

THE NEW ORLEANS BEE

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WOMEN ON THE WARPATH

It might have been foreseen that when Mr. Hoover invited the ladies to practice food economy and co-operate with his department, the feminine aides would begin to spill the beans. During the past two weeks, he has been deluged with protesting letters from women who resent being scolded about waste in the kitchen when nine-tenths of them practice economy, war or no war, every day of their lives, and who heartlessly point out methods by which men can do their share of the saving.

In a recent statement in the Official Bulletin, Dr. Anna Howard Shaw, chairman of the women's committee of the Council of National Defense, after telling of the enthusiasm with which women have taken up the food saving campaign, rather bitingly says:

There is a growing sentiment, however, against being scolded by everyone in regard to saving. Women are much more economical than men.

The soldiers have written back to us that they want tobacco. Well, I say let the men economize on tobacco and give the boys in the trenches a smoke if it is going to make them happier or more comfortable. If each man would put aside one cigar each day, the soldiers could have a great time smoking.

We'll eat Indian corn to give them bread; let the men also make a sacrifice. And the Government would do well to look after the machinery of transportation and the milling industry as well as the women in the kitchen. The women will economize. They want to do everything in their power to help. They know, too, that harpy is just as good in soup as it is in beer.

Another woman writes to Mr. Hoover suggesting that when there is a "wheatless" day or a "meatless" day, there should also be a "smokeless" day. Still another suggests that the million and a half acres now planted in tobacco, should be utilized in raising grain, thus reducing men to smoking the grass and leaves of their adolescence. When men begin to lecture women about thrift and economy, they are likely to hear a few unpleasant truths, and one could hardly expect them to neglect such an inviting opening as Mr. Hoover gave them.

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FARMER CANDIDATE FROM THE CITY

If Senator E. M. Stafford of New Orleans concludes to enter the contest for governor in the democratic primary now over two years in the future, no vituperative opponent can accuse him of being the candidate of any group of politicians. He was nominated for the race last week by the farmers of Alfalfa, Louisiana, who addressed to him the following invitation:

"Appreciating the great good you have done and are doing for the farmer in regard to securing a special session of the General Assembly and an amendment to the widow's dower law to permit the Federal Land Bank to make loans on long-time and at low rates of interest to the farmers of Louisiana, we, the farmers of Alfalfa and its vicinity, ask that if it is not incompatible with your desires and duties, you become a candidate for the governorship of Louisiana at the next election, and we hereby pledge you our support and influence."

Mr. Stafford therefore may claim the title of "the farmer's candidate" with better grace than any gubernatorial aspirant in recent years; for what could be more representative of the agricultural classes than a group of farmers leading from a postoffice named Alfalfa?

Moreover, the compliment is merited. If the proposed modifications are made in the widow's dower law, as now appears probable, and the Federal millions are loaned at low interest rates on Louisiana farms, the farmers in the state will be more indebted to Senator Stafford than they have been to any public man in years, because the calling of the legislature in

special session to make this possible is largely due to his energy and persistence.

According to news reports, Col. Ed. Green and his bride have departed on a honeymoon cruise to Panama and the West Indies on his yacht, which carries arms to resist possible submarine attacks at sea. One would credit Col. Green and his bride with being old enough to have better sense, both being on the shady side of forty five.

With three Sinn Feiners going almost straight from jail to parliament, things are not going to be so dull as usual in the House of Commons. A parallel situation in the United States would be for Arizona and Montana to send three I. W. W.'s to fill congressional vacancies.

Representative Earhart wants the state capital moved to New Orleans and located on the lake front near West End. New Orleans people should have some amusements now that the cabarets have been abolished.

General Korniloff is one of the new Russian drivers who are putting new life into the war on the eastern front. Korniloff seems to be driving a tank that goes over anything it encounters.

LOUISIANA CONDENSED

Pearce Taylor, aged 15, was drowned on the Douchet, near Minden, while bathing with a party of friends attending a B. Y. P. U. picnic.

Four oil companies in the Edgerly field paid approximately \$4,000 to farmers along Chouquique layon for turning salt water into the bayou and injuring their crops. Suits approximating \$13,000 had been started.

