

MARKET QUOTATIONS

BOARD OF TRADE QUOTATIONS

Butter and Cheese
Butter, per lb.—Choice creamery, 38 1/2c; fancy creamery, 39 1/2c; fancy dairy, 34c; choice dairy, 33c.

Poultry and Eggs
Poultry, per lb.—Hens, mixed, 19 @ 20; roosters, per dozen, \$5.00 @ 5.25; young chickens, mixed, 20 @ 22c; turkeys, hens, 20 @ 21c; young gobblers, 20 @ 21c; old gobblers, 20 @ 21c; ducks, 16 @ 16 1/2c; geese, \$6.00 @ 6.50.

Eggs, per doz.—Louisiana fresh, 22 1/2 @ 23c; Louisiana candled, 28 @ 29c; Western, 34 @ 35c.

Vegetables

New Potatoes—Louisiana Reds, per hamper, \$2.10 @ 2.25; Louisiana Whites, per bbl., No. 1, \$8.50; No. 2, \$7.00; per bushel, 80 to 90-lb. sacks, \$2.50 @ 2.60.

Cabbage—Louisiana, 34-inch crate, 125-lb. net headed stock, untrimmed, \$2 @ 2.75.

Garlic—White, well matured, per lb., 3 @ 4c; La. large double head string, 4c; small, 3 1/2c.

Onions—Louisiana, new crop, Bermudas, per hamper, 50 @ 55c; Creole, per 75-lb. sack, \$1.75 @ 1.85; new crop large red per 100-lb. crate, 4 to 6 doz., \$1.90 @ 2.00.

Calary—Louisiana, per crate, 3-5 doz., 50 @ 75c; Florida, large crates, 4 to 6 doz., \$2.25 @ 2.40.

Eggplants—Louisian, per hamper, 75 @ 90.

Peppers—Louisiana, per hamper, 25 @ 50c.

Artichokes—California, half-hamper, \$2.90 @ 3.30.

Lettuce—California, per sugar barrel, \$6.00.

Beans, per lb.—Northern White, 15c; Northern Pink Kidney, 14 1/2c; Lima, 15c; Pink, 12c.

Peas, per lb.—Green, 12 1/2c; Lady, Green Peas—Louisiana, per hamper, \$1.75 @ 2.00.

Cow Peas, per bushel—Tenn. clay, \$3.60; Carolina mixed, \$3.15; whip-poorwill, \$3.15.

Snap Beans—Louisiana round, green, per hamper, \$1.50.

Squash—Louisiana white, per hamper, 50 @ 75c.

Tomatoes—Louisiana, bushel box, \$5 @ \$1.00; Miss. flats, \$1.75; No. 2, 50 @ 75c.

Flour

Hard Spring Minnesota and Dakota, per bbls.—Patent wood pkgs, \$12.75 @ 13.00; patent, 98-lb. cotton and jute, \$12.50 @ 12.75.

Soft Winter Wheat, per bbl.—Patent wood pkgs, \$12.75 @ 13.00; patent, 98-lb. cotton and jute, \$12.50 @ 12.75.

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SORTING OUT RIFLES FOR THE NEW ARRIVALS



Photo by American Press Association

HAVE 150,000 PEONY BUDS JUST TO ADMIRE

By International News Service. Cleveland, O., July 7.—Mr. and Mrs. Frank Seither, who live on a little farm near here, started raising peonies twenty years ago. At first they had a small bed of them. Then they began growing more year by year, until now they have several acres. They estimate they have 150,000 blossoms in their patch. They don't sell them; they just have them to admire.

NEW ORLEANS STOCK EXCHANGE

Table with columns for Daily Bids and Offers, Stocks, and Bonds. Includes entries for Bank of Orleans, Canal Bk. & T. Co., Citizens Bk. & T. Co., etc.

Street Railroads

Table listing various street railroads and their stock prices, including Am. Cities Co., Birm. Ry., Canal & Gulf, etc.

Miscellaneous

Table listing various miscellaneous items and their prices, such as N. O. Land Co. 64, N. O. Land Co. 64, etc.

Provisions

Table listing various provisions and their prices, including Pork, Beef, Lard, Bacon, etc.

