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U.S. Reserve Bank Organization Committee.
Exhibits and letters submitted at
hearings... (New Orleans)

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SOME FACTS
ABOUT THE

PORT OF NEW ORLEANS

—AND—

**Points of Interest to be seen
on a trip around the harbor**

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AUG 25 1926

Prepared by
H. S. HERRING,
Secretary, The New Orleans Board of Trade
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SOME FACTS

ABOUT THE

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Points of Interest to be seen on a trip around the harbor.

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Prior to the year of 1900 the Public Dock System of the port of New Orleans consisted of open, uncovered, antiquated wharves, but since that time the entire system has been reconstructed by the Board of Port Commissioners, and new docks and steel sheds erected without any cost to the tax payers of the city and State. The money expended being derived from wharfage dues.

The port of New Orleans is to-day the finest example of port administration in the Western Hemisphere, and the public docks stand as a monument to those public-spirited men who gave of their time and energy without pay in the building up of the splendid system.

The harmonious co-ordination existing between the rail and water terminals through the publicly owned and operated Belt Railroad does not exist at any other port in the Union, with the possible exception of one other.

LOCATION.

107.1 miles from the end of South Pass Jetties, (Gulf of Mexico) to the head of Canal Street, center of the City of New Orleans. 90.2 miles from the head of the Passes.

The port extends through the Parish of Orleans, and Parishes of Jefferson and St. Bernard for seventeen miles on the east bank and 22.5 miles on the west bank of the Mississippi River.

DEPTH OF ENTRANCE CHANNELS.

Depth of water in the South Pass Channel, 28-30 feet minimum. Depth of water in Southwest Pass Channel, over 32 feet. Will have Channel 1,000 feet wide, 35 feet minimum depth, when completed in the near future.

DEPTH OF RIVER CHANNEL.

Ten feet from the banks of the river, and alongside of wharves, the depth of water ranges from 40 to 100 feet, and up to 250 feet in the mid channel of river.

OWNERSHIP AND ADMINISTRATION.

The State of Louisiana owns practically all the water front of the City of New Orleans, except 4,725 feet owned by railroads and which is subject to expropriation by the State. The Board of Commissioners of the Orleans Levee District builds the protection levees, and has the right to acquire land.

The Board of Port Commissioners of the Port of New Orleans prescribes rules for loading vessels, and controls the commercial use of the public wharves. The Public Belt Railroad, a municipal body, has control over the New Orleans Public Belt Railroad, which operates over thirty miles of track, forming a connecting link between all the water front and the trunk line railroads entering the city.

DOCK AREAS.

The public docks under the jurisdiction of the Board of Port Commissioners are five miles long, most of which are covered with steel sheds.

In addition to public docks, the Illinois Central Railroad, (Stuyvesant Docks) in the city limits, the Texas and Pacific Railroad, (Westwego), and the New Orleans Terminal Company, (Chalmette Terminals) in the parishes of St. Bernard and Jefferson, but within the port limits of the Port of New Orleans, have about four miles of docks, making a wharfage front of nine miles.

On both sides of the river, within the port of New Orleans, there is room for 41 miles of dock facilities.

COST OF PUBLIC DOCKS.

The entire wharf system, 5 miles with a total area of 2,264,571 sq. ft., since the year 1900, has been reconstructed with creosoted material, and 3.66 miles of steel sheds have been built, with a total area 2,642,689 sq. ft., at a total cost of \$3,500,000.

DOCK CHARGES.

At the public wharves, the wharfage charges on sea-going vessels are as follows. Two cents per ton per day, based upon the gross tonnage of vessels, for the first three days, and sum of one cent per ton per day for the next three ensuing days, making a maximum charge of 9c on the gross tonnage for the first six days, and thereafter a vessel is free from charge for a period of thirty days.

There are no dock charges on goods shipped over the wharves.

INCREASE IN IMPORT AND EXPORT TRADE.

For the Government fiscal year ended June 30th, 1882, vessels cleared from the port of New Orleans

to foreign ports, with a total net tonnage of 661,498 tons.

For the same period of 1912, the net tonnage amounted to 2,360,443 tons.

For the Government fiscal year ended June 30th, 1880, the imports into the port of New Orleans amounted to \$10,611,333. For the same period in 1913, the imports amounted to \$82,399,000.

For the fiscal year 1880, the exports amounted to a valuation of \$90,442,019. For the same period 1913, the exports amounted to \$170,000,000.

In connection with the exports of grain from New Orleans. For the crop season ended August 31, 1913, there was exported from the port a total amount of 19,588,000 bushels of wheat, 4,417,000 bushels of corn, and 389,620 bushels of oats.

—I—

HARBOR TRIP.

Starting from Canal Street going down the river, along the east bank, (city side), the steamboat landing is first seen, where rice, sugar, molasses, cotton, and other Louisiana products are brought to the city by boat from both up and down the river, and the numerous bayous and canals in the State. And on return trips, cargoes of all descriptions are taken out of the city to different points at which the boats touch.

The steamboat arrivals in 1912 amounted to 1596, and 1803 luggers, gasoline launches, and other craft.

—2—

The next docks that we come to are those that serve the Southern Pacific Steamship Company for both their lines of passenger and freight steamers to New York and Cuba. The coastwise and passenger business of this line is very great. The freight carried between New York, Cuba and New Orleans

amounts to about 750,000 tons a year. The trade of New Orleans with Cuba amounts to \$17,000,000 annually.

—3—

Passing by the Southern Pacific landing, we reach the Socola Rice Mill, Jackson Brewery, the old French Market, the historic Jackson Square (Place d'Armes), Cabildo Buildings, and St. Louis Cathedral, the second oldest cathedral in the country.

—4—

The Lugger Landing is next in line where luggers and gasoline launches unload oysters and fish brought up to the city from the salt water bayous of the lower coast of the State, different lakes, and the Gulf or Mexico.

The value of the oyster and fish catch of Louisiana is seven million dollars per annum.

—5—

A little lower down, on passing by the Southern Pacific Company's transfer slips, the United States Mint can be seen, also a glimpse of Elysian Fields Street. On this thoroughfare the second oldest steam railroad in the country is operated to Milneburg, on Lake Pontchartrain.

—6—

We then come to the Mandeville Street Landing, which docks are used by vessels in the foreign trade. Back of this dock is the Merchants' Syrup Co.'s plant where thousands of gallons of Louisiana cane syrup is put up for consumption.

—7—

The Press Street Landing, and the lower fruit sheds are used principally for the unloading of bananas from the vessels of Vaccaro Bros., the Amer-

ican Fruit and Steamship Company, Atlantic Fruit Company and the Hubbard-Zemurray Steamship Company.

—8—

The Press Street freight terminals of the New Orleans and Northeastern Railroad.

—9—

Just back of the fruit sheds can be seen the large rice mill of the Louisiana State Rice Milling Company, with a mill run of 2,500 sacks per day. There are eleven rice mills in New Orleans, and a total of 41 mills in the State of Louisiana.

The rice crop of Louisiana amounts to twelve million bushels a year. Receipts at New Orleans for the crop year ended July 31st, 1913, amounted to 1,202,508 sacks of rough rice, and 601,627 pockets of clean rice.

New Orleans is the primary price making market for rice, and all rough rice sold in this market is sold by sample on the floor of the New Orleans Board of Trade, and in accordance with its rules.

—10—

The next dock that we come to is the Desire Street Landings now being constructed by the Board of Port Commissioners. Back of these can be seen the canning and preserving factory of Dunbar, Lopez & Dukate. This is one of eleven canning factories in this city.

—11—

We are now passing the site of the old Ursuline Convent, where the good sisters one hundred years ago prayed for victory for General Jackson and his army at the battle of New Orleans.

—12—

We now come to the Jackson Barracks where Government troops are stationed.

Above the Barracks is the N. O. Butchers' Abattoir, and below is the plant of the Crescent City Stock Yards and Slaughter House Company, where are butchered 1,500 head of cattle daily.

—13—

In the distance looms up the American Sugar Refinery, the largest sugar refining plant in the world, with a refining capacity of 24,000 barrels of sugar daily.

For the year 1912, 312,137 tons of raw sugar were imported at New Orleans for refining purposes. In addition, the Louisiana sugar cane crop averages 315,000 tons per annum, valued at \$27,000,000, and 350,000 barrels of molasses, valued at \$10,000,000.

—14—

We now come to the Frisco Slips in construction, the site for a two-million-bushel grain elevator, the terminal for five trunk lines.

The Chalmette Monument, and the National Cemetery where the battle of New Orleans was fought.

—15—

Further on down the river are the old Chalmette Terminals, with a grain elevator of 500,000 bushels storage capacity.

Below Chalmette are the Standard Oil Company's tanks and storage yards.

—16—

The boat then crosses over to the Algiers side, west bank of the river, where the United States Immigration Station is seen, which has just been completed, and is the finest and largest immigration station south of Philadelphia.

—17—

We are now at the New Orleans Naval Station and Government Dry Dock, established at a cost of over

three million dollars to the Government, fitted out with some of the finest and most up-to-date machinery, and the largest floating dry dock in the world, capable of lifting the large vessels of the Navy, which station has been practically put out of business by the previous administration of the Navy Department. The commercial organizations of New Orleans, through the Naval Base Committee, have been working for the past four years to have the Navy Department open up the station for active and regular employment, and enlargement, and for the establishment of a fortified naval base of the first class at this port for the defense of the commerce of the Mississippi Valley.

When Secretary of the Navy Daniels visited the station last May, he stated that he was astonished and surprised at the perfect condition of the buildings and machinery and dock, and that if a private individual had invested two million dollars in an industrial plant, he would not shut it up if he could make it pay.

The Secretary complimented the Committee on Naval Base on the high and convincing ground on which they presented the situation to him, i. e., that the mouth of the Mississippi River controls the commerce of the Mississippi Valley, and should, and must be protected.

This Naval Base Committee is very much encouraged, and hopes for great results from its labors, which will be achieved with the sentiment and support of the Mississippi Valley back of them.

—18—

We now reach the old docks of the Southern Pacific Company, in the rear of which are the machine and repair shops of the railroad company.

ALGIERS.

“The Brooklyn of the South,” and the home of Mayor Behrman.

A little further up is the commercial dry dock of the New Orleans Dry Dock Company.

Just back of Algiers are the terminals of the Fort Jackson and Grand Isle Railroad, a road that operates to the lower coast, and passes through some of the finest orange orchards, sugar plantations, and rice farms in the State.

McDonoghville, where lived John B. McDonogh, the great philanthropist, whose bequest to the city of New Orleans for school buildings has done so much for the building up of the splendid school system the city possesses to-day.

New Orleans has eighty-eight magnificent public school buildings, 1,240 day teachers, 119 evening teachers; with an attendance of 51,083 pupils at day, evening, Normal and High Schools.

A dock of the Southern Pacific Railroad Company, from which considerable cotton and other commodities are lightered for loading aboard steamers on the city side of the river.

GRETNA.

A city just chartered, and at which are located the large Oil and Fertilizer Plants of the Union Oil Company, where oil is manufactured from cottonseed; the N. K. Fairbank Company, manufacturers of Lard Compound, and the home of the “Gold Dust Twins”; the Southern Cotton Oil Company, and the Seaboard Refining Company, manufacturers

of lard, and other products of the cottonseed.

In addition to these industries, New Orleans is a large exporter of cottonseed products. The exports of cottonseed meal and cake amounts to a value of three and one-quarter million of dollars annually, and cottonseed oil with a value of nearly four million dollars.

—23—

HARVEY'S CANAL.

Here is located a large cypress lumber mill, where thousands of feet of lumber is turned out daily. Harvey's Canal leads to bayous and lakes that are the fisherman's and hunter's paradise.

—24—

Swift's Lard Compound and Fertilizing Plant, the site of Swift's great Stock Yards and Slaughter Plant; the large syrup factory of Penick & Ford; the Ames sugar plantation and sugar mill, where sugar cane is seen growing in the fields; the oil tanks where oil from Beaumont and other fields is stored.

The oil supply at New Orleans is increasing yearly, and the exportation of oil is becoming quite a factor in the business of the port.

—25—

The Company Canal, the shortest way to the Gulf, and Intercoastal Canal transportation.

—26—

WESTWEGO.

The terminals of the Texas and Pacific Railway Company, where steamers are loaded with grain, cotton, lumber, and all kinds of articles for export to transatlantic ports.

The two grain elevators have a combined storage capacity of 1,350,000 bushels of grain. Grain passing through these elevators is under the supervision and inspection of the New Orleans Board of Trade's inspectors and weighers.

The length of the dock on the river front is 4,700 feet, and eight ocean going vessels of average size can be accommodated at one time. The storage yard immediately back of the wharves will accommodate 2,000 cars.

Extensive improvements are being made at these terminals.

—27—

Just above the Westwego terminals are seen coal landings, where barges loaded with coal are brought down the river from Pittsburgh and other coal marts. The amount of river coal brought into New Orleans yearly amounts to 1,200,000 tons; about 500,000 tons is used in the bunker trade of ocean steamers. In addition thereto, a large amount is brought in by rail and through Lake Borgne Canal, below the city, from the coal fields of Alabama.

—28—

We then cross the river, and go down stream along the city side. In the distance, located in the Seventh District, "the old city of Carrollton," can be seen the city's Water Purification Plant, where water from the Mississippi River is turned into pure drinking water in unlimited quantities. The present capacity of the waterworks will supply the daily needs of one million people, and cheaper than any other large city in the United States.

The total cost of the water system, together with the extensive drainage and sewerage systems will amount to about thirty millions of dollars.

The effect of installing pure water, sub-surface

drainage, and modern paving, and a sewerage system, has practically eliminated malarial fever from New Orleans.

—29—

Beautiful Audubon Park, where flowers bloom and birds sing the year around, attracts the eye.

—30—

Just above the Park are two large alcohol refineries, where alcohol is made from Louisiana cane molasses.

—31—

THE UNITED STATES GOVERNMENT BOAT BUILDING
PLANT.

Here are repaired all of the equipage used by the Government engineers in river dredge and levee building. The coal yards and tipple of Alabama coal.

—32—

The next place seen is the United States Marine Hospital.

—33—

Then the mills of the Otis Manufacturing Company, where millions of feet of mahogany lumber is turned out yearly. The importations of mahogany logs is about 14,750 thousand feet, with a value of nearly \$900,000 a year.

—34—

The large furniture manufactory of the New Orleans Furniture Manufacturing Company, where furniture of all classes is manufactured. The Columbia Oil Mills.

—35—

The lumber dock of the Board of Port Commissioners. On the large batture in the rear, it

is contemplated to erect modern fireproof public warehouses.

—36—

STUYVESANT DOCKS.

One mile in length—the export terminals of the Illinois Central Railroad, in the back of which are numerous switching and unloading tracks; fireproof cotton warehouses over half a mile in length.

The two large grain elevators at these terminals have a combined storage capacity of 2,500,000 bushels; "D," 1,000,000 bushels, and "E," 1,500,000 bushels. These elevators are operated by the railroad, and are strictly public houses, as are those of the Texas and Pacific Railway Company, and the New Orleans Terminal Company. All grain passing in and out of these elevators is inspected and weighed by the weighers and inspectors of the New Orleans Board of Trade's Grain Inspection and Weighing Department, under the supervision of the Board's Chief-Inspector and Weighmaster, W. L. Richeson, and conducted on a high standard of efficiency.

The certificates of the Board of Trade for weighing and inspection carry with them to the buyers in Europe, as well as to the shippers in this country, the confidence and satisfaction that they are receiving a square deal.

—37—

The public docks are then reached: First, those occupied by the Head Line of steamers; then the Hamburg-American Line; the Gans Line; Spanish Lines; Elder-Dempster and Prince Lines, providing sailings to almost every port in Europe; British, Continental, Baltic, Mediterranean, and Adriatic ports.

—38—

Jackson Street is next reached. Just back of the wharves is seen the plant of the New Orleans Brew-

ing Company, and a little further down, the American Paint Works.

—39—

Below Jackson Street are the landings of the Harrison Line of steamers, and at Celeste Street, the landing of the Leyland Line.

The Leyland and Harrison Lines have some of the largest ocean-going vessels that ply from the port. A few years ago vessels carrying seven to eight thousand bales of cotton were considered large carriers, whereas to-day it is nothing unusual for these large liners to carry 25,000 bales.

—40—

The Power House of the New Orleans Railway and Light Company is now seen set back a short distance from the docks. This plant furnishes the power for running the street cars and electricity for lighting the city.

—41—

Just above the plant are the stave yards of Bobet Bros., the largest exporters of oak staves in the country. Staves and lumber make up a large volume of the exports to foreign countries from New Orleans. In the year 1912 the exports of staves amounted to 36,868,000 pieces, valued at four million dollars, and other wood, lumber, and manufactures of, are exported, with a value of eighteen and a half millions of dollars.

—42—

We next reach the Market Street Docks, which are occupied by the North German Lloyd Line of steamers. This is a new line acquired just recently, with service out of the port of New Orleans, and is expected to do quite an immigrant business through the port.

Next is the Terpsichore Street wharf. We are now passing the Cotton Press Section of the city. Cotton handled from these Presses, together with that shipped on through bills of lading over the public wharves and railroad terminals for export, amounts to one and three-quarter million bales per annum, with a value of nearly ninety-nine and one-half million of dollars.

We now come to the site of the new freight terminals and passenger station of the Texas and Pacific Railway Company. Many squares of ground have been acquired, on which the Railway Company will erect modern, fireproof freight warehouses and a passenger depot, all at a cost of ten million dollars.

We now reach the Erato Street Landing—the Fruit Wharves—where there are unloaded from steamers of the United Fruit Company, and the Bluefields Fruit and Steamship Company, the major portion of bananas brought to New Orleans from Costa Rica, Bluefields, Panama, and other Central American countries. Cargoes of from 60,000 to 70,000 bunches are unloaded at these docks by conveyors with projections like those on the grain elevators.

New Orleans is the largest port of import of bananas of the world. The importations amount to nearly fourteen million bunches a year, with a valuation of four and a half million of dollars.

There are also imported into New Orleans from the Latin-Americas, twenty-two million coconuts.

The palatial steamers of the United Fruit Company have all modern improvements and comforts for those who travel. Their passenger business to the Panama Canal has been built up to such an

extent that reservations for berths have to be made quite a while in advance of steamers sailing.

—46—

POYDRAS AND LAFAYETTE STREET DOCKS.

These are the principal docks and sheds into which coffee is unloaded from the steamers. New Orleans is the second largest coffee importing port in the United States, with an importation of two million bags of coffee a year.

—47—

We now reach the end of our journey, and as we alight from the boat, just across from the Canal Street landing, is seen the plant of George B. Matthews & Sons, where grain from the West and Louisiana rice bran is blended with Louisiana molasses in the manufacture of feedstuffs for the feeding of stock and cattle. There are four other large plants of this kind in New Orleans.

Just a little above is also seen the large Coffee Roasting Plant of the Importers' Coffee Company.

There are seven Coffee Roasting establishments in New Orleans, with an output of 115,000 lbs. of roasted coffee daily.

Hoping you enjoyed your trip, let us say:

Au Revoir, but not Good-Bye.

Exhibit no. 26

***Down to
Brass Tacks***



FOREWORD

No manufacturer should change location until he knows the town or city to which he expects to move has the conditions which will yield him more success than he is at present enjoying.

He knows the conditions under which he is now manufacturing, knows every advantage and disadvantage. He should know as much about the manufacturing attractiveness of the prospective location.

Likewise, no city should spend time, money and energy in trying to locate a factory unless it knows its own conditions are favorable to that class of plant.

Some cities are admirably adapted to the manufacture of furniture of medium grade, yet poorly situated for the manufacture of high-grade mahogany goods; some are well adapted to the making of gas engines, yet are poor locations for the plant making iron pipe; some cities are good locations for woolen mills, while a bottle factory would fail.

The proximity of raw material is not the sole basis for location; nor is the market territory; nor yet the amount and quality of labor; and again not the transportation facilities—but it is a combi-

nation of all these factors which determines, and the importance of each factor varies with each class of plant.

New Orleans, in addressing you, realizes that not all kinds of plant will succeed in this city. But after a careful survey of its own conditions, New Orleans KNOWS it has the conditions which, combined with average good management, will produce success for certain classes of factory.

This booklet is written with a view to presenting our general manufacturing conditions. Special "briefs" have been drawn for the purpose of addressing each class of manufacturer about his own line. These are ready for your perusal at any time, and a letter addressed to the "Industrial Division, New Orleans Association of Commerce" will bring the special "brief" which relates to your own line.

In offering this booklet we desire to call your attention to the maps, all carefully prepared, which set forth more plainly than words the standing enjoyed by New Orleans.

We also call your attention to the tables, a study of which will bring the conclusion forcibly to your mind that New Orleans and New Orleans' business are growing at a wonderful rate.

By no extended verbosity nor by grandiloquent generalities is the manufacturer here addressed, but this Association, rather, gets "Down to Brass

Tacks," and presents in these pages only cold facts and conditions as they exist.

You probably have heard that New Orleans is the largest city in the South, that it is an historic old place, notable for its hotels, restaurants, places of amusement and its climate. But, do you know that New Orleans is the greatest factory city South? It is the great Southern market center, and it is teeming with active business every moment of the year. To be sure, the historic spots are here, as are the excellent hotels and the unexcelled cuisine of the cafes, but there is a progressive commercial and manufacturing atmosphere which cannot but impress itself on all who study the matter.

The following figures are given to substantiate the statement that New Orleans holds place as the greatest factory city South, the figures representing annual production of manufactured articles, from the U. S. Census Report for 1910:

NEW ORLEANS	\$78,794,000
Birmingham	24,128,000
Atlanta	33,038,000
Durham, N. C.	23,271,000
Memphis	30,242,000
Nashville	29,650,000
Dallas	26,959,000
Houston	23,015,000
Richmond	47,358,000

Attention is called to the fact that this does not include, either, the largest sugar refinery in the world, just across the city limits, with an output of between \$30,000,000 and \$40,000,000 per annum, some of the daily runs being as high as 12,000 barrels, which would be an annual capacity of over \$50,000,000 a year.

And there are reasons for all this. New Orleans is at the mouth of the greatest transportation potentiality in the country—the Mississippi river. It is the third largest port of the United States and, according to official reports made to the United States government, the best publicly controlled and equipped port in the country. It enjoys some commercial advantages and engineering features not found in many cities, even of much larger size, among which are a municipally-owned belt-line railroad connecting all docks and all rails, insuring rapid and impartial delivery of goods on all lines and rounding out an ample supply of transportation facilities; a water-filtration and pumping plant with among the largest pumps in the world; a sewerage and drainage system that has made the city one of the healthiest in the country, with one of the lowest death rates; active employment of inland waterways by self-propelled barge lines; the centering of a very large traction system on one street, from which every electric car in the city radiates. These are things of the

most modern character which few cities enjoy and many of them are attempting to copy. In other words, New Orleans is not only a city of the past—it is distinctly a city of the present.

In the following pages you will find only statements of fact. We have avoided boasting generalities or unproven contentions. We assert only that for which there is authority and proof. The truths about New Orleans and its advantages need no embellishment. We ask that you read this booklet with care and thought, for we shall offer to you some strong and urgent reasons why your plant should be located in New Orleans.

WHERE TO LOCATE

There are five main subjects to be considered by every manufacturer when thinking of re-locating his plant: Raw Material, Market, Labor, Transportation and Money Outlay. Each of these has its subdivisions, and we here give an outline of the various matters which need discussion by any factory owner:

Raw Material

- Proximity
- Abundance

Transportation

- Railway
 - Number
 - Switching Facilities
 - Traffic Rates

Water

- Rivers
 - For Export
- Canals

Street Cars

- For Employes

Trucking

- Delivering Raw Material
- Charges
- Finished Goods to Depots

Market

- Center of Distribution
- Competition

Labor

- Number Available
 - In City
 - In Nearby Towns
- Character
 - Skilled
 - Unskilled
- Environment
 - Healthful Location
 - Distraction
 - Education
 - Trade Schools

Money Outlay

- Fixed Charges
 - Taxes
 - Insurance
 - Interest
- Cost of Land
 - Expansion
 - Bonus
- Maintenance
 - Power
 - Light
 - Heat
 - Water
- Building Factory
 - Building Codes
 - Building Materials
- Improvements
 - Roads
 - Grading
 - Sewers

We shall here discuss the main topics outlined, though gladly shall we supply all data on all topics upon request, and some of them will be discussed

in our "briefs." It would require a volume to make a complete discussion, for which reason we confine ourselves to the more important subjects.

