

AMERICA HAS NEW U-BOAT HUNTER

Paris, June 15. A new American submarine hunter, which has just arrived at a French port and created a sensation because of its radical departure from preconceived ideas of ship building, was described by Le Journal today.

The vessel, the paper says, is nearly one hundred feet long, is propelled by gasoline and is capable of the enormous speed of thirty knots. By a special arrangement the submarine hunter's fuel supply is replenished at sea. Long tubes connect with a ship's reservoir.

The armament which this formidable vessel carries is said to permit the most rapid offensive power by long range guns. She is equipped with the latest type of listening instruments and when not under navigation is capable of long submergence in the water.

Le Journal said that within a few months there would be several hundred of these vessels in active service.

MEAT SUBSTITUTE

Cottage cheese is one of the important meat substitutes, say specialists of the United States department of agriculture. It contains a larger percentage of protein (the chief material for body building) than most meats and furnishes this material at a lower cost. In every pound of cottage cheese there is about one-fifth of a pound of protein, nearly all of which is digestible. Meats on the other hand, usually contain less protein and besides have a certain waste, such as bone and other inedible material. A pound of cottage cheese daily would supply all the protein required by the ordinary adult engaged in a sedentary occupation.

BABY IS SCALDED

Three-year-old Lina Sabasaceta, 2500 St. Philip street, fell into a pot of hot water while playing in his back yard and was scalded. Mrs. Sabasaceta heard the baby's cries and found her lying on the ground in a pool of steaming water. Little Lina was taken to the Charity hospital, where her condition was pronounced not serious. She was scalded about the back and thigh.

SENDS TWICE HIS TAX TO AID WAR MEASURES

New York, June 15.—Add another patriot to the list. In answer to appeals to taxpayers to pay their income taxes in advance, one man sent double the amount, asking that the extra sum be used for war purposes. Collector Edwards could not accept the money, but suggested that it be given to the Red Cross or for the purchase of Liberty bonds.

TRAINING SCHOOL FOR COOKS

Chicago, June 15.—Hotel men of the United States will organize a force for training cooks in the camps of the American soldiers. It was decided today at the annual meeting of the American Hotel association. It was decided to raise \$50,000 for the purpose.

OHIO GIRLS "DO BIT" WORK ON RAILROADS

Cleveland, O., June 15.—Women of Cleveland are doing their bit by working at manual labor to fill the jobs of men who have enlisted.

Fifty of them, clad in overalls and dark-colored middie blouses, are wiping engines at the Erie roundhouse. Two dozen or more are working in the shops, running lathes and the such. Thirty-five more have gone to work as checkers for the Baltimore and Ohio railroad. And every one of them like their work. "No harder than washing or ironing," is the chorus.

VITAL STATISTICS

Births.

Mrs. Joseph Teche, 4107 Teche street, a boy.

Mrs. August Loshberg, 912 N. Rendon street, a boy.

Mrs. Sam Thom, 432 Bardette street, a boy.

Mrs. Michel Carroll, 915 Patterson street, a girl.

Marriages.

Lancaster Balckman and Miss Irene Sinclair.

Allen Martin and Fanny Cunningham.

Joseph Tighe and Cora Godfrey.

Manuel Decker and Miss Hazel Schaltz.

August Fisher and Miss Louise Augustin.

Deaths.

Manuel Freire, 41 years.

Albert Joy, 25 years.

Mrs. Catherine Wiedenbacker, 68 years.

Alma Knott, 1 year, 2335 Terpelchore street.

Mary Green, 13 years, Charity hospital.

Frank Coleman, 47 years, 2641 St. Ann street.

Edward Morris, 21 years, Frenchmea and Touro streets.

EAT CORN AND SAVE WHEAT CROP

To eat more corn and less wheat is a simple way, which everyone can adopt, to help in feeding the allies across the seas. Corn is a distinctly American product. We raise approximately two-thirds of all that is grown in the world; we are accustomed to it, and we know how to prepare it for the table. In Europe, with the exception of Italy, Austria-Hungary and Rumania, it is almost unknown, and many people do not know how to cook cornmeal and similar products. We can use our corn to much better advantage here than they can abroad; and the more corn we do use the more wheat, rye and barley will be available for export.

Cornmeal costs less than the other popular cereals, and its nutritive value compares favorably with that of wheat. It is somewhat deficient in protein or tissue-building material, but this characteristic is not so marked in the case of the old-fashioned unbolted meal. Those who prefer this can obtain it readily by grinding the corn themselves at home in a hand gristmill.

