THE HERALD

PUBLISHED EVERY THURSDAY.

Entered at the Postoffice at New Orleans as Second-Class Mail Matter.
TERMS OF SUBSCRIPTION.

One Copy, One Month, in Advance .. 10
One Copy, One Year, in advance.....$1.00

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NEW ORLEANS, JULY 20, 1911.

THE HERALD may be found at the following places:
THE HERALD (Algiers Office), 500 Verret Street.
THE HERALD (City Office), 823 Perdido Street.
SCHROEDER'S BOOK STORE, Opelousas Avenue.
GEO. E. BAYES, Slidell Avenue.
Subscribers failing to get THE HERALD regularly, will please notify the business Manager, No. 500 Verret Street.
Please send communications for publications as early as possible, and not later than Tuesday night.
All communications, such as letters from the people and news notes of balls, lawn parties, dances and personal mentions will be inserted in THE HERALD free of charge. No communication will be received unless signed by the sender. We do not publish your name in connection with the communication unless you so state, but we must insist upon having your name as a guarantee of good faith.

New Orleans exempts factories from Taxation until 1910. Algiers, the Fifth District of New Orleans, has several desirable sites for factories. Capitalists will find it to their advantage to investigate.

ALLIED PRINTING TRADES UNION LABEL COUNCIL NEW ORLEANS

WHO WANTS THE WHARF?

Mayor Behrman has written to the board of port commissioners, Hugh McCloskey, president, regarding the objection made by the people downtown to having a nuisance boat located at Congress street. The letter follows:

"The people of the Fifth Municipal District were very much pleased when I forwarded them a communication from your board stating that the nuisance wharf, at the head of Barracks street, would be removed, as it is unquestionably a nuisance at that point.

"However, another complication has arisen, as it has been noted in the press reports of your meeting that you have adopted resolutions directing the placing of this wharf at Congress street. While I appreciate fully the position of your board and its wishes to do what is best for the entire community, I cannot help but add my voice to the protest of the people of the Third District who are protesting against the location of this wharf at Congress street. While it is true that for a number of years the handling of foecal matter by barges was from this point, conditions have so wonderfully changed that I do not think it would be right to place the nuisance boat there.

"The splendid levee constructed by the Orleans levee board has been used in addition to what it was intended for, a protection to our citizens from high water, as a playground or recreation place for the children living in that vicinity. The different asylums have taken advantage of it, as well as the people living in the immediate neighborhood.

"I would suggest, with the permission of your board, that you consider carefully before proceeding with this work, the location of htis wharf at some other point that is not a residence neighborhood. I have had a talk with Dr. W. T. O'Reilly, health officer, and he has assured me that he will co-operate with your board with the view of getting a suitable location."

GERMANS TO PICNIC.

The annual picnic to be given by the German Benevolent Association at Suburban Park, McDonoghville, Sunday, July 30th, 1911, promises to be one of the big events of the summer season and like all of their affairs, they are patronized by the best people we have here. The following is the arrangement committee: Rudolph Herpich, chairman; Julius Hambacher, ex-officio; Henry Diehlman, Frank Moore, J. Sprada, Peter Rupp, George Walter, T. Sureth, P. Benzinger, R. Wachter, H. Fuchs, D. Frohlicher, F. Weber, J. Teuterberg, W. Walter, Geo. G. Brunssann, E. Spieler. Admission 15 cents. Children under ten years, free. Gates open at 2 p. m. Baseball game, moving pictures, concert, dancing. Music furnished by Braun's Naval Brigade band.

DRAINAGE WILL NOT BE EXTENDED OVER HERE.

Compulsory connections with the sewerage and water mains by property holders is the policy of the sewerage and water board as outlined in a resolution to that effect adopted at its meeting recently. The propositions to cover the Orleans drainage canal and to extend the drainage systems of Algiers were rejected for want of funds available for such purpose. Action was deferred on a set of resolutions outlining a general policy for the extension of water mains, which was recommended by the executive committee, so that the committee might further consider the question of the extension of water mains to Gentilly Terrace. The petition of residents in the lower districts to have the Claiborne and Lafayette avenue canals cleaned was referred to the executive committee for consideration.

The Local Endemic Of Mosquitoes.