Are the factories of this country strategically located? Let us mention a few items as a foundation: 62 per cent of the raw materials are found in the Mississippi Valley; the center of population is in the lower end of the Ohio Valley; notwithstanding which 43 per cent of the factories are in the New England States, where is located but 19 per cent of the population.

The factories, being located far east of the source of raw material and the center of population, are giving long hauls to both raw and finished product to reach the consumer. That is absolutely incorrect from the standpoint of economic strategy.

New Orleans is at the mouth of the Mississippi river, and, outside the Mississippi Valley, but close at hand, are found many raw materials and great quantities of them, which, added to those of the Valley, make New Orleans a strategic point insofar as raw material is concerned for a very great number of factories.

The center of population has been drifting westward, with a southern tendency. It is now drifting southward rapidly, and with the drift of this population to the acres and the cities of the South, the market comes closer to New Orleans.

The greatest reason why a factory moves, or locates in one place as against another, is that there are promised increased profits at the new point. Maximum profits are sought by the manufacturer. So, in taking up a discussion of location, the reader will understand that generalities are being laid aside, and, in this booklet, New Orleans will talk of the elements of manufacturing with special regard to the conditions existing at New Orleans.

If any item is left undiscussed, or if more specific information is desired, the New Orleans Association of Commerce stands ready to give the desired information; the more specific the better.

If the reader agrees with us that the manufacturer seeks that point at which he can get greater profits from his business, we commend the following pages to him.

RAW MATERIAL

The "buying market" is to be carefully considered by a large class of factories—those which rely on proximity to raw materials, in the majority of cases, are bulky or weighty.

New Orleans makes no extravagant general claims about having all raw materials, but New Orleans is at the mouth of the Mississippi, and in the Mississippi Valley are located 62 per cent of the raw materials used in general manufacture. Here are some of the raw materials, classified, which may be used by factories in this city:

Hardwoods:

- Red Oak
- White Oak
- Hickory
- Poplar
- Red Gum
- Tupelo Gum

Soft Woods:

- Yellow Pine (Note 2)
- Cypress
- Cottonwood (Virgin Forests)

Metals:

- Iron
- Steel
- Copper (Note 3)
- Zinc (Note 3)

Textiles:

Cotton
 Wool (Note 7)
 Cotton goods (domestic)

Foodstuffs:

Corn (Note 5)
 Sugar
 Fruits
 Molasses and Syrup

Chemicals:

Salt (Several large mines)
 Sulphur (World's largest mine)
 Ochre
 Phosphate Rock
 Bone and Horn
 Limes (Note 4)
 Tobacco

Cabinet Woods:

Mahogany (Note 1)
 Ebony
 Rosewood

Hides and Skins (Note 6)

Sand:

For Building
 For Glass

Clays:

Porcelain
 Brick and Tile

Shells:

Fresh and Salt

There can be no attempt on our part, at this moment, to give a complete list of ALL raw materials, for partly finished products of one factory

are the raw materials for another; and a waste, a by-product, may be a raw material. But, that the reader may gain some idea of the number and importance of raw materials in proximity to New Orleans the list is given, and attention is called to the fact that we have the location of them on file in the office of this Association.

It will be noted that the foregoing list only shows a few of the raw materials to be found in this immediate vicinity and those which are imported from Central and South America. Nothing is said of those which may be brought from distances, such as linen and silk goods for the manufacture of linen and silk summer wear for men; waists and wear for women; woolen goods for skirts and suits, etc. We have only listed a few of the very heavy raw materials which are found close by and the possession of which gives New Orleans a very great advantage over other cities.

It is also to be remembered that New Orleans is the country's third largest seaport, and that grains of the west and north, iron and steel in pigs, billets and blooms, Southern farmstuffs (such as rice, syrup and sugar and cotton), yellow pine timber and lumber, pipe and fittings, cotton seed oil and cake, lard and lard compounds, packing house products, rosin, turpentine, linseed cake and meal move through this port, outward, in very large quantities.

Note 1.—At New Orleans is located one of the very large mills for cutting lumber from logs of mahogany and other cabinet woods, and, as New Orleans is a seaport in direct line from the source of these woods, there were brought through New Orleans last year about \$1,000,000 in mahogany and other cabinet woods, or one-third the entire amount brought to the United States through all ports.

Note 2.—Figures compiled for the fiscal year ending June 30, 1913, as to exports of lumber, by the Lumber Trade Journal, show that New Orleans led all other ports in the handling of lumber, the total being 367,953,000 feet.

Note 3.—For the manufacture of copper sheet and rods, zinc sheet and rods, brass goods and all articles of these three, brass, copper and zinc, New Orleans affords a very fine source of raw material. Remembering that New Orleans is the third largest seaport, and that New Orleans has direct lines with regular sailings to Mexico, the Central Americas, South America and Canal Zone, please note the United States imports of copper and zinc last year from these countries, reached most easily from New Orleans:

Country	Copper (Ore)	Zinc (Ore)
Panama	62,422 lb	.....
Mexico	15,771,758	26,832,159 lb
Cuba	11,585,783	.....
Argentina	51,406	.....
Chile	11,189,573	6,527,901
Colombia	1,508	593
Peru	2,049,469	.....

Country	Copper (Pigs, bars, etc)	Zinc (Blocks, pigs, etc)
Panama	752,250 lb	.....
Mexico	117,062,456	190
Cuba	881,157	204,180
Argentina	1,617,974	.....
Chile	7,933,718	.....
Colombia	1,795	.....
Peru	44,210,092	.....
Venezuela	413	244
Costa Rica	4,043	1,474
Guatemala	4,250	.....
Honduras	2,798	.....
Nicaragua	8,277	.....
Salvador	2,290	.....

Note 4.—Limes are listed because they are now being crushed for fruit syrups, and because they form an excellent material for the manufacture of citric acid and the citrates. Mexico and Cuba are the larger producers of this fruit, and they are imported through New Orleans.

Note 5.—Corn is one of the leading foodstuffs, and Louisiana is a rapidly increasing producer of corn. In the 10 years from 1900 to 1910, a great producing period, eighteen states of the Union showed a decrease in the production of corn, while Louisiana showed an increase of 18 per cent, the production being valued in 1910 at \$16,480,322. Since then there has been a marvelous tendency toward corn production, and Louisiana is now trying to reach an annual production of 200,000,000 bushels.

Note 6.—The United States is a very heavy importer of hides and skins, and it is to be noted that



Map showing territory reached from New Orleans under more favorable freight rates as compared with Houston on Agricultural Implements and other iron commodities. Shaded portion shows Houston territory—White portion shows that reached at better rates from New Orleans. All-rail rates ONLY are considered.

New Orleans is the nearest seaport to the countries from which a very large portion of the total is imported. Here are some of the countries from which the United States imported certain hides last year, and it is again to be noted they are just south of New Orleans, with regular sailings into this port:

Country	Calf and Kip Hides (pounds)	Cattle Hides (pounds)	Goat Skins (pounds)
Honduras	760	374,279	.....
Costa Rica	5,363	211,704	24
Guatemala .....	.....	13,938	177
Nicaragua	10,519	812,147	.....
Panama	25	1,058,883	2,845
Mexico	160,821	28,103,124	5,241,903
West Indies (exc. Cuba)	17,454	231,222	1,287,524
Argentina	4,776,261	83,662,262	5,323,163
Brazil	21,908	714,256	3,600,012
Uruguay	1,216,105	10,933,642	.....
Venezuela	18,077	5,555,809	1,845,532
Ecuador	80,270	461,918	3,056
Salvador .....	.....	49,577	.....
Colombia .....	.....	6,303,727	137,888
Cuba .....	.....	4,366,121	1,118
Chile .....	.....	.....	20,689
Peru .....	.....	.....	875,124

Note 7.—One of the largest producers of wool is the state of Texas, lying next to Louisiana, and wool moving eastward for fabrication moves through or past New Orleans. This becomes a source of raw material supply at once. And, be it noted, more than one-fifth the wool of the United

States is imported, and a very large portion of these imports is from countries just south of New Orleans and which may be brought here, via regular sailings from this port. Here are some of the countries which supply the United States with wool; the figures being listed as "Wool, Hair of the Camel, Goat, Alpaca and other like animals."

Mexico	51,534 lb.
Argentina	26,479,514
Chile	164,815
Uruguay	3,209,934
Peru	697,896
Brazil	55,722
Venezuela	19,117

REACHING MARKET

In his "Principles of Industrial Management," under the subject heading of "Theory of Plant Location," John C. Duncan, an authority on factory management, says:

"To be accessible, a plant should be so located that it has cheap inlets and outlets for its goods. The cheapest possible kind of an outlet a plant may have is one that will enable it to have a choice of a number of means of transportation. If a plant can be so situated that it can have competition between waterways and railroads, or between railroads, it is advantageously placed. At the present time railroads do not give rebates, nor do they compete for freight by cutting prices below the published schedules, as they once did; but, nevertheless, if a plant is placed so that it can secure competition from several lines, it will have concessions granted to it in the way of special commodity rates, or car supplies when needed, and will have its freight more promptly handled than if it is dependent entirely upon one road. This is true for two reasons. One is that it can have a choice of alternative routes for shipment, so that in case one is filled with orders, the firm will be very apt to secure accommodations on the other. Another reason is that, if a railroad realizes that a freight consignment can be shipped over a rival's lines, it will be more likely to make efforts to take care of the freight in order to prevent the other transportation company from securing it."

No better illustration of the ideal location, spoken of by Mr. Duncan in the foregoing quotation, could be found than in New Orleans.

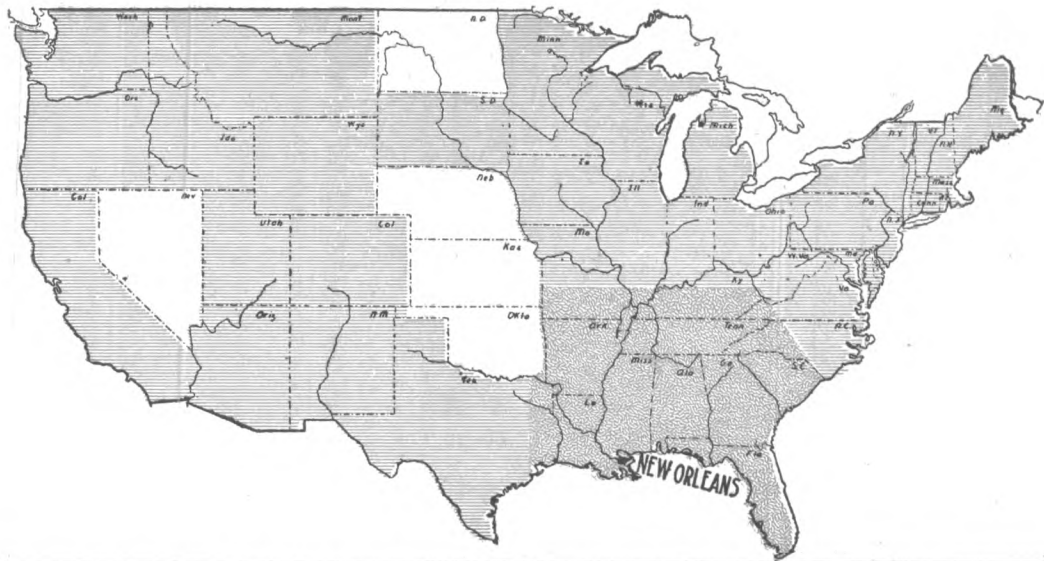
Your attention is called to the fact that eleven trunk railroads come into New Orleans, reaching direct to New York, Chicago, St. Louis, Cleveland, Cincinnati, Kansas City, St. Paul, Minneapolis, Dallas, San Francisco, etc. Not only are there eleven trunk lines into New Orleans, but note—they are connected by a publicly owned belt line, which gives quick service at low cost in transference of cars from one rail to another. Besides—

At New Orleans we are at the mouth of the great system of rivers (the largest serviceable system in the world) known as the Mississippi river system. It is the equal of 1,000 railroads in its hauling capacity, and to-day it is being developed; that is, plans of a practical nature are being put into use whereby the waters are used. New Orleans is the third largest port in the United States, and New Orleans reaches inland by several canals on which self-propelled barges are operating.

WHAT AN EXPERT THINKS

Rear Admiral John B. Edwards, chairman of the Board of Inspection in his official report made to the Secretary of the Navy on July 29, 1913, says:

“The inland transportation facilities are not exceeded by more than a few cities in the United



Map showing the forests of the United States. Lightly shaded portions show where forests are less; heavily shaded territory surrounding New Orleans is territory where are found the heaviest forests.

States. Eleven trunk lines have their terminals at New Orleans."

"MAKING THE RATE "

New Orleans has eleven trunk lines of railways. But New Orleans is not tied to the railways. New Orleans has the Mississippi river, that old stream that has been measured as of the value of 1,000 railways, and New Orleans has inland canals which are put to practical use every day.

As is very well known, the Mississippi river makes the rail rates. It stands as nature's club over the man-made railroads, and New Orleans, built in the days before steam was utilized, gets the benefit of the Mississippi's potentialities. The railways are careful with their rate-making when they come to the Mississippi, and they are especially careful in rate-making when they find the Mississippi in such proximity to the Gulf of Mexico.

Transportation is for the purpose of moving raw materials in and finished product out. New Orleans is a most natural point of fabrication, for more than 62 per cent of the common raw materials are in the Mississippi Valley. And, out of New Orleans there are eleven trunk lines of rail, many lines of steamboats and steamships, and barge lines through the canals.

In a discussion of transportation, results are

what are wanted—freight rates. This Association will gladly supply the lists of rates on any commodity to any given points upon application. We have them compiled carefully, and comparisons are made with the rates of other cities, if you so desire, that you may know the market which can be reached as against competition.

In this regard attention is called to the several maps in this booklet, showing the territories which may be reached from New Orleans at more favorable rates. These maps were drawn after a careful comparison of rates, and they represent a type for comparison. However—

It must be remembered by the manufacturer that we assume the cost of manufacture to be the same in such cases, when, in reality, we show in many instances that the cost of manufacture, aside from cost of delivery, is lower at New Orleans. The difference in cost of manufacture in favor of New Orleans, of course, means that much more with which the manufacturer may go past the equi-rate line of the competitive city and into that city's territory as regards rates. Also, attention is called to the fact that the maps merely show comparisons in all-rail rates. We have not shown thereon the great advantages accruing from the use of water in many instances, as, for instance, in shipping to the coasts of Alabama, Georgia and Florida, to South Carolina and to New

York and Boston, to Galveston and points westward, and up the Mississippi.

This means that the advantages which the maps show are really to be multiplied when you use water transportation.

Please have this fact impressed on your mind.

PRACTICAL USE OF INLAND WATERWAYS.

This Association has a special map which shows the canals at New Orleans, which will be supplied upon application. New Orleans is almost surrounded by water, but New Orleans uses that water practically. For many, many years these canals, or "basins" have been in commercial use, and to-day are many factories located on them, where barges land and deliver goods. Large tonnages of sand, brick, lumber, etc., are brought from points on the lake to New Orleans and landed at the very doors of the plants at low cost. (Exact figures given on application.)

But, Borgne Canal is larger and more comprehensive in its use. It is just east of New Orleans and is a direct connection between the Gulf of Mexico and the Mississippi river at the city of New Orleans. Please note this very important item—

The Alabama and New Orleans Transportation Company has a ship-yard and coaling station at the point where Borgne Canal touches the Mississippi, and at this date (Oct. 1, 1913) four of its 16

barges, all steel and self-propelled, have been built at this ship-yard and are operating. They have been hauling rosin, turpentine and other goods from Pensacola to New Orleans for export. They will haul coal, iron ore and pipe and steel from Birmingham district to New Orleans so soon as the government completes the lock in the Warrior river (Ala.) which will be before Nov. 1, 1913. This company was organized for the purpose of hauling coal and other heavy commodities from Alabama to New Orleans and to meet the ocean trade and the factories at New Orleans through the Mississippi river. This is a development, in a practical way, of a canal, making it an adjunct of the railroad and the ocean vessel.

To-day one of those steel, self-propelled barges, awaiting the completion of traffic in the Alabama field, is hauling cotton to New Orleans from points on the Mississippi river as far north as Vicksburg. That is bringing back into use the old Mississippi, equal in its traffic capacity to 1,000 railroads. New Orleans is no longer theorizing on water traffic—we are putting it into use. The water courses are here—and they are being utilized.

The active opening of Borgne Canal, connecting the Gulf with the Mississippi river through shallows to New Orleans, lifted New Orleans in 1913 from third place to first place in the lumber-handling industry of the United States. Why and how?



Map showing territory in which New Orleans has more favorable freight rates as compared with the nearest medium grade furniture center—High Point. Shaded portion shows territory reached at better rates by High Point—White territory is that reached by New Orleans at better rates. All-rail rates ONLY are shown.

Because the lumber having better export facilities at New Orleans, and having a waterway through which to come at a low rate, came to New Orleans for outward handling and for manufacture. That is a practical illustration of the use of a shallow waterway, such as an inland canal. Further—

Other canals run westward across the state of Louisiana from the Mississippi river at New Orleans (at the heart of New Orleans), reaching now to Morgan City, La. And, in a few months more, the inland waterway will be complete entirely across the state. This gives to New Orleans the entire west part of Louisiana and Texas (one of the richest agricultural centers) at the lowest cost of transportation.

New Orleans stands at the mouth of the largest navigable river system in the world, with the one exception of the Amazon in South America, which is at the equator and, for the greatest part, runs through jungles. Besides, Louisiana has a very great mileage of navigable rivers and bayous, by which the manufacturer may reach much of the state market by direct water, and by which he may obtain a great portion of his raw material.

While many cities are talking and talking of the use of waterways, New Orleans is using them.

BELT LINE SERVICE

As every manufacturer well knows, the switching of cars from one railroad to another, and the

time and cost thereof, forms a very large desideratum. Few cities are there where all rails may switch directly to all other rails at a low cost; fewer cities are there at which a belt line crosses all rails and gives direct switching facilities to the manufacturer or large shipper. But—

At New Orleans there is a Public Belt Railroad, owned and operated by the City of New Orleans, which is at present operating over 28 miles of track and adding steadily to this mileage. This Belt Line crosses every railroad in the city, of which there are eleven at present, and gives switching facilities at each crossing. This Belt Line covers the greater portion of the water front, thereby giving direct touch to all steamships, barges and steamboats. That is, located on ANY railroad track in the city, the manufacturer can reach ANY OTHER rail or any dock or terminal at the lowest switching charge (always the same) and with “no friends to reward or enemies to punish.”

Here is what is said of this by Hon. Herbert Knox Smith, Commissioner of Corporations of the United States, in his report on “Water Terminals:”

“The public ownership and management of this belt line (New Orleans) prevents undue control of a given industry or section by any one railroad.”

On page 149 of the same report, he says, in speaking of the New Orleans Public Belt Railroad:

“The advantages of a publicly owned and controlled terminal system such as is above described are obvious. It gives to the municipality the control over freight transfers and insures equal treatment to all shippers.”

PUBLICLY OWNED WHARVES

Mr. Herbert Knox Smith also says, in his report on “Water Terminals,” on page 148, in speaking of New Orleans:

“The great extent to which the State owns the water front and wharves, together with the city ownership of a belt railroad partly completed and intended to form a connecting link between all the water front and trunk-line railroads entering the city, promises for New Orleans the most perfect terminal co-ordination in this country.”

(Mr. Smith’s report is dated Sept. 26, 1910, and since that time the Public Belt Railroad has added much mileage and is now reaching every railroad and all but one of the docks and terminals.)

In his letter of transmittal to the President of the United States, Mr. Smith says:

“Two ports only, New Orleans and San Francisco, are noteworthy for their high degree of public ownership, control, efficiency and equipment. At New Orleans the active water front is admirably equipped and controlled by a state board; most of the wharves and sheds are open for general trafficThe water terminal situation in these two cities is by far the best in the country.”

On page 15 of his report, Mr. Smith says:

“This is one of the most important as well as one of the most interesting harbors in the country, particularly in its advanced terminal facilities, its organization, and its methods of public administration. It is a river harbor, about 100 miles from the Gulf, but easily accessible for ocean vessels. Both the commercial and industrial functions of the harbor are important. It has about 5 miles of publicly owned wharves, over 25 in number, and about 15 large steel sheds and warehouses.”

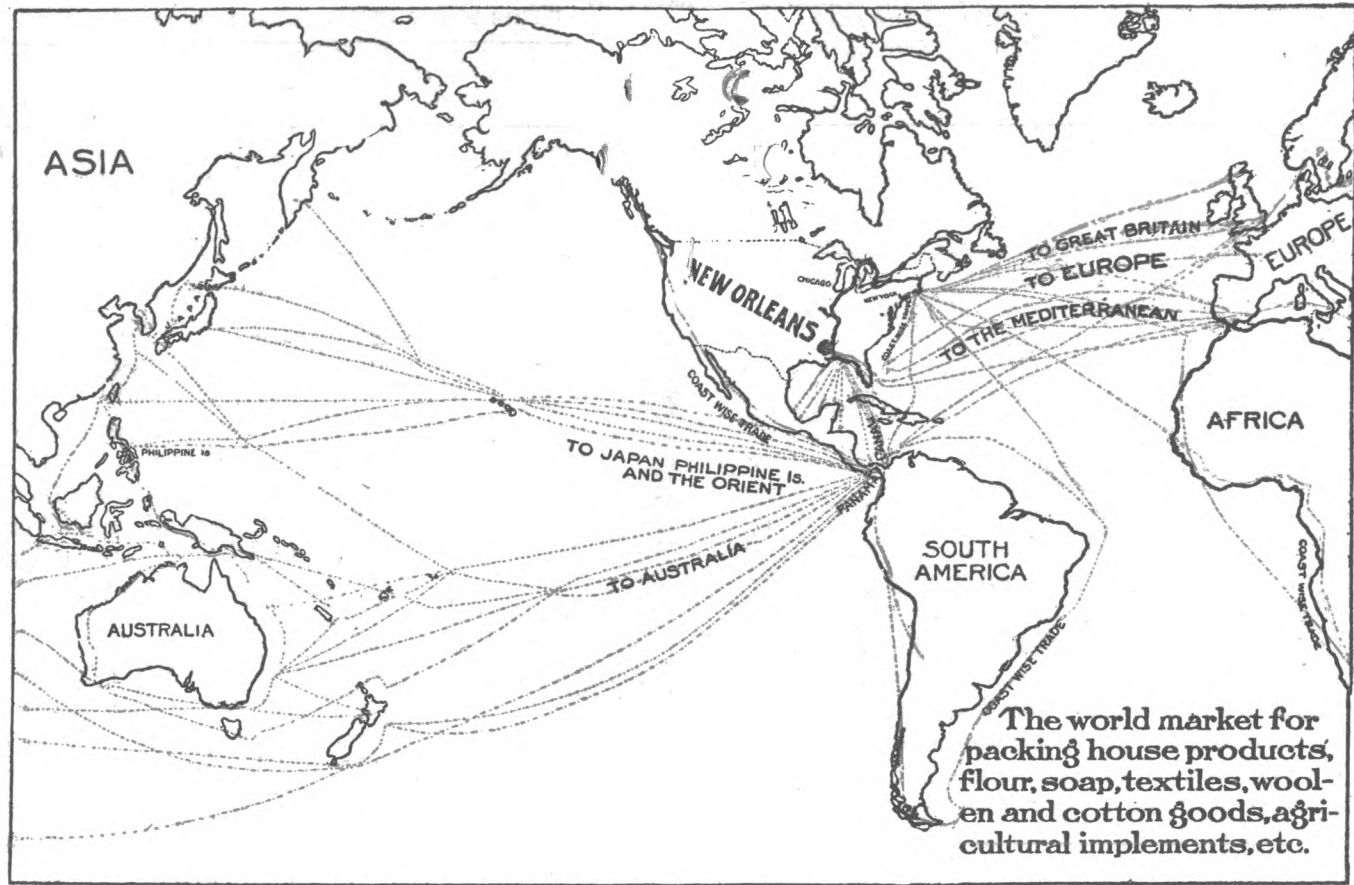
(Note—Since Mr. Smith’s report in 1910, there have been completed 7 more steel sheds, making a total of 22 complete, and one more is now in process of construction—October 1, 1913.)

