MARKET QUOTATIONS

BOARD OF TRADE QUOTATIONS

Butter and Cheese

Butter, per lb.—Choice creamery, 38½c; fancy creamery, 39½s; fancy dairy, 31c; choice dairy, 33c.

Cheese, per lb.—Western twin cream, 25@25½; Young American full cream, 26c; singles, 25½c; domestic Swiss, 25-lb., 50c; round Swiss, 75c; Limburger, per piece, 39c.

Poultry and Eggs

Poultry, per lb.—Hens, mixed, 19@20; roosters, per dozen, $5.00@5.25; young chickens, mixed, 26@28c; turkeys, hens, 20@21c; young gobblers, 20@21c; old gobblers, 20@21c; ducks, 16@16½c; geese, $6.00@6.50.

Eggs, per doz.—Louisiana fresh, 22½@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-lbs. sacks, $2.50@2.60.

Potatoes—Oregon, per bushel, $2.25@2.40.

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, 3½c.

Onions—Louisiana, new crop, Bermudas, per hamper, 50@65c; 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.

Celery—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@3.10.

Lettuce—California, per sugar barrel, $6.00.

Beans, per lb.—Northern White, 15c; Northern Pink Kidney, 14½c; Lima, 15c; Pink, 12c.

Peas, per lb.—Green, 12½c; Lady, —.

Green Peas—Louisiana, per hamper, $1.75—2.00.

Cow Peas, per bushel—Tenn. clay, $3.60; Carolina mixed, $3.15; whippoorwills, $3.15.

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

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

Tomatoes—Louisiana, bushel box, 85c@$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.

Hard Wheat, Kansas, per bbls.—Patent wood pkgs., $13.00@13.25; patent 98-lb., cotton and jute, $12.75@13.00; straight, 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; straight 98-lb., cotton and jute, $12.45@12.70; 98-lb., cotton and jute, $12.25@12.50.

Feedstuffs

Corn, bulk on track, per bushel.—No. 2 yellow, $1.82@1.83; No. 3 mixed, $1.81@1.82; No. 2 white, $1.83@1.84.

Cornmeal, per lb.—Cornmeal, $8.10@8.20; cream meal, $8.40@8.50; grits, coarse, $8.50@8.60; fine, $8.50@8.60; hominy, $8.75@9.00.

Oats, bulk on track, per bushel—No. 2 white, 75@76c; No. 3 white, 74@75c; No. 2 mixed, 72@73c.

Bran, on track, tagged, per cwt.—$1.75.

Hay, per ton—Choice, $25.00@25.50; No. 1 $24.50@25.00; No. 2, $23.50@24.00.

Fruits

Apples, boxes—Washington Spitzenbergers, extra fancy, $3.00@3.25; White Winter Permains, extra fancy, $3.25@3.50; Winesaps, genuine extra fancy, $2.90@3.10; yellow Newton, extra fancy, $3; Rome Beauty, $3.25; Arkansas Black, extra fancy, $3.50; Stayman Winesaps, $3.50@4.25.

Oranges — Florida, according to size and quantity, $3.50@4.25; California naval, $2.25@3.50.

Grapefruit—Florida, according to size, $4.00@5.

Lemons—California, 420 to 490 size, fancy, $4.50@5.25.

Pineapples — Cuban stock Red Spanish, per crate, $2.25@2.50.

Cherries—California, 10-lb. boxes, $1.75@2.00.

Plums—California Clymans, per 4-basket crate, $2.50.

Peaches—Georgia, 6-basket crate, $2.75@$3.

Apricots—California Royal, per 4-basket crate, $2.15@2.25.

Cantaloupes—Florida nutmegs, per crate, 45 to 54, 2.75@3.25.

Cocoanuts—Per 1,000, $48.00.

Bananas—Large, 9 hands, $1.90@2.00; large, 8 hands, $1.50@1.60.

Figs—California, 12-oz. bricks, 12 to case, $1.10; 50 to case, $2.00; California Calarab, 5-oz. ppackage, 34 to case, $1.85; California Calarab, 10-lb. layers, $1.85.

Provisions

Pork, per bbl.—Mess, $40.00; pig, $40.00; rump, $38.00.