Never before in the history of the Gulf Coast has this pest been so persistent as in the past three or four weeks, and it is becoming so serious that some of our scientists are beginning to think how this pest may be eradicated along our coast. Many summer resorters who have gone across the Lake, or along the Gulf Coast, have been compelled to give up houses that have been leased for the summer, and come home in order to get away from this pest. In many localities cattle have been killed and those that are surviving are losing flesh so fast that it is only a matter of time when they will follow the weaker ones. There is but one way, in our opinion, that the mosquitoes can be gotten rid of, and it is through the aid of the United States Government. We have in the South thousands and thousands of acres of swamp lands that have been recognized by the Government, from analysis, to be the most fertile in the world, not even excepting the banks of the Nile. But these swamp lands are covered with water and the draining of these swamps alone will remove forever the mosquitoes from this section. During President Roosevelt's term, Congress appropriated vast amounts of money to convert the arid Western lands into fertile fields by irrigation, bringing water from the mountains down into the deserts and thereby turning what was a barren waste into beautiful fruit orchards and cattle grazing ranges. The same may be done in Louisiana, excepting that we ask the Government to take away our water in order that we may have additional fertile lands.

Mr. Dupre introduced in the House of Representatives some days ago, a bill providing for the establishment by the United States of a drainage fund for the construction of works for the reclamation of swamp and overflowed lands. It provides that all moneys received from the sale and disposal of public lands in Louisiana, Mississippi and other States be set aside as a drainage fund, to be used under the direction of the Secretary of the Interior for the examination and survey of all swamp and overflowed lands, and lands too wet for agricultural purposes, and for the construction, operation and maintenance of their drainage and reclamation. The Secretary of the Interior is authorized under this bill to contract with private owners, counties or municipalities for this drainage work, and to accept from the State flooded lands for this purpose. After the lands have thus been reclaimed they are subject to entry for the costs of reclamation, and under certain conditions that will tend to bring them into early agricultural use. The bill, in fine, extends to wet lands the very excellent system which has been in operation several years in regard to the arid districts in the West, and the plan for assuring their use by providing an efficient system of irrigation. In the one case, it is proposed to provide water where there is none; in the other to get rid of an excess of water and bring into immediate use some of the richest lands in this country.

Early Mud Throwing.

The fact seems to be conceded now by all parties concerned, that the State campaign has fully opened and, of course, along with it will go the usual mud slinging innuendoes and charges that are sometimes substantiated, but often not proven. This, no doubt, will characterize, we presume, the methods in this campaign. John T. Michel, who is known as the ring candidate for Governor, certainly must be a man of high principles, of good standing, or he would not have ascended to the exalted position of Secretary of State and held the position for the length of time he did if he was not a man of clean character. We next come to Dr. J. B. Aswell who is known as the people's candidate, supported by the Daily States. Dr. Aswell has held public office for some time. As superintendent of the State Normal School he has made good. He is known the country over as an able educator. Certainly the State of Louisiana would not feel ashamed of him if he were elected Governor. The next candidate who is supported by the Good Government League, no doubt must be a clean and good man or he would not have attained the position as judge of one of our highest courts.

As candidates for Representative in our National Congress we have Pujo, Broussard, Ransdell, Sanders and Foster. These men could not have reached the exalted positions they hold to-day had they not been good, honest, clean men, but notwithstanding all this, in the speeches that are being made in the three-cornered fight, mud slinging already is beginning to characterize this campaign, which, no doubt, is regretted by those who have sufficient interest in our public schools to pay their dollar a year poll tax in order that they may exercise their franchise.

These men are all representative men from the State of Louisiana. It is a compliment to the State of Louisiana to have such men aspiring to office, and we believe that in supporting any one of these, they should be supported on their own merits alone, and say nothing of the shortcomings of the others. It is not a discredit to a man who is unable to publicly deliver a prepared speech without referring to his notes. This is one of the charges brought against Mr. Michel, and, we believe, will win him more votes than it will lose. A recent appointee of the Governor, Mr. Roy, is being shot at from a few sides because he at one time taught negroes, and, under those conditions, he is not a fit subject to succeed to the position to which he has recently been appointed. We hope that those who make this objection will only refer to our public schools and find how many of our best women teachers are compelled to teach negro children.

MOUNT OLIVET NOTES.

At the morning service last Sunday the rector read a very interesting letter from the Rev. Harry Castles, a missionary of the Church of England in China, in which he told of the origin of the work in the little village where he is now stationed.