The total area of the 22 steel sheds now complete is 2,642,689 sq ft., or 61 acres. The combined length of these 22 steel sheds is 3.66 miles, while there are now 41.4 miles of river frontage available for shipping that is under the control of the Board of Commissioners of the Port of New Orleans—public ownership.

OCEAN-GOING TRAFFIC

There are 43 lines of steamships which have sailings out of New Orleans. Besides these, there are hundreds of “tramp” or specially chartered steamers which enter this port each year and go out laden with cargoes for points in every part of the world.

Vessels sail from New Orleans for every port on the globe. A full complete list of steamship lines



Map showing strategic position of New Orleans with reference to trade through the Panama Canal. New Orleans will become the World Market.

at present operating, (Oct. 1, 1913) and the countries to which they go, will be supplied upon request.

A page in the back of this booklet is devoted to figures showing the inbound and outbound ocean commerce at New Orleans, also showing the number of vessels which have entered and cleared at this port for a long term of years. These figures quickly and definitely give a clear idea of the tremendous growth which has been made at New Orleans commercially and industrially.

STREET CAR SERVICE

Labor must reach the factory, for, in a city of this size, labor is often far removed from the plant.

The street-car service of New Orleans, electric throughout, is such that labor can, at all times of day and night, reach plants located in any section of the city. It will be remembered that New Orleans is an extensive city—196 square miles—and very, very few are quite so large. All street cars in this city reach one center—Canal street—where transfers may be obtained to any other portion of the city. By means of belting service and universal transfers, the traffic of New Orleans is handled with ease. To a stranger, one of the odd sights is that of hundreds of street cars moving along the quadruple system of tracks on the broad, parked Canal street. The schedule is a very rapid one,

and the passenger has little cause for worry as to the time of service to any section of the city.

This Association has special maps which it will gladly send on application, showing the territory covered by the street railways and how it is done.

LATIN-AMERICAN BUSINESS

Those unacquainted with the volume and possibilities of the Central and South American business must not turn it aside without consideration. We herewith give a few figures to show the business in those countries, to which New Orleans is the nearest and most practicable port. These figures are the totals of import and export business between those countries and the United States:

British Honduras	\$ 1,260,573
Costa Rica	3,817,851
Guatemala	2,644,037
Honduras	2,780,972
Nicaragua	1,505,147
Panama	4,425,044
Salvador	1,519,954
Mexico	65,915,313
West Indies	213,917,713
Cuba	120,154,326
Argentina	29,847,016
Brazil	123,881,644
Chile	20,164,848
Colombia	11,219,481
Ecuador	3,728,933
Peru	10,124,069
Uruguay	3,231,676
Venezuela	10,657,989

A very large proportion of this business is now coming through New Orleans. For instance, Cuban sugar comes to this city, as does coffee from Brazil (for New Orleans is the second coffee port). Traveling men from New Orleans are to be found in all parts of the Latin Americas, and the manufacturers and jobbers of this city are watchful of that very valuable trade.

As an instance of the apparent value: one division of the New Orleans Association of Commerce issues a monthly paper in the Spanish language, known as "Mercurio." It is recognized by everyone as the most artistic and best written all-Spanish publication in the world. New Orleans merchants advertise in this paper, knowing they will reach the buyers of the Latin Americas in their own tongue.

Central and South American business is looked upon, by discerning business men in New Orleans, as a valuable asset, and the friendly relations which have been established between the Latin Americas and New Orleans business houses are a tie which becomes an asset to the new manufacturer who seeks a good location from which to reach out for Central and South American trade.

LABOR

One of the great authorities on factory management has written:

“The source of expense in a factory is its labor bill. If the plant is well supplied with orders, the wages paid to the workers is a profitable investment. If, however, there is a scarcity of orders, the first thing a plant should be able to do is to cut down its most burdensome items of expense. The only time a laborer can be a profitable investment is when he is producing goods, so that it is absolutely essential for the prosperity of the plant, especially if it is an industry where there are fluctuations in orders and output, that the plant be so established that when bad times come it can cut down its labor force to suit the limited requirements of such intervals, and yet be so placed that when good times return it can re-employ trained laborers.”

As has been heralded to the world from the steamship conference held in New York in September, the new immigration station at New Orleans will soon be receiving large numbers of north European immigrants. Since the completion of the station at this city a few months ago four steamships of immigrants have been landed, but this conference will bring a regular sailing of them from the various ports of Europe from this time forward. It is well known to manufacturers that

the great factory centers of the east and central west have depended on foreign labor to a very great extent. The cry that labor might not be found in the South is not only answered by the statement that much labor is already here and being employed in this, the greatest factory city South, but the immigrant arrivals will add to the labor supply in large numbers.

It is also well known that in some kinds of factory a peculiarly skilled help is necessary. Owing to the lower cost and more pleasant conditions of living at New Orleans, there need be no fear on the part of manufacturers that labor will not follow them to New Orleans when they locate here.

WAGES PER HOUR IN VARIOUS CITIES

On the opposite page we take the liberty of presenting the wages paid to several classes of labor in various cities of the country. This list is taken from reports of the government, which, in turn, were gathered from the labor organizations in those cities.

However, this list shows only a few kinds of labor. This Association will be glad to supply the wage scales of any class of labor upon application.

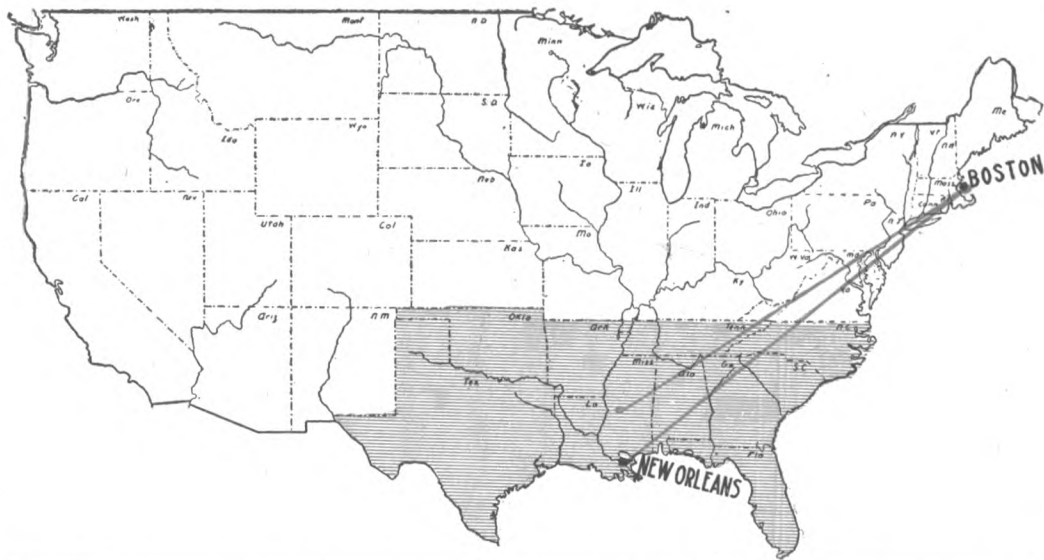
COST OF LIVING

While discussing the wage scale, and while showing how favorable it is to the employer, it may be well to show how favorable this same scale is to

WAGES PER HOUR IN VARIOUS CITIES.
(Bulletin No. 131, U. S. Bureau of Labor Statistics).

CITY.	Brick Layers.	Carpenters.	Painters.	Plasterers.	Structural Iron	Boiler-makers.	Machinists.	Pattern Makers.	Compositors.
New Orleans.....	62	40	40	62	62	38	38	36	41
Kansas City.....	75 ¹ / ₂	55	50	75 ¹ / ₂	62 ¹ / ₂	38	37 ¹ / ₂	40	40
Memphis.....	65	50	50	75 ¹ / ₂	62	41	40	45	40
Cleveland.....	65	45	45	62 ¹ / ₂	65	33	38	42	39
Minneapolis.....	65	50	45	70	56 ¹ / ₂	42	35	48	41
St. Louis.....	70	62 ¹ / ₂	55	75	65	40	33	48	43
Philadelphia.....	62 ¹ / ₂	50	42 ¹ / ₂	62 ¹ / ₂	60	* 50	33	37	37
New York.....	70	62 ¹ / ₂	50	62 ¹ / ₂	60	41 ¹ / ₂	33	51	47
Chicago.....	72 ¹ / ₂	65	60	75	68	40	39	47	46
Newark.....	65	50	44	65	62 ¹ / ₂	34	36	44	45
Detroit.....	62 ¹ / ₂	50	40	62 ¹ / ₂	60		33		38

*Outside men.



Map showing world's cotton producing section. New Orleans is nearest the center of production. Notice the distance that cotton moves from the center of production to be manufactured, and the distance it moves back from Boston to be sold by large wholesalers at New Orleans. No economic strategy is thus employed.

the wage-earner—that is, to show him that his wages will carry him farther, dollar for dollar, than the wages of the north.

In the first place, there are no tenements in New Orleans. The city is very large in area, has a most extensive system of electric railways, and labor enjoys cottages and other classes of residence apart entirely from the tenement methods of living which obtain so largely in other large cities. The nearest approach to a tenement at New Orleans is the “double house,” which is so constructed that a party wall passing through its length gives plenty of room for one family on each side. This is quite a common form of construction occupied by workers. The rent on such a one is lower than in a single house.

Next, owing to the very short and mild winters, there is much less expense for heating appliances and fuel. For the same reason there is less expense for clothing, the lighter, lower-priced clothing sufficing for the greater number of months of the year, and for many of the winter days.

Too, owing to the shorter winter season, there is a longer growing season, and green foods are found at the markets of New Orleans at much lower cost than in the north. Thousands of truck growers, entirely surrounding New Orleans, are producing constantly for this market.

As to buying—the labor, or anyone else, has at

New Orleans 34 public and private markets, 11 being publicly owned, at which meats, fish, vegetables and fruits are handled. New Orleans' market system has attracted attention from cities in every part of the country for many years, and it were well that laborers should know this, for these markets offer them the opportunity of finding competition and, therefore, cheaper purchasing.

As to food—the staple articles of food are found at as low cost in New Orleans as at any of the larger cities, and, as has been stated, green goods and fruits are found at lower cost. Altogether, the need for and prices of, clothing, fuel, heating appliances, rent, and cost of food leads us to state that labor finds a more contented home in New Orleans than in most of the cities of like size or of an industrial nature. Now,—

As to amusements: New Orleans has its public bathing at the lake; its boating and fishing and hunting close at hand; it has its large number of motion picture houses of high-grade; it sees the finest dramatic productions on the road and it has, each year, its far-famed French Opera, with the best voices of Europe, at prices ranging from 50 cents to the high prices paid for exclusive boxes. Playgrounds abound in large numbers, and many of the streets are parked in the center, allowing freedom for the play of children. Besides, the acreage of parks in New Orleans is very

large, it being 1218 acres, two of the most popular being City Park and Audubon Park, where thousands of children and grown-ups play every day in the year. West End and Spanish Fort are amusement parks, both being on Lake Ponchartrain, both reached by street-car, and each having all the amusement devices found in parks of like kind throughout the United States. Here rich and poor, executive and toilers alike, find the music, the walks along the lake front, the dining and the cooling breezes a change from the hours of work.

So, granting that the wage scale is lower, and, therefore, attractive to the factory operator, the pleasant life, the longer season of sunshine and fresh air, and the lower cost of living are attractive to labor.

FACTORY FUEL

Coal as a producer of power is no longer being bought by the mere ton. Therefore, price per ton is not the last word. Quality is demanded in coal, and b. t. u's must be high and ash low if the utmost is to be obtained for the money.

Coal at New Orleans cannot be bought for \$1.00 per ton, as many towns might advertise; but quality coal from the Alabama fields may be obtained for prices ranging from \$2.25 to \$2.75 per ton, delivered by rail. A lower grade coal from another state may be obtained at a lower price, and the very fine grades of Pennsylvania coal are sold in New Orleans for industrial uses at slightly higher prices than those hereinabove quoted.

Attention is called to the fact that coal has for many years been brought down the Mississippi river from Pennsylvania and from the Kentucky mines, and landed at New Orleans.

However, there is an even later development which is of utmost importance:

The Alabama and New Orleans Transportation Company has dredged Borgne Canal, which connects Lake Borgne with the Mississippi river just below the city, and, at the mouth of the Canal has installed a ship-yard for building barges and a

coaling station with all necessary machinery. Already (October 1, 1913) this company has four steel, self-propelled barges afloat and is continuing their construction, planning to have a complement of 16 such steel, self-propelled barges in service. These barges will bring coal from the Alabama fields by water the entire distance to New Orleans, and this company states that it will trim bunker coal on ship at **lower prices than any other port in the world.** The cost of transportation, which has been all-rail from Alabama, will be much reduced by this all-water haul. This line is in active operation, and is even hauling naval stores in from Pensacola and unloading them at New Orleans for export.

As is well known to all, the oil fields of Louisiana are northwest of New Orleans and are very heavy producers of this fuel. Several oil companies have their plants at New Orleans. And those who plan using oil as a fuel for power may here obtain very low prices. We cannot quote with certainty, as the market is under constant fluctuations. (Quotations gladly given at any time.)

Electricity for power, made by the plants at New Orleans, is sold at very low rates, prices being given upon application and a statement as to the amount of power required. In many cases it may be found more economical to use purchased electrical power than to install a power plant.

Wood, if necessary as fuel at any time, is here in large quantities, being obtained as waste from the many mills (yellow pine and cypress) and from the several woodenware manufacturers and furniture manufacturing plants. It may also be shipped in as cord wood from nearby points in the yellow pine forests, these being short distances to the north and northeast of New Orleans.

WHAT THE GOVERNMENT THINKS

Who will question the statements of one in government official circles, making a report to his government? Here is a quotation about coal and oil for fuel purposes, made by Rear Admiral John R. Edwards, chairman of the Board of Inspection of the United States Naval Station, under date of July 29, 1913.

“The shipment of coal from New Orleans constitutes one of its important exports. This fuel is received from Alabama, by rail and barge, and from Pittsburg by water, the supply from both districts being particularly unlimited. At an early date the city of New Orleans expects that the cost of coal from the Alabama district will be materially lowered, due to the completion of the Alabama and New Orleans Transportation Company, which Company will bring coal through the Lake Borgne Canal, Mississippi Sound and Warrior River. It may be pertinent to point out that New Orleans and Philadelphia are probably the only points on the Atlantic and the Gulf where unlimited supplies of both fuel oil and coal could be pro-

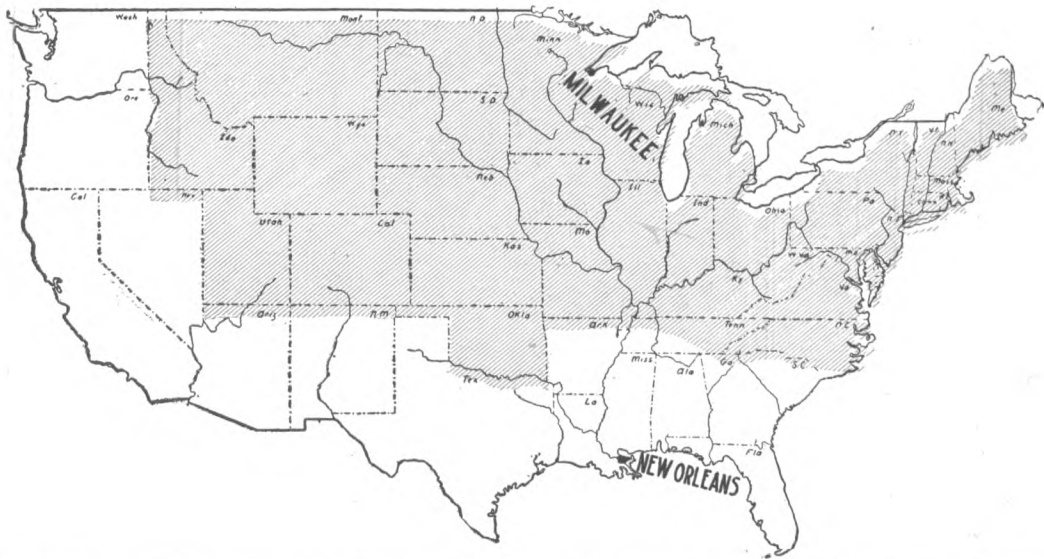
cured. As regards New York, there have been periods within the past ten years when there has not only been a dearth of coal, but frequently the reserve supply of fuel oil has been of exceedingly limited nature.

“Independent of the coal that could be delivered at the municipal piers of New Orleans, the principal coal supply companies of the city have colliers (barges of about 1,000 tons capacity) which, under ordinary circumstances, could probably supply 6,000 tons of coal per working day of eight hours. Due to the extensive possibilities connected with pier extension, and likewise to the fact that the city also controls the pier belt line, the facilities as regards coaling at this port would be far beyond the demand of the Navy.

“Five of the leading oil companies—Indian Refining Company, Union Petroleum Company, Gulf Refining Company, Standard Oil Company and Texas Oil Company—have established at New Orleans extensive reserve tanks as well as efficient and extensive facilities for distributing this important product.

“The Union Petroleum Company claims to maintain on hand at Westwego, directly opposite the city of New Orleans, a storage capacity of 30,000 tons, or about 8,500,000 gallons of slightly refined crude oil. At ordinary summer stage of water in the Mississippi river there is a draft of 30 feet at the Westwego docks. From the piers of this Company there is a pipe line to these storage tanks, located a short distance away.

“The Gulf Refining Company of Louisiana has up-to-date distributing facilities for supplying fuel



Map showing where New Orleans has more favorable freight rates on leather than Milwaukee. Shaded portion shows territory reached by better rates from Milwaukee—White territory reached more favorably from New Orleans. All-rail rates ONLY are considered.

oil to shipping. Its storage tanks are on the Algiers side of the river, opposite the city of New Orleans. By mooring a barge about fifteen feet wide on the outside of their dock, a depth of 50 feet of water can be maintained at any stage of the river, and thus oil in large quantities can be piped to shipping at this pier. The storage capacity of the Company is about 100,000 barrels, or about 4,000,000 gallons.

“The Texas Oil Company has storage tanks of 175,000 barrels capacity at Amesville, immediately opposite the Stuyvesant docks at New Orleans. This oil is brought by steamer from Port Arthur and is stored in 19 steel tanks. There is a pipe line from the tanks to a wharf 270 feet long, connected to which are 300 feet of mooring clusters, so that the pier facilities are substantially 570 feet. The pipes for the discharging from the tanks or delivering to steamers have a capacity of about 2,000 barrels per hour. The Company also possesses floating equipment consisting of a barge which has a capacity of 714,000 gallons, and which can deliver 42,000 gallons per hour. It also has a steamer, the ‘McDougal,’ which has a capacity of 105,000 gallons and which can deliver oil at the rate of 21,000 gallons per hour. This Company has no refinery at New Orleans, since whatever oil of this character is called for is brought from the refineries at Port Arthur, nearer the producing wells. At the lowest stage of the river there is a draft of 25 feet of water at the wharf of the Company; at the highest stage of the river there is a draft of 60 feet.”

BANKING FACILITIES

John C. Duncan, in his work on “The Principles

of Industrial Management," devotes considerable space to the proper location of plants. One of his subjects is entitled "Nearness to Good Banking and Credit Facilities." Under this head he says:

"One of the most important assets a company may possess is good credit, without which it can hardly ever hope to advance during good times or even perpetuate its existence during stringent periods. A small concern is usually dependent upon nearby banks for its credit, and if it is inconveniently located, or is distant from good financial backing, it is putting itself into the business world with a severe handicap. If it is well known and is near a number of good credit sources, it stands a much better chance of securing backing on a reasonable basis than if it is dependent upon one institution that has little or no competition..... Generally speaking, the smaller the plant, and the more local its market, the more unavoidable is its dependence upon local banks, and the more discriminating the care which must be exercised in its choice of a site."

New Orleans has 22 banks, national, state and private. On page 63 there will be found a statement as to their capital, surplus and deposits and there you will also find the bank clearings set forth for a number of years. Several of these banks are of the largest in the South, and they are progressive. There is a sufficient amount of real banking competition in New Orleans to promise you all the banking and credit facilities you should have for your business.

It seems unnecessary, in a discussion of this sort, to mention the subject, but we would call attention of many manufacturers, or those about to become manufacturers, to the changes which are being made in banking throughout the country. There is no longer that spirit on the part of banks to take care of factories to what is called a "liberal" extent—that is, allowing the factory to have all its operating capital at all periods. Banks are to-day treating the manufacturer's account as they treat all other commercial accounts, giving to the manufacturer all the credit which his business, his ability and his market demand, and taking the security which makes the depositors of the bank safe. The New Orleans Association of Commerce has made a careful survey of the banking situation in its relation to manufacturers, and it finds, under its compilation of data gathered from the banks in many states on this date (October 1, 1913) that the banks of New Orleans offer as good facilities and are as liberal in their treatment as the banks of any other city or town in the United States.

We make this statement in fairness to banking in general, for there is often the cry sent up that banks do not help the manufacturer. In such cases our survey has discovered that the manufacturer has not had operating capital sufficient to demand attention at a bank. Banks to-day are

carrying the factories when the "peak load" is reached, and are not attempting to carry the load at all times, whether at "peak" or low load of business.

THAT PANAMA CANAL.

What benefits will inure from the completion of the Panama Canal? Of course, the United States will run away with all the business! But—

Only if the manufacturers of the United States get so situated with relation to the traffic that they stand an even show with the manufacturers of other countries.

What ports will benefit from the completion of the Panama Canal?

They are New York, Philadelphia, New Orleans, San Francisco and the ports of the Puget Sound. Where is the manufacturing center of the United States? Where are the goods produced that go to export? They are produced in the great tier of states north of the Ohio river, and they must move by a long rail haul from point of manufacture to one of the leading ports.

The manufacturer who gets to that port which is located nearest to the greatest amount of raw materials is the manufacturer who will find the Panama Canal of benefit to him.

Where are the raw materials produced? About 62 per cent of them are in the Mississippi Valley, and New Orleans is the nearest port. There is a

downhill grade for the rails, and a downward current for the great Mississippi—the raw materials gravitate to the port that is close to the Canal.

To-day is the time for the manufacturer to be considering that Canal, if he intends to get any of its direct benefits. It will be open to commerce in a few months after the publication of this booklet (October 15, 1913). Tourists are flocking through New Orleans by thousands to see the Canal before the water is let in, and hundreds of those tourists are studying the conditions at New Orleans, realizing that this great port, one of the country's largest, and the best publicly controlled and equipped, will be the local point for the shipments from the great middle country which are foreign-bound.

Water frontage? There is enough to take care of many hundreds of manufacturers with plenty of dockage space, for the Mississippi is here with all its waters, and canals lead back from it to allow of factory-locations where barge service may be given. The manufacturer need have no fear of finding water locations if he desires them. They are higher priced than locations removed from the water, but they may be obtained at lower prices than in more restricted ports of the country.

HEALTH CONDITIONS

Many uninformed people have gained the impression that New Orleans is an unhealthful place

in which to live, that it is ridden with yellow fever which has at times decimated the city; that it is malarial to a dangerous extent; that it is a bed of mosquitoes and that its climate is little less than unbearable.

The CONTRARY is the fact. New Orleans stands to-day in the forefront of healthful cities, having a death rate so low among the white population that it is ranked among the leaders.

New Orleans is NOT a bed of yellow fever—that is gone forever from these shores. The discoveries during the Spanish American war and in the Canal Zone taught all people how to stop such a disease. To-day a case of yellow fever would not be looked upon as a monster to be feared, for every physician knows how to handle it perfectly. However, there has been no yellow fever in the South for years, and, further, will never be. The simple discovery, a few years ago, that one kind of mosquito carries yellow fever from the one affected, has revolutionized the treatment. Even in the tropics, if a case of yellow fever occurs, the patient is placed beneath a mosquito-proof screen and treated. The failure of the mosquito to reach the patient stops any spread of the fever.

New Orleans is NOT a bed of malaria. In fact, no case of malaria has its origin at New Orleans. That sounds like a brazen statement, but it is backed by eminent medical authority.

The health records of New Orleans are wonderful in their reading. The city has gone forward in the race, and to-day the death rate is very low, as shown in the table following:

DATA ON DEATH RATES (Per 1,000).