The Dallas Oil Co. has developed an 1,100 barrel well near Plainedden, the biggest since the Crichton strike three years ago. Bonuses for leases run as high as \$200 an acre.

George Bigler, a butcher, was struck by the S. P. Sunset Limited and killed at a crossing to Morgan City.

The Woman's Federal Oil company is going to start oil exploration near White Castle.

The Fourth ward of Acadia is arranging to invest \$60,000 in drainage.

Acadia's farm demonstrator asks for a stringent stock law to prevent the spread of charbon.

The Louisiana Travelers' association held a two-day session at Alexandria the latter part of the week.

The police jury of La Fourche has taken over the care of all the roads in the parish.

William H. Smith shot and killed Dr. J. S. Gardner at a log camp near Woodworth Tuesday and was himself severely wounded. He is in a sanitarium under guard.

Twenty six farmers were arraigned at Alexandria for violating the cattle dipping law. C. P. Johnson was tried, decision reserved by the court, and other cases postponed till July 23.

Albert Martin, accused of the murder of Charles Flaxstainer, was found guilty of manslaughter at Thibodaux.

Pietro Vecchio has sued seven citizens of Gibsland for \$10,000 damages in U. S. court. It appears that Vecchio's citizens diplomatically persuaded the Vecchias to move last month and the Gibslanders ejected them by force.

Seventeen suits have been begun by the United States over land in the Caddo oil field which it is claimed was withdrawn from entry.

New Roads is fighting a move to curtail train service on the T. and P.

The Baton Rouge off-condemned jail caught fire Wednesday morning but unluckily did not burn down. Loss \$1,000.

The bridge across Bayou La Fourche at Napoleonville has been pronounced dangerous.

Charles M. Brooks, until recently a social favorite at Baton Rouge, was arrested in St. Louis on charge of defrauding women. He engaged himself to five of the Red Stick fair sex and obtained money and jewelry from them.

The government is urging the Louisiana association to hold its state fair as usual, which it is preparing to do.

Dr. Dowling made a swing around the circle of Louisiana towns last week with Capt. D. B. Ashbridge on a food conservation campaign.

Ascension parish is experiencing a wave of reform and will enforce the Sunday law.

The U. S. tugboat Columbia sank at the wharf at Pineville Wednesday night.

Calecaison parish has spent \$5,000 for a repair truck to be used in the maintenance of its improved roads.

Joe Tourner, aged 22, was stabbed to death by his brother-in-law, Albert Hardy, Jr., aged 16, at Goulee Kinney near Abbeville.

Fire starting in a Chinese laundry did \$5,000 damage in White Castle Wednesday morning.

GASOLINE MAY BE SUPERSEDED BY COAL GAS FOR MOTOR CARS

From the London Telegraph: Great interest has been aroused by the recently to the economic advantages of the utilization of coal gas as a substitute for petrol gasoline. It has been established by actual practice that 250 cubic feet of coal gas—the ordinary gas that is used for household utilization purposes—equals one gallon of petrol when applied to the work of driving a motor vehicle. If gas costs seventy-two cents a thousand cubic feet it is equivalent to petrol at eighteen cents a gallon, and at ninety-six cents a thousand feet is equivalent to its competitor at twenty-four cents a gallon.

As petrol cannot be bought today for commercial purposes at under forty-eight cents a gallon, it will be seen how great is the economy offered. So far as the alterations rendered necessary to the engine of a motor vehicle are concerned, the only additional expenditure is about \$3.50, and the gas-bag container for the storing of the vapor costs \$75. Thus, for the expenditure of \$78.50, an ordinary petrol using motor vehicle of any description can be converted into a gas driven one, and the driving expense reduced enormously.

E. Shrapnell Smith, treasurer of the Commercial Motor Users' Association, who is an authority on the question, in discussing it with a representative of the Telegraph, stated that both the practicability and economy of gas as a propulsive power for motors had been conclusively demonstrated, not only by experiments, but by actual practice extending over a considerable period. He stated that motor omnibuses propelled by coal gas were running from London to Eastbourne, and locally at Nottingham, Haregate, Grimsby, Bath, Bishop Auckland, and the project was being considered at Glasgow.

