

MARKET QUOTATIONS

BOARD OF TRADE QUOTATIONS

Butter and Cheese
Butter, per lb.—Choice creamery, 39 1/4; fancy creamery, 40; fancy dairy, 33c; choice dairy, 35c.

Poultry and Eggs
Poultry, per lb.—Hens, mixed, 19 1/2 @ 20; roosters, per dozen, \$5.00 @ 5.25; young chickens, mixed, 20 @ 23c; turkeys, hens, 20 @ 21c; young gobblers, 20 @ 21c; old gobblers, 20 @ 21c; ducks, 18 @ 16 1/4; geese, \$6.00 @ 6.50.

Vegetables
New Potatoes—Louisiana Reds, per hamper, \$2.10 @ 2.25; Louisiana Whites, per 50 lb., No. 1, \$1.85 @ 2.00; No. 2, \$1.70 @ 1.85; per bushel, 80 to 90-lb. sacks, \$2.50 @ 2.60.

NEW ORLEANS STOCK EXCHANGE
Daily Bids and Offers
STOCKS
Miscellaneous— 1:45 P. M. Call. Bid. Asked.

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.

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

Fruits
Apples, boxes—Washington Spitzenbergers, extra fancy, \$3.00 @ 3.25; White Winter Parnains, 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.

Provisions
Pork, per bbl.—Mess, \$40.00; pig, \$40.00; rump, \$38.00.
Beef, per bbl.—Ex-plate, \$30.00; plate, \$29.00 @ 29.00; mess, \$27.00.

RECRUITS OFF TO BORDER TO TRAIN FOR EUROPE



Photo by American Press Association.

GIVE THEATRE SHOW TO RECRUIT GUARD
Atlanta, Ga., July 5.—An unusual appeal for recruits began here today when the Fifth Regiment Georgia National Guard, put on a regular performance at the Grand Theatre. The performance will be given three days. It consists of fancy drills by the prize drill squad of the regiment, patriotic song numbers by the regimental quartette and national airs by the Fifth's band.

VIBORG, SCENE OF THE RECENT ANARCHY OUTBREAK IN RUSSIA

Washington, D. C., July 5.—Viborg, the scene of recent serious anarchistic disorders in defiance of the authorities at Petrograd, is the subject of the following informative war geography bulletin issued today by the National Geographic Society from its Washington headquarters:
"The third city of Finland, and the capital of the province of the same name, Viborg is one of the most interesting and picturesque centers of population in northwestern Russia. It is situated at the head of the Gulf of Viborg, on the important Saima Canal, a waterway 37 miles long connecting Lake Saima (the lake of thousand isles) with the sea. It is eighty miles northwest of Petrograd, on the Helsinki-Petrograd Railway, express trains making the trip from the Finnish capital to Viborg in seven hours, and from Petrograd to Viborg in three hours.

"The city has a population of 35,000, and the principal commercial activity is the export of lumber. There are also important foundries, machine works and saw mills here.
"From a historical standpoint Viborg is one of the most interesting communities in Finland. It owes its foundation to Marshal Torkel Gnutson, the Swedish general who in 1293 built a castle here on a granite islet in the neutral harbor. Around this castle grew the city, and the ruins of the old stronghold are still preserved, although its tower, from which the former governors were accustomed to watch for the sails of the enemy Russians, has begun to crumble. This was the first center for the spread of Christianity throughout the medieval province of Karelia, of which Viborg was for many years the capital.