	Total.	Whites.	Diphtheria and Croup.	Scarlet Fever.	Typhoid Fever.	Tuberculosis.
Boston.....	17.06	.....	1.800	1.074	0.914	1.505
New York.....	15.85	.....	2.802	1.455	1.032	2.027
Philadelphia	16.51	.....	3.151	1.133	1.411	2.162
Chicago.....	14.55	.....	3.911	2.120	1.078	1.660
Brooklyn.....	14.39	.....	2.319	1.732	1.239	1.466
St. Louis.....	15.36	.....	1.784	2.683	1.541	1.320
Washington	17.80	14.61	0.054	.....	0.209	2.045
Pittsburg	14.70	.....	0.235	0.025	0.258	.....
Richmond	21.02	.....	0.496	0.023	0.178	2.074
NEW ORLEANS	18.00	15.19	0.156	0.026	0.136	*2.567

*Tuberculosis death rate—whites 1.584

*Tuberculosis death rate—negroes 4.227.

(Attention is particularly called to the vast difference in death rates among the whites as compared to the negro population).

It will be noted that the death rate among whites in New Orleans is low—ranking New Orleans among those cities enjoying low death rates. It is also to be remarked that, considering the contagious diseases, New Orleans has a lower death rate than most of the cities, even those which rank her otherwise. This, we submit, argues for the healthfulness of, and the lack of contagion in, this city.

The annual reports of state and city health boards, and of government officials and others who

have investigated the health conditions carefully, are offered in evidence.

FROM GOVERNMENT OFFICIALS

Perhaps it were well to have a statement from a man who made a study of health conditions on a special trip. Here is a statement from the report of Rear Admiral John R. Edwards, chairman Board of Inspection, which report was made to the Secretary of State at Washington under date of July 29, 1913:

“The sanitary conditions at New Orleans are excellent. Due to the disappearance of the mosquito, improved drainage, the new water purification plant, the health conditions in and about New Orleans are very good and continually improving. The betterment of the sewerage, purification of water, and extension of drainage have been effected at an expense of \$20,000,000. The extension of these facilities will consume nearly \$10,000,000 more during the next six years.

“The new sewerage system was set in operation in 1906. Malaria infection at New Orleans has ceased to exist.”

PURE WATER.

In the old days it was the cistern in New Orleans, and the use of rain water which it caught. But, the old days have gone, and so have the cisterns. To-day New Orleans is used as a model by many city engineers, and New Orleans' water filtration and purification plant is looked upon as a marvel of engineering.

No larger pumps in the world send water through a city's pipes than those in the big \$3,-000,000 plant at New Orleans. That water comes from the Mississippi; but chemists who have analyzed it under varying conditions are all agreed that the water delivered to the consumer is not purer in any other city in the country. The filtration and purification process makes it even "softer;" hence, it will not injure the coloring or knit of silk or woolen goods in process of manufacture, nor will it "scale" boilers. Such tests have been very carefully made.

SEWERAGE AND DRAINAGE

Again we bring forward a subject which causes New Orleans to look every city squarely in the face. The drainage of New Orleans is one of the modern feats of engineering skill. When we made the statement that the death rate at New Orleans is low and that health conditions are excellent, that statement must have shown that the sewerage and drainage system of New Orleans is excellent.

New Orleans has had some heavy rains, some very heavy ones, and they have served to test the capacities of the drainage system. The system has stood the test.

CLIMATE

There is, in the minds of many people of the

north, the impression that New Orleans has a climate which is beyond comfort; that the summer days are torrid and that people work short hours; that the nights are sultry and sleepless.

Please note a few of these statements: There has never been a minute when, in the history of weather records, the thermometer has registered as high as in Minneapolis, St. Louis, Louisville, Indianapolis, Chicago, New York and other cities of the north; there never is a summer in which the maximum at New Orleans is not far exceeded by general temperatures of the cities in the north; even Houston, Texas, has higher temperatures than New Orleans, as also Little Rock, Ark.

The location of New Orleans, its proximity to the water of the Lake and the Gulf, gives to this city an equability of temperature which is delightful. There are few days in winter when factory doors cannot be kept open, allowing fresh air to reach the labor while at work, and, at the same time, cutting the cost of heating the plant.

During the past summer it was evident to the observant ones that New Orleans was enjoying a climate much more comfortable than that at many of the "summer resorts" at the north.

New Orleans may well be proud of its climatic conditions, giving pleasure to living, lowering cost of heating, and giving the outdoors to the people at all seasons.

EDUCATIONAL

There are in New Orleans 79 public schools, some of the buildings being of the very highest type of architecture, and all being modern in their teaching equipment. The teaching force is of excellent type and the curriculum of the public schools is pointed to as a model by many educators. The vocational training, into which the public school system has but recently launched, has been the subject of much favorable comment from educators and authorities on education in all parts of the country. Figures on school attendance are given in the tables in the appendix to this booklet.

There are 135 schools other than public, including business, private and all which are under supervision or government of religious bodies. The attendance at these is very large.

New Orleans boasts of one of the finest universities in the country, more especially as regards medical training. The medical school of Tulane University is one of the very small number in the United States which ranks in "A plus" class, the highest rank given by the American Medical Association. The school of engineering of Tulane is also of a noticeably high class.

In addition there are other universities and colleges in New Orleans, the full list of which will be given upon application.

From the view point of education facilities New Orleans ranks among the best cities of the country. This rank is given by state and national association of educators.

IN CONCLUSION

We shall make no attempt to offer a summary of the statements herein made. Rather shall we get "Down to Brass Tacks," and call the attention of the manufacturer to a statement made in the beginning that we would here discuss the five elements of factory location with their reference to New Orleans. Having read these pages, having followed closely the statements of fact herein given, we believe the manufacturer will agree with us that, as a place for manufacture of most commodities, New Orleans offers opportunities which are excelled by no other city and are equalled by few, if any.

Again do we call attention to our inability to discuss each and every element of manufacturing in a brochure of this size; but we stand ready to deliver to the manufacturer, at his request, a full and complete statement of any element not here given, or a more detailed report on any item presented in this booklet. The manufacturer may discuss matters with this Association freely, in the knowledge that publicity will not be given to any correspondence or visits until the manufacturer shall have made his own announcements.

MANUFACTURING STATISTICS OF NEW ORLEANS**(Taken from 1909 Census—Four Years Old. Figures made in 1913 Show Big Increase.)**

	Number	Capital Invested	Number Employed	Paid to Employes	Total Output
Bags, other than paper	6	\$ 2,352,000	538	\$ 234,000	\$ 5,352,000
Bread, and bakery products	125	1,303,000	1107	558,000	3,243,000
Canning and Preserving	11	255,000	222	73,000	292,000
Carriages, Wagons and Materials	20	257,000	309	165,000	373,000
Cars, shop construc. steam roads	6	874,000	1055	532,000	895,000
Clothing, Men's, including Shirts	19	1,116,000	920	247,000	1,168,000
Confectionery	8	224,000	220	77,000	638,000
Cooperage and Wooden Goods	20	1,180,000	509	218,000	934,000
Copper, Tin, Sheet-iron Products	43	3,861,000	1031	591,000	2,554,000
Foundry & Machine-shop Products	39	1,920,000	844	597,000	1,895,000
Ice, manufactured	20	2,934,000	340	231,000	661,000
Leather Goods	12	565,000	269	156,000	823,000
Lumber and timber products	54	4,582,000	2042	1,141,000	3,867,000
Medicines and drug preparations	20	199,000	176	85,000	360,000
Printing and Publishing	122	2,041,000	1762	1,323,000	3,014,000
Rice, cleaning and polishing	9	2,265,000	317	263,000	5,125,000
Ship and Boat Building	10	471,000	211	154,000	303,000
*All other Industries	304	30,535,000	9066	4,615,000	47,297,000
Total	848	\$56,934,000	20938	\$11,260,000	\$78,794,000

*See next page 62.

MANUFACTURING STATISTICS OF NEW ORLEANS (Con.)

On the opposite page figures are given under the heading of "All Other Industries." We give here the list of factories which are included under that heading, from which one may gain an idea of the factories in New Orleans in 1909. Since that time there has been a very large growth, both in number of plants and in capital invested. However, these are the figures of the Federal Census in 1909.

Artificial flowers and feathers and plumes, 1; artificial stone, 11; awnings, tents and sails 6; axle grease, 3; baking powders and yeast, 1; baskets and rattan and willowware, 5; belting and hose, leather, 2; blacking and cleaning and polishing preparations, 1; bluing, 2; boots and shoes, 12; cigar boxes, 2; fancy and paper boxes, 2; brass and bronze products, 2; brooms, 4; brushes, 1; children's carriages, 2; car and street railroad construction, 1; chemicals 3; women's clothing, 5; coffee and spice, roasting and grinding, 16; coffins and burial cases, 1; cordage and twine, 1; cordials and syrups, 8; cotton goods, 2; electrical machinery, apparatus and supplies, 2; electroplating, 3; fancy articles, not otherwise specified, 1; fertilizers, 1; flags, banners, etc., 1; flavoring extracts, 3; flourmill and gristmill products, 2; food preparations, 22; furnishing goodsmen's, 3; furniture and refrigerators, 17; gas and electric fixtures, 1; gas illuminating and heating, 2; glass cutting, staining and ornamenting, 2; gold and silver, reducing and refining (not from ore), 1; grease and tallow, 1; hand stamps and stencils, 3; hosiery and knit goods, 1; house furnishing goods, not otherwise specified, 2; iron and steel forgings, 1; jewelry, 2; leather, tanned, curried and finished, 1; liquors, distilled, 4; liquors, malt, 8; liquors, vinous, 1; marble and stone work, 13; mattresses and spring beds, 19; millinery and lace goods, 1; mineral and soda waters, 13; mirrors, 2; models and patterns, 2; cottonseed oil and cake, 1; paint and varnish, 3; photograving, 2; pottery, terra cotta and fire-clay products, 3; pumps (not steam), 1; roofing materials, 2; show cases, 1; silver and plated ware, 1; slaughtering and meat packing, 8; soap, 5; statuary and art goods, 2; steampacking, 1; sugar and molasses, 2; sugar, refining, 3; surgical appliances and artificial limbs, 2; tobacco manufactures, 22; printing materials, 1; umbrellas and canes, 2; upholstering materials, 7; vinegar and cider, 1; window shades and fixtures, 1; wirework, including rope and cable, 1; wood distillation, not including turpentine and rosin, 2; wood preserving, 1.

FIGURES SHOWING CONSTANT GROWTH OF NEW ORLEANS.

YEAR.	Assessed Valuation Real and Personal Property.	Capital, Surplus and Deposits, all Banks.	Postoffice Receipts.	Exports.	Imports.	Bank Clearings.
1900.....	\$139,235,100	\$ 30,862,450	\$ 490,253.00	\$115,858,764	\$17,490,811	\$ 556,690,700
1901.....	145,627,488	34,139,390	519,625.00	152,776,599	20,462,307	603,551,123
1902.....	147,852,113	36,230,050	571,421.00	134,486,863	23,763,480	672,360,577
1903.....	155,149,019	45,849,390	650,530.00	149,072,579	28,880,744	827,710,850
1904.....	158,584,194	53,420,070	681,431.00	148,595,103	34,036,516	970,928,984
1905.....	170,583,374	57,261,910	730,318.00	150,936,947	33,933,298	962,771,959
1906.....	204,585,967	64,406,300	822,297.00	150,479,326	39,464,982	1,023,252,302
1907.....	217,366,255	81,493,000	910,251.11	170,562,423	46,046,772	956,154,504
1908.....	223,549,246	79,144,300	900,402.73	159,455,773	42,785,646	786,067,353
1909.....	226,557,947	86,225,590	949,691.77	145,601,066	45,912,975	904,231,768
1910.....	231,045,937	102,584,796	1,024,756.53	140,303,346	55,611,983	987,491,234
1911.....	233,377,637	120,601,097	1,061,978.37	172,789,754	66,722,295	1,013,907,623
1912.....	235,377,637	118,068,529	1,139,510.89	149,105,013	75,089,887	1,058,354,962
1913.....	245,492,194	119,386,205	1,182,761.72	169,910,491	82,399,100	(Incomplete until Dec. 31)

FIGURES SHOWING CONSTANT GROWTH OF NEW ORLEANS.

YEAR.	Buildings Erected.	No. of Vessels Arrived.	Gross Ton- nage.	School Enrollment.
1900.....	\$1,317,493	1,635	3,983,419	-----
1901.....	2,247,191	1,674	4,318,223	-----
1902.....	1,920,879	1,766	3,907,457	30,099
1903.....	2,916,263	1,643	3,663,848	31,144
1904.....	2,964,151	1,642	3,706,961	31,720
1905.....	4,077,071	1,496	3,667,871	31,839
1906.....	5,098,773	1,680	4,300,079	31,972
1907.....	5,815,247	1,667	4,429,222	34,264
1908.....	3,346,374	1,594	4,453,770	37,997
1909.....	3,590,045	1,705	4,453,770	37,997
1910.....	5,214,252	1,672	4,722,311	42,733
1911.....	3,829,494	1,712	5,112,912	45,825
1912.....	3,383,985	1,892	5,437,660	46,676

Exhibit
no. 26

Filed by Mr. Wexler
New Orleans 2-11-14

FOURTEENTH REPORT
—OF THE—
Board of Commissioners
—OF THE—
Port of New Orleans



BATTLESHIPS AT ANCHOR OFF THE HEAD OF CANAL STREET

January 1st to December 31st
1910
—
OFFICE
SUITE 200 NEW ORLEANS COURT BLDG.
NEW ORLEANS, LA., U. S. A.

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**Fourteenth Report of the Board
of Commissioners of the
Port of New Orleans**

January 1, 1910 to December 31, 1910



OFFICE

Suite 200 New Orleans Court Building

NEW ORLEANS, LA., U. S. A.

PICAYUNE JOB PRINT



NEW ORLEANS, LA., 1911

COMMISSIONERS

HUGH McCLOSKEY

President

WM. A. KERNAGHAN

Vice-President

ADOLPH DUMSER

Secretary

JEFF D. HARDIN

THOS. J. KELLY

BERNARD McCLOSKEY

Attorney

TILEY S. McCHESNEY

Assistant Secretary and Treasurer

A. C. BELL

Engineer

J. F. COLEMAN

Consulting Engineer

DEPUTY COMMISSIONERS

ED. L. COPE

Superintendent

JAS. D. FARRELL

DANIEL COLLINS

JOHN A. HARRIS

HAYDEN W. WREN

In Memory of
Col. Wm. H. Byrnes
Secretary
Board of Commissioners of the
Port of New Orleans

APPOINTED AS COMMISSIONER

APRIL 16 - 1901

DIED

MARCH 7 - 1910

ENGINEER'S REPORT.

New Orleans, La., Jan. 16, 1911.

*To the Honorable President and Members of the
Board of Commissioners of the Port of New Orleans.*

Gentlemen:

I have the honor to report for the Engineering Department for the year ending December 31, 1910, as follows:

The Valence Street Wharf, Lyons Street to Soniat Street, 2,363 feet in length and 102 feet in width, has been completed at a cost of \$213,819.63.

Two wharves are now in course of construction, the Wm. A. Kernaghan Wharf, St. James Street to Terpsichore Street, 3,230 feet in length and 93 feet in width, and the Adolph Dumser Wharf, Clouet Street to Desire Street, 1,512 feet in length and 113 feet in width. The estimated cost of these wharves is \$460,000.00, and the amount expended to date is \$343,794.21.

The William H. Byrnes Shed, additions to the Celeste Street and the Hugh McCloskey Sheds have been completed with the exception of the doors, and the cost has been \$142,022.10.

Five steel sheds are now being built. The Eighth-Harmony Street Shed No. 2, Sixth Street Shed, Third Street Shed, Soraparu Street Shed and the Branch M. King Shed. An approximate estimate of the cost of these sheds is \$450,000.00; and the amount expended to date is \$233,764.98.

There has been completed a creosoted wood block pavement, between Jackson Avenue and St. Mary Street, 1,400 feet in length and 39 feet in width, at a cost of \$15,869.60.

Plans and specifications for the construction of a wharf 1,000 feet in length and 90 feet in width, between Port and Montegut Streets, have been completed, and the estimated cost is \$91,512.00.

Plans and specifications have been prepared for the construction of two steel sheds as follows:

The Wm. A. Kernaghan Shed, Market Street to Terpsichore Street, 2,634 feet in length and 200 feet in width, at an estimated cost of \$395,100.00; and the Press Street Shed, Port Street to Montegut Street, 992 feet in length and 72 feet in width, at an estimated cost of \$64,728.00.

The following tabulated statements will show the length, width and area of the wharves and sheds on the left bank of the river between Soniat Street and Desire Street, constructed and controlled by your Board.

WHARVES CONSTRUCTED WITH CREOSOTED MATERIAL.

	Length.	Width.	Square Feet.
Valence Street Wharf	2,363	102	241,026
Toledano Street Wharf	592	93	.....
Toledano Street Wharf	272	83	77,632
Eighth Street Wharf	1,001	73	73,073
Sixth Street Wharf	1,376	73	100,448
Second Street Wharf	1,824	73	133,152
Wm. H. Byrnes Wharf	1,604	73	117,092
Celeste Street Wharf	1,200	63	75,600
Wm. A. Kernaghan Wharf	3,230	93	300,390
Erato Street Wharf	994	73	72,562
St. Joseph Street Wharf	273	67	18,291
Bernard McCloskey Wharf	649	63	40,887
Branch M. King Wharf	958	102	.....
Branch M. King Wharf	40	72	100,596
Hugh McCloskey Wharf	1,020	113	.....
Hugh McCloskey Wharf	120	100	.....
Hugh McCloskey Wharf	210	87	145,530
Toulouse Street Wharf	1,662	87	144,594
Gov. Nicholls Wharf	544	93	50,592
Mandeville Street Wharf	704	93	65,472
Adolph Dumser Wharf	1,512	113	170,856

Total length of Creosoted Wharves, 22,148 feet or 4.19 miles.

Total area of Creosoted Wharves, 1,927,793 square feet.

WHARVES CONSTRUCTED WITH UNTREATED MATERIAL.

	Length.	Width.	Square Feet.
Julia Street Wharf	826	67	55,342
John Henderson Wharf	805	91	73,255
Lugger Landing	290	73	21,170
Port to Montegut Street Wharf	970	100	97,000
Clouet Street Wharf	522	110	57,420

Total length of Untreated Wharves, 3,413, or 0.65 miles.

Total area of Untreated Wharves, 304,187 square feet.

RECAPITULATION.

	Length.	—Area— Square Feet.
Wharves constructed with creosoted material	22,148	1,927,793
Wharves constructed with untreated material....	3,413	304,187
Total	25,561	2,231,980

BOARD OF PORT COMMISSIONERS.

STEEL SHEDS.

NAME OF SHED	LENGTHS, WIDTHS AND AREAS.						Total Area
	MAIN SHED			OVER HANG			
	Length L. F.	Width L. F.	Area Sq. Ft.	Lg. L. F.	Width L. F.	Area Sq. Ft.	
Valence Street	900	50	45,000				45,000
Eighth-Harmony St. No. 1.	1,298	56	72,688	1,300	16	20,800	93,488
Eighth-Harmony St. No. 2.	1,305	100	130,500	1,300	19-2"	24,908	155,408
Sixth Street	600	189-8"	113,300				113,300
Third Street	792	190-8"	151,008				151,008
Soraparu Street	994	146-8"	145,787				145,787
Wm. H. Byrnes (Single)	1,138	56	63,728	1,136	16	18,176	81,904
Wm. H. Byrnes (Double)	440	145	63,800				145,704
Celeste Street	1,168	164	191,552				191,552
Erato Street	988	200	197,600				197,600
St. Joseph Street	260	50	13,000				13,000
Julia Street	400	195	78,000	400	10	4,000	82,000
Bernard McCloskey	558	200	111,600				111,600
Branch M. King	700	200	140,000				140,000
Hugh McCloskey	1,272	100	127,200	1,282	16	20,512	147,712
Toulouse Street (Single)	571	64-2"	36,635	577	15	8,655	45,290
Toulouse Street (Double)	704	141	99,264				144,554
John Henderson	1,072	72	77,184	1,080	16	17,280	94,464
Governor Nicholls	420	72	30,240	420	15	6,300	36,540
Mandeville Street	698	72	50,256	700	15	10,500	60,756
Clouet Street	500	90	45,000				45,000
Total Length of Sheds,	16778' or 3.18 Miles.						
Total Area of Sheds,	2,114,973 Square Feet.						

The proposed wharf, shed and roadway construction required between Louisiana Avenue and Desire Street, and the estimated cost of same is shown in the following statement:

WHARVES.

Reconstruction with creosoted material of the wharf in front of L. & N. R. R., sheds 400x70 feet, 28,000 square feet	\$24,656.00
Julia Street Wharf to be reconstructed with creosoted material, 600x70 feet, 42,000 square feet	38,000.00
John Henderson Wharf, to be reconstructed with creosoted material, 1,100x90 feet, 99,000 square feet	90,000.00
Lugger Landing, to be reconstructed with creosoted material, 300x90 feet, 27,000 square feet	24,300.00
Mandeville Street Wharf, lower section, to be reconstructed, 400x90 feet, 36,000 square feet	50,000.00
Wharf to be reconstructed with creosoted material, between Port and Montegut Streets, 1,000x90 feet, 90,000 square feet	91,512.00
Clouet Street Wharf, to be reconstructed with creosoted material, between Montegut and Clouet Streets, 500x110 feet, 55,000 square feet	57,200.00
Total	\$375,668.00

SHEDS.

Wm. A. Kernaghan Shed, Market Street to Terpsichore Street, 2,634x200 feet, 526,800 square feet	\$395,100.00
Press Street Shed, Fort Street to Montegut Street, 992x72 feet, 71,424 square feet	64,728.00
Adolph Dumser Shed, Clouet Street to Desire Street, 1,400x90 feet, 126,000 square feet	99,900.00
Reconstructing lower end of the Mandeville Street Shed	22,000.00
Taking down Clouet Street Shed	4,500.00
Total	\$586,228.00

ROADWAYS.

About 18,000 lineal feet of granite or creosoted wood block roadway to be constructed, including longitudinal roadway and approaches\$200,000.00

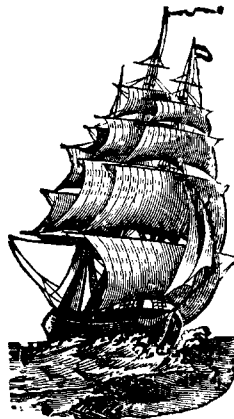
RECAPITULATION.

Total cost of proposed wharf construction	\$375,668.00
Total cost of proposed shed construction	586,228.00
Total cost of proposed roadway construction	200,000.00
	\$1,161,896.00

The cost of all engineering service during the past year, including inspectors' salaries, office rent, supplies, etc., has been \$12,586.40.

Respectfully submitted,

A. C. BELL,
Engineer.



Statement of Receipts and Expenditures from January 1st, 1910, in Accordance With

RECEIPTS.

Balance, January 1, 1910	\$424,141.63
Port Commission Bonds, Act 180 of 1908	\$1,750,000.00
Steamship, Etc., Wharfage	268,570.86
Harbor Dues	19,297.50
Shed Charges	42,165.74
Steamboat Wharfage	7,955.39
Lugger Wharfage	2,119.20
Miscellaneous Wharfage	2,512.98
Licenses	2,931.00
Certificates of Survey	1.00
Miscellaneous Revenue	58.68
Morgan's La. & Texas R. R. & S. S. Co.	10,000.00
Interest	6,495.76
Interstate Trust & Banking Company and McCoy & Company	21,500.00
Insurance (returned premium)	247.59
Adolph Dumser Wharf, (returned insurance pre- mium)	42.00
Repairs to Sheds, (materials)	263.65
Wharves and Landings Maintenance, Pay Rolls	93.02
Wharves and Landings Maintenance, Materials	293.10
	2,134,547.47

to December 31st, 1910, as furnished the Governor of the State
 Act No. 180 of 1908.

EXPENDITURES.