Beef, per bbl.—Ex-plate, $30.00; plate, $28.00@29.00; mess, $27.00.

Lard, per lb.—Pure, 23½c; compound, 18@18¼c.

Bacon, boxed, per lb.—Shoulders, 21½c; bellies 23½c; S. rib sides, 26½@27c; reg. S. C. sides, 25½c; ex. S. C. sides, 25½c.

D. S. Meats, boxed—D. S. shoulders, 19½@20c; S. P. shoulders, 22c; D. S. bellies, 24½c; short rib sides, 23c; reg. S. C. sides, 23c; ex. S. C. sides, 23c; plates, 21c.

Hams, per pound—Skinned, 27½@29½c; regular, 27@28c; picnic, 21½c.

GIANT BUGLE WAKES WEARY PLATTSBURGERS

Photo by American Press Association

Weary and footsore after long marches and heavy drilling, the "tired business men" at the officers' reserve camp at Plattsburg, N. Y., sink to sleep at night in well earned slumber, but not to oversleep, because early morning finds the notes from this giant bugle ringing in their ears.

AUTO HITS BRIDGE.

An automobile race on the New Basin shell road early Saturday morning resulted in a near accident at the Metarie bridge, when the machine driven by F. W. Rickert, 1710 Valence street, crashed into the side of the bridge. Rickert, and J. E. Stephens, 8114 Burthe street, driver of the second car, were arrested for speeding, and E. A. Drewes, who was a passenger in Rickert's car, was charged by the police with being drunk.

NEW ORLEANS STOCK EXCHANGE

Daily Bids and Offers

STOCKS

	1:15 P. M. Call	
Miscellaneous—	Bid.	Asked.
C. C. Slaughter Hse. Co.	35	35
D. H. Holmes Co., Ltd.	141½	155
Equitable R. E. Co., Ltd.	...	...
Lakeview Land Co....	100	...
Maison Blanche Co. pd.	107	...
" " " com.	127	...
Mortg. Securities Co..	97	104
Natl. Realty Co., Ltd..	5	7½
N. O. Brewing Co., pfd.	...	40
N. O. Land Co.....	18	20
Otis Mnfg. Co. pfd....	100	...
Sub. Realty Co., Ltd..	4	8
Banks—		
Bank of Orleans	300	300
Canal Bk. & T. Co.....	198	204
Citizens Bk. & T. Co...	146	...
City Bank & Trust Co.	175	...
Com.-Ger. T. & S. Bk.	236	...
Commercial National .	450	.....
Ger.-Amer. Natl. (liq. certif.)	1	...
Hibernia Bk. & T. Co..	353	362½
Interstate T. & S. Bk. Co.	242	...
Metropolitan	150	152½
New Orleans National	195	210
U. S. Safe. Dp. & S. Bk.	190	...
Whit.-Cen. National..	252½	260
Street Railroads—		
Amer. Cities Co., pfd.	20¾	22
" " " com.	...	10
N. O. Ry. & Lt. Co. pfd.	60	...
N. O. Ry. & Lt. Co. com.	15	...
BONDS		
Street Railroads—		
Birm. Ry. ref. 6s.....	* 96	* 96½
Canal &Claiborne 6s..	*117¼	...
Edison 1st mtg. 5s.....	100½	101½
Ft. Worth1st mtg. 5s.	94⅞	97½
Houston 1st mtg. 5s..	* 95	100
Knoxville Ry. ref. 5s.	* 85	* 89
L. Rock Ry. 5s.....	100½	N.
Little Rock Ry. 6s....	99	103
Memphis St. Ry. 5s...	* 87½	* 89
Meridian ref. mtg. 5s.	94	...
Nashville Ry. 5s.....	* 99	...
N. O. Carrollton 5s...	*101	...
N. O. City Lake 5s....	*100¼	...
N. O. City genl. mtg....	103	*104¼
N. O. Ry. Lt. 4½s....	* 78	* 78¼
St. Charles R. R. 4s...	* 85	...
Miscellaneous—		
N. O. Land Co. 6s, matures prior to 1920.	100	...
N. O. Land Co. 6s, matures 1920 maturities	*101	...
City Bonds—		
City Fours	* 95⅞	97¾
Premium Bonds	329	333
Public Imp. 1950...	93⅞	94
Public Imp. New ...	92¼	93¼
Government Bonds—		
Liberty Bonds	100	100

*Less than $5,000

THE PART NIAGARA FALLS TAKES IN PROVIDING WAR MATERIALS

How America's greatest cataract has enlisted for war service is told in a striking communication to the National Geographic Society from William Joseph Showalter, a part of which was issued today as one of the Society's war geography bulletins. Mr. Showalter says:

"The story of Niagara's role in the battle of the nations is an epic in the history of war.