The secretary of agriculture has appealed for an expansion of the corn acreage on the ground that corn is the leading food and food crop of the United States, and that it can be grown successfully over a greater area than any other. Undoubtedly farmers will act on this advice. If the consumers do their part as well, there will be that much more wheat available for export.

Detailed suggestions for the use of corn in making bread and in other ways can be had from the United States department of agriculture upon request.

PRINCE, TRAVELING DOG, LOST

For Years the Scotch Terrier Has Been Known to Railroad Men

Chicago, June 15.—Prince, the most traveled of all dogs and known to nearly every passenger trainman in the country, is lost. He was last heard of in Chicago. The dog, a black and tan Scotch terrier, weighing about thirty pounds, has been traveling for years. He hops on trains with the easy assurance of a commercial drummer and makes his way to the baggage or express car, where his welcome has always been assured. He wore license tag No. 4077 and an old-fashioned nickel baggage check, No. 4293, of the Michigan Central.

GIRL IS SEAMAN

Collects Pay Consisting of Twenty-Five Cents at Journey's End

Maryville, Mo., June 15.—A Maryville girl, formerly Miss Donna Sisson, sailed from Honolulu to San Francisco as an "able seaman" in order to get to Chicago and become a war bride. Her husband is Lauris Eck of Northwestern University who has enlisted in the hospital corps.

Mrs. Eck was in Honolulu when she heard of her fiancé's enlistment. She got a substitute in her place as teacher and in twenty-four hours was ready to sail.

She found that only one vessel was leaving Honolulu for San Francisco that week and that it had been chartered by the United States government to transport munitions and tow a German vessel. She also found that the ship had orders to carry no passengers.

Mrs. Eck interviewed the captain of the ship and told him that she simply had to get to the states. The captain told her she could go only as an "able seaman."

So as an "able seaman" Mrs. Eck traveled. She was made assistant purser and performed her duties each day just as the other employees did. At the close of her trip, which took eleven days, she received her pay, consisting of two dimes and a nickel in American money, which she is keeping as souvenirs of her journey.

THEY PRAY SO LOUD HE CAN'T SLUMBER

Freeport, L. I., June 15.—Too much praying right out loud gives Ambrose Dunleavy no chance to sleep. Dunleavy lives next door to the negro church here, and since the church has started impassioned revivalist meetings he has written to Police Chief Hanse asking that prayers be suppressed. "Neither myself nor my children are able to sleep," he complained.

STRANGLED BY A TOY BALLOON

From the Philadelphia Record: Wilmington, Del., Helen Yzoo, 6 years old, died from strangulation, due to a peculiar accident. The child was sucking a small rubber balloon when it slipped down her throat. The rubber caught in the windpipe, and despite all the efforts of the physicians to remove it, the child finally suffocated.

CONGRESSIONAL INVESTIGATION MAY BE ORDERED AT ANY TIME

Washington, June 15.—Testimony before a House committee by Arthur V. Davis of Pittsburgh, Pa., chairman of the sub-committee on aluminum for the Council of National Defense, that the company of which he is president was making a million contracts for the government and expected to fill other government contracts, may prompt a congressional inquiry to determine the relation, if any, of various members of the defense council to concerns that are in the market for government contracts.

While the sub-committee of which Mr. Davis is the head does not have the actual making of contracts, yet he acts in an advisory capacity to report on the prices and conditions of all aluminum contracts let by the United States Government. Davis is president of the Aluminum Company of America, which probably has a monopoly of the biggest aluminum production in this country. He has given his services to the government free.

He said that no formal contract had been entered into the government with his company for a million contracts, but that he had been told to go ahead and have them made, and someone had to get started on them, as the government would need them. The price the contract would be fixed at, he said, was seventy-four cents a canteen, or below the market price.

When members of the House asked him if he were not in an embarrassing position, accepting government work and contracts and at the

same time remaining at the head of a committee which advised the government which contract offered the government was the most favorable and should be accepted. Davis replied, "Not at all." He said that the present market price of aluminum was thirty-seven cents a pound and that his company had voluntarily offered to furnish the government at twenty-seven and one-half cents a pound, which price had been arrived at by taking the average price of ten years and adding two cents a pound to it.