"Many are the legends which have grown up around this old castle, and of these none is of more fascinating interest than the story of Knut Posse and his heroic defense of the town against the assaults of a Russian army reputed to have numbered 60,000 men under Ivan Wasiljevitch. According to some chroniclers the garrison numbered only twenty men, but it must be recalled that Posse, according to the legend, could always increase his forces by going to the top of his tower, and opening a bag of feathers to the wind, whereupon each feather became a fully-armed soldier.
"When the garrison was about to yield, Posse determined upon a desperate course. He undressed one of the towers of the castle and placed a great store of explosives beneath it concealed, says the legend, in a great saucapan, the ingredients closely resembling the noxious brew of Hecate in 'Macbeth'—frogs, serpents, quicksilver, and chaff. When all was ready the little garrison sought safety in the lowest dungeon of the castle, leaving one old man, who had volunteered to give his life, to set off the blast. Sixteen thousand Russians are supposed to have perished when the 'Viborg Thunder' was discharged, and the remainder of the besieging army fled as one man. All this is supposed to have happened just three years after Columbus discovered America. And to prove the truth of the account the custodian of the old castle will show you the gigantic saucapan in which, by black magic, Posse mixed the explosives.
"In this period of Viborg's history the governors of the castle possessed almost kingly powers, being permitted to ennobler their subjects, and performing other royal functions. It is said that when Govern-

nor Karl Knutson Bonde sailed for Stockholm in 1449 to pay homage to his sovereign he was accompanied by eight hundred knights.
"Viborg was captured by Peter the Great in 1710 and was formally ceded to Russia by the treaty of Nystad eleven years later. At the close of that century it was blockaded by the fleet of Gustavus III, but the Swedish king was in turn blockaded in the Gulf of Viborg and it was with difficulty that he ran the gauntlet of Russian ships and saved his forces. In 1812 the province and city were reunited to the grand-duchy of Finland.
"The Saima Canal, which was built in 1845-56, is one of the most picturesque artificial waterways in the world. Lake Saima, the largest lake in Finland, with an area of 600 square miles, is 250 feet above sea level, so that 28 locks are required to lift ships from the gulf to the great inland waterway. Numerous falls and cascades fringe the 40-foot wide commercial channel all the way.
"All tourists visit the magnificent country estate of Baron von Nicolay while in Viborg. It is called Monrepos, and is only a mile or two north of the city, overlooking the Saima Canal. This is said to be the most beautiful home in all Finland.
"The modern section of Viborg is well built, with wide, straight streets. The place was once strongly fortified and surrounded with walls. It is still a stronghold, but is not one of the major fortresses of the Russian empire.
"On Finnish maps, Viborg appears as 'Vipuri'."

DEATH FROM RHUBARB LEAVES
Pastor, Practicing Food Economy, Used Them as Vegetables
In an effort to find food substitutes in England, several persons advised using rhubarb leaves as a vegetable. The Rev. W. R. Colville, minister at St. Paul's Presbyterian church at Infield, in the interest of economy, ate some cooked rhubarb leaves for his dinner May 4. In a few hours he was dead. An inquest and experiments now have settled that rhubarb leaves are poisonous.
A government analyst conducted the autopsy. He said he found a small quantity of oxalic acid. No trace of any other poison was found. An analysis of rhubarb leaves taken from the same ground as those taken by the Rev. W. R. Colville was made, and it was ascertained that only animal, and not artificial, fertilizer had been used on the ground. The washing soda used in cooking the leaves was found not injurious, and there was no trace of tin poisoning in the iron saucepan in which the leaves had been cooked.
Dr. B. B. Spilsbury, pathologist, said that he believed the death was caused by oxalic acid in the leaves. Twenty grains of oxalate to the pound—the proportion discovered—was in the ordinary way hardly sufficient to cause death, he said, but added that it was the border line and, while it would affect some people, others would escape.
Dr. Spilsbury advised against the use of rhubarb leaves as a vegetable, but said there was no reason for the public to become alarmed about using sticks of rhubarb.
"The only warning I should add," he said, "is that people should not use soda when cooking the sticks. Soda has been advised as an economy for sugar, but I would advise that it should not be used with rhubarb."