"When Niagara power was first developed, efforts to make artificial grinding materials were proving a failure because of the lack of electric current at a price the new venture could afford to pay. Those who backed the process thereupon went to Niagara Falls, set up a plant, and founded the artificial abrasive industry. How much its success means to America cannot be overestimated.

"Take the grinding machinery out of the automobile factories, remove it from the munition plants, eliminate it from the locomotive works, car foundries, and machine shops of the country and you would paralyze the nation's whole industrial system. And that would have happened ere now had not Niagara's artificial abrasives stepped in to save the day when the war shut out our natural supply of emery and corundum from Asia Minor.

"There is not a bearing in your automobile but is ground on Niagara made grindstones; crankshafts are roughened and finished with them, pistons and cylinders are made true, camshafts likewise and a hundred critical parts of every car, whether of the cheapest or the most expensive make. It would be impossible to build anything of tool steel on a commercial basis without Niagara's abrasives.

"No shell goes to Europe whose nose has not been ground into shape on Niagara-made grindstones. Likewise it is Niagara's abrasives that have done more than any one thing to master the "hot-box", that 'bete noire' of the American railroad men and the worst enemy of schedule-time train transportation the world around.

"While the process of carborundum manufacture were being perfected another lesson was learned. Quartz, you remember, is the geologist's thermometer for it is formed between narrow ranges of temperature. If the materials from which Nature makes it are subjected to more than so much heat, they take on an entirely different character from quartz. The same is true if they are subjected to less than a certain amount of heat.

"So, also, it is with carborundum. In its manufacture a large quantity of a mixture of coke and sand, with a touch of sawdust and a dash of salt, is put into an electric furnace. A heavy current of electricity is passed through this for 48 hours, heating it to 4,350 degrees centigrade.

"If it is properly heated, there forms around the central core of coke a great array of crystals, large and small, almost as hard as diamonds. If too much heat it applied, instead of forming into crystals, the material breaks up into fine particles of black dust and you have graphite.

"Therefore, largely by the same process, the electric furnace produces from the same materials the near-diamond of the artificial grindstone and the microscopic dust that becomes lead for a pencil, color for ink, base for lubricants, electrodes for furnaces and death chairs, or a thousand other things, under the manipulations of industrial science.

"But Niagara's bit in behalf of American arms does not end with the story of abrasives; indeed, it only well begins. The story of ferro-silicon is another illustration of how beauty under the alchemy of science is transmuted into grim-visaged war.

"Last year this country made more steel than the whole world produced when William McKinley became President of the United States. Nearly three-fourths of that steel was made by the open-hearth process, and ferro-silicon was used as a deoxidizer to purify it by driving out the oxygen. Furthermore, in the making of big steel castings that alloy is practically indispensable in the elimination of blowholes.

"The entire ferro-silicon industry, practically, is centered at Niagara, which thus gives pure steel and sound castings as another part of America's contribution to the cause of Allied victory. Every contract for shell steel that has been made in two years calls for a content of ferro-silicon.

"There is another alloy of iron indispensable in war, and well-nigh so in twentieth century peace—ferro-chromium. This is the alloy which gives that peculiar hardness to steel which makes it resistant almost beyond human conception. It has been estimated that a modern 14-inch shell, such as our navy is ever holding in readiness for a possible dash of a German fleet, had a striking momentum at a distance of eight miles equal to the colliding force of a modern express train running at top speed.

"Yet this shell must have a nose so hard and so perfect that, although the entire force of the impact is upon its narrow point when it strikes the armor plate, it will pierce the plate without being deformed itself."