Owing to the absence from town of many of the members, the attendance at the Men's Bible Class last Monday night was not so large as it has been, but we hope next Monday to see an increase.

On Sunday morning at the 7:30 o'clock service the rector will be assisted in the service by the new deacon—Rev. Sidney Lee Vail, who will assist in the Communion service. It is fitting and good that he should thus assist in his first administration of the Holy Communion in the parish church in which he was baptized and confirmed.

BIRTHDAY PARTY.

A birthday party was tendered Master Robert Teal on Friday, July 14th, at his home, 803 Slidell avenue. Robert was 14 years old and his many friends took advantage of the occasion to surprise him. Many handsome and useful presents were received. Music was furnished by "Jack Thomas'" band. Among those present were: Misses V. Gauthreaux, E. Leathem, H. Rennenberg, A. O. and N. Hibben, L. V. and I. Wall, M. Sutherland, I. and S. Hughes, E. Sutherland, S. Hughes, S. and E. Weidinaw, I. Weigman, A. and I. Mahoney, E. and N. Carpenter, T. Willis, S. Tingstrom, M. C. Weigman, V. Thomas, L. Ely, R. Pigue, H. Wolf, L. Gauthreaux, B. Ely, C. and G. Gauthreaux, M. Judge, L. and K. Stenger, E. Matchet, M. and K. Chestnut, E. Danos, D. Dumusnell, A. Fink, V. Thomas, L. Verdoodt, H. Weigman; Masters S. E. and R. Teal, S. Shafe, T. Shafe, J. Rodick, L. Rodick, W. Verdoodt, E., E. and A. Matchet, A. Chestnut, M. Crawford, J. Heron, E. and F. Gauthreaux, C. Olsen, C. Sloan, C. Moll, A. Leathem, E. Mahoney, C. Willis, P. Pigue, D. Tingstrom, J. and H. Tingstrom, J. and L. Thomas, J. Fruights, A. Fox, E. and F. Wattigney, C. Hunn, E. Luft, S. Guarino, W. Heron, E. Hymel, A. Segelhorse, J. Tingstrom, J. Malet, W. Weigman, T. and C. Teal, G. Ashyen, E. Fitch; Mrs. W. Weigman, E. Wattigney, R. Teal, F. Weigman, B. Hibben, W. Harris, L. Ely, W. Mahoney, J. Thomas, G. Ahysen.

PUBLICITY FIGHT FOR NAVAL STATION MAY WIN THE DAY.

Joint Conference On Naval Pleading Its Cause in Public Prints.

The joint conference of exchanges on naval base has actively begun its campaign to have the Algiers naval station retained. Letters are being sent out to newspapers and various organizations throughout the Mississippi valley, explaining the purpose of the committee, and the danger that the conference believes is in the closing of the station as ordered by Secretary Meyer.

One of the arguments used is that without fortifications for the mouth of the river, the valley could be protected from invasion by water in case of war only by the closing up of the channels at the Passes, as proposed by the Navy Department, the result of which would be serious damage to the commercial interests of the valley.

THE NAVAL STATION FIGHT.

The Conference of Exchanges, made up of a representative from all the commercial bodies of this city, met Tuesday afternoon at the Board of Trade and formally launched the fight to not only preserve the New Orleans Naval Station, but to have a naval base established here that will fix for all time to come the fact that it is essential to the naval defenses of this country, and that the interests of the entire Mississippi Valley and the great West are identical with the interests of New Orleans in the matter.

The attitude of the conference was not one of pleading, but of a straightforward

Demand For Justice and Right,

and this demand was crystallized in two resolutions adopted unanimously by the meeting. One was embodied in the adoption of the report of the naval base committee submitted by Chairman W. P. Ross, in which it was recommended that General Estopinal introduce a bill in Congress requiring the secretary of the navy to assign a certain number of vessels to the New Orleans station as their home port, and to protect the approaches to the mouth of the river with harbor defense vessels in time of war, instead of carrying out what is believed to be the present plan of closing up the channel. The other was plainly throwing down the gauntlet to the Navy Department, by calling for a congressional investigation of the policy of the secretary in subverting the will of Congress by closing up Southern naval stations and yards.

These two resolutions start the ball rolling, and in the meantime every effort will be expended in arousing the sentiment of the Mississippi Valley to a sense of the danger to its interests involved in the policy of the Navy Department, thus bringing the right sort of pressure on Congress to force the issue.

