma, Colorado, Utah and California 8:55 a.m.
 4:25 p.m. Torras Local 11:45 a.m.
 7:00 p.m. The Cannon Ball, for Alexandria, Monroe, Shreveport and North Texas 5:35 p.m.

NEW ORLEANS SOUTHERN AND GRAND ISLE RAILWAY.

4:00 p.m. Daily, except Saturday and Sunday 9:45 a.m.
 8:05 a.m. Daily, except Sunday 7:25 p.m.
 5:30 p.m. Saturday and Sunday 5:45 a.m.
 8:05 a.m. Sunday Excursion Only 7:35 p.m.

NEW ORLEANS GREAT NORTHERN.

(Terminal Station.)
 (Daily, Except Sunday.)
 Depart. Arrive.
 6:50 a.m. Jackson, Columbia, Tyler, Folsom and intermediate 5:50 p.m.
 4:15 p.m. Folsom, Columbia, Tyler, Folsom and intermediate (Sundays Only) 3:50 a.m.
 7:35 a.m. Jackson, Columbia, Tyler, Folsom and intermediate 8:05 p.m.
 6:00 p.m. Folsom, Columbia, Tyler, Folsom, Bogalusa and intermediate 10:05 a.m.
 Sunday and Wednesday Excursions.
 7:35 a.m. Folsom, Covington, Abita

SPRINGS, MANDEVILLE, FOREST GLEN, LACOMBE, OKLAHAWA, BONFOUCA AND INTERMEDIATE

intermediate 8:05 p.m. (From Terminal Station.)
 11:45 p.m. New Orleans 1:15 p.m.
 2:30 a.m. Baton Rouge 10:30 a.m.
 5:24 a.m. Opelousas 7:55 a.m.
 6:05 p.m. Eunice 6:55 a.m.
 8:35 a.m. Crowley 4:35 a.m.
 7:02 a.m. Kinder 5:54 a.m.
 8:20 a.m. De Quincy 4:45 a.m.
 10:40 a.m. Beaumont 2:20 a.m.
 Depart. Arrive.
 1:55 p.m. Houston 11:05 p.m.
 8:05 p.m. Houston 7:45 p.m.
 12:15 p.m. Brownsville 3:30 a.m.
 LOUISIANA SOUTHERN RAILWAY.
 (New Orleans, Texas and Mexico Railroad Company, Lessee.)
 St. Claude and Elysian Fields Avenues.
 Depart. Arrive.
 6:00 a.m. Laborers' Special for Chalmette 6:00 p.m.
 Mereaux, Violet, Daily, Except Sunday.
 7:00 a.m. Passenger for point a la Hache 6:00 p.m. (Daily, Except Sunday.)
 4:30 p.m. Daily 10:10 a.m.
 8:00 a.m. Sundays Only 6:35 p.m.
 7:00 a.m. Motor Car for Shell Beach 10:10 a.m.
 4:30 p.m. Daily 7:50 p.m.
 LOUISIANA RAILWAY AND NAVIGATION COMPANY.
 (Terminal Station, Canal Street.)
 No. 1. Arrive.
 7:00 p.m. New Orleans 8:40 a.m.
 10:00 p.m. Baton Rouge 5:45 a.m.
 3:30 a.m. Alexandria 11:56 p.m.
 Depart. Arrive.
 7:55 a.m. Shreveport 7:40 p.m.
 No. 2. Arrive.
 6:40 a.m. New Orleans 8:20 p.m.
 9:45 a.m. Baton Rouge 5:20 p.m.
 Depart. Arrive.
 3:40 p.m. Alexandria 11:40 a.m.
 3:40 p.m. Shreveport 6:30 a.m.

THE DAY OF THE OYSTER.

(Concluded from Page 1.)

to the protection of the consumer against all impure and adulterated goods, but that it would not permit any employe of the United States to exploit himself and secure a prominent place in the yellow press by indiscriminate and unjustifiable attacks upon any food product.

The prejudice against oysters has had its day, and is now regarded by scientific men and by thinking men in general as having very little foundation in fact. This incident in the life of the oyster industry is only one of the many examples of the mutability of human opinion and notion. It is easy to recall hundreds of instances in which the opinions and beliefs of fifty years ago, or even twenty-five years ago, are completely changed and exploded. Many of us can remember

when one-fourth of the people of the United States approved of human slavery; when the deductions of Darwin as to the origin of species were regarded as wicked and profane; when the medical profession forbade cold drinks and cold applications in fever, and when they declared that night air was the cause of malaria.

All observers of human events can cite a multitude of instances in which the opinions of mankind have in a short period completely changed, and it is easy to see that the so-called public sentiment moves in tides and waves, so that it is necessary for thinking men to apply the test of reason to all opinions and prejudices which yearly spring into existence.

The prejudice against oysters has been, with many people, a thousand times greater than the very slight evidence ever has warranted, and that wave of prejudice is now being rapidly

overcome by the campaign of education which has been carried on by the Oyster Growers' and Dealers' Association of North America—Henry C. Rowe, President of The Oyster Growers' and Dealers' Association of North America.—New England Grocer.

MISS VESTA'S CALLS.

It was a lovely summer afternoon when Miss Vesta Sheldon started on a round of calls. She went to Della Percy's first. Della was on the piazza, crocheting. She had just designed a new pattern, and her dark face was shining with the joy of the artist. When the gate clicked, she started, and glanced quickly about her as if she meant to conceal her work, but it was too late. She drew forward a chair, and began to talk nervously about the church picnic. But Miss Vesta would not be diverted.

First-Class Lands For Sale

The Famous Belair Plantation, a leader in the Sugar industry for more than a hundred years, will be cut up and sold in lots to suit purchasers. Located twenty-five miles below New Orleans on the great Frisco system of Railroads; with the new shell road approaching completion and but an hour's run from New Orleans; with an established reputation for healthfulness made and maintained for a century, as indicated by its name, no place near New Orleans promises a better location for suburban industries of any kind than does Belair.

The combined tracts contain about Eight Thousand Acres of Land and it will be sold on favorable terms in lots from One Acre up to any desired quantity.

Address

JOHN DYMOND, Belair, Louisiana

or at

339 Carondelet St., New Orleans.

Sugar Machinery FOR SALE

The following machinery taken out of the Belair Sugar House, in Plaquemines Parish, can be bought on Favorable Terms and at very Low Prices:

- One Nine Roller Cane Mill of 500 tons of cane per 24-hours capacity. Two of the mills 29-inch diameter roller and the crusher mill rollers 24-inches diameter, and all 60-inches long and top rollers flanged.
- One complete set double gearing for the mills, and spare spur wheel.
- One 24-inch by 48-inch first-class slide valve engine.
- One 9-foot Vacuum Pan with 850 square feet of heating surface.
- One 7 1-2 foot Vacuum Pan 450 square feet of heating surface.
- One fifteen-inch Sturtevant Bagasse blower on bedplate with vertical engine.
- One Mississippi river Steamboat Doctor, the best boiler feeding pumps known.
- One sixteen-inch Guild & Garrison Cold Water Pump, 8-inch suction.
- One twelve and one fifteen-inch Cylinder Nagel Engines.
- One one-ton Gausseran Cane Grab, Two Gausseran Cane Cutting and Windrowing Machines.

The Vacuum Pans were slightly damaged by fire, but the coils are not injured and the pans can readily be repaired.

ADDRESS FOR ANY DESIRED PARTICULARS

JOHN DYMOND, 339 Carondelet Street, New Orleans