"If it were conceivable that our company would quote a price to our government which was not fair, it would be embarrassing to me to have to admit it," Mr. Davis said. The Davis testimony, while on a comparatively unimportant subject, aroused a lively interest about the capitalism, especially in view of the criticisms that have been leveled at the Council of National Defense. Senators who heard of it sent for copies of testimony. It was then that a positive inquiry by a congressional committee to establish the relationship of members of all the various sub-committees of the council to concerns accepting government work, was discussed. While nothing definite was decided, members commenting on the work of the Council of National Defense, said it might be well to have such an inquiry to stop all the endless stories that daily float about Capitol Hill regarding the activities of the council.

SHEEP TICK MAY BECOME MEDIUM OF SERIOUS LOSS

Washington, June 15.—There is some danger, according to agricultural authorities, that the sheep tick remains from nineteen to twenty-four days. A second dipping, therefore, twenty-four days after the first will find these insects in an unprotected state, having emerged from the pupal shell in the interval between the dippings.

There are a number of solutions which are effective in destroying sheep ticks. Among these are tar-cresote, cresol and nicotine dips may be purchased ready prepared. The lime-sulphur-arsenic solution can be made at home, but it is difficult to prepare and its poisonous qualities necessitate special precautions in its use. Complete details in regard to the various kinds of dips and the most effective methods of administering them are contained in a new publication of the United States department of agriculture, Farmers' Bulletin 798, "The Sheep Tick."

The cost of dipping varies considerably, depending upon the cost of labor, fuel and material. In the sheep-growing sections of the West, however, it may be estimated at from two to three and one-half cents per head for each dipping. Where only a few sheep are kept, a portable galvanized iron vat may be used, or a canvas dipping bag. Where large flocks are cared for, however, or where a farmer is in the sheep business permanently, it is best to provide proper facilities for the work, and a permanent dipping vat is the only practical solution.

GENERAL SHARP SOLVES PROBLEMS

Washington, June 15. Major-General Henry G. Sharpe, as quartermaster-general in the army, in the present emergency has before him one of the greatest tasks in the entire service. His department is charged with the duty of providing means of transportation of every character. This includes the transportation of recruits to mobilization points, to concentration camps and from there to points of embarkation and the arrangement of transport facilities for the carrying of our armies to Europe.

At the present time the war department expects, if the war lasts, to transport armies totaling 3,000,000 to the European battle front. The transport fleet at the outbreak of hostilities was entirely inadequate to perform more than a minute portion of this task. It has been enlarged as if by magic, and by the time for shipment of the first great army General Sharpe is confident that all facilities will be available to the speedy transportation.

Railroad System

Through a system perfected by Lieutenant-Colonel Chauncey Baker, under the direction of General Sharpe, the railroads of the United States have been re-organized, and in cases of emergency will operate as a single system.

The feeding and clothing of 3,000,000 men is another task which has to be performed by this department. Already food and clothing have been purchased in quantities which will have factories working continuously in turning out their products. Automobiles, automobile trucks, motorcycles, wagons, horses and mules and their equipment also have to be purchased under the supervision of General Sharpe.

Perplexing Problem

The only perplexing problem that inconvenienced this department was how to house the armies while training. When the war broke out, the quartermaster-general found that there was not sufficient tentage in the United States to more than shelter the national guard. To build temporary wooden barracks for half the troops solved the problem, and now as fast as cantonment sites are located the necessary shelter is being provided.

The paymaster's crops is a branch of this department, and wherever the American troops happen to be a paymaster and his staff of assistants make a monthly visit which furnishes as much enjoyment to the fighting men of the nation as the coming of Santa Claus to childhood days.

PAJAMA FIGHT IS GOOD SPORT

Nottingham, Eng., June 15. The late Captain Albert Ball, one of the youngest and most successful of British fliers, in letters received by his father, former Mayor of Nottingham, just before the aviator's death, told how he went up to fight in the air with nothing but his pajamas on. "On a few occasions," he wrote, "I haven't had time to put my clothes on, and I've gone up in my pajamas. It was jolly cold, I can tell you, but, unfortunately, I can't pretend I have ever brought down a machine when dressed like that. To bring down a lot of flimsy you have to be patient and practically live in the air. Sometimes you may make ten flights in one day and never get a single fight."

Ball also told of a night with a formidable opponent when neither could get an advantage on the other. "We kept on firing until our ammunition was gone," he said, "and when we could not fire any more we burst out laughing and flew together side by side for a little distance. He was a real sport—flying like Bobbie."