LUTHERAN ASYLUM HAS CELEBRATION

The Bethlehem Lutheran Orphan asylum celebrated its thirty-sixth year of usefulness at the asylum, 5314 North Peters street, Sunday. In addition to the celebration of the anniversary Sunday was the anniversary of the twelfth year since Mr. and Mrs. H. L. Huettmann assumed charge of the asylum. They were presented with a mahogany clock with a silver inscription by the board of directors.

The afternoon program was of a religious character. At 5 o'clock a feast was served to the kiddies, after which the exercises were resumed. An evening program included singing by St. John's male chorus, by Miss Sevila Epitz, Rev. Edward Schmidt and the Turnverein society, and instrumental selections by H. Carl Lind, Miss C. Serpas, Victor and Leonard Huber and Miss Elizabeth Bonck and Paul Bonck. Motion pictures were shown.

The following programme was rendered:

St. John's Male Chorus—Victor Huber, Director.

Piano Solo, (a) Grand Marche Militaire (b) Selections—Miss C. Serpas.

Vocal Solo, Selections—Miss Sevila Spitz—Miss H. Gadmer at the Piano.

Piano Solo, (a) In the Alpine Hut (b) Sparklets—H. Carl Lind.

Intermission 15 minutes.

Moving Pictures.

Piano and Violin—Stephanie Gavotte, Victor Huber, Leonard Huber.

Vocal Solo—Rev. Ed. Schmidt, Richard Wismar at the Piano.

The Singing Society of the Turnverein.

Duet Miss Eliz. Bonck, Paul Bonck.

UNCLE SAM'S DAILY FOOD ECONOMY HINT

A Meat Pie That Is Different

A pleasing variation from pastry meat pies may be had by preparing eggplant and meat pie, says the United States department of agriculture.

Eggplant and Meat Pie

Cook together in a baking pan alternate layers of eggplant and chopped cooked meat salted to taste. If raw meat only is available it may be fried until brown before baking. Tomato juice or pulp, or a few sliced tomatoes may be added if desired.

NEW NUMBERS FOR MEN REGISTERED

The task of renumbering the registration cards for the selection of the new national army is being completed today by the exemption boards of the sixteen wards in Kansas City and the board in charge of Jackson county outside of Kansas City, says the Kansas City Star.

The new numbers will not correspond, except in rare instances, with the numbers appearing on the cards of the men that registered June 5. The cards are being numbered serially in each division or ward of the city.

A Change in the Plans

This indicates a change in the draft plans of the war department. It was first announced the men would be called by the precinct numbers given them when they registered. The new system provides taking the wards as a unit and numbering the cards from 1 to 3,000, if that many men registered in a ward.

When the lists have been completed they will be posted at a central point in each ward, at the city hall and given to the newspapers so that the men may become familiar with their numbers. Many of the lists will be posted tomorrow.

Various Ways of Numbering

Some of the registration boards took the registration cards in alphabetical order in renumbering them. Others numbered them at random, shuffling the cards of all the precincts together before starting the work.

Members of the exemption boards said they had no idea how the army was to be drawn. They were merely following instructions recently received, they said, in giving the cards serial numbers. The renumbered lists will be forwarded to Washington tomorrow.

One Way of Selecting Considered

One of the methods of drawing names of drafted men considered by President Wilson's special advisory board was announced in Washington today.

By this plan, as many numbers as the highest serial number of the largest registration division in the nation would be placed in a receptacle and drawn at random. In Kansas City each ward was a registration division.

Every man in each of more than 4,500 divisions holding the number drawn would be drafted.

Whatever method is adopted will be open to the public.