Cost of 130 Miles The London to Eastbourne bus takes the metropolis four-days and Fridays and carries thirty passengers. Its gas bag capacity is 50 cubic feet, and on this "charge" it travels for twelve to fourteen miles with a total load, including vehicle and passengers, of about seven tons, the fare being 85 for the double journey. The total distance is about 120 miles, and the consumption of gas for the "out and home" run is about four thousand cubic feet, the cost of which is \$4.52. The rate per thousand feet varies from seventy-eight cents at Eastbourne to \$1.10 at Eekfield, through which the vehicle runs. The saving on the double run as compared with petrol is \$5.58. The motorists have to climb steep hills, and this is done without any difficulty. Indoor tests were gas gave 85 per cent of the power on petrol in an unmodified petrol engine.

The distance on which a motor vehicle will travel on one charge of gas depends, of course, on the size and nature of the vehicle, the road, weather and other circumstances. With 50 feet of gas, which equals a gallon of petrol, a motor omnibus will run seven miles, but a lighter car would go thirty-five to forty miles on the same quantity of gas. An ordinary taxicab could carry about 120 feet of gas in a bag on its roof, and in this could run ten miles. It is interesting to note in this connection, that petrol and gas can be used alternately, so that should the gas supply run out at an inconvenient spot on the road, petrol could be resupplied to carry the vehicle on to its next recharging place.

At the present time the containers in which the gas is stored are bags composed of layers of canvas and India rubber, and these are lashed to the top of the vehicle. The gas is carried at atmospheric pressure, the holders containing from 250 to 300 cubic feet, and when full, they are actually lighter than air.

Wide Use is Possible The gas companies are investigating the question of the storage of gas under pressure, but at the present time there are some difficulties. It is possible to compress gas to a pressure of eighteen hundred pounds to a square inch, but the cost is considerable, and there is a slight deterioration of the vapor. Steel cylinders are extremely difficult to get at the present time. There is such a heavy government demand for these "bottles" that they are practically unobtainable. A pressure of three hundred pounds to the square inch is suggested by the experts as being the best.

Mr. Smith thinks that there are great possibilities for the use of coal gas for the country bus, station wagons and other pleasure and commercial vehicles, and even motor boats. So far no adverse reports have been received in connection with the services which already

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reka Homestead society, lot, Independence, Congress, St. Claude and Rampart, \$1,000; cash. Purchaser to Mrs. Barbara Hernandez, same property, \$1,000; terms.

FOURTH DISTRICT. William W. Reid and wife to Jackson Building and Loan association, portion, First, Second, Constance and Laurel, \$2,500; cash. Purchaser to Mrs. Joseph J. Oakes, same property, \$2,500; terms. Michael Glaser to Frank H. Davis, lease of property corner of Josephine and Freret and Howard and St. Andrew, for sixty months, ending Dec. 31, 1922, at \$100 per month. Mrs. Catherine Kelley to Edmund Wagoner, lot, Washington, Carondelet, Fourth and Baronne, \$3,000; cash.

FIFTH DISTRICT. Joseph A. Byrthe to Guy Rounds, lot, Garfield, Arthur, E. Sixth and E. Ninth, \$60; cash. Geo. A. Genereux to Board of Levee Commissioners Orleans Levee board, portion, forming part of Court's plantation, fronting on Mississippi river, \$1,500; cash.

SIXTH DISTRICT. Richard Schleinger to Louisiana Avenue Realty Co., Ltd., lot, Claiborne, Delachaise, Roman and Louisiana avenue parkway (cancellation of bond for deed). Chas. A. Wallbush to Eureka Homestead society, 6th, Roman, Precinct, Milan and Berlin, \$1,080; cash.

Purchaser to vendor, same property, terms. Ernest L. Stahl to Geo. E. Mize, same property, \$5,000; terms. Finance and Realty Co. of Louisiana, in liquidation, to Metropolitan bank, lot, Camp, Magazine, Poydras and Natchez, \$33,000; cash. Steve Valenti to the Savings and Homestead association, lot, Common, Gravier, Rochelave and Dorgenois, \$600; cash.