William A. Kernaghan Wharf	\$170,479.83	
Adolph Dumser Wharf	131,995.01	
Valence Street Wharf	208,896.50	
Branch M. King Wharf	14,866.41	
Press Street Wharf	255.00	
Second Street Wharf		
Pay Rolls	\$1,330.90	
Materials, etc.	5,194.20	
		6,525.10
Sixth Street Wharf—		
Pay Rolls	\$1,455.95	
Materials, etc.	7,303.00	
		8,758.95
Hugh McCloskey Shed	21,330.73	
William H. Byrnes Shed	23,765.95	
Eighth-Harmony Street Shed No. 2	43,221.41	
Sixth Street Shed	36,892.77	
Third Street Shed	33,428.57	
Soraparu Street Shed	5,293.19	
Branch M. King Shed	46,950.39	
William A. Kernaghan Shed	305.00	
Press Street Shed	60.00	
Valence Street Shed	3,694.82	
Celeste Street Shed (Additions)	12,321.85	
Erato Street Shed Office	150.00	
Office, Jackson Avenue	244.81	
Roadway, Jackson Avenue to St. Mary Street	3,432.85	
Roadway, Thalia to Blenville Streets	75.00	
Erato Street Shed Flooring—		
Pay Rolls	\$924.10	
Materials, etc.	3,520.84	
		4,444.94
Stable and Toolhouse	13,273.44	
Office Furniture and Fixtures	2,799.31	
Engineer's Office Furniture and Fixtures	274.75	
Surplus (Massillon Bridge and Structural Co.)	525.00	
Tug, Dredge and Pile Drivers	12,346.02	
Badges	16.00	
Horses, Harness and Wagons	166.60	
Tools and Apparatus	2,460.14	
Hose Houses and Closets	1,494.45	
Bond Interest, Act 180 of 1908	131,250.00	
Police Department City of New Orleans, Act 32 of 1904	12,500.00	
Deposit, Sewerage and Water Board	655.00	
Interstate Trust & Banking Company and McCoy & Company	50,000.00	
Steamship, Etc., Wharfage Earnings, (refund)	94.33	
Shed Earnings (refund)	63.99	
Miscellaneous Wharfage Earnings (refund)	7.80	
Sewall-Dryfoos & Co.'s account	55.00	
Mooring Clusters, Third District	244.75	
Salaries—		
Office, Engineering Department, Attorney, Levee Department comprising Superintendent, Deputy Commissioners, Superintendent of Construction and Contravention Clerks	34,811.46	
Office Supplies and Expenses	1,432.46	
Stationery and Printing	563.07	
Rent	1,154.97	
Lighting Wharves and Landings	6,316.45	
Dredging	1,491.00	
Insurance	121,300.00	
Interest	2,921.49	
Advertising	831.70	
Legal Expense	263.70	
Wharves and Landings Maintenance—		
Pay Rolls	\$20,778.21	
Materials	18,260.81	
		39,039.02
Repairs to Sheds—		
Pay Rolls	\$6,931.12	
Materials	4,884.31	
		11,815.43
Hose Houses and Closets, repairs	23.05	
Repairs to Pile Drivers (materials)	278.12	
Carried forward	\$1,203,087.30	

FOURTEENTH REPORT OF THE

Brought forward	\$1,203,087.30	
Stable—		
Pay Rolls	\$1,381.65	
Supplies and Expenses	994.46	
		2,376.11
Dredge Ajax, Pay Rolls		530.00
Dredge Ed. L. Cope—		
Pay Rolls	\$2,429.05	
Supplies	1,144.81	
Repairs	730.04	
		4,303.90
Tug Samson—		
Repairs and Supplies	\$13,828.80	
Pay Rolls	14,054.75	
		27,883.55
Harbor Patrol Pay Rolls		26,377.05
Engineer's Office Supplies and Expenses		2,428.36
Miscellaneous Expense	\$3,470.80	
Printing and delivery of Port Commission		
Bonds	1,373.85	
		4,844.65
		1,295,601.25
Balance, December 31, 1910		1,263,087.85
		<u>\$2,558,689.10</u>

A. DUMSER,
Secretary.

TILEY S. McCHESNEY,
Asst. Secretary and Treasurer.

Audited and found correct.
A. J. STALLINGS, C. P. A.

Schedule of Revenue and Expenses for the Year Ending December 31st, 1910.

REVENUE.

Steamship, etc., Wharfage	\$271,780.29
Harbor Dues	19,310.00
Shed Charges	42,621.94
Steamboat Wharfage	8,002.75
Miscellaneous Wharfage	2,593.44
Lugger Wharfage	2,100.00
Licenses	3,021.00
Certificates of Survey	1.00
Miscellaneous Revenue	118.68
Morgan's La. & Texas R. R. & S. S. Co.....	10,000.00
	<hr/>
	\$359,549.10
Interest	30,409.69
	<hr/>
	\$389,958.79

EXPENSES.

Wharves and Landings Maintenance, Materials.....	\$19,312.56
Wharves and Landings Maintenance, Pay Rolls	20,705.44
Repairs to Sheds, Materials	4,743.93
Repairs to Sheds, Pay Rolls	6,951.12
Stable, Pay Rolls	1,381.65
Stable, Supplies and Expenses	1,072.10
Tug "Samson," Pay Rolls	14,054.75
Tug "Samson," Repairs and Supplies	14,506.76
Dredge "Ajax," Pay Rolls	530.00
Dredge "Ed. L. Cope," Pay Rolls	2,429.05
Dredge "Ed. L. Cope," Supplies	1,384.81
Dredge "Ed. L. Cope," Repairs	762.62
Hose Houses and Closets, Repairs—Materials and Labor	23.05
Repairs to Pile Drivers, Material	282.32
Dredging	4,491.00
Lighting Wharves and Landings	6,844.14
Harbor Patrol Pay Rolls	26,377.05
Salaries	34,811.46
Office Supplies and Expenses	4,660.42
Engineer's Office Supplies and Expenses	4,458.90
Police Department, City of New Orleans, Act 32 of 1904	12,500.00
Stationery and Printing	580.57
Advertising	831.70
Rent	1,154.97
Legal Expenses	263.70
Insurance	40,854.57
Removal of Mandeville Street Shed.....	32.00
Depreciation—Office Furniture and Fixtures. \$54.15	
Tools and Apparatus	1,703.56
Horses, Harness and Wagons ..	352.80
	<hr/>
	2,110.51
Miscellaneous Expense	\$3,682.78
Printing and Delivery Port Commission Bonds 1,373.85	
	<hr/>
	5,056.63
	<hr/>
	\$225,167.78
Bond Interest, Act 180 of 1908	151,250.00
	<hr/>
	356,417.78
Net gain for period	\$33,541.01

GENERAL BALANCE SHEET AS AT DECEMBER 31, 1910.

PROPERTIES:	ASSETS.	
Wharves—		
Egania Street	\$4,979.58	
Clouet Street	12,280.78	
John Henderson	42,143.08	
Celeste Street	69,194.26	
Erato Street	53,787.58	
Bernard McCloskey	47,494.10	
St. Joseph Street	15,907.44	
Toulouse	116,510.72	
Mandeville	76,974.98	
Gov. Nicholis	35,672.80	
Toledano Street	75,857.59	
Julia Street	16,302.54	
Eighth Street	27,466.00	
Hugh McCloskey	63,577.98	
Wm. H. Byrnes	107,064.61	
Second Street	137,297.84	
Branch M. King	77,743.95	
Sixth Street	161,571.50	
William A. Kernaghan	206,433.20	
Adolph Dumser	137,361.01	
Press Street Wharf	255.00	
Valence Street	213,819.63	
		\$1,699,695.97
Steel Sheds—		
Bernard McCloskey	\$61,923.23	
Julia Street No. 1	24,494.52	
Julia Street No. 2	16,586.66	
Toulouse Street	85,269.01	
Erato Street	98,377.88	
Eighth Street-Harmony Street No. 1	58,200.94	
Clouet Street	28,256.70	
St. Joseph	9,425.03	
Gov. Nicholis	23,243.83	
John Henderson	55,269.90	
Mandeville Street	55,802.06	
Celeste Street	92,850.03	
Hugh McCloskey	55,703.35	
Celeste Street Shed Additions	26,764.27	
William H. Byrnes Shed	59,554.48	
Eighth-Harmony Street Shed No. 2	46,919.96	
Sixth Street	49,609.60	
Third Street	43,967.13	
Soraparu Street	44,003.78	
Branch M. King	49,264.51	
Valence Street	10,382.74	
William A. Kernaghan	305.00	
Press Street	60.00	
		996,234.61
Tug, Dredge and Pile Drivers—		
Tug "Samson"	\$37,064.10	
Dredge "Ed L. Cope"	23,358.34	
Pile Driver "Atlas"	1,329.77	
Pile Driver "Vulcan"	2,267.04	
		64,019.25
Real Estate		50,105.63
Miscellaneous—		
Roadway, Terpsichore to St. Mary Street	\$53,441.68	
Roadway, Iberville to Barracks Street	46,847.70	
Roadway Triangle—Toulouse Street	2,531.65	
Roadway, St. Mary to Jackson Avenue	15,869.60	
Roadway, Bienville to Thalia Street	75.00	
Roadway, Iberville to Bienville Street	1,003.83	
Schillinger Walk, Canal Street	279.98	
Meadow Street Landing	694.00	
Henderson Street Office	107.07	
Lugger Landing, Raising to Grade	1,759.14	
Office, Jackson Avenue	244.81	
Stable and Toolhouse (new)	13,273.44	
Tools and Apparatus	5,717.80	
Horses, Harness and Wagons	1,619.30	
Amount forwarded	\$143,465.00	
Amount forwarded		\$2,810,055.46

Brought forward		\$2,810,955.46
Brought forward	\$143,465.00	
Badges	107.50	
Lumber on hand	510.02	
Mooring Clusters—Third District	244.75	
Hose Houses and Closets	1,494.45	
Erato Street Shed Office	150.00	
Office Furniture and Fixtures	4,198.63	
Engineer's Office Furniture and Fixtures	952.35	
		<u>151,122.70</u>
Accounts Receivable—		
Hibernia Bank & Trust Co., Interest on Daily Balances	\$8,431.75	
Canal-Louisiana Bank & Trust Co., Interest on Daily Balances	8,455.97	
Interstate Trust & Banking Co., Interest on Daily Balances	8,350.48	
U. S. Government, Customs Dept., Office Rent ..	60.00	
Sewall-Dryfoos & Co.	55.00	
Steamship, Etc., Wharfage	6,546.69	
Harbor Dues	290.00	
Shed Charges	1,320.71	
Steamboat Wharfage	249.92	
Lugger Wharfage	33.60	
Miscellaneous Wharfage	88.26	
Licenses	90.00	
		<u>33,972.38</u>
Deposit—Sewerage and Water Board	555.00	
Insurance Fund	121,823.19	
Unexpired Insurance	80,421.59	
Cash on Deposit with		
Hibernia Bank & Trust Co.	\$424,526.58	
Canal-Louisiana Bank & Trust Co.	417,336.42	
Interstate Trust & Banking Co.	421,224.85	
		<u>1,263,087.85</u>
Total		<u>\$4,461,038.17</u>

LIABILITIES.

Port Commission Bonds, Act 180 of 1908.....	\$3,500,000.00	2
"Guarantee Deposit" Southern Creosoting Co., Ltd.	10,000.00	
Accounts Payable, as per Schedule	116,155.40	
Insurance Reserve	121,823.19	
		<u>3,747,978.59</u>
Balance Surplus		<u>\$713,059.58</u>

MADE UP AS FOLLOWS:

Balance January 1, 1910.....	\$795,978.79
Less Loss on following items:	
Horses, Harness and Wagons ..	\$220.00
Henderson Street Shed No. 1...	21,879.24
Massillon Bridge & Struct. Co..	525.00
Henderson Street Wharf	42,108.46
Market Street Wharf	26,379.92
Orange Street Wharf	23,748.07
Stable and Toolhouse (old)....	1,261.03
First Dist. Office, Lafayette St..	338.50
	<u>116,460.22</u>
	\$679,518.57
Net gain for year as per schedule	33,541.01
	<u>\$713,059.58</u>

TILEY S. McCHESNEY,

Treasurer.

FOURTEENTH REPORT OF THE

A. J. STALLINGS
CERTIFIED PUBLIC ACCOUNTANT
HISERNIA BANK BUILDING.
NEW ORLEANS.

January 11th., 1911.

To the Honorable President and Members of
Board of Commissioners of the Port of New Orleans.
Gentlemen;-

I beg to report that I have made a thorough
Audit of your Books and Records from January 1st., 1910
to December 31st., 1910, have examined the financial
statements embodied in this Report, and find same to
correctly set forth the true condition of affairs.

All the Vouchers, Estimates, Records, etc.,
were produced in good order, and the Cash on Hand, as
shown by the Cash Report, was found to agree with the
Certificates from the Banks.

I am pleased to Report that the Books and
Records continue to be neatly and accurately kept.

Respectfully submitted.

A. J. Stallings, C.P.A.

COMMERCE OF THE PORT.

SEA-GOING.—The number and tonnage of vessels arriving at the Port of New Orleans for the year 1910, as is shown in tabulated statement, was 1,672 vesels, of a gross tonnage of 4,722,311 tons, of which 1,252 vessels of 3,939,922 tons occupied the public wharves, about 83 43-100 per cent of the total tonnage. The wharfage earned from these vessels was \$271,780.29, an average of .0689 cents per ton. (The previous year's average was .0685 cents per ton.) Three vessels of 10,444 tons incurred second wharfage dues to the amount of \$221.06. During the past year 762 vessels used the sheds, aggregating 2,841,462 tons, from which sheddage amounting to \$42,621.94 was earned, or an average of \$55.93.

RIVER TRAFFIC.—There were 1,872 arrivals of steamboats. 486 miscellaneous craft, consisting of flats, coal and gravel barges, tugs, transportation barges, etc., and 1,755 arrivals of luggers and gasoline launches engaged in the oyster, fish and vegetable trade.

FOURTEENTH REPORT OF THE

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COMPARATIVE STATEMENT
of the number and tonnage of Ocean Vessels arriving at the Port of New Orleans during the past ten years.

Year.	No. of Arrivals of Vessels—	Total Gross Tonnage—	Tonnage Using Public Wharves—	Tonnage Using Private Wharves Exclusively.	Vessels With Cargo.				Vessels in Ballast—	War, Etc.—	Pleasure Yachts—
					Green Fruit.	General.	Oil.	Cargo in Transit.			
1901	1,674	4,318,223	2,251,513	2,066,710	526	633	.....	.....	503	12	.....
1902	1,766	3,907,457	2,370,091	4,537,366	432	828	67	.....	432	7	.....
1903	1,643	3,663,848	2,804,577	859,271	456	648	108	24	392	15	.....
1904	1,642	3,706,961	3,049,173	657,788	469	691	72	95	297	18	.....
1905	1,496	3,667,871	2,984,400	683,471	357	544	82	75	420	18	.....
1906	1,680	4,300,079	3,450,883	849,196	507	593	51	77	421	31	.....
1907	1,667	4,429,222	3,658,551	770,671	521	653	43	91	321	38	.....
1908	1,594	4,453,770	3,655,517	798,253	501	619	65	126	268	15	.....
1909	1,705	4,748,104	3,935,538	812,566	516	681	94	134	235	45	.....
1910	1,672	4,722,311	3,939,922	782,389	504	739	67	132	205	20	5
	16,539	41,917,846	32,100,165	9,817,681	4,789	6,629	649	754	3,494	219	5

NATIONALITY OF VESSELS.

The 1,672 arrivals of Ocean Vessels for the commercial year ending December 31, 1910, were composed of 1,507 Steamships, 60 Barges, 16 Schooners, 6 Ships, 12 Barks, 44 Tugs, 2 Motor Boats, 5 Pleasure Yachts, 20 War.

British	224	Steamships making	517	trips	2,242,402	tons
		1 Schooner making	1	"	462	"
		1 Bark making	1	"	592	"
American	46	Steamships making	365	"	1,155,098	"
	21	Barges making	60	"	38,521	"
	10	Schooners making	15	"	8,066	"
		1 Ship making	2	"	1,929	"
		1 Bark making	2	"	1,983	"
		7 Tugs making	44	"	8,343	"
		1 Motor Boat making	2	"	116	"
		2 *Pleasure Yachts	5	"	...	"
	12	*War making	20	"	...	"
Norwegian	65	Steamships making	432	"	586,272	"
		1 Bark making	1	"	525	"
Italian	17	Steamships making	31	"	134,331	"
German	29	Steamships making	48	"	148,334	"
		4 Ships making	4	"	5,822	"
		3 Barks making	5	"	5,488	"
Austrian	12	Steamships making	18	"	65,420	"
Spanish	8	Steamships making	22	"	84,238	"
French	9	Steamships making	23	"	129,480	"
Danish	6	Steamships making	7	"	27,819	"
Mexican	5	Steamships making	17	"	23,485	"
Dutch	1	Steamship making	1	"	3,775	"
Hondurian	1	Steamships making	24	"	39,864	"
Swedish	1	Steamship making	1	"	3,560	"
Brazilian	1	Steamship making	1	"	4,002	"
Portuguese	3	Barks making	3	"	2,384	"
Total	493		1,672		4,722,311	

*Tonnage of War and Pleasure Boats not taken into consideration.

COMPARATIVE STATEMENT

of Number of Arrivals of River Crafts at the Port of New Orleans during the past ten commercial years:

		Lugers, Steamboats.	Gasoline Launches, Etc.	Miscel- laneous.
*1901	899	1,506	698	
1902	1,377	2,729	1,196	
1903	1,329	1,934	961	
1904	1,267	1,831	705	
1905	1,020	2,248	776	
1906	1,281	2,185	726	
1907	1,423	1,815	593	
1908	1,531	1,756	402	
1909	1,741	1,740	429	
1910	1,872	1,755	486	

*The Board of Commissioners of the Port of New Orleans took over the Public Wharf System May 29th, 1901.

**COMPARATIVE STATEMENT OF THE ANNUAL EARNINGS OF THE BOARD OF COMMISSIONERS OF THE
PORT OF NEW ORLEANS.**

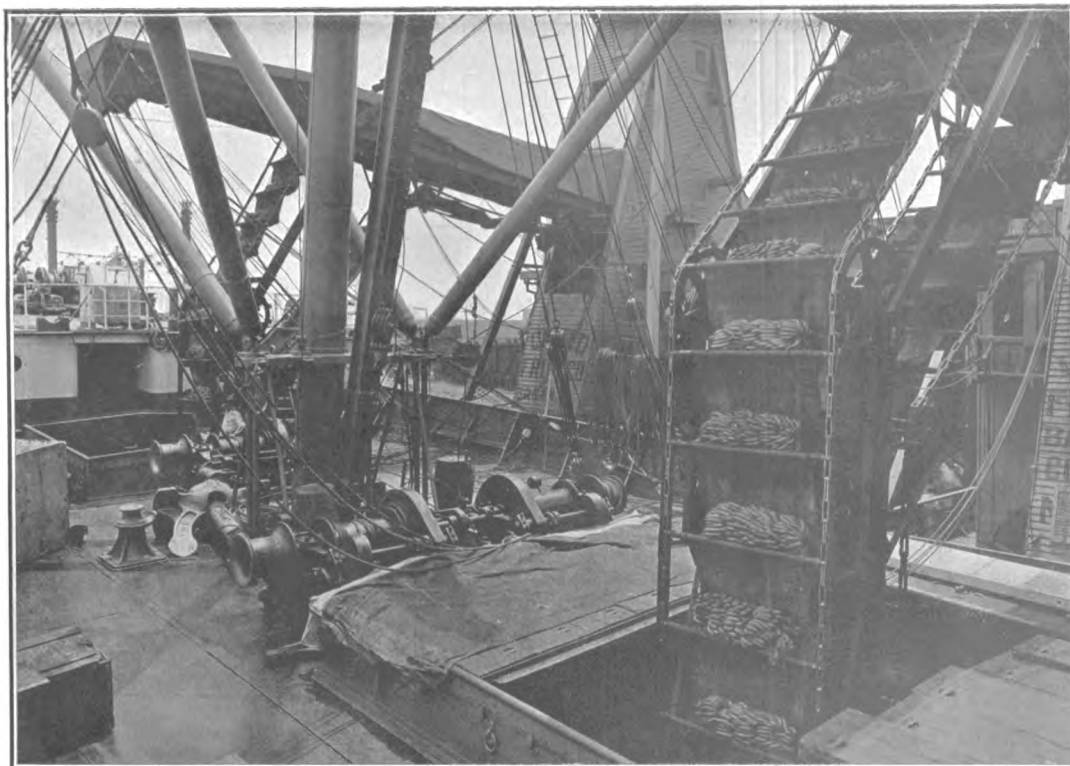
MONTHS	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
January		19,143.51	18,528.46	18,454.54	25,499.85	29,325.79	32,492.78	36,493.54	32,554.53	30,080.69
February		14,716.88	22,408.64	17,494.64	22,734.74	22,881.46	27,790.58	32,131.68	25,279.30	23,420.69
March		15,847.64	24,431.59	21,026.20	28,485.76	24,336.55	27,746.48	29,907.48	32,496.79	27,674.55
April		14,581.27	19,689.60	20,803.75	23,283.52	23,620.92	27,768.03	26,783.09	28,737.97	30,188.85
*May		17,640.64	17,870.15	16,793.44	22,244.68	25,145.80	26,793.08	26,492.29	31,166.11	32,389.44
June	15,817.24	15,712.17	17,848.82	19,143.23	23,336.27	23,043.47	27,631.20	28,149.00	42,164.83	39,142.41
July	15,240.16	14,737.78	17,577.79	15,523.95	15,460.13	21,736.80	28,814.89	21,566.04	27,903.86	27,730.15
August	19,528.29	21,888.88	19,413.76	19,047.09	16,197.25	18,933.07	25,090.07	20,458.71	27,902.70	29,697.71
September	17,777.29	20,223.93	17,777.82	18,842.31	13,934.44	22,427.26	22,960.40	27,361.03	27,389.45	26,392.28
October	23,402.88	18,979.13	22,050.85	20,219.24	17,046.78	26,704.68	26,908.73	27,431.31	26,758.39	28,149.93
November	21,340.21	20,174.28	20,274.14	21,213.71	22,232.36	28,217.75	33,142.21	29,970.60	31,321.92	33,848.10
December	19,168.60	21,683.08	24,209.50	26,698.19	27,882.43	31,404.56	37,394.81	34,609.65	26,986.23	30,834.30
	132,274.67	215,329.19	242,081.12	235,260.29	258,338.21	297,784.11	344,533.26	341,354.42	360,622.08	359,549.10

*The Board of Commissioners of the Port of New Orleans took over the Public Wharf System May 29, 1901.

HUGH McCLOSKEY, President;
WM. A. KERNAGHAN, Vice-President;
ADOLPH DUMSER, Secretary;
JEFF D. HARDIN,
THOMAS J. KELLY,
Commissioners of the Port of New Orleans.