RAILROAD SCHEDULES

UNION STATION.

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Illinois Central.

Depart. Arrive.

8:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati.

Special—Chicago and St. Louis.

12:30 noon—Panama Limited—Chicago and St. Louis.

7:30 p. m.—Fast Mail—Chicago, St. Louis, Louisville and Cincinnati.

Special—Chicago and Cincinnati.

9:30 a. m.—Local Mail—Chicago, St. Louis, Louisville and Cincinnati.

2:00 p. m.—North-West Express—Chicago, St. Louis, Louisville and Cincinnati.

5:40 p. m.—Merchandise—Chicago, St. Louis, Louisville and Cincinnati.

8:15 a. m.—The Merry Widow—Chicago, St. Louis, Louisville and Cincinnati.

10:00 p. m.—The Merry Widow—Chicago, St. Louis, Louisville and Cincinnati.

6:15 p. m.—New Orleans and Bayou—Chicago, St. Louis, Louisville and Cincinnati.

8:00 a. m.—Delta Express—Chicago, St. Louis, Louisville and Cincinnati.

8:20 a. m.—Baton Rouge Limited—Chicago, St. Louis, Louisville and Cincinnati.

1:15 p. m.—Memphis Fast Express—Chicago, St. Louis, Louisville and Cincinnati.

4:15 p. m.—Woodville Passenger—Chicago, St. Louis, Louisville and Cincinnati.

8:00 p. m.—Baton Rouge Special—Chicago, St. Louis, Louisville and Cincinnati.

8:30 a. m.—10 a. m., 11 a. m. and 11:25 p. m.

Southern Pacific Lines.

Depart. Arrive.

5:55 a. m.—TEXAS LOCAL for Houston and all station intermediate.

11:30 a. m.—SUNSET LIMITED for San Antonio, El Paso, New Mexico, Arizona, Apache Trail and California.

12:30 noon—New Orleans, Houston, Galveston, Austin, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points.

3:05 p. m.—LAFAYETTE LOCAL for Lafayette and all station intermediate.

8:15 p. m.—TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points.

11:00 p. m.—SUNSET EXPRESS for Houston, Galveston, Austin, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points.

8:15 p. m.

Gulf Coast Lines.

(Union Station)

Depart. Arrive.

6:20 p. m.—California Special for Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston.

8:30 a. m.—Texas Dayliner for Baton Rouge, Opelousas, Eunice, Beaumont, Houston, Brownsville and North Texas points.

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.

9:30 p. m.—Birmingham & Cincinnati Limited 7:05 a. m.

8:30 a. m.—Ashville Express 8:55 p. m.

8:30 a. m.—Louisville & Cincinnati Limited 8:55 p. m.

9:30 p. m.—Pensacola & Jacksonville Limited 7:05 a. m.

5:15 p. m.—New Orleans, Houston, Galveston, Austin, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points.

7:05 p. m.

1:25 p. m.—Gulf Coast Accommodation (daily except Sunday).

7:20 a. m.—Sunday Gulf Coast Excursion (Sunday only).

8:25 p. m.

LOUISIANA & NASHVILLE R. R. GULF COAST LINES.

(Station St. Claude and Elysian Fields Sts.)

Depart. Arrive.

7:30 a. m.—Point a la Hache (Daily Except Sunday).

5:00 p. m.—Point a la Hache (Daily Except Sunday).

7:30 a. m.—Point a la Hache (Sunday Only).

6:30 a. m.—Shell Beach (Daily).

5:00 p. m.—Shell Beach (Daily Except Sunday).

7:00 p. m.—Shell Beach (Sunday Only).

RAILROAD SCHEDULES

TRANS-MISSISSIPPI STATION.

Texas and Pacific.

Depart. Arrive.

6:30 a. m.—Alexandria Local 3:15 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.—Torrus Local 10:15 a. m.

7:45 p. m.—The Cannon Ball for Alexandria, Monroe, Shreveport and North Texas 6:30 p. m.

*On Sunday only Torrus 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 8:10 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 Accommodation 4:40 p. m.

4:45 p. m.—Meridian Local, Hattiesburg Local (Sunday Excursion) 8:10 a. m.

7:15 a. m.—Carriere and Mt. Point 7:25 a. m.

New Orleans Great Northern.

(Daily Except Sunday)

Depart. Arrive.