Mayor Behrman commended the report of the Ross committee, saying that it was upon the right line, Secretary Meyer, however, had practically closed up the station already, and it was essential to do something right now to have it reopened. The best move that he could see was to

Force the Assignment of Vessels Here

for a home port. New Orleans should stand upon her own bottom in this fight and make its campaign upon a broad plane. He was not at all in sympathy with the plea that had been made to the Navy Department to save the positions of a few men. The station was above such a plea as that. It was a great institution, with a purpose to serve in the general scheme of the naval defenses of the country, and as such it should be made use of. He suggested that congressmen and senators might have to co-operate with their colleagues from Florida or South Carolina, but New Orleans had the Mississippi Valley behind it, and that section had no interest in the other yards. The time had come to fight Mr. Meyer, and no compromise could be made. He had shown his hostility in an unmistakable manner, and the only relief we could hope for would come by congressional action. He welcomed the suggestion of a congressional investigation, and asked Congressman Estopinal if a resolution could be passed at this session of Congress.

General Estopinal said that he believed such a joint resolution could be passed. He recalled that at the conference of senators and congressmen from Louisiana and Florida a committee had been appointed to look into the law and determine whether the secretary had been acting illegally in diverting appropriations from this station, and he had expected to see a resolution providing for an investigation presented in Congress before this.

General Estopinal added that he believed it essential to enlist the support of the Mississippi Valley in the fight. Chairman Padgett, of the House naval affairs committee, was very favorably disposed, and he believed most of the committee were also.

On the suggestion of the mayor, a resolution was adopted requesting General Estopinal to present a joint resolution calling for a congressional investigation of the policy of the Navy Department.

General Estopinal said that some months ago he had obtained from Secretary Meyer a list of unexpended balances of allotments aggregating some $226,000, but he had the discretion of expending these or not. Some congressional action was necessary to divest him of this power. He felt confident of the friendly disposition of many members of the naval affairs committee and of the House, but he urged arousing sentiment in the Mississippi Valley. Every protest against the action of the department would count.

The report of Mr. Ross was then adopted, and the resolution asking Congressman Estopinal to present and press a joint resolution for a congressional investigation was put into the proper form and adopted.

Mr. Lawton said they must not lose sight of the main question in enlisting the support of the Mississippi Valley, and that was the danger of closing up the Mississippi River in case of war, under the present plans. This would compel the entire West to ship its product by rail across the continent to the favored Eastern ports at greatly increased cost to them. The Mississippi River was the great rate regulator for the West, and when that was closed up then the West would be mulcted in large sums. This showed the great necessity for protecting the approaches to the river by floating batteries or other forms of harbor defenses.

The bill drawn up by Mr. Lawton, and adopted by the naval base committee, was then adopted and passed over to General Estopinal to be put in the proper form for presentation to the naval affairs committee.

As the naval base committee will now proceed to carry out the plans for a great campaign, Mr. Ross asked that representatives of all the papers be added to the committee, which was agreed to.

ANOTHER JOKE.

During the past six or seven years our daily papers have had no less than ten or twelve stories regarding the extension of the Grand Isle Railroad to Grand Isle, together with the building of a fine hotel, etc., and in most of these articles, work was to begin at once. Now we will be given for a few months the rebuilding of the cut-off road on our lower coast. Doctor Evans, who was, or is, connected with the Belle Chasse Land Company who own a large piece of property purchased from Theodore Wilkinson, gave out, several months ago, information, the substance of which is printed below, taken from one of our daily papers. We make the above comment because we believe that articles like the following are often inspired for the purpose of selling land, and our experience has been that these improvements do not always materialize. The extension of the Grand Isle Railroad to Grand Isle is one of the best examples.

To Rebuild Old Military Road to Connect With Lower Coast.

"In order to shorten the distance between the river opposite the city and lower coast points beyond the big bend, a movement has been started to rebuild the old military road, built about 100 years ago, which formerly connected Fort Chalmette and Fort Leon.

The east bank of the Mississippi has been for some time provided with good roadways leading down the river, and while the roads along the west bank have been in fair condition, the first twenty miles after leaving Algiers are within a large bend of the stream. In order to obviate the necessity of traveling this distance, the reconstruction of the shorter route has been determined.