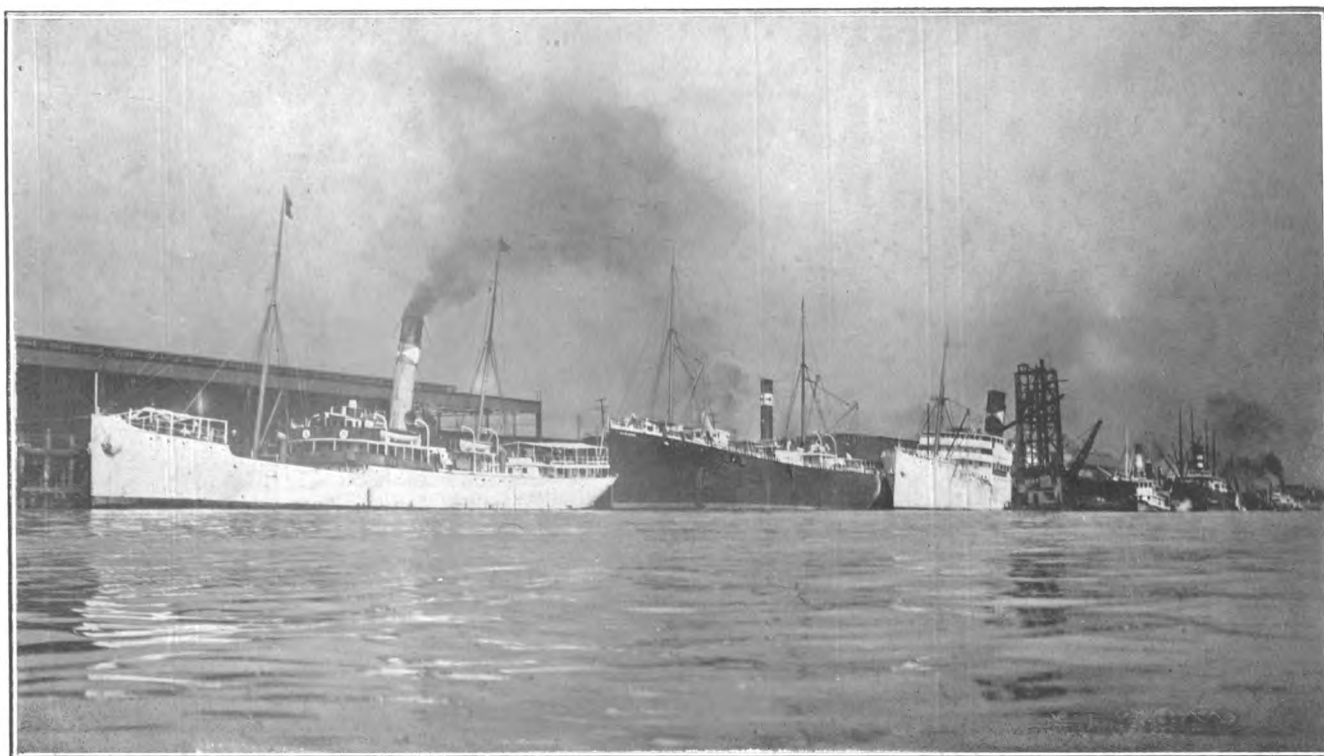
VIEWS
OF
SOME OF THE FACILITIES OF
THE PORT



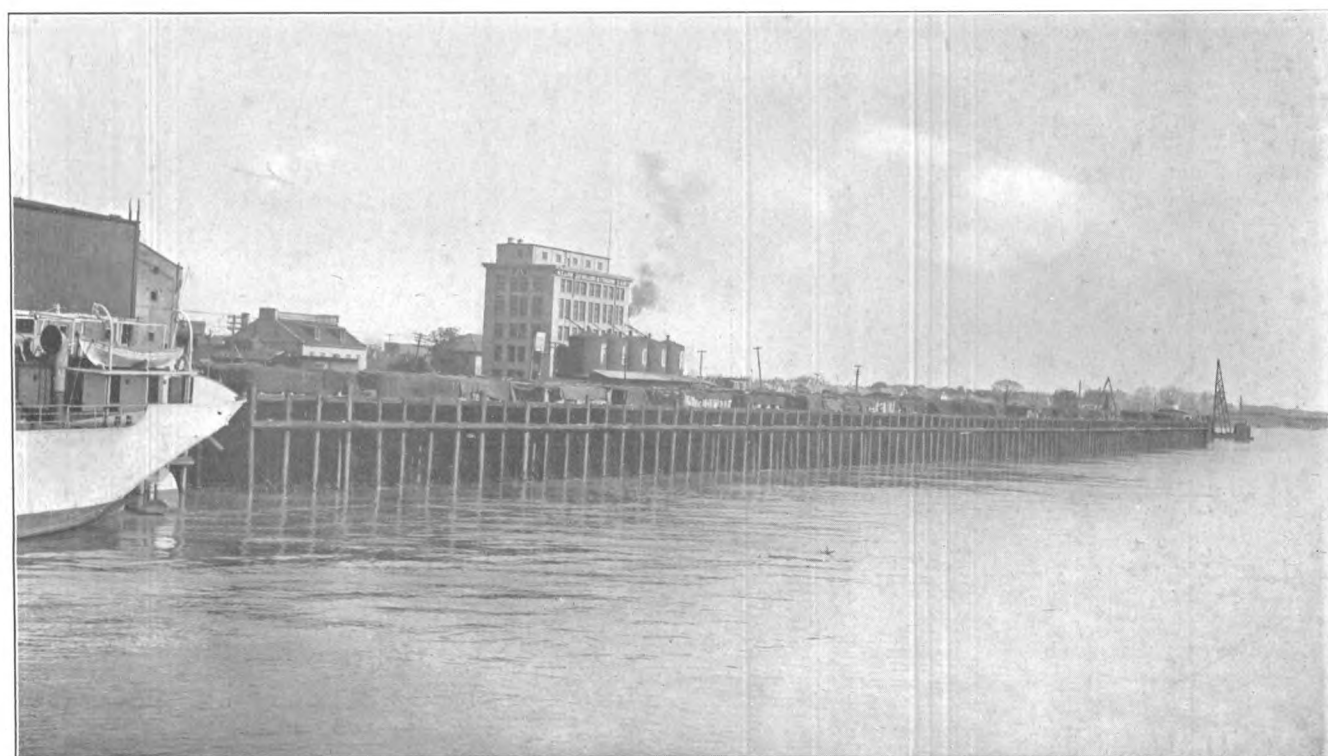
Fruit Steamer from Central America discharging Bananas by use of Improved Machinery at the ERATO STREET LANDING. These Machines have a capacity of discharging 10,000 bunches of Bananas per hour—loading 25 carloads in the same time.



The "ERATO STREET LANDING"—Terminals of the great North and South Railroads for handling Bananas from Central and South America. Over these terminals are shipped annually from 8,000,000 to 10,000,000 bunches of Bananas, all of which are unloaded by Machinery.



View "ERATO STREET LANDING" Extending Down Stream. Ample Track Facilities.



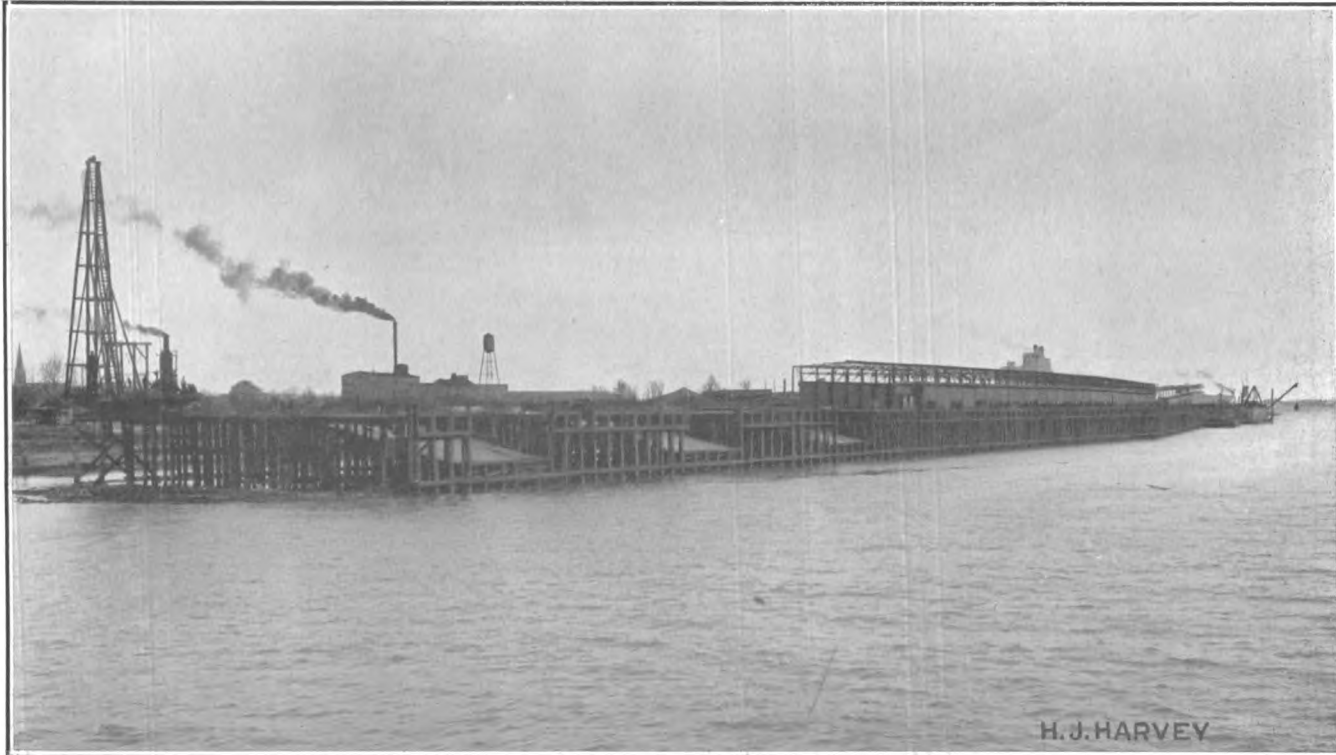
"ADOLPH DUMSER DOCK" in Course of Construction. Depth of Water alongside of Wharf 40 feet. 1,512 feet in Length by 113 feet in Width. Large Batture in Rear. Public Belt Track Facilities.



STEAMBOAT COTTON LANDING.



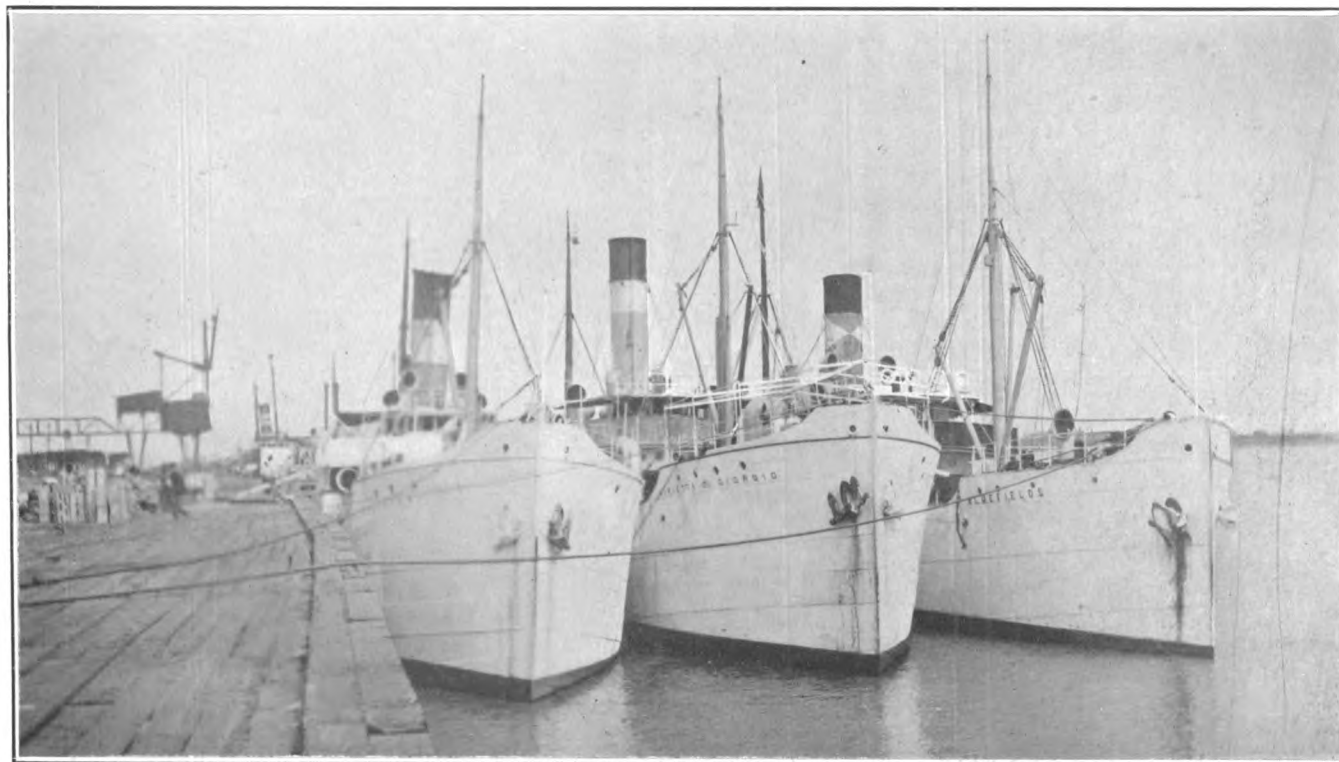
Cargo of Export Coal. Loaded in Mid-Stream at the Rate of 200 Tons an Hour.



LUMBER WHARF—2,363 feet in Length by 100 feet in Width. Large Batture in Rear. Located at the Head of Valence Street. Initial Shed 900 feet in length by 50 feet in Width. Provision and Construction have been made for Track Facilities.



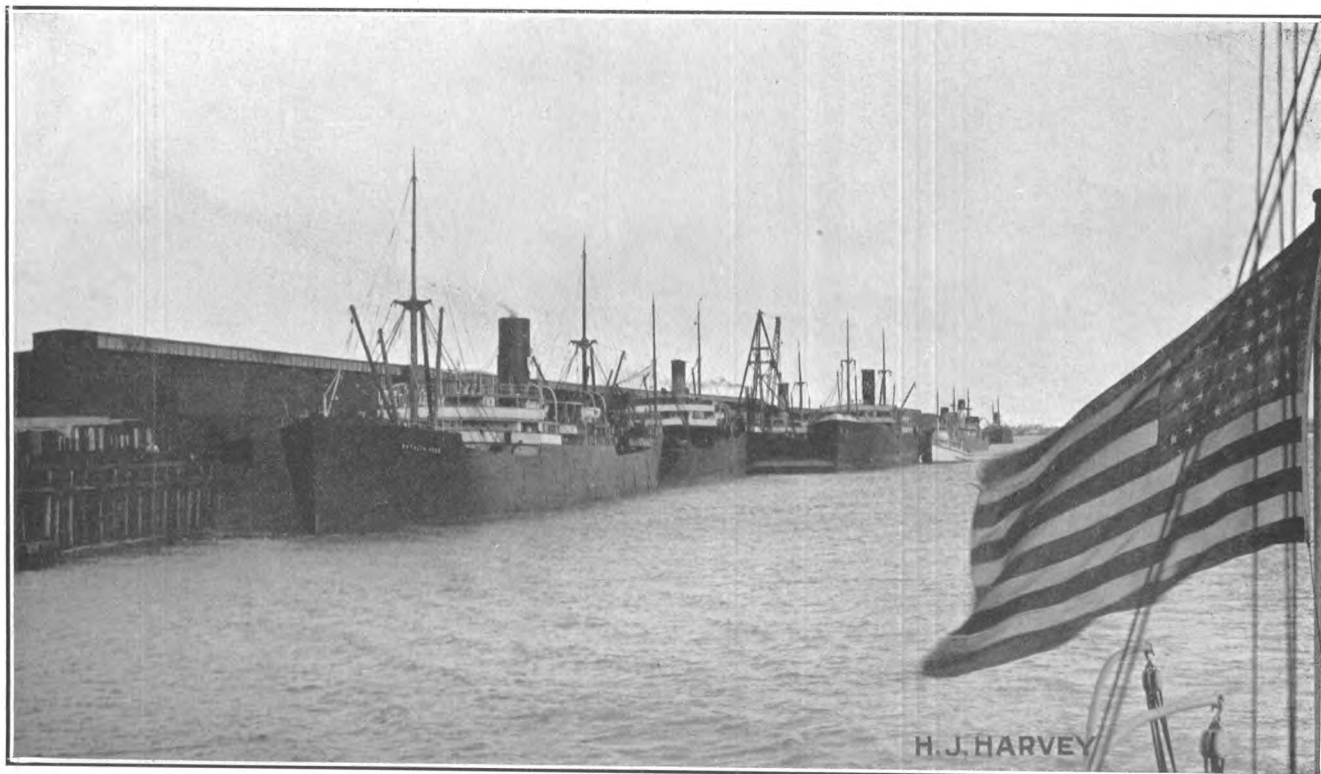
STABLE AND TOOL HOUSE—Erected 1910.



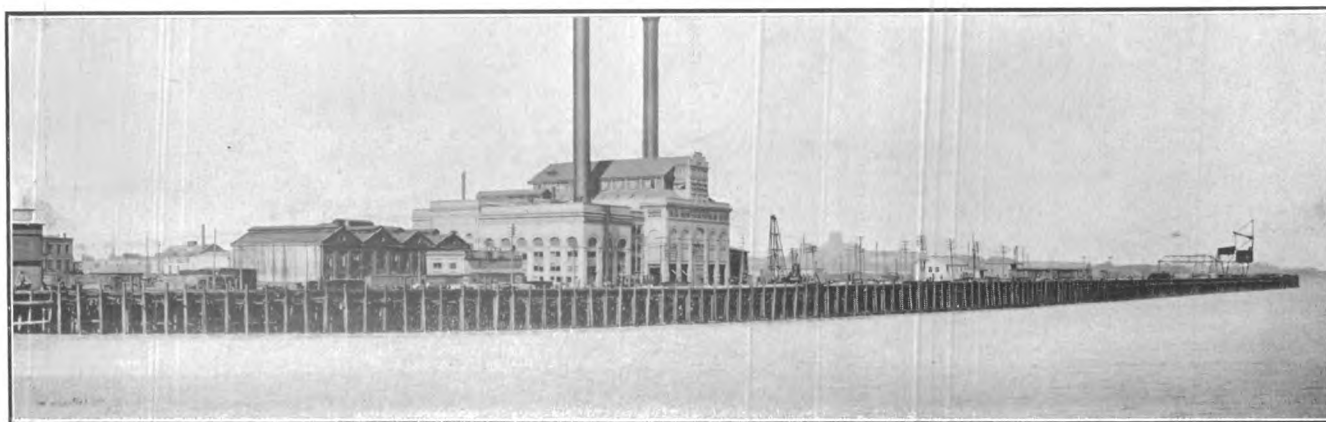
BANANA FLEET.



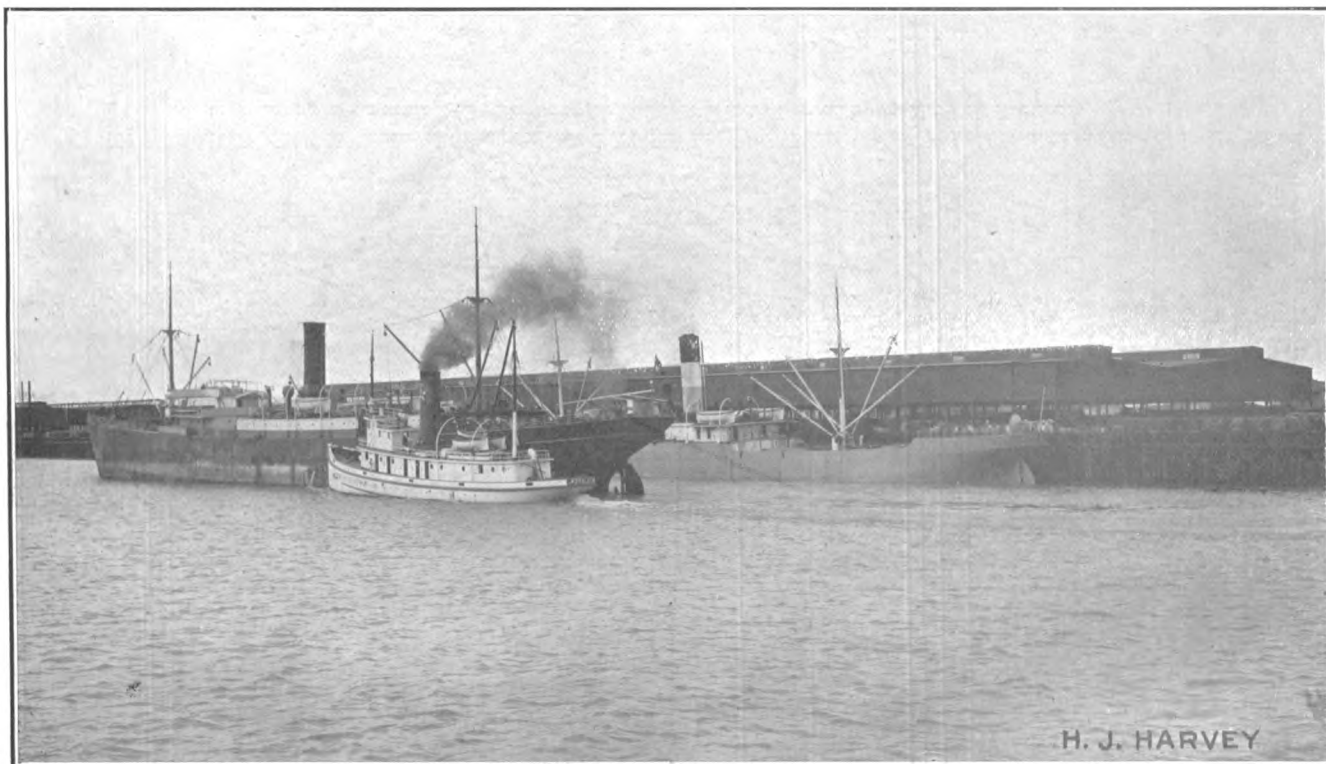
A Part of the 1,862,899 Bags of Coffee Imported through the Port of New Orleans in 1910.



EIGHTH-HARMONY STREET LANDING—Has Ample Public Belt Track Facilities.



“WM. A. KERNAGHAN DOCK” in Course of Construction. 3,230 feet Long by 93 feet Wide. Ample Batture in Rear of Dock. Shed to be Constructed on same 2,634 feet Long by 200 feet Wide. Served by Public Belt Railroad.



SIXTH STREET SHED AND DOCK—Shed 600 feet in Length and 190 feet in Width. Public Belt Track Facilities.



ARRIVAL OF HIS MAJESTY REX, KING OF THE CARNIVAL.

EXHIBIT NO. ~~28~~ 27
Hearing at *New Orleans*

**The New Orleans
Board of Trade
Limited**



**Thirtieth Annual Report
1912**

THIRTIETH ANNUAL REPORT

OF THE

NEW ORLEANS BOARD OF TRADE LIMITED

New Orleans, January, 1913.

COMPILED BY
H. S. HERRING. Secretary
and Assistant.

STEEG PRINTING & PUBLISHING COMPANY, NEW ORLEANS

In Memoriam

MEMBERS DECEASED DURING
YEAR 1912.

A. G. BRICE,
EDWARD J. ERNST,
THOMAS M. GILMORE,
AMBROSE J. PARDO,
CHARLES DICKSON,
EMANUEL STEINHARDT.

OFFICERS

JOSEPH McCLOSKEY	President.
JEFF D. HARDIN	First Vice-President
FRANK A. DANIELS	Second Vice-President.
W. M. PITKIN	Third Vice-President.
H. S. HERRING	Secretary-Treasurer.
C. M. KEARNEY	Assistant Secretary.
THE TRADE INDEX	Official Journal.

DIRECTORS

FOR 1913.

Wm. P. Ross,	S. Locke Breaux,
Jules M. Burguières,	P. P. Lynch,
Hugh McCloskey,	John T. Gibbons, Jr.,
Walter F. Jahneke,	E. B. Harral,
P. M. Schneidau,	J. Hy. Lafaye, Jr.,
Albert Mackie,	Nevins Kirkpatrick,
Victor Camors.	

FOR 1913 AND 1914.

C. H. Ellis,	M. J. Sanders,
Henry B. Schrieber,	R. F. Clerc,
W. B. Sirera,	Frank A. Godehaux,
Chas. Dittmann,	Jos. Kohn,
John H. Murphy,	Pearl Wight,
Chas. R. Matthews,	T. F. Cunningham,
Max Schwabacher.	

EX-OFFICIO MEMBERS.

A. F. Leonhardt,	E. F. Kohnke,
Thos. J. Woodward.	

GOVERNING COMMITTEE OF THE MARITIME BRANCH.

A. R. Lafonta, Chairman;	Frank A. Daniels, Vice-Chairman.
John M. Heyn,	Alfred LeBlanc,
E. Nathan,	M. J. Sanders,
C. B. Coate,	W. J. Ferguson,
C. H. Ellis,	P. M. Schneidau,
J. B. Cabell,	W. J. Dardis,
C. B. Fox.	

LIST OF COMMITTEES

FOR THE YEAR 1913.

APPEALS.

Jos. Trautman, Chairman;
J. Goldsmith, W. B. Bloomfield,
S. Pfeifer, A. Dumser,

ARBITRATION.

W. P. Ross, Chairman;
Geo. A. Wiegand, Jos. V. Ferguson,
Jos. Cohn, Jr., H. Grabenheimer.

BEANS AND CANNED GOODS.

Jno. Dwyer, Chairman;
Julius Adler, Sig. Kohlman,
Aug. H. Flaspoller, N. J. Nutter,
L. W. Zoeller, A. B. Newman,
Paul E. Mary.

COMMERCE AND MANUFACTURE.

Jno. H. Murphy, Chairman;
H. D. Stearns, C. T. Patterson,
J. W. C. Wright, Jno. J. Mapp,
J. E. Ross, Theo. Grunewald,
Louis P. Rice, Walter F. Jahnecke,
J. W. Elizardi, W. O. Hudson,
J. W. Hearne, Berdolph Meyer,
Lawrence Fabacher, Chas. Wirth,
Carl M. Keiffer, M. L. Cahn,
E. J. Domergue, Jno. A. Wellington.