WHY WAR CONTRACTS SHOULD RAISE PRICE OF NECESSITIES

When the average person reads that it will take 4,555,000 pairs of shoes to equip Uncle Sam's first million fighting men and keep them in shoes the first nine months of service, he probably counts the "heads" about the breakfast table and says inwardly, "They'll mean my shoes go up still higher."

The shoe demand for the United States army this first year of war will be nearer 8,000,000 pairs than the figures quoted, because we are going to have many hundred thousand more than a million men in the field before the end of the year.

Shoe Prices Shouldn't Rise. Nevertheless, shoes ought not to cost the civilian a cent more because of these millions of shoes the government is purchasing. If natural laws operated without such influences as the tremendous purchases of our allies in the American shoe market, the army needs should have little or no effect on the consumer.

Government Made Low Contracts. Some of the shoe manufacturers who first came to Washington named government needs as a reason for a good round price, even above the market, which was then high. But the government pointed out that the men the government was buying shoes for were being taken from private life and no longer would have individual purchases to make; that where they might buy three or four pairs a year as private individuals, and possibly at higher prices than those the government purchased, they wouldn't be customers at the local stores any longer. The contractors probably knew this, anyhow, but they no longer tried to boost the price up on the government. In fact, there was a scramble from the biggest to the smallest shoe factories in the country for the government contracts, and shoes were bought considerably under the prevailing market.

Applies to Food Also. On food and the army food demands this is particularly more applicable. Except for a few articles such as condensed milk and certain canned goods, where it is impossible for the government to supply fresh articles on a large scale, there is simply a substitution of the government for the individual as purchaser. The government buys more economically and eliminates in a large measure the waste and the waste in foodstuffs on a million men a year is enormous. The million men the government must buy food for are a million men that were buying from the corner grocery. However, in this equation enters the

food speculator who takes advantage of war conditions, and again the abnormal condition created by the needs of our allies and boosts prices skyward. The food bill is aimed at that.

Enormous as are the army purchases to be made, they are small compared to the demands of the nation itself, and, aside from the factor of withdrawing men from production to destruction, present no justification for any extortionate raise in price. If extortionate prices come it will be from other factors than army purchases themselves.

TO CONFER WITH RIVER ADVOCATES

Coming to New Orleans as a special representative of Secretary Redfield, Walter Parker, general manager of the Association of Commerce and recently appointed assistant to Secretary Redfield in charge of inland waterways transportation will hold conferences in this city, with those interested in the movement. He will confer with M. J. Sanders, who is a member of the sub-committee on inland waterways under the national council of defense and with the joint committee of the merchants backing the proposed large line on the river.

Mr. Parker declared that the federal government is determined to pursue a broad and economic policy in restoring traffic to the inland waterways of the nation.

It has a two-fold object—an emergency measure, to lift a big burden from the railroad lines, and the building up of inland traffic on the streams as a permanent part of the country's transportation system.

The department of commerce is sounding out workable plans for doing this. It is finding out the things that need to be done to enable steamship and barge companies to operate on an economic and profitable way. It is pursuing an investigation into every angle and phase of the business.

The federal authorities will not engage in the operation of traffic steamers or barges, he said, but may lease to private concerns such available government vessels as are adapted to freight-carrying.

The department of commerce is cooperating fully with the sub-committee on Inland Waterways of the National Defense Council, of which General W. M. Black, of the corps of engineers of the United States Army, is the head, he said.

7,488 FAILURES IN SIX MONTHS

With 7,488 failures \$91,721,356, exclusive of banking suspensions and a large life insurance receivership in Pennsylvania, the country's commercial mortality during the first half of 1917 made the best numerical exhibit since 1911, while the liabilities were the smallest for any similar period in nearly a decade. The present figures compare with the 9,459 defaults, involving \$111,241,321, reported to R. G. Dun & Co. last year, and with 12,710 for \$188,587,535 in 1915—the highest point on record. In the first six months of 1914 there were 8,513 insolvencies, with aggregate debts of about \$185,000,000. If thus appears that, despite the very material increase in new enterprises and other factors calculated to enhance the possibilities of financial embarrassment, failures have been relatively moderate, and a study of the latest statement discloses no evidence that the economic readjustments occasioned by this nation's serious disturbance in business, the improvement which featured the returns during the first three months of this year was well maintained in the second quarter, and defaults in June were less numerous than in the same month of 1916 and 1915, with the smallest liabilities for the period, excepting those of last year, since 1912.