About three miles below Algiers, at the Aurora plantation, the old Cut-off road leaves the levee road at right angles, cuts across the swamp and, after traversing a distance of three miles, emerges at Belle Chasse plantation, connecting again with the main road along the levee. By using this route about fourteen miles in the bend of the river are eliminated, and the distance from Algiers to points on the lower coast on the west side of the Mississippi is shortened by that much.

In line with the general movement all over this State toward good roads, several citizens have interested themselves in this matter, and have put on foot a movement to make this passage available. A survey at the private expense of those determined to accomplish the desired result, has been made by Messrs. Covell and Daniels, civil engineers, and they have found that about a mile of the Cut-off road on the Aurora plantation is in need of little repair, and that the same conditions exist at the other end, on the Belle Chasse plantation. The middle portion, however, in the swamp, will require an embankment of about two or three feet, with the necessary bridges and culverts, to allow free drainage. A careful estimate of the cost of this work is being made, and the necessary funds will be sought by public appropriation and by private subscription. The value of this roadway to all residents of the lower coast is such that all are expected to be anxious to assist in its construction.

DRAFT BILL TO SAVE NAVAL STATION; CONGRESSMAN ESTOPINAL TO FATHER IT.

Following its fight to have the Naval Station maintained and to have the mouth of the river fortified, the joint conference on the naval base met Tuesday to consider a proposed bill providing for the fortification of the river which General Estopinal will introduce in Congress. Mayor Behrman and Congressman Estopinal attended the meeting.

The rough draft of the bill, which has been prepared by the subcommittee, follows:

"Whereas, the national government has expended, up to date, over $15,000,000 on the Eads Jetties at the mouth of the Mississippi river, and is, at the present time, expending several millions more upon an auxiliary channel known as Southwest Pass, which work, when completed, will afford two distinct and widely separated deep-water passages between this river and the Gulf of Mexico; and

"Whereas, no provision has yet been made by the national government for the defending of these extensive works in the event of war, which works represent, aside from their mere cost, the sea gate which alone must always govern the movement of the entire ocean-borne commerce of this great continental waterway—the value of which prospective commerce it would be impossible to even approximately estimate at the present time; and

"Whereas, as reported by the Endicott Board as far back as 1886, there exists nowhege in the vicinity of the outer end of these Jetties, at which point it is imperatively necessary that they be defended, any foundations upon which any forts or land batteries of any kind could be constructed, which physical condition suggested to said Endicott Board the floating battery as being the sole means through which such defense could be effected; and

Need of Fleet.

"Whereas, the national government has, at the present time, a number of vessels of the monitor type, and other vessels not in commission, which could possibly be converted into such floating batteries as would be able to resist the attack of the modern battleship and which could therefore be made to meet the present demands of this locality, in the matter of such defense, at a minimum cost to the government; and

"Whereas, the near approach of the completion of said Southwest Pass, which, it is intended, will afford a wide channel of 35 feet or more in depth throughout its entire length(some 12 miles), which fact, when considered in connection with the near approach of the completion of the Panama Canal, preparations for the defending of which are now under way, make it extremely important that this 'Gateway of the Valley,' no less than the 'Gateway to the Orient,' shall also be kept open and intact in war as well as in peace, by being also effectively and adequately defended; therefore, be it

Ships Wanted Assigned.

"Resolved, by the House of Representatives and the Senate concurring, That the Navy Department be instructed to assign to New Orleans as their home port, a fair proportion of our warships, included among which, and to be permanently stationed in the New Orleans harbor a sufficient number of harbor-defense vessels, monitors, and torpedo boats, of sufficient fighting power as would fully defend the Passes at the mouth of the Mississippi river against attack, thus not only protecting said extensive government works from possible destruction by an enemy, and precluding any necessity for their forced obstruction, or destruction by ourselves, but by also maintaining at all times and under all circumstances the 'open river,' so that the business of this nation's greatest free commercial highway may always be afforded prompt and certain dispatch through the gateway mentioned—a consideration absolutely essential to its fullest development, which means the fuller development and prosperity of the nation.

"Be it further enacted," etc.

UNCLAIMED LETTERS

Remaining at Station A, New Orleans postoffice, week ending July 20, 1911:

Women—Miss A. Durgin, Miss F. Gibson, Mrs. Culess Harrison, Miss Emma Howard, Miss Alta Figendre, Mrs. C. Sims, Miss L. Saskey, Mrs. Alma Simpson, Mrs. M. Vilala.