TWENTY FOUR ALLEGED AUTO SPEEDERS SUMMONED

Twenty-for alleged automobile speeders were charged in affidavits in the first recorder's court by Patrolman Harry Duvalle as a result of watching on the West End shellroad. Those against whom the affidavits were field are: Nelson Whitney, 579 Broadway; C. A. Keating, 224 South Gayosa; J. N. Hammill, 103 St. Charles; Dr. Paul Pitchett, 912 Canal; P. A. Young, 2639 Napoleon; Toto S. Arice, 216 St. Charles; E. W. McGlasson, 826 Union; L. V. Burka, 1624 Euterpe; Mrs. L. J. Hagan, 117 North Genois, D. A. Goff, 4508 Banks; E. Samuels, 1630 Peniston; A. R. Burt, 601 North Carrollton; Jas. E. R. Miller, 55018 Constance; Philip E. Ruello, New Orleans National bang building; Frank J. Basile, 1819 Washington; A. G. Davis, 1634 Terpsichore; Mrs. L. M. Macheca, 3022 St. Charles; Anthony F. Sanchez, 28842 Dauphine, Consumers' Electric Company; Dr. W. T. Patton, 1109 Marais; Molley Lewis, 533 Baronne; Mrs. W. J. Roussell, 330 Chartres; G. W. Billups, 1680 State; Martin L. Killian, 2618 Coliseum, and Toye Auto and Taxi Company, 835 Conti.

TOITURES
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Tuiles en métal galvanisé
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RAILROAD SCHEDULES

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

Illinois Central.

Depart. Arrive.
6:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati Special ..... 8:45 p. m.
12:30 noon—Panama Limited.....11.30 a. m.
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 ..... 4:00 p. m.
3:00 p. m.—Northern Express..... 8:10 a. m.
5:40 p. m.—McComb Accomodation ..... 8.45 a. m.
3:00 a. m.—The Merry Widow....10:10 p. m.
Kenner Motor Car leaves Union Station 6:30 a. m., 6:15 p. m., 9:30 p. m., and 11:25 p. m.

Yazoo and Mississippi Valley.

Depart. Arrive.
*:00 a. m.—Delta Express ..... 5:50 p. m.
12:20 a. m.—Baton Rouge Limited. 8:35 p. m.
1:55 p. m.—Memphis Fast Express 7:35 a. m.
4:15 p. m.—Bayou Sara and Woodville Passenger ..... 9:50 a. m.
8:00 p. m.—Baton Rouge Special 7:45 a. m.
Destrehan Motor Car leaves Union Station 5:30 a. m., 10 a. m., 6:15 p. m. and 11:25 p. m.

Gulf Coast Lines.
(Union Station)

Depart. Arrive.
7:20 p. m.—"California Special," for Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston ..... 7:55 p. m.
8:20 a. m.—"Texas Daylight," for Baton Rouge, Opelousas, Eunice, Beaumont, Houston, Brownsville and North Texas ..... 7:55 p. m.
8:20 a. m.—For Houston, Galveston, Brownsville and other Texas points ..... 7:25 a. m.

LOUISVILLE AND NASHVILLE R. R.
(Station Foot of Canal Street)

Depart. Arrive.
9:35 p. m.—N. Y. & N. O. Limited 7:30 a. m.
8:30 a. m.—Wash. & N. Y. Mail.. 8:55 p. m.
9:35 p. m.—Birmingham Limited. 7:30 a. m.
9:50 p. m.—Birmingham & Cincinnati ..... 7:05 a. m.
8:30 a. m.—Asheville Express.... 8:55 p. m.
8:30 a. m.—Louisville & Cin. Limited ..... 8.55 p. m.
9:50 p. m.—Pensacola & Jacksonville ..... 7:05 a. m.
5:15 p. m.—Mobile Accomodation 11:45 a. m.
7:00 a. m.—Montgomery Accomodation ..... 7:05 p. m.
3:25 p. m.—Gulf Coast Accomodation (daily except Sunday) ... 8.50 a. m.
7:30 a. m.—Sunday Gulf Coast Excursion ..... 8:25 p. m.

LOUISIANA SOUTHERN BRANCH GULF COAST LINES.
(Station St. Claude and Elysian Fields Sts.)

Depart. Arrive.
7:00 a. m.—Point a la Hache ..... 4:50 p. m. (Daily Except Sunday)
3:00 p. m.—Point a la Hache ..... 9:00 a. m. (Daily)
7:30 a. m.—Point a la Hache ..... 6:30 p. m. (Sunday Only)
5:00 a. m.—Shell Beach ..... 9:00 a. m. (Daily)
5:00 p. m.—Shell Beach ..... 8.00 p. m. (Daily Except Sunday)
7:00 p. m.—Shell Beach ..... 7:00 p. m. (Sunday Only)

Southern Pacific Lines.