COTTON SEED PRODUCTS

C. B. Coate, Chairman;
C. B. Fox, W. E. Jervey,
W. P. Mansfield, E. H. Wharton-Davies.
Chas. Monsted, E. T. George,
H. G. Morgan, Jr., R. J. Barr.

COW PEAS.

Geo. B. Matthews, Sr., Chairman;
C. W. Mackie, R. S. Harris,
H. B. McCloskey, Jos. Steckler

COFFEE.

Chas. Dittmann, Chairman;
E. B. Harral, J. Aron,
Paul O. Fallon, B. C. Casanas,
D. H. Hoffman, G. R. Westfeldt,
Louis Scherck, W. L. Saxon,
L. J. Bright, Jr., W. P. Hagerty,
J. H. Edwards, A. F. Norris,
F. C. Marshall, Sam Israel,
H. C. Danaher, J. A. Fallon,
Fred V. Allain, Bernard Meyer.

THIRTIETH ANNUAL REPORT.

EXECUTIVE.

C. H. Ellis, Chairman;
S. Locke Breaux, Henry B. Schreiber,
Jeff D. Hardin, R. F. Clerc,

EGGS AND POULTRY.

Leon Frank, Chairman;
Reynolds Keith, P. V. Lacoste.

FINANCE.

Albert Mackie, Chairman;
J. H. Lafaye, Jr., E. B. Harral.

FLOOR.

C. M. Murray, Chairman;
C. H. Allen, A. Artigues,
F. E. Bernard, Chas. R. Matthews,
F. V. Allain, D. Sivewright.

FLOUR AND GRAIN PRODUCTS.

E. F. Kohnke, Chairman.
D. H. Browder, J. M. Rogers,
Victor Camors, J. Hy. Lafaye, Jr.,
F. P. Cooke, Geo. B. Matthews, Sr.,
Horace L. Pitcher.

FOREIGN AND DOMESTIC FRUITS.

Chas. Weinberger, Chairman;
L. Vaccaro, A. H. Page,
Victor Camors, Sig. Kohlman.

FREIGHT AND TRANSPORTATION.

S. Locke Breaux, Chairman; W. M. Pitkin, Vice-Chairman;
Geo. P. Thompson, N. J. Nutter,
Max Schwabacher, C. W. Mackie,
Geo. A. Wiegand, S. W. Weis,
E. K. Huey, T. J. Ferguson,
Warren Kearny, Jules M. Burguieres,
W. J. Martinez, Jno. J. Mapp,
J. S. Cave, W. S. Dirker,
Emile Hoehn, Marcel Rey,
W. E. Priest, Bishop C. Perkins,
R. F. Clerc, F. L. Dusenbury.
A. C. Carpenter, J. D. O'Keefe,
E. B. Harral, W. O. Hudson,
J. J. Kelleher, J. L. Keefer,
F. P. Cooke, W. H. Dwyer,
J. W. C. Wright.

NEW ORLEANS BOARD OF TRADE, LTD.

GENERAL WELFARE.

W. B. Sirera, Chairman;	
Philip Werlein,	G. Ad. Blaffer,
M. L. Desforges,	Simon Haspel,
Theo. H. Lyons,	A. P. Noll,
Joseph Newburger,	J. W. Redmond,
Peter F. Pescud,	A. C. Posner,
W. J. Trautman,	Charles F. Tete,
J. J. Manson,	T. W. Danziger,
Jno. T. Gibbons,	Lawrence F. Heaslip.
L. Levy,	L. Loeb,
Frank J. Matthew,	Hart D. Newman,
F. Rickert,	E. Bornemann,
Thomas Clark,	J. H. Fulton,
George Grima,	P. E. Burke,
B. Landau,	E. Legendre,
W. K. Morrow,	T. J. McEvoy,
T. R. Watt,	George K. Smith,
L. E. Schwartz,	Philip Rahm,
Joseph H. DeGrange,	J. L. James,
Ferd Gumbel,	W. R. Irby,
Henry E. Gumbel,	Isaac Levy,
L. M. Layman,	C. S. Fay,
A. Socola,	A. Thiroux,
A. C. Wuerpel,	Charles A. Weiss,
Thos. D. Westfeldt,	Edgar B. Stern,
W. D. Currie,	J. C. LeBourgeois,
Albert Bloom.	

GRAIN.

A. F. Leonhardt, Chairman;	
Jno. T. Gibbons, Jr.,	J. M. Rogers,
C. M. Rodd,	R. J. Barr,
C. B. Fox,	C. S. Leach, Jr.

HAY.

Geo. B. Matthews, Jr., Chairman;	
Jno. T. Gibbons, Jr.,	A. F. Leonhardt
H. W. Benedict,	G. M. Milam,
C. S. Leach, Jr.,	J. V. Ferguson.

HEALTH AND QUARANTINE.

Jos. Kohn, Chairman;	
M. J. Sanders,	F. A. Daniels,
H. T. Cottam,	J. B. Sinnott,
Jno. F. Clark,	Pearl Wight,
Delfin Vila,	W. P. Ross,
Alfred LeBlanc,	Chas. Janvier
W. P. Burke,	F. B. Pearce,
J. J. Kelleher,	H. C. Hailey

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INFORMATION AND STATISTICS.

Charles R. Matthews, Chairman;
 B. Klotz, Jr., W. B. Burkenroad,
 Carl Moller, Nevins Kirkpatrick,
 Geo. B. Matthews, Sr., J. M. Mattingly,
 A. F. Leonhardt, E. W. DelBondio,
 J. S. Waterman, W. E. Lafaye.

LEGISLATION.

R. F. Clerc, Chairman; T. F. Cunningham, Vice-Chairman;
 A. Dumsch, Henry B. Schreiber,
 E. F. Kohnke, Nevins Kirkpatrick,
 Ernest L. Jahncke, Jules C. Koenig,
 George P. Thompson, Hugh McCloskey,
 Sam Blum, Jno. B. Honor.

MEMBERSHIP.

Paul M. Schneidau, Chairman.
 W. P. Ross, Jacob Block,
 Jos. B. Cabell, Albert Mackie,
 Horace L. Pitcher, L. H. Collet,
 W. J. Castell, John B. Honor,
 Walter F. Jahncke, W. H. Reed,
 A. R. Lafonta, E. Lemle,
 O. V. Lacour, C. R. Matthews,
 Chas. Harrington, C. A. Stair.
 Chas. S. Dittman, Jr.

MUNICIPAL AFFAIRS.

F. F. Kohnke, Chairman; Henry B. Schreiber, Vice-Chairman;
 Jeff D. Hardin, Hugh McCloskey,
 T. F. Cunningham, C. H. Ellis,
 R. F. Clerc, Frank A. Daniels,
 W. P. Burke, J. S. Cave.

NAVAL STORES.

G. F. Mason, Chairman;
 P. S. Morris, F. L. Dusenbury,
 Carl Moller, Warren Kearny,

POSTAL SERVICE.

Pearl Wight, Chairman;
 Leonard Krower, W. H. Ker,
 John M. Heyn, C. W. Mackie,
 Albert Godchaux, Eug. Finkenaur.
 Chas. Dittman.

PROVISIONS.

P. A. Best, Chairman;
 A. B. Newman, W. C. Douglas,
 Reynolds Keith, T. J. Kelly,
 Thos. Graham, H. B. McCloskey.

NEW ORLEANS BOARD OF TRADE, LTD.

PRODUCE.

Sig. Kohlman, Chairman;
 P. V. Lacoste, L. Gaillardanne,
 Leon Frank.

RICE.

S. Locke Breaux, Chairman;
 Frank A. Godchaux, Wm. N. Garic,
 L. H. Collet, Jac. Trautman,
 W. L. Saxon, Julius Cahn,
 F. E. Bernard, W. J. Harrison.

ROUGH RICE ARBITRATION.

Wm. Socola, Chairman;
 C. H. Allen, Henry Gehl,
 A. Artigues, A. T. Lanaux.

CLEAN RICE ARBITRATION.

Chas. E. Cormier, Chairman;
 M. L. Desforges, W. H. Tietjen,
 Jacob Bloom, Fred W. Rickert.

RICE FREIGHT COMMITTEE.

S. Locke Breaux, Chairman;
 Jos. Trautman, Jno. J. Long,
 Gordon S. Orme, W. H. Tietjen
 Aaron Davis, Frank M. Rickert.

RULES AND REGULATIONS.

Geo. P. Thompson, Chairman;
 F. V. Allain, P. P. Lynch,
 Frank M. Rickert, Louis Scherck,
 Chas. S. Dittmann, Jr., M. T. Woodward.

RIVERS, HARBORS AND CANALS.

M. J. Sanders, Chairman;
 J. B. Levert, I. M. Lichtenstein,
 Jake Levy, Henry Lochte,
 B. B. Myles, E. A. Bynum,
 J. H. Menge, Jr., Bernard McCloskey,
 R. H. Tate, Thos. G. Rapier,
 Henry Peters, B. Michel,
 W. Mason Smith, M. T. Woodward,
 Charles Godchaux, Pearl Wight,
 W. H. Hendren, W. G. Coyle,
 S. A. Cosulich, Robert Ewing,
 W. J. Ferguson, E. V. Benjamin,
 John H. Bryant, Milton W. Boylan,
 Jules Godchaux, W. P. Ross,
 James W. Porch, E. J. Bobet,
 Alfred H. Clement, James V. Dunbar,
 Charles A. Farwell, John J. Gannon,
 Terrence Smith, Thomas Sloo,
 Roy Terrell, Sol Wexler,
 B. C. Perkins, N. M. Leach,
 W. A. Bisso.

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SUPERVISORY.

Nevins Kirkpatrick, Chairman;
P. A. Best, Peter Casse,
C. M. Murray, J. M. Rogers,
Jacob Bloom, H. H. Flaspoller.

TELEPHONE.

Sam Blum, Chairman;
C. H. Ellis, S. Locke Breaux,
E. F. Kohnke, A. F. Leonhardt.

WAREHOUSE SUPERVISION.

Stonewall Jackson, Chairman;
W. H. Douglas, C. W. Ziegler,
F. G. Hardie, J. J. O'Rourke,

WHISKIES, WINES, LIQUORS AND OILS.

Jules C. Koenig, Chairman;
P. A. Best, T. F. Cunningham,
Henry Block, Ad. Grossman,
E. G. Schlieder, Lawrence Fabacher,
J. M. Frankenbush, Julius Wyler,
Chas. Karst.

FOREIGN TRADE RELATIONS.

W. M. Pitkin, Chairman;
Sig. Kohlman, Chas. Wirth,
Geo. A. Wiegand, H. S. Renshaw,
W. J. Martinez, W. B. Sirera,
J. J. Kelleher, P. S. Morris,
Victor Camors, L. Frank
Albert Mackie, H. W. Bechtell.

SUPERVISORY COMMITTEE ON COFFEE FUTURES.

Max Schwabacher, Chairman;
E. B. Harral, Charles Dittmann,
B. C. Casanas, W. L. Saxon,
C. Manson, Bernard Meyer,
Sam Israel, Bishop C. Perkins.

INSURANCE.

T. F. Cunningham, Chairman;
P. P. Lynch, E. F. Kohnke,
Jno. H. Murphy, J. D. Hardin,
F. W. Evans.

ANNUAL MEETING.

NEW ORLEANS, LA., January 8th, 1913.

The annual meeting of the membership of the New Orleans Board of Trade, Limited, was held January 8th, at 12 M., at the rooms of the Exchange.

Joseph McCloskey, President, in the chair, H. S. Herring, Secretary-Treasurer, recording the minutes, and a large attendance of the members present.

President McCloskey called the meeting to order, and read the annual report for himself and the Board of Directors, giving a resume of the business enacted by the Exchange during the year of 1912. Said report was upon motion of Mr. Kohnke, duly seconded, received and approved.

The report of H. S. Herring, Secretary-Treasurer, was then read and on motion, duly seconded, approved.

Chairman Albert Mackie, of the Finance Committee, then read the report of the Finance Committee, which was received and adopted.

Mr. S. L. Breaux, then moved that the reading of the reports of the other Committees be dispensed with and that all reports, statistical data and Trade Review for the year of 1912, be printed in book form for distribution among the members and the correspondents of the Exchange, seconded by Mr. Schneidau, and adopted.

The business connected with the annual meeting having been concluded, on motion of Mr. Kohnke, duly seconded, the meeting of the Membership adjourned.

Afterwards the members resolved themselves into a caucus for the purpose of nominating a ticket to be voted on at the annual election for officers and directors of the organization to be held Monday, January 13th, 1913.

JOSEPH McCLOSKEY,
President

H. S. HERRING,
Secretary.

PRESIDENT'S REPORT.

NEW ORLEANS, LA., December 31, 1912.

To the Members of the New Orleans Board of Trade, Limited:

GENTLEMEN—The end of the year 1912 rounds out thirty-two years of existence of the New Orleans Board of Trade, Limited, and its predecessor, (the Produce Exchange) a commercial organization that has been actively at work during all of these years in behalf of the upbuilding of the commerce and trade of the City, and port of New Orleans. And it affords me pleasure, as your executive officer for the year just closed, to report that what we have striven for and accomplished during the year 1912, has added materially to the activities and the work of the previous year.

Interested, as we are, in all matters that affect our city and port, the Board of Trade, representing, as it does, to a great extent the thought and sentiment of the commercial community, has taken an active part, and given expression in all matters affecting our commercial life during the past year, whether through legislation for the good of the city and port, or in assisting to conserve the standard and integrity of the port through its efficient inspection, weighing, and trade departments, and vessel reporting service.

The activities of the organization have required considerable thought from the members of its Board of Directors and numerous Committees. Every subject handled has been approached with care and precision, and pronouncement made thereon with a view of obtaining equitable and satisfactory results to all parties at interest.

Through our Municipal Affairs Committee, data was secured showing the importance of continuing the Assay Office at New Orleans, and we kept in touch with our Senators and Representatives with a view of preventing legislation that would endanger the closing of the Assay Office here.

Following the report of the Executive Committee of the New Orleans Jetty Conference, made to the Board of Trade in December 1911, announcing the opening of Southwest Pass to commerce and shipping, we felt that the people of this and other countries should be informed, in some official manner, and copies of said report were sent out by us to the commercial organizations of this country, different Trade Journals, both in the United States and Europe, Boards of Trade and Chambers of Commerce of Europe and Steamship Owners.

As the Board of Trade was really at the head of the Southwest Pass movement, we felt that some official recognition of this great work should be given.

With this end in view, and to investigate conditions in both the South and Southwest Pass, the executive officers, and a Committee of the Exchange visited the Passes during the month of September to look into the conditions and the needed facilities. A report was made to your Board of Directors, and to the public, outlining conditions as we found them, and making certain recommendations on the needed facilities, such as lighting of the Passes and the Jetty entrance, vessel reporting service, and protection to the Jetties.

We called a conference of the commercial organizations of this city for the purpose of taking steps looking towards securing efficient and adequate protection at the mouth of the Mississippi River and the Passes. This conference was represented by a delegation before the Committee on Naval Affairs of the House last March, and presented to them facts and argument that threw considerable light on the subject of protection of the commerce of the Mississippi Valley through affording protection to the mouth of the Mississippi River, with the result that the House of Representatives enacted legislation providing for submarines for the Passes, a step in the direction of maintaining the Government Dry Dock, and the Naval Station, and the establishment of a Naval Base at New Orleans.

By resolution, the Board of Trade heartily endorsed the object of the National Citizens League in its endeavor to create a strong national sentiment among business men in favor of a plan of monetary reform which will be American in its spirit and application, fair to all sections and classes, free from dominant control by any special interest, which will make liquid the sound commercial paper of all banks, provide an elastic currency and credit to meet all demands at all times without possibility of over-expansion, which will create a discount market at home and abroad, and organize better banking relations with other countries.

In the interest of Shipping, we took up with Congressman Dupre, and pointed out to him the importance of provision being made for a new Light Vessel for South Pass and one for Southwest Pass.

The present Light Vessel No. 43 at South Pass is more than thirty years old, and in a short while will be too antiquated to properly serve the amount of traffic using South Pass. With the opening of Southwest Pass, the necessity arose for a Light Vessel for said Pass.

Congressman Dupre introduced a Bill as requested, which met with favor from the Secretary of Commerce and Labor, and the Committee on Interstate and Foreign Commerce, who recommended an appropriation of \$115,000 for each of these new ships.

Our Senators and Representatives were requested to co-operate and assist Congressman Dupre towards securing the passage of the Bill, and under date of March 28th, we were advised that the Light-house Bill, which was reported out of Committee on Interstate and Foreign Commerce, provided only for finishing work on all vessels which were under construction, but that later on the Committee was in hopes of reporting another Bill, and if they did, there were good prospects of including Mr. Dupre's Bill, providing for the construction of Light Ships for South and Southwest Pass.

We again took up the matter of needed facilities for Southwest Pass with Commissioner Putnam of the Bureau of Lighthouses, and under date of August 29th, I addressed a communication to him in which we went over the grounds of our efforts in behalf of new Light Ships for South and Southwest Passes, and urged on the Department to provide a temporary Light Ship for Southwest Pass, and the importance of placing a light on the West Jetty of said Pass as an essential aid to navigation.

We were then advised by the Commissioner that the Bureau had no spare Light Vessel at that time for temporary use at either South or Southwest Pass.

We then conferred with the Steamship Agents, and requested of the Bureau to transfer the Light Vessel from South Pass to Southwest Pass, and asked that a lighted whistling buoy be placed at South Pass.

These temporary changes became effective last month, and we have the assurance of the Bureau of Lighthouses that when the necessary appropriations, included in the estimates for the year, have been made by Congress, steps will be taken to establish vessels at both Passes permanently.

Realizing the importance of furthering any measure that would enable the United States Bureau of Immigration to provide desirable immigrants with full information as to the advantages to be derived from settling in Louisiana and other Southern States, we approved a Bill introduced in Congress by Senator Brown of Nebraska, having for its purpose the creation, under the direction of the Department of Commerce and Labor, of a division of information, and to promote a beneficial distribution of aliens admitted into the United States.

We believe that commerce demands that the transportation lines should be responsible for the acts of their agents, and that this responsibility fixed where it belongs, would facilitate trade and commerce.

It is our opinion that it is up to the rail lines to protect themselves against the acts of their employes, and not throw the burden of this responsibility upon the shipping public.

So we endorsed the Stevens Bill, and urged the Interstate Commerce Committee of Congress to give favorable consideration to said Bill, or some similar measure making Railroads responsible for the acts of their Agents.

We endorsed a Bill introduced in the House and Senate of the United States, looking towards having the United States extend an invitation to the Governments of the commercial nations of the world, to be represented officially at the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Organizations held in Boston last September, and also endorsed the measure for an appropriation of \$50,000.00 by the United States Government towards defraying the expenses of this International Congress, including a tour by the foreign delegates to the commercial and industrial centres of this country.

We co-operated with the New York Produce Exchange in protesting to the United States Government against the West Indian Governments extending to the Canadian Government a preferential duty on flour, feeling that the millers of this country and the different ports would feel the serious effect of such a preferential duty.

We protested against the admission into this country, free of duty, of rosin produced in other countries where cheap labor prevails and which countries impose a prohibitive duty on rosin produced in the United States, and recommended to our Senators and Representatives in Washington to use their good offices to have protection afforded to rosin and turpentine.

We opposed the removal of the Bureau of Manufactures of the Department of Commerce and Labor to another Department, and any reduction in the appropriation for said Bureau.

We protested against such removal and curtailment, for the reason that it would work against the legitimate expansion of our export trade, and urged on our Representatives in Congress to use their influence to foster and encourage the good work of the Bureau of Manufactures in its endeavor to increase our foreign commerce.

The Board of Trade was very active in securing subscriptions of funds and provisions for the relief of the flood sufferers, and we were represented by a delegation at a conference held in Washington on April 22nd to urge an immediate appropriation by the National Government of sufficient money to repair all levees damaged by the flood, so as to protect the Mississippi Valley against the June rise, and permit crops to be raised during the year.

The Board of Trade is on record as being strongly in favor of Federal control of the Mississippi River and its levees, and through its Committee on Rivers, Harbors, and Canals, has studied the question, and used its best efforts to create sentiment in favor of Federal control.

We endorsed National legislation looking towards the relief of American owned ships carrying coastwise commerce from the payment of tolls when passing through the Panama Canal, and opposed legislation that would enable any vessels owned or operated by any Railroad Company or any corporation, from using the Canal with the intent of restraining or preventing competition.

We urged the good offices of our Representatives in behalf of opposing any such control, and to favor the exemption of American built and owned vessels, engaged in the coastwise trade, from the payment of Canal tolls.

We requested our Senators and Representatives in Congress to lend their support to a Bill authorizing the preparation and printing of a National Directory of Commercial Organizations of the United States.

In the interest of Shipping, we communicated with the Weather Bureau at Washington, and urged the adoption of a system, by which supplementary weather reports from Kingston, Jamaica, Swan Island, and Colon, could be obtained immediately there are indications of approaching disturbances, so as to warn all shipping in the vicinity.

The good offices of the Exchange were extended towards having an appropriation included in the Rivers and Harbors Bill for that portion of the Intercoastal Canal from Morgan City to New Orleans. However, the report of the engineers covering that section of the Intercoastal Canal route was not finally reported on by the Board of Engineers, and the Committee on Rivers and Harbors of the House of Representatives, under its rules, could not make provision in the Bill for that portion of the project.

As the Board of Trade has interested itself in the past in behalf of the Intercoastal Canal, and appeared before the Board of Engineers of Rivers and Harbors when hearings were held in this city in 1910, and advocated the survey, (as surveyed by Col. Beach and his corps of Engineers, from Morgan City to New Or-

leans via Houma) we should continue to manifest our interest in this matter, and endeavor to have an appropriation made therefor at this session of Congress.

A Bill introduced in the House of Representatives by Congressman Sulzer, H. R. 20044, having for its purpose the improvement of the foreign service, the appointments of Secretaries in the Diplomatic Service and Consul Generals to grades, instead of to places, received our attention.

In view of the interest the Board of Trade has taken in the extension of the commerce of the United States with foreign countries, the development of an efficient foreign service capable of rendering substantial assistance to American manufacturers and exporters, appealed to us very forcibly, and we so advised our Senators and Representatives of our endorsement of the Sulzer Bill.

When the question of placing Sugar on the Free List was pending before the Finance Committee of the United States Senate last March, we voiced our protest against what we felt would be a hardship upon certain sections and classes of our people without any compensating return to the balance, and asked at the hands of the Finance Committee careful consideration of our protest.

It came to our notice that certain amendments were proposed to the Sundry Civil Bill under the Department of Commerce and Labor, Lighthouse Service, providing that retired officers of the Navy be eligible, and be given the preference whenever a vacancy occurs in the position of Lighthouse Inspector in the Districts other than the Mississippi River and its tributaries.

As the amendments are for the betterment of navigation, we urged on our Representatives and Senators their support of this measure.

We used our good offices in behalf of securing night inspection of vessels at Quarantine.

The Board endorsed the principle of public warehouses on the river front, and requested of the Board of Port Commissioners to erect public warehouses on the river front, and to issue bonds for said purpose, in accordance with Act 133 of 1910 of the Legislature, amending the Constitution of the State of Louisiana, and ratified by the people of the State.

From the inception of the principle of publicly owned and operated water front facilities, the Board of Trade has taken the initiative in fathering and maintaining those principles. We, therefore, felt it incumbent upon us to call to the attention of the Chief Executive of this State, that these principles should not be jeopardized by any sudden and radical disruption of the management of the publicly owned and operated water front facilities, before consulting with the Commercial Bodies of this City, in the matter of making appointments to the Boards having these matters in charge.

The Board of Trade was greatly instrumental in bringing into existence the Public Belt Railroad and placing its affairs in the hands of the representatives of the Commercial Exchanges of this city, and we have always looked with disfavor on any attempts made to change the status of the Belt Commission as originally constituted.

Consistent with our policy in regard to the Belt, we protested against the ordinance passed by the Commission Council of this City taking away from the

Public Belt Commission the control, power, and management of the Belt Railroad, and asked for its repeal.

We are on record as being unalterably opposed to the extension of the port limits beyond its present confines.

We favored the retention of the Dock Board's and Orleans Levee Board's attorneys, and were represented by Committees before the Legislature when hearings were had on these measures.