Men—Ed Buras, Leon Davis, H. Fisher, L. Korndorffer, N. L. McKay, Andu. Williams.

Foreign—M. Kameotia.

W. J. Behan, P. M.

Alf. C. Patterson,
Actg. Supt. Sta. A.

Want Column

FOR SALE—FOR RENT.

FOR SALE.

Property located at 415 Delaronde street for sale. Apply within. 1tp

FOR SALE.

Three-room cottage (single) on corner lot; six orange trees, grapes, flower garden, etc. Can be bought for less than cost of house, as the owner must leave city on account of health. West Side Realty Co., 500 Verret street.

EIGHT-ROOM residence on Verret street, with all modern improvements, at a bargain. Owner living out of city. West Side Realty Co., 500 Verret St.

FOR SALE OR TRADE.

228 acres near Hammond, La., all equipped and all in cultivation. Stock and improvements alone worth the price asked. Will sell or trade for New Orleans real estate. Price $12,000. West Side Realty Co., 500 Verret street.

RENT LIST OF THE WEST SIDE REALTY CO., 500 VERRET ST.

6-room cottage, 422 Verret, $10.
6-room cottage, two-story back, 317 Alix street, $16.
5-room cottage, 340 Pelican, newly renovated; all improvements, $16.
5-room cottage, 809 Opelousas, a bargain, at $12.
5-room cottage in McDonoghville, just completed, on the car line, $14.
3-room cottage, 303 Wagner, $6.
3-room cottage, 317 Wagner, $6.
4-room cottage, 313 Wagner, $7.
Store and residence, corner of Eliza and Powder, cheap.
4-room cottage, 623 Patterson, $6.50.
4-room cottage, 118 Olivier, cheap.
4-room cottage, 120 Olivier, cheap.
4-room cottage, 122 Olivier, cheap.

Railroad Schedules.

Free stopovers at New Orleans allowed all railroad and steamship tickets, affording tourists opportunity to see the city

LOUISVILLE & NASHVILLE RAILROAD.
Depart.
8:00 p.m...N. Y. & N. O. Ltd.. 7:50 a.m.
9:00 p.m...Cin. & Fla. Exp.. 7:00 a.m.
8:30 a.m...City Lim. & N.Y.Ex.. 5:30 p.m.
5:45 a.m...Montgomery Accom.. 6:30 p.m.
3:25 p.m...Gulf Coast Accommodation, daily, Ex. Sun.. 8:25 a.m.
5:15 p.m...Mobile Accom.. 8:25 a.m.
7:30 a.m...Sun. Gulf Coast Ex.. 5:30 p.m.

ILLINOIS CENTRAL.
(Union Station.)
9:15 a.m...."The Limited," Chicago, St. Louis, Louisville and Cincinnati.. 8:15 p.m.
7:10 p.m...Ext. Mail, Chicago, St. Louis, Louisville & Cin.. 10:05 a.m.
7:30 a.m...Local Mail.. 4:00 p.m.
4:30 p.m...Northern Express.. 8:35 a.m.
2:50 p.m...McComb Accom.. 10:15 a.m.
3:00 a.m..."The Merry Widow".. 9:35 a.m.
Southbound "The Merry Widow" stops at all stations between McComb and New Orleans.

YAZOO & MISSISSIPPI VALLEY.
(Union Station.)
6:55 a.m...Mail, Far.. 6:50 p.m.
7:00 a.m...Vicksburg Excursion.. 5:30 p.m.
3:15 p.m...Memphis Express.. 3:30 p.m.
4:15 p.m...Baton Rouge & Woodville Accommodation.. 9:45 a.m.

SOUTHERN PACIFIC.
(Union Station.)
6:50 a.m...Texas Local.. 5:25 p.m.
11:30 a.m...Sunset Exp. for La., Tex. and Cal.. 6:45 p.m.
3:00 p.m...Lafayette Local.. 11:40 a.m.
7:30 p.m...Texas Limited.. 6:30 a.m.
10:00 p.m...Calif. Express, for La., Tex. and Cal.. 7:25 a.m.

TEXAS & PACIFIC.
(Union Station.)
4:00 a.m...Rosa Local.. 9:20 p.m.
9:00 a.m...El Paso & Cal. Ex.. 5:35 p.m.
4:25 p.m...New Roads Local.. 11:45 a.m.
8:30 p.m...Ft. Worth Lim.. 8:55 a.m.