7:00 a. m.—Jackson, Columbia, Tylertown, Bogalusa, Folsom 5:55 p. m.

4:20 p. m.—Columbia, Bogalusa, Tylertown, Folsom 8:45 a. m.

7:35 a. m.—Jackson, Columbia, Tylertown, Bogalusa 8:05 p. m.

6:00 p. m.—Folsom, Columbia, Tylertown, Bogalusa 10:30 a. m.

(Sunday and Wednesday Excursions)

7:35 a. m.—Folsom, Covington, Abbeville, Lake Charles, Forest Hill, Lumberton, Lake Lure, Hyslop, Bon Touca 8:05 p. m.

Louisiana Railway and Navigation Co.

No. 2.

5:00 p. m.—Shreveport, Ar. 7:30 a. m.

8:12 p. m.—Lafayette, Ar. 8:35 a. m.

10:08 p. m.—Alexandria, La. 2:10 a. m.

1:10 p. m.—Monroe, La. 12:52 a. m.

2:55 a. m.—Angola, La. 9:08 p. m.

4:18 a. m.—Bayou Sara, La. 9:08 p. m.

5:05 a. m.—Ruston, La. 8:00 p. m.

8:05 a. m.—New Orleans, La. 5:00 p. m.

No. 3.

3:00 p. m.—Angola, La. 12:01 p. m.

2:48 p. m.—Bayou Sara, La. 11:00 a. m.

4:00 p. m.—Ruston, La. 10:00 a. m.

7:05 p. m.—New Orleans, La. 6:55 a. m.

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8:05 a. m.—Houma Special 6:25 p. m.

4:05 p. m.—Houma Mail 6:45 a. m.

*On Saturday leaves at 7:00 p. m.

SUNDAY TRAINS.

Leave. Arrive.

8:05 a. m.—Houma Excursion 7:15 p. m.

5:00 p. m.—Houma Excursion 9:15 a. m.

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CLAIMS EXEMPTION ON MORAL UNFITNESS

Milwaukee, June 15.—One of the "jokers" in the conscription bill was that exemption might be claimed on the grounds of being morally deficient, but out of the millions registered the only man to register this claim was a Socialist of this city.

The man is Frank Raguse, former state senator, who was expelled from the legislature because of unpatriotic remarks. He wrote on his card "morally unfit."

HISTORIC TOWN OF NOYON ADOPTED BY WASHINGTON

Washington, June 15.—Noyon, the once picturesque French town of 7,500 inhabitants which has been "adopted" by Washington, D. C., with the idea of restoring it to its before-the-war prosperity, is the subject of the following war geography bulletin issued by the National Geographic Society from its Washington headquarters:

"While there is little left of Noyon's thriving trade in live stock and grain, and although its sugar refineries, lace, cloth and leather industries have been practically destroyed, ruthless warfare cannot rob this little city of its proud place in history, which extends over a period of nearly two thousand years. "Originally a Roman camp under the ponderous name of Novesium Veromandorum, Noyon did not begin to play a conspicuous role in world affairs until the middle of the eighth century. In 752, however, an event took place here which was to affect western civilization for many centuries. It was in that year that Duke Pepin the Short, having deposed the Merovingian king Childeric, with the approval of the Pope assumed the regal title. He was already the nominal head of the Franks, just as his father Charles Martel, the hero of Tours, had been before him. The coronation at Noyon was a double one, Pepin assum-

ing the title of king of the Franks and his young son Carloman being invested with the title of 'King of Noyon.' "Having become a king through the consent of the Pope, Pepin now sought to repay the head of the church for honors bestowed at Noyon. He, therefore, crossed the Alps, expelled the Lombards from certain cities and provinces of northern Italy and presented the captured territory to the Holy Father, thus laying the basis for the temporal power of the Popes which was to influence the history of Europe for hundreds of years. "After the death of Pepin, Charles, who was to become known to history as Charlemagne, was crowned at Noyon in 768. It was he who gave his name to the famous line of Carolingian monarchs. "During the Hundred Years' war Noyon felt the heavy hand of the English and Burgundian invaders, being sacked by their armies. "One of Noyon's proudest distinctions is as the birthplace of John Calvin, who next to Luther himself was probably the greatest force of the Reformation. His influence being strongly reflected among the Huguenots of France, the Covenanters of Scotland and Puritans of England and the Pilgrim Fathers of New England. Jacques Sarrazin, one

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