BRIEF SKETCH OF THE PANAMA CANAL

The importance of the Panama Canal to the United States in the pending war makes interesting reading at this time, says W. O. Hart, of the Louisiana Historical society, who adds reference thereto:
"Within twenty years of the discovery of the Isthmus of Panama, the discoverers of the new world began seriously to consider the project of building a canal across the Isthmus connecting North and South America. Panama was made a city by royal decree of the reigning Spanish monarch in 1521, and it was, at that time, that surveys were made under direction of the Spanish governor; but it was decided that such a work was impracticable.
"The project continued to be agitated, and for upwards of three centuries and a half many investigations and surveys have been made of the Isthmus. Probably the earliest American project was that of Commander E. P. Lull, U. S. N., in 1875, who recommended a lock canal on a line not essentially different from that first adopted by the old French Panama Canal company, and since adopted by the United States.
"The serious business of building a ship canal across the Isthmus first took shape in 1876 by the organization of a company in Paris to make the requisite surveys and investigations. In 1879, an International Congress composed of one hundred and thirty-five delegates from various nations, the majority of whom were French, was convened in Paris to determine the best location and plan of a canal across the Isthmus; this congress, under the practical control of Ferdinand de Lesseps, who built the Suez canal, decided that the canal should be located on the Panama route and the organization of the first French company took place immediately after the adjournment of the congress.
"Operations were begun upon a large scale in 1883; the work was vigorously proceeded with until 1889, when the company became bankrupt and its property was put in the hands of a liquidator there remaining until 1894 when the Panama Canal company was organized and continuously did a small amount of work until its property was acquired by the United States. In May, 1901, John D. Morgan, for many years senator from Alabama, is called the father of the Panama Canal, for by constant agitation of the subject, in and out of Congress, he kept it before the American people for many years, though he favored the Nicaragua route, rather than the Panama route.
"By act of Congress, March 3, 1899, the Isthmian Canal commission was created and on November 16, 1901, reported in favor of the Nicaragua route, but on January 18, 1902, it filed another report to the effect that: 'The most favorable and feasible route for the Isthmian Canal which should be under the control, management and ownership of the United States was that known as the Panama route.'
"The acquisition of the property by the United States and the establishment of the Republic of Panama are too well known to need repetition at this time. The International Board of Consulting Engineers in January, 1906, reported in favor of a sea level canal by a majority of eight to five, the minority favoring a lock canal and the latter report being approved by the Secretary of War was adopted by the President and the work was done under various engineers until February 26, 1907, when Colonel George W. Goethals, U. S. A., was placed in full charge and finished the canal so that a boat was able to traverse the entire length from the Atlantic to the Pacific on January 7, 1914, actual connection of the two oceans having been made on October 19, 1913."

RAILROAD SCHEDULES

Table with multiple columns listing railroad routes, stations, and departure/arrival times. Includes sections for Union Station, Trans-Mississippi Station, and Terminal Station.

IT'S TIME TO GO NORTH

---to the Cool Resorts of the 'Land of the Sky', Great Lakes, Atlantic Seaboard, Canada, New England or wherever comfort calls.
Low round trip summer tourist tickets—long return limit—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. KELLERER, Assistant General Passenger Agent, New Orleans, La.

NEW ORLEANS GREAT NORTHERN RAILROAD EXCURSIONS

(Trains de Plaisir)
Tous les Dimanches et Mercredi
A LA PAROISSE DE SAINT TAMMANY
Le climat le plus salubre des Etats-Unis.
Trains de plaisir à Bogalusa "LA VILLE MAGIQUE DU SUD"
Wagon-villon pour les excursions de dimanches à Covington. Départ de la gare Terminus à 7:35 a. m. Arrivée de retour à 8:05 p. m.
Pour de plus amples détails, informez-vous auprès de l'agence des billets, ou téléphonez Main 4799 or 428.
\$1.00 Round Trip
Baton Rouge via Louisiana Railway and Navigation Co.
Every Sunday
Leave New Orleans 6:55 A. M. Terminal Station, Canal Street.
CITY TICKET OFFICE
709 Gravier St.

SOUTHERN PACIFIC EXCURSIONS

\$10 Round Trip GALVESTON and HOUSTON SATURDAY, JULY 7 Limit July 15 Tickets Good on All Trains
For Full Information, Tickets, Reservations, Southern Pacific Lines
227 St. Charles Street—CITY TICKET OFFICE—Phone M-4027
Ask for "Apache Trail" Book