Failures Reduced. Both in number and amount, reduction occurred in manufacturing and trading defaults; but whereas there were 140 fewer insolvencies among agents, brokers and other concerns not properly included in either of the two leading classes, the indebtedness was about \$1,000,000 larger than in the first half of 1916. Thus, such failures numbered 261 for \$17,275,880, as against 501 for \$16,249,809, while there were 1,888 manufacturing reverses, involving \$10,440,008, in comparison with 2,247 for \$9,897,712 and 5,239 in the trading division for \$37,001,559, as contrasted with 6,717 last year for \$56,093,870. The trading defaults, it is seen, made relatively the best showing, with a numerical decrease of 22 per cent and a contraction of 31 per cent in amount.

Geographically examined, the record discloses practically county-wide improvement in the business mortality, for there were fewer failures in all of the eight sections into which the statement is divided, and only in the New England and Pacific states were the liabilities larger than in the first half of 1916. Numerically, a reduction of 561 occurred in the middle Atlantic group; in the south central division the decrease was 470; in the south Atlantic states it was 263; in the central east 234; in the central west 208; in New England 126, and in the Pacific and western states there was a falling off of 117 and 25 defaults, respectively. As to the amount involved, relatively the best exhibit was made by the south central and western sections, with reductions of over 50 per cent in each case, and the increase on the Pacific coast was moderate.

South Central States. The 1,017 defaults in the eight south central states contrasted sharply with the 1,987 of the previous year and the 2,240 reported in 1915, while the liabilities were only \$8,516,724, as against \$18,706,611 and \$22,276,301, respectively. In every case, fewer defaults occurred than in the first six months of 1916, with especially notable improvement in Texas and Louisiana, and decreases of 50 or more each in Kentucky, Alabama and Arkansas. Excepting Kentucky, where there was a fairly large expansion, the indebtedness was smaller in all instances, with particularly heavy reductions in Tennessee, Texas, Louisiana, Oklahoma, Arkansas and Alabama. Both in number and amount the contraction in the commercial mortality in this section appeared in manufacturing, trading and among agents, brokers, etc.

U. S. MAY GO DOWN 10,000 FEET FOR OIL

By International News Service. Grafton, W. Va., July 7.—Already drilled to a depth of more than 6,500 feet, the oil well on the farm of Mrs. Martha O. Goff, near here, may be the deepest in the country before operations are ended. When oil was not struck at a depth of 3,000 feet private interests decided to quit.

The government then took over the well for experimental purposes and it is proposed to continue the drilling, which will not stop unless oil is found until the tools are 10,000 feet under ground.

ALL MEN IN FRANCE REGISTER TOMORROW

By International News Service. Paris, July 7.—The registration according to callings of all males between the ages of sixteen and sixty not serving with the colors will take place tomorrow.

RAILROAD SCHEDULES

UNION STATION. FREE STOP-OVERS ALLOWED AT NEW ORLEANS ON RAILROAD AND STEAMSHIP TICKETS. A GOOD TOURIST GETS AN OPPORTUNITY TO SEE THE CITY.