QUEEN & CRESCENT ROUTE.
(Terminal Station, Canal Street.)
7:30 p.m...N. Y. & Washington.. 9:10 a.m.
7:30 p.m...Cin. & Asheville.. 9:10 a.m.
4:45 p.m...St. Louis & Chicago.. 9:10 a.m.
8:00 a.m...Cin. & Asheville.. 8:35 p.m.
8:00 a.m...St. Louis & Chicago.. 8:35 p.m.
6:00 a.m...Meridian Accom.. 4:35 p.m.
4:45 p.m...Meridian Local...
...Hattiesburg Local.. 8:10 a.m.
(Sunday Excursion)
7:10 a.m...Picayune & Int. Pts.. 7:20 p.m.

NEW ORLEANS GREAT NORTHERN.
(Terminal Station, Canal Street.)
Daily, Except Sunday.
6:55 a.m...Jackson, Columbia, Tylertown, Folsom & Int.. 6:00 p.m.
4:30 p.m...Folsom, Columbia, Tylertown and Int.. 8:35 a.m.
Sunday Only.
6:55 a.m...Jackson, Columbia, Tylertown and Int.. 6:00 p.m.
5:40 p.m...Columbia, Tylertown and Intesmediate.. 10:30 a.m.
Sunday Excursion.
7:35 a.m...Folsom, Covington, Abita Spgs. and Int.. 7:40 p.m.

MOBILE & OHIO.
(Terminal Station, Canal Street.)
8:00 a.m...St. Louis Limited.. 9:05 a.m.
7:30 p.m...St. Louis Express.. 8:35 p.m.

LOUISIANA SOUTHERN RAILWAY CO.
5:30 p.m...Daily, Ex. Sunday.. 8:50 a.m.
8:45 a.m...Sunday.. 8:00 a.m.
7:00 p.m...Sunday.. 6:00 p.m.
9:30 a.m...Saturday.. 4:30 p.m.

FRISCO LINES.
(Terminal Station, Canal Street.)
Effective Sunday, April 24, 1910.

No. 1—		No. 2—
6:50 a.m.	Lv. New Orleans...Ar.	10:25 p.m.
9:50 a.m.	Ar. Baton Rouge...Lv.	7:25 p.m.
12:57 p.m.	Ar. Opelousas...Lv.	4:25 p.m.
1:40 p.m.	Ar. Eunice...Lv.	3:40 p.m.
5:30 p.m.	Ar. Crowley...Lv.	11:55 a.m.
5:30 p.m.	Ar. Beaumont...Lv.	11:30 a.m.
9:20 p.m.	Ar. Houston...Lv.	3:00 a.m.
No. 3—		**No. 4—**
1:35 p.m.	Lv. New Orleans...Ar.	4:45 p.m.
4:35 p.m.	As. Baton Rouge...Lv.	1:46 p.m.
7:35 p.m.	Ar. Opelousas...Lv.	10:31 a.m.
3:20 p.m.	Ar. Eunice...Lv.	9:45 a.m.
9:30 p.m.	Ar. Crowley...Lv.	8:30 a.m.

LOUISIANA RAILWAY & NAVIGATION COMPANY.
(Terminal Station, Canal Street.)

No. 2—		No. 1—
6:10 p.m.	Lv. New Orleans...Ar.	8:35 a.m.
9:08 p.m.	Ar. Baton Rouge...Ar.	5:40 a.m.
2:35 a.m.	Ar. Alexandria...Ar.	11:40 p.m.
7:55 a.m.	Ar. Shreveport...Lv.	6:45 p.m.

Daily Except Sundays.

No. 8—		No. 7—
6:35 a.m.	Lv. New Orleans...Ar.	7:10 p.m.
9:40 a.m.	Ar. Baton Rouge...Ar.	4:05 p.m.
11:30 a.m.	Ar. Angola...Lv.	2:20 p.m.

Sundays Only.

6:35 a.m.	Lv. New Orleans...Ar.	9:00 p.m.
9:40 a.m.	Ar. Baton Rouge...Lv.	5:50 p.m.
11:30 a.m.	Ar. Angola...Lv.	4:00 p.m.

NEW ORLEANS TERMINAL COMPANY.
Lv. New Orleans.. 6:05 a.m.
Lv. Chalmette.. 5:15 p.m.