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SEVENTH DISTRICT. Acme Homestead association to Chas. F. Stevenson, lot, Webster, Warner, Diana and DeArmas, \$400; mortgage. CREDIT SALES. Ideal Savings and Homestead association to Mrs. Wally Edw. S. Whitaker, lot, Alx, Bellville, Eliza and Vallette, and five lots, lot on Melhonogville, \$1,200; mortgage. The Savings and Homestead association to Steve Valenti, lot, Com-

mon, Gravier, Rochelave and Dorgenois, \$600; mortgage. Purchaser to Peter L. Bernard, same property, \$3,000; terms. Geo. S. Clarke to James B. Hillyard, portion, Jeanette, Adams, Ballou and Poplar, \$6,500; terms.

THIRD DISTRICT. City of New Orleans (Miss Dora D. Douine) to Miss Dora D. Douine, certain lots, Frenchmen, Elvian Fields, Celestine and Genereux, \$29,250; cash redemption. Miss Louise Bolton et als to E-

ALBERT J. DERBES Certified Public Accountant A Semi-Annual Audit of Your Books is Respectfully Solicited 501 GODDARD BLDG. PHONE MAIN 351

TEMPERATURE RECORD Yesterday's temperature record at New Orleans, as shown by the thermometer of the U. S. Weather Bureau, on the roof of the Postoffice building, was as follows: Temperature Record The following is the weather data for July 14, 1917, at New Orleans: Time Temperature 7 a. m. 75 9 a. m. 79 1 p. m. 80 3 p. m. 80 5 p. m. 80 7 a. m. 2 p. m. 7 p. m. 83 9 p. m. 83 11 p. m. 83 Wind 8-5 5-3 0-0 Weather Clear Clear

LOCAL METEOROLOGICAL RECORD

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THE UNION IS STRONGER THAN EVER

Assets Show Over Three-Quarters of a Million SIXTY-SECOND SEMI-ANNUAL STATEMENT of the Financial Condition at the Close of Business, June 30, 1917

Table with ASSETS and LIABILITIES columns. ASSETS: Cash in Bank, Mortgage Loans, Loans Secured by Vendor's Privilege, Loans Secured by Stock, Incomplete Loans, Due by Borrowers for Interest, Due by Borrowers for Taxes and Insurance Advances, Furniture, Fixtures and Supplies, Office Building for Use of Association, Real Estate Acquired by Foreclosure, Sundry Open Accounts, Assets Other Than Above. LIABILITIES: Full-Paid Stock, Instalments and Dividends, Accrued on Dayton Stock, Sundry Open Accounts, Liability Under Incomplete Loans, Sundry Other Than Above, S. B. P. L. S., Undivided Profits.

We hereby certify the foregoing statement is true and correct. Signed: A. G. SALAM, JR., C. P. A., Auditor. E. L. HERBERT, Secretary. Sworn to before me this seventh day of July, A. D. 1917. Signed: W. MORGAN GURLEY, Notary Public.

WILLIAM PFAFF, President JOHN E. ELIZARDI, Vice-President EMILE L. HERBERT, Secretary.

UNION HOMESTEAD ASSOCIATION

ORGANIZED JUNE 10, 1886 DIRECTORS Charles Carroll, T. P. Cummings, Louis Hufft, Robert Legier, Chas. R. Mayer, M. D., William Pfauff, Louis Ruff, Albert Lee Soule, O. W. Chamberlain, John E. Elizardi, E. L. Hebert, Archibald A. Marx, Louis E. Rabouin, Wm. St. John, Joseph Steckler, Wilson Williams, John W. Cousins, W. Morgan Gurley, Leonard Krower, Fred C. Marx, Frank L. Nairne, John Ridgley, B. P. Sullivan, Jas. R. Tallant, Alden McLellan.

CARONDELET AND PERDIDO STREETS Saving money is a pleasure if you have a specific object to save for. That is the secret of saving without a feeling of sacrifice. If you borrow money from this Association to build or buy a home, you have a definite object in view. You seldom find a saving family paying rent.

OUR PLAN WILL ENABLE YOU TO BUY YOUR OWN HOME "TAKE NO CHANCES"

On the Great Lakes, during the summer months, there operates a big transportation company with a wonderful record. Its fleet of vessels has been carrying passengers for 40 years and has never lost a life. In the pilot houses of all the boats there appears in black the familiar slogan: "Safety First."

Beneath this is another sign in red letters five inches high: "Take No Chances"

More Than 1700 Stockholders