Illinois Central. Arrive. 8:30 a. m.—Chicago, St. Louis, Special and Cincinnati. 12:30 noon—Panama Limited. To Chicago and St. Louis. 7:30 p. m.—Fast Mail, Chicago, St. Louis, Louisville and Cincinnati. 10:45 a. m. 6:30 a. m.—Local Mail. 8:00 p. m. 3:00 p. m.—Northern Express. 5:10 a. m. 5:40 p. m.—McComb Accommodation. 8:45 a. m. 10:10 p. m. 6:15 p. m. 9:30 p. m. and 11:25 p. m. Yazoo and Mississippi Valley. Arrive. 10 a. m.—Delta Express. 6:50 a. m. 1:29 a. m.—Baton Rouge Limited. 8:35 p. m. 1:55 p. m.—Memphis Fast Express. 7:35 a. m. 4:15 p. m.—Meridian. 9:50 a. m. Woodville Passenger. 9:50 a. m. 8:00 p. m.—Baton Rouge Special. 7:45 a. m. 10:10 p. m.—Meridian. 7:30 a. m. 5:30 a. m., 10 a. m., 6:15 p. m. and 11:25 p. m. Gulf Coast Lines. (Union Station) Arrive. 2:20 p. m.—California Special. For Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston. 7:35 p. m. 8:30 a. m.—Texas Daylight. For Baton Rouge, Opelousas, Eunice, Beaumont, Houston, Brownsville and North Texas. 7:50 p. m. 8:30 a. m.—For Houston, Galveston, Brownsville and other Texas points. 7:25 a. m. LOUISVILLE AND NASHVILLE R. R. (Station Foot of Canal Street) Arrive. 9:30 a. m.—N. Y. & N. O. Limited. 7:30 a. m. 8:30 a. m.—Wash. & N. Y. Mail. 9:35 p. m.—Birmingham & Cincinnati. 7:30 p. m. 8:30 a. m.—Asheville Express. 7:30 a. m. 8:30 a. m.—Louisville & Cincinnati. 8:35 p. m. 2:50 p. m.—Peasance Accommodation. 7:05 a. m. 5:15 p. m.—Mobile Accommodation. 11:45 a. m. 5:00 a. m.—Montgomery Accommodation. 7:05 p. m. 3:25 p. m.—Gulf Coast Accommodation (daily except Sunday). 8:50 a. m. 7:30 a. m.—Sunday Express. 8:25 p. m. LOUISIANA SOUTHERN BRANCH GULF COAST LINE. (Station St. Claude and Elysian Fields St.) Arrive. 7:00 a. m.—Point a la Harpe. (Daily Except Sunday) 9:00 a. m.—Point a la Harpe. (Daily) 9:00 a. m. 7:30 a. m.—Point a la Harpe. (Daily) 6:30 p. m. 6:00 a. m.—Shell Beach. (Daily) 9:00 a. m. 5:00 p. m.—Shell Beach. (Daily) 8:00 p. m. 7:00 p. m.—Shell Beach. (Sunday Only) 7:00 p. m.

Southern Pacific Lines. Arrive. 5:50 a. m.—TEXAS LOCAL for Houston and all stations intermediate. 5:10 p. m. 11:30 a. m.—SUNSET LIMITED for San Antonio, El Paso, New Mexico, Arizona, Los Angeles, California. 8:00 p. m. 12:30 noon.—SUNSET MAIL for Houston, Galveston, Austin, Waco, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points. 7:50 a. m. 3:00 p. m.—ATLANTIC EXPRESS for Lafayette and all stations intermediate. 11:40 a. m. 8:15 p. m.—TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points. 6:50 a. m. 11:00 a. m.—SUNSET EXPRESS for Houston, Galveston, Waco, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points. 6:45 p. m.

Compagnie Generale Transatlantique LIGNE FRANCAISE SERVICE POSTAL RAPIDE NEW YORK-BORDEAUX-PARIS. \$1.00 BATON ROUGE Every Sunday via Louisiana Railway and Navigation Co. Leave New Orleans 6:55 A. M. Terminal Station, Canal Street. CITY TICKET OFFICE 709 Gravier St.

RAILROAD SCHEDULES

TRANS-MISSISSIPPI SYSTEM. Texas and Pacific. Arrive. 6:30 a. m.—Alexandria Local. 3:15 p. m. 10:01 p. m.—Texas-Colorado Limited for Alexandria, Shreveport, Dallas, Fort Worth and El Paso. 7:30 a. m. 10:01 p. m.—Texas-Colorado Limited for Oklahoma, Colorado, Utah and California. 7:30 a. m. 4:45 p. m.—Torrans Local. 10:45 a. m. 7:45 p. m.—The Cannon Ball for Alexandria, Monroe, Shreveport and North Texas. 5:30 p. m. *On Sunday only Torrans Local leaves at 7:00 p. m.