NEW ORLEANS SOUTHERN RAILWAY COMPANY.
(Formerly N. O., Ft. Jackson & Grand Isle Railroad.)
8:05 a.m...Daily.. 7:35 p.m.
4:00 p.m...Daily, Ex. Sat. & Sun.. 9:45 a.m.
5:30 p.m...Saturday & Sunday.. 9:45 a.m.

PONTCHARTRAIN RAILROAD.
In Effect Monday, May 22, 1911, at 5:30 a.m.
Leave Milneburg—6:00 a. m., 7:00 a. m.; 8:35 a. m., 10:00 a. m., 11:00 a. m., 11:30 a. m., 1:00 p. m., 2:10 p. m., 3:25 p. m., 4:40 p. m., 5:40 p. m., 7:00 p. m., 8:15 p. m., 9:30 p. m., 10:30 p. m.
Leave Pontchartrain Junction—5:30 a. m., 6:30 a. m., 7:55 a. m., 9:20 a. m., 10:30 a. m., 11:30 a. m., 12:30 p. m., 1:40 p. m., 2:45 p. m., 4:05 p. m., 5:10 p. m., 6:20 p. m., 7:40 p. m., 8:45 p. m., 10:00 p. m.
Sunday Schedule.
Leave Milneburg—5:30 a. m., 7:00 a. m., 8:40 a. m., 9:35 a. m., 10:30 a. m., 11:30 a. m., 12:30 p. m., 1:30 p. m., 3:00 p. m., 3:30 p. m., 4:00 p. m., 4:30 p. m., 5:00 p. m., 5:30 p. m., 6:00 p. m., 6:30 p. m., 7:00 p. m., 7:30 p. m., 8:00 p. m., 8:30 p. m., 9:00 p. m., 9:30 p. m., 10:30 p. m., 11:30 p. m.
Leave Pontchartrain Junction—5:00 a. m., 6:00 a.m., 7:55 a. m., 9:08 a. m., 10:02 a. m., 11:00 a. m., 12:01 p. m., 1:00 p. m., 2:00 p. m., 3:00 p. m., 3:30 p. m., 4:00 p. m., 4:30 p. m., 5:00 p. m., 5:30 p. m., 6:00 p. m., 6:30 p. m., 7:00 p. m., 7:30 p. m., 8:00 p. m., 8:30 p. m., 9:00 p. m., 10:00 p. m., 11:00 p. m.

NEW ORLEANS GREAT NORTHERN
Leave. Arrive.
4:00 p. m..Columbia, Tylertown, Bogalusa and Int..10:22 a. m.
DAILY, EXCEPT SUNDAY.
6:45 a. m..Jackson, Columbia, Tylertown, Folsom, and Int..6:00 p. m.
4:30 p. m..Folsom, Covington, Abita Springs, Mandeville and Int..8:40 a. m.
SUNDAY EXCURSION.
7:35 a. m..Folsom, Covington, Abita Springs, Mandeville and Int..8:00 p. m.
WEDNESDAY EXCURSION.
7:35 a. m..Ramsay, Covington, Abita Springs, Mandeville and Int..8:00 p. m.

ELECTRIC CAR SCHEDULE.

GRETNA CAR—Leaves Gretna beginning at 5:28 a. m., and 8 to 28 minutes after the hour and 12 minutes to the hour. Last car leaves Gretna at 12:30 a. m.

PACIFIC AVE. LINE—Leaves Ferry Landing beginning at 5:40 a. m.; on the hour 20 minutes after and 20 minutes to the hour. Last car leaves Ferry at 12:35 a. m.

PACIFIC AVE. LINE—Leaves Car Barn beginning at 5:25 a. m.; at 8 and 28 minutes after the hour, and 12 minutes to the hour.

NAVAL STATION—Leaves Lower Coast for Newton and Teche 5:16 a. m. Connects at Newton and Teche with Gretna car for Ferry every twenty minutes. Last car leaves Lower Coast at 11:53 p. m.

NAVAL STATION—Leaves barn 5:08 a. m. for Lower Coast. Connects with Pacific Ave. line from Ferry at Newton and Teche Sts. every twenty minutes, beginning at 5:40 a. m. Last car leaves Newton and Teche at 12:30 p. m.

TRANSFERS on all lines are good only at NEWTON and TECHE Streets, when presented at time they are punched for.