Depart. Arrive.
5:55 a. m.—TEXAS LOCAL for Houston and all station intermediate ..... 5:10 p. m.
11:30 a. m.—SUNSET LIMITED for San Antonio, El Paso, New Mexico, Arizona, Apache Trail and California..... 8:00 p. m.
12:20 Noon—SUNSET MAIL, for Houston, Galveston, Austin, Waco, Fort Worth, Dallas San Antonio Del Rio and intermediate ..... 7:50 a. m.
3:05 p. m.—LAFAYETTE LOCAL for Lafayette and all stations intermediate ..... 11:40 a. m.
3:15 p. m.—TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points ..... 6:50 a. m.
11:00 p. m.—SUNSET EXPRESS for Houston, Galveston, Waco Fort Worth, Dallas, San Antonio, El Paso, Apache Trail California and intermediate points ..... 6:45 p. m.

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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 STATION.
Texas and Pacific.

Depart. Arrive.
6:35 a. m.—Alexandria Local ..... 8:15 p. m.
12:01 p. m.—Texas-Colorado Limited for Alexandria, Shreveport, Dallas, Fort Worth and El Paso ..... 7:30 a. m.
12:01 p. m.—Texas-Colorado Limited for Oklahoma, Colorado, Utah and California..... 7:30 a. m
4:45 p. m.—*Torras Local .....10.45 a. m.
7:45 p. m.—The Cannon Ball for Alexandria, Monroe, Shreveport and North Texas ..... 6:30 p. m.
*On Sunday only Torras Local leaves at 7:00 p. m.

TERMINAL STATION.
Southern Railway System.
(New Orleans & Northeastern Railroad)

Depart. Arrive.
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.
5:00 a. m.—Meridian Accomodation ..... 4:40 p. m.
4:45 p. m.—Meridian Local, Hattiesburg Local ..... 8:10 a. m.
(Sunday Excursion)
7:15 a. m.—Carriere and int. Points ..... 7:25 p. m.

New Orleans Great Northern.
(Daily Except Sunday)

Depart. Arrive.
7:05 a. m.—Jackson, Columbia, Tylertown, Bogalusa, Folsom ..... 5.55 p. m.
4:20 p. m.—Columbia, Bogalusa, Tylertown, Folsom ..... 8:45 a. m.
(Sunday Only)
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, Abita Springs, Mandeville, Forest Glen, Lacombe, Oaklawn, Hygeia, Bon Fouca ... 8:05 p. m.

Louisiana Railway and Navigation Co.

No. 1 No. 3
5:00 p. m. Lv... Shreveport ...Ar. 7:30 a. m.
8:42 p. m. Lv..... Aloha .....Ar. 4:36 a. m.
10:08 p. m. Lv.... Alexandria ...Lv. 2:40 a. m.
1:40 a. m. Lv..... Mansura .....Lv. 12:52 a. m.
2:55 a. m. Lv..... Angola .....Lv. 9:48 p. m.
8:48 a. m. Lv... Bayou Sara ..Lv. 9:48 p. m.
5:05 a. m. Ar. Baton Rouge Lv. 8:40 p. m.
8:05 a. m. Ar. New Orleans Lv. 5:00 p. m.
No. 2 No. 4
2:00 p. m. Lv. ... Angola ...Ar. 12:01 p. m.
2:48 p. m. Lv... Bayou Sara ..Lv. 11:09 a. m.
4:00 p. m. Lv. Baton Rouge Lv. 10:00 a. m.
7:05 p. m. Ar. New Orleans Lv. 6:55 a. m.

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY.
WEEK DAY TRAINS:

Leave. Arrive.
7:05 a. m.—HERO LOCAL ..... 6:55 p. m.
8:05 a. m.—Lower Coast Special.. 6:55 p. m.
4:05 p. m.—Buras Mail ..... 9:45 a. m.
*On Saturday leaves at 5:00 p. m.

SUNDAY TRAINS.

Leave. Arrive.
8:05 a. m.—Buras Excursion ..... 7:45 p. m.
5:00 p. m.—Buras Excursion ..... 9:45 a. m.

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