TERMINAL STATION. Southern Railway System. (New Orleans & Northeastern Railroad) Depart. 7:30 p. m.—N. Y. & Washington. 9:40 a. m. 7:30 p. m.—Cincinnati & Asheville. 9:40 a. m. 4:45 p. m.—St. Louis & Chicago. 9:40 a. m. 8:15 a. m.—Cincinnati & Asheville. 9:05 p. m. 8:15 a. m.—St. Louis & Chicago. 9:05 p. m. 3:00 a. m.—Meridian Accommodation. 4:40 p. m. 4:45 p. m.—Meridian. 4:40 p. m. 11:50 a. m.—Meridian. 6:10 a. m. (Sunday Excursion) 7:15 a. m.—Galveston and Mt. Pleasant. 7:25 a. m.

New Orleans Great Northern. (Daily Except Sunday) Arrive. 7:05 a. m.—Jackson, Columbia, Tylertown, Bogalusa, Folsom. 5:55 p. m. 4:30 p. m.—Columbia, Bogalusa, Tylertown, Folsom. 5:45 a. m. 7:35 a. m.—Jackson, Columbia, Tylertown, Bogalusa. 8:05 p. m. 6:00 p. m.—Folsom, Columbia, Tylertown, Bogalusa. 10:20 a. m. (Sunday and Wednesday Excursions) 7:35 a. m.—Folsom, Covington, Abbeville, Spring Hill, Forest Glen, Laraboe, Lawton, Hyllea, Bon Fouca. 8:05 p. m. Louisiana Railway and Navigation Co. No. 1. 5:00 p. m. Lv. Shreveport. Ar. 7:30 a. m. 8:15 p. m. Lv. Bogalusa. Ar. 5:30 a. m. 10:08 p. m. Lv. Alexandria. Lv. 4:30 a. m. 1:10 p. m. Lv. Mansura. Lv. 12:35 a. m. 5:55 a. m. Lv. Angola. Lv. 9:08 p. m. 5:55 a. m. Lv. Bayou Sara. Lv. 9:20 p. m. 5:05 a. m. Ar. Baton Rouge. Lv. 4:00 p. m. 8:05 a. m. Ar. New Orleans. Lv. 6:00 p. m. No. 2. 5:00 p. m. Lv. Abbeville. Ar. 11:00 p. m. 7:40 p. m. Lv. Bayou Sara. Lv. 11:00 a. m. 4:30 p. m. Ar. Baton Rouge. Lv. 10:00 a. m. 1:05 p. m. Ar. New Orleans. Lv. 9:55 a. m. SUNDAY TRAINS. Arrive. 8:02 p. m.—Buras Excursion. 7:15 p. m. 5:00 p. m.—Buras Excursion. 9:15 a. m.

IT'S TIME TO GO NORTH ---to the Good Resorts of the "Land of the Sky," Great Lakes, Adirondack, Seaboard, Canada, New England or wherever comfort calls. Low round trip summer tourist tickets—long return limits—liberal stopovers. SOUTHERN RAILWAY SYSTEM Ask for "Land of the Sky" or "Where to go this Summer" folder. Mail a post card today. G. C. KELLEHER, Assistant General Passenger Agt. New Orleans, La.

NEW ORLEANS GREAT NORTHERN RAILROAD EXCURSIONS (Trains de Plaisir) Tous les Dimanches et Mercredi et Mercredi A LA PAROISSE DE SAINT TAMMANY Le climat le plus salubre des Etats-Unis. Trains de plaisir a Bogalusa "LA VILLE MAGIQUE DU SUD" Wagon-salon pour les excursions de dimanches a Covington. Depart de la gare Terminal a 7:35 a. m. Arrive de retour a 8:05 p. m. Pour de plus amples details, informez-vous aupres de l'agence des billets, ou telephones Main 6799 or 681.

SOUTHERN PACIFIC SUMMER EXCURSION FARES TO GALVESTON, TEX. ---\$16.10 Kingsland, Tex. \$23.30 Alpine, Tex. \$38.40 Comfort, Tex. \$25.60 Marfa, Tex. \$39.50 On Sale Daily to Sept. 30, incl. Limit 90 Days, not to exceed October 31st, 1917 5 — Trains Daily to Texas — 5 PLAN YOUR VACATION TRIP NOW Secure Tickets and Full Information Southern Pacific Lines 227 St. Charles Street—CITY TICKET OFFICE—Phone M. 4027 Ask for "Apache Trail" Book