We made pronouncement in favor of an additional two mill tax for the Orleans Levee Board to continue the work of protecting the city until the National Government takes over the control of the levees.

We are on record as opposing the repeal of the Pilotage Laws, because the provisions of said laws in effect have been found satisfactory to the interest of the shipping of New Orleans.

We adopted resolutions requesting that the Committee on Federal Relations of the Senate of Louisiana report unfavorably on the Income Tax, as we hold to the view that such legislation would be a burden on our citizens, irrespective of occupation, and in principle objected to the usurpation of the prerogative of the State by imposing such a tax through the intervention of the Federal authorities.

Believing that the principles involved in the State Fire Insurance Rating Board were sound and conservative, and in view of the fact that the Board of Trade was responsible for the act creating the State Fire Rating Board, we took all possible steps towards having the law remain on the statutes of the State, and urged on the Legislature that before any legislation be enacted repealing said law, a thorough legislative investigation of the whole Fire Insurance legislation in the City of New Orleans and the State of Louisiana be had.

Although the State Fire Rating Board Law has been repealed, we are still firmly of the belief that there should be some regulating State authority over Fire Insurance Rates.

An act providing for the appointment of inspectors of weights and measures of the City of New Orleans, fixing their duties and salaries, and providing penalties against any one interfering with said inspectors, was endorsed by the Board of Trade, as was also an Act making it unlawful for anyone to sell by false weights and measures, and fixing penalties for same.

We approved of the request of the Railroad Commission of Louisiana at the hands of the Legislature, an appropriation of \$5,000 for the traveling expenses of the Commission, in order to carry on their work properly. Also, the Commission's request for a law to be passed giving the Commission the power to grant reparation to shippers for damages which they have sustained by the charging of an unreasonable and excessive freight rate.

We approved of Bills introduced in the Legislature for Uniform Bill of Lading Law.

We endorsed legislation having for its purpose an efficient ante-mortem inspection of cattle by expert inspectors under the supervision and control of the State Board of Health.

The Bulk Sales Law met with our approval.

We joined with others in urging on the Mississippi River Commission and the War Department a sufficient appropriation to be used in closing the Hymelia Crevasse.

The Board of Trade called a conference of commercial organizations and the Clearing House of this city to consider different Corporation Bills introduced in the Legislature at the last regular session. Suitable protests were made, and presented against the enactment of any Anti-Corporation laws that would mitigate against the interests of this State, and we urged that the Legislature appoint a Commission to look into the Corporation Laws of other States, study them, and report to the Governor at the next session of the Legislature.

We endorsed the Samuels Chattel Mortgage Law, and endeavored to have amendments made thereto so as to provide for Chattel Mortgages on agricultural implements, and crops.

The Bill passed the Legislature without the amendments suggested by us, but we feel that by the passage of the Samuels Bill, the principle of the Chattel Mortgage has been advanced considerably, and we may finally come to the Chattel Mortgage as it exists in other States.

The Board of Trade is on record as having taken the stand, and fought against the parcelling out of our river front to private corporations, and that the City and State should never lose control, but, at the same time, we have always contended that the railroads,—the great arteries of commerce,—should be granted all privileges and facilities necessary to the transaction of their business, provided that such grants be consistent not only with the law and rights of the people, but in return for such rights and privileges, the railroads provide in a clear and comprehensive manner, for conserving the public rights, and give just and equitable compensation in return for the rights and privileges accorded them.

It is with these views and policy that we approached the Texas and Pacific Railroad Ordinance, in connection with their new proposed terminals, and it is along these lines that pronouncement was made by the Board of Trade.

Our Committee consulted with members of both the Public Belt Railroad and the Dock Board, and we felt that we could freely and fully endorse such demands as emanated from them.

Several conferences were held with the officials of the Texas and Pacific Railroad Company, and at our suggestion, they agreed to write in the ordinance a proviso for up-to-date fireproof buildings and facilities, and for the additional paving of streets within the zone of the terminals and abutting property.

We were represented at the National Hay Association Convention held at Kansas City, Mo., in July, at which our delegate secured the unanimous adoption of two sets of resolutions endorsed by the Board of Trade: One, advocating Federal control of the levees of the Mississippi River.

This resolution provided that the National Hay Association convey to their Representatives in Congress, and to the President of the United States, that the Association advocated the handling of the levees, and the control of the Mississippi River, by the Government.

The other resolution urged upon the Senate and House of Representatives at Washington the importance of immediately providing adequate protection for the defense of the Jetty Channels at the mouth of the Mississippi River.

We appointed delegates to the Lakes-to-the-Gulf Deep Waterway Association Convention, held at Little Rock, Arkansas, in September.

We appointed delegates to the National Drainage Congress held in this city during last April, and urged on our members their support in making it a success, and secured subscriptions to help pay the expenses of the Congress.

We appointed delegates to the Fifth Annual Convention of the Southern Commercial Congress at Nashville, Tennessee, in April, and appointed delegates to the National Rivers and Harbors-Congress at Washington, D. C., in December.

The agitation had during the past year in the matter of holding a Southern States Fair and Pan-American Exposition in this city, received our endorsement.

It is our view that such a permanent Exposition will redound to the commercial advantage of the City and State, and the efforts of those who have given of their time and attention towards the consummation of this project, are worthy of commendation.

In view of the extremely drastic provisions against the City of New Orleans, contained in the Tax Amendments that were adopted by the Legislature in Special Session in August, and voted on by the people in November, we urged the members of the City delegation, when these measures were pending before the Legislature, to vote for their postponement until the next meeting of the Legislature, or, failing in this, to vote against the entire measure.

We felt that our people were not enlightened sufficiently on such an important subject; so with a view of securing enlightenment, arrangements were made with the Louisiana Tax Revision Association to have talks to our members on the subject.

One of the most representative meetings ever held on our floor was had on October 10th, at which both sides of the subject were fully discussed, and considerable enlightenment on the amendments obtained by our members, and the general public.

There is no doubt that the able addresses delivered on that occasion, and the interest taken in the subject by those present, were instrumental in awakening our people to the importance of the Tax Amendments, and the subject of segregation of taxes, and an enlightenment to the public in general.

We were represented by Commissioner Smith of our Freight and Transportation Department at a conference of commercial bodies in Washington last April, when the Chamber of Commerce of the United States was organized.

We hold membership in said National Chamber, and are represented on its Board of Directors by W. B. Thompson; on the National Council, by C. H. Ellis, and by the following representatives to the National Organization:

R. F. Clerc, Thomas F. Cunningham, Jeff D. Hardin, M. J. Sanders, and the President of the Board of Trade.

We are also represented on important Committees of that body, so that the City of New Orleans is well represented in the National Chamber of Commerce.

So it will be seen that in matters of legislation affecting the general public and business interests, the Board of Trade has been very active during the past year, and in addition thereto, the routine work of the various departments of the Exchange has shown that the Board of Trade is true to the purpose for which it was created, and is living up to its policy of promoting the interests of commerce and trade.

The foregoing is but a brief resume of the work of the organization during the year 1912. The different subjects handled, and the business of the departments, will be more fully dealt with in the reports of your Committees.

To the members of the different committees, who have given so freely of their time to the affairs of the Exchange, we wish to extend our sincere thanks, for without able and attentive workers on committees, little could be accomplished. I desire to thank the members of the Board of Directors for their hearty co-operation, and the members in general for the assistance rendered during my administration.

I wish to thank our esteemed secretary for his valuable assistance and for his indefatigable attention to duty, and I may tell you, gentlemen, that he has the welfare of our Board and members at heart.

It is with deep regret that we have to report the loss by death of the following members:—

ALBERT G. BRICE,	AMBROSE J. PARDO,	EDWARD J. ERNST,
CHARLES DICKSON,	THOMAS M. GILMORE,	EMANUEL STEINHARDT.

The Exchange is in a good, financial condition; all our obligations have been met, and the year's business wound up with a credit balance.

Forty-five new members were enrolled, which was offset by resignations, loss by death, and members dropped from the rolls for non-payment of dues, so that we start the New Year with a membership of four hundred and sixteen.

The principal revenue of the Exchange is derived from membership dues, and the work of the organization and its scope of usefulness could be considerably broadened and extended, if those who have been somewhat lethargic in the past, should wake up and join with us in the work that the Board of Trade is doing.

There is one feature alone that is essential to the commercial life of our city. The work being carried on by our Freight and Transportation Department in resisting discrimination against this market in the way of rates and transportation service, which should appeal to every firm doing business in this city. If this department of the Board of Trade was dispensed with, there is no doubt that many of our merchants, who do not contribute to its maintenance, but who reap the benefit of its efforts, would be among the first to raise the cry that a bureau of this kind should be again established, and come forward to help inaugurate it. Then, why not help to maintain the established and efficient bureau of the Board of Trade, by holding membership in the organization, and thereby also assist in the other lines of endeavor in which we are constantly engaged for the benefit of our business interests?

With the advent of the opening of the Canal that will link the two great oceans, changes will occur in trade routes that will considerably alter present con-

ditions, and bring about changes in the commercial map of this country. Railroads, and other Transportation Companies have long since realized this fact, and being aware of the position that New Orleans will occupy as the entrepot to the trade of the great Mississippi Valley, and its important position in relation to the increase in commerce that will take place between this country and the Latin-Americas, and the Orient, are looking forward to, and making preparations for the increase in trade that will come to us.

Not only New Orleans' geographical position, but also the facilities afforded to shipping will make her an important factor in the new era that will soon be here. The New Orleans Board of Trade will play its part in this new era to come, and will continue along the road of usefulness in behalf of the commerce of the City, and the port of New Orleans, in the future as it has so faithfully done in the past.

Yours very truly,

JOSEPH McCLOSKEY,
President.

THIRTIETH ANNUAL REPORT.

SECRETARY'S REPORT.

NEW ORLEANS, LA., December 31, 1911

To the President and Board of Directors of the New Orleans Board of Trade, Lima

GENTLEMEN—Your Secretary-Treasurer is charged in the By-Laws with the duty of rendering to the Exchange a report of the business of the City for year just closed, embracing such information in his possession as may be of interest to the members. It is with this idea in view that I have prepared my report for the year of 1912, and have confined my efforts principally to the preparation of statistical data, appertaining to the trade and commerce of the City and Port of New Orleans, as well as to the work of our different trade departments.

Those matters, relating to Legislation, City, State, and National, as well as those that confronted the Exchange in relation to public policy, correcting abuses and discrimination in trade, etc., will, no doubt, be ably handled in the report by your President and the numerous committees, who have been very much occupied during the past year.

To carry on the work of the Exchange, it took 18 meetings of the Board of Directors, and required 178 meetings of committees. In addition, several conferences of trade interests were had. The Board of Directors meetings have been well attended, and in only one or two instances have committee meetings been deferred for want of a quorum.

The members comprising the committees, who have given up much of their time and efforts in the affairs of the organization, are men well versed in the different lines of trade and in the conservative policy which has tended to make the Board of Trade what it is to-day, one of the most representative and influential organizations in this country.

It can be said that New Orleans has just passed through a prosperous year. We have not only increased our export and import trade, but there has been perceptible growth along all lines. The different Trunk Line Railroads, having entry at this port, have handled a large volume of business, and are making preparations for increased terminal facilities to handle the larger volume of business that is to come.

The Bank clearances for the year were the largest in the City's history. It is also true of the Postal receipts. There is no better evidence of increase in business than that shown by the Bank clearances and Postal receipts.

Building operations are on the increase.

A stimulus has been given to the Grain Trade, as well as the Cotton Trade during the year, and there is every indication of our again coming into our own on these lines.

Through our various departments, Freight and Transportation, Grain Inspection and Weighing, Hay Inspection and Weighing, Banana Inspection and Weighing, Telephone Vessel Reporting Service, and Sand Key Signal and Vessel Reporting Service, various interests of our City have been served.

The Grain Inspection Department inspected 15,857 cars of grain inward and 11,855,552 bushels of grain outward.

The Hay Inspection and Weighing Department inspected and weighed 3,560 cars of hay.

The Banana Inspection and Weighing Bureau handled 12,607,490 bunches of bananas, and 22,000,000 coconuts.

The Telephone Vessel and Reporting Service handled 1,760 reports of vessels, using the two channel entrances, South Pass and Southwest Pass.

Sand Key Vessel and Reporting Service handled the reports of 1,227 vessels passing Sand Key off Key West, Fla., and transmitted 111 orders to Sand Key for vessels.

To carry on the work of the Exchange and its different departments, it took 46 salaried employes, not including laborers employed in the weighing of hay and the inspecting of bananas.

For the fiscal year of the Exchange, ending November 30th, 1912, our revenues from all sources amounted to \$93,371.27, while it took \$89,969.58 to pay all expenses and meet all of our obligations.

The Exchange holds membership in the National Rivers and Harbors Congress and in the Chamber of Commerce of America.

Accompanying this report is the Trade Review and Statistical Report of the Exchange, for the year 1912, which, no doubt, will be of interest to the members, as it contains valuable data on the trade and commerce of New Orleans.

While most of the responsibility devolves on the Secretary and Manager in a body like ours, this responsibility can be considerably lightened, if he has an efficient corps of assistants. It is naturally impossible for the Secretary to personally attend to all of the detail work connected with an Exchange and its different Departments, so that the efficiency in carrying on its affairs devolves to a great extent upon the employes, and I must say for the Board of Trade, that it has an efficient corps, who perform their work faithfully and with a cheerfulness that is to be commended.

While we have a good, stable membership of four hundred and sixteen, when we consider the membership in organizations of a like character in other large cities, ours should never be less than five hundred.

There are quite a number of people, who, while not directly interested in the Board of Trade, realize the good of such an institution and what it has accomplished for the business interests and the community in general, and have enough of that high and controlling civic pride in them to assist the Board of Trade in promoting the interests of commerce and trade.

On the other hand, we have many business firms, who are either blinded by a narrow-minded policy of paying attention to only their particular line of business, and leave it to their fellow merchants to do the hustling along general lines, for the benefit of the trade and commerce of this city, and in matters of public policy.

If all of our people had pursued this course in the past, what would our position be in connection with the new era that will soon dawn on us, and for which we have prepared by building up facilities that other large commercial centers are to-day looking on with envy.

Would we have had the two deep sea channel entrances to the port, the unsurpassed wharf facilities, and that co-ordination that exists between the Railroads and our Public Docks through the Public Belt Railroad, if the Board of Trade and other commercial organizations had not taken the interest in these matters that they did? If all of our people had pursued the policy of holding aloof and waited for the other fellow to do it for him, there would not have been any Board of Trade or kindred organization to take the initiative and foster these public utilities and other improvements, and do the work of years in their up-building.

It takes money to run an institution like ours, and while we manage to get along nicely, still, there are times when we are handicapped from the lack of being able to join actively and assist financially in the different measures that possess much merit. For instance, there are many conventions and meetings, at which the people of this city and section should be ably represented, and it is not right to expect a few to assist in these matters and work in behalf of the general public at their own expense.

Changes for the better are constantly taking place, new trade channels will be opened up, and new conditions will have to be met, that will require thought and study. Let us hope also that a new feeling of patriotism will crop up in this community to such an extent that it will be an important factor in stimulating our people to join with and assist in the work that the Board of Trade has before it.

In conclusion, I wish to extend to the officers and members my sincere thanks for the encouragement and assistance accorded me during the past year.

Respectfully submitted,

H. S. HERRING,
Secretary-Treasurer.

REPORT OF FINANCE COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—It is very gratifying to your Finance Committee to report that the year of 1912 has been a prosperous year to the Exchange.

All of our Inspection and Weighing Departments, as well as the Vessel Reporting Service, have done well and show a balance on the right side of the ledger.

Due to the good showing made by these Departments, and particularly the Grain Inspection and Weighing Department, we have not only been able to meet all of our obligations, but have closed our fiscal year, that ended November 30th, 1912, with cash resources on hand of \$3401.69, and nineteen City of New Orleans Improvement bonds amounting to \$19,000.00.

A statement of the assets and liabilities of the organization, which we herewith submit, shows that our assets exceed the liabilities to the extent of \$1209.37.

Your committee during the year approved vouchers for amounts expended in paying salaries, and other expenses incurred for the Exchange proper and all of its departments, amounting to \$89,969.58; so it will be seen that to carry on the work of the Exchange, it requires a considerable outlay of money. While the Budget of expenses for the past year for the Exchange proper was exceeded to an amount of about \$700.00, this was overcome by an increase in revenue.

In preparing the budget for the fiscal year of 1913, your committee has based the expenses for Exchange proper, Freight and Transportation Department, and Maritime Branch, on past experience, and the revenue, on actual revenue to be derived from membership dues and other sources, and we feel that we should live up to the budget as fixed. The revenues should amount to \$26,025.00 and the expenses to \$25,654.00.

In preparing this budget, we have been very liberal with the expenses to be incurred. It must be borne in mind that in budgeting for Exchange proper, we have not taken into consideration, or anticipated any revenues from our Hay Inspection and Weighing Department, and the Grain Weighing and Inspection Department. These departments are expected to stand on their own ground, and any profits that may be derived from them, will add to the resources of the Exchange.

Your committee has examined the books, vouchers, etc., every month, and can congratulate the organization on the manner in which they are kept.

Full and detailed statements of the business of the different departments, and cumulative statements of revenues and expenses, in clear and concise form have been furnished monthly by your Secretary-Treasurer, all of which has tended to lighten the labors of your Committee.

All of the foregoing taken into consideration, we can congratulate the Exchange on its good financial condition.

Respectfully submitted,

ALBERT MACKIE,

Chairman.

STATEMENT OF ASSETS AND LIABILITIES.

NOVEMBER 30TH. 1912.

ASSETS.

Cash in Bank.....	\$ 7,507.53
Postage Stamps, etc. on hand.....	26.53
City of New Orleans 4% Imp. Bonds at par.....	19,000.00
Real Estate "Exchange Building".....	45,000.00
Furniture and Fixtures.....	3,020.00
Sundry Accounts Receivable.....	7,777.61
Accrued Interest on Bonds.....	316.67
Hay Inspection Dept. Property %.....	508.33
Package Car Circular No. 27.....	225.35
	<hr/>
	\$83,382.02

LIABILITIES.

Capital Stock.....	\$100,000.00
Less held in Treasury.....	28,400.00
	<hr/>
	71,600.00
Sundry Accounts Payable.....	\$ 1,553.90
Banana Insp. Bureau Certificate Dec. 1, 1912 to Aug. 31, 1913.....	618.75
Membership Dues 1913 paid in advance.....	8,400.00
	<hr/>
	\$82,172.65
Excess of Assets over Liabilities.....	\$ 1,209.37

REPORT OF ARBITRATION COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The General Arbitration Committee was called together on one occasion during the year, to arbitrate differences between two members in the Grain and Hay Trade, relative to the delivery of one car of hay.

The Committee found that neither party complied with the Hay Rules of the Exchange, which provides that the confirmation of sales shall be reduced to writing, and we had to render the decision, so as to conform with equity and justice, and the intent of the transaction.

We would call to the attention of the members, that they should avail themselves, in all their transactions, of the protection accorded to them by the Rules of the Exchange.

Yours truly,

W. P. Ross, *Chairman.*

REPORT OF APPEAL COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—We only had occasion to call the Appeals Committee together in one session during the year 1912, and that for the purpose of considering an appeal made to your Committee from a decision rendered by the Arbitration Committee on Maritime Matters, in reference to the fulfillment of a contract covering shipments of lumber from New Orleans to Genoa.

The Committee of Appeal, after carefully reviewing the evidence in the case that was submitted to the Arbitration Committee on Maritime Matters, and after hearing arguments by both sides interested, unanimously affirmed the decision of the Arbitration Committee on Maritime Matters.

Yours truly,

JOS. TRAUTMAN,

Chairman.

REPORT OF COFFEE COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN: During the month of May, on account of the high water, your Committee, together with the Coffee Interests, took steps towards relieving conditions that confronted the coffee trade who had coffee on the Docks, and we immediately got in touch with the different Railroads, asking them to expedite the handling and moving of coffee from the Docks, so as to avoid damage to the stock.

With the view of stimulating the trade in coffee options on the floor, your Committee called the coffee trade in conference, to consider the question of changing the rules of the Board of Trade regarding the quantity of bags of coffee to a contract.

After giving the subject careful consideration, we recommended that the contract of the Board of Trade be 13000 lbs. in about 100 bags, and the difference in grades be established at 50 points instead of 25 points, and this recommendation met with the approval of the Board of Directors, and the rules of the Coffee Department of the Board of Trade, governing trade in coffee options, was amended along these lines.

Different forms of coffee quotations received from New York were changed on the recommendation of the Information and Statistics Committee, and the Coffee Trade petitioned the Board of Directors to restore these quotations to their former basis, so as to give to the trade the full, detailed information that they had been previously receiving, and which is of great benefit to them in conducting their business.

Several meetings were held during the year, at which minor matters in connection with the Coffee Trade were transacted.

For the year ending December 31, 1912, importations of coffee at this port amounted to

From Brazil	2,093,895 bags
All other kinds	111,170 bags

Respectfully submitted,

CHARLES DITTMANN,

Chairman.

REPORT OF FLOOR COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The Floor Committee was called together in session on three occasions during the year, two of our meetings to consider the question of parties holding messenger cards abusing the privileges accorded to them on the floor of the Exchange.

This subject has given your Committee considerable annoyance during the past year, and as the rules applying to messengers did not make clear as to what constitutes a messenger, your Committee interpreted the rules to imply that no such person, occupying the position of messenger, shall be permitted in any way to solicit business by sample or telegram, or in any other way, while on the floor of the Board of Trade, or, such person, occupying the position with his firm or employer of soliciting bids or trade on the street, is not eligible as a messenger of the Board of Trade.

This interpretation was sustained by the Board of Directors, and the members, to whom messenger cards were issued for their employes, were so advised, and we strongly recommend that in issuing messenger cards for the New Year, this rule be strictly adhered to.

We regret to have to report that a controversy arose on the floor of the Exchange between two of the members, in reference to the allotment of rice tables, and on account of violation of the rules, a fine had to be imposed by your Committee.

Respectfully submitted,

C. M. MURRAY,

Chairman.

REPORT OF COMMITTEE ON FLOUR AND GRAIN PRODUCTS.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—At the request of the Committee on Information and Statistics, the Committee on Flour and Grain Products recommended the elimination

of certain quotations, and the revising of the quotations that are of interest to the Flour Trade.

We also had to take up with the members interested in the Flour Trade, the question of having their flour inspected by the Official Flour Inspector of the Board.

Some members availed themselves of the services of the Official Inspector, while others have only had recourse to inspection when they were in doubt as to the out-turn of their goods.

The protection afforded by Official Inspection is vital to the Flour Interests during unfavorable seasons, such as we have had in the past, and we felt that if the service would be discontinued, there would be no possible recourse on the sale of flour by reason of unsoundness or light-weight, because no official certificate would be obtainable, and your Committee, realizing the importance of Official Inspection, appealed to the different members interested in the Flour Trade to make use of the inspection service, and have it maintained.

We had under consideration the early part of the year, a communication from the New York Produce Exchange, calling our attention to the possibility of the West Indian Governments extending to the Canadian Government a preferential duty on flour, and requesting our Board of Trade to address a letter in protest to the U. S. Government about this possible preferential duty.

While we were not directly interested in the subject at the time, we felt that if the preferential duty on flour was accorded the Canadian Government by the West Indian Governments at the ports that handle flour to the West Indies, the flour millers of this country would feel its effects, so your Committee went on record as being in hearty accord with the position taken by the New York Produce Exchange, and, at our suggestion, the Board of Trade protested to the Secretary of State of the U. S. Government about this preferential duty.

Very truly yours,

E. F. KOHNKE,

Chairman.

REPORT OF COMMITTEE ON FOREIGN AND DOMESTIC FRUITS.

NEW ORLEANS, LA., January 3, 1913.

*To the President and Board of Directors of the New Orleans Board of Trade,
City.*

GENTLEMEN—As Chairman of your Committee on Foreign and Domestic Fruits, I take pleasure in submitting the following annual report showing receipts of foreign and domestic fruits at New Orleans during the year ending December 31st, 1912, the data given being approximately correct.

BANANAS:—

Importations	18,060,000 bunches
For the year 1911	17,566,000 "
Increase	494,000 "

COCOANUTS:—		
Importations	22,000,000	cocoanuts
For the year 1911.....	20,005,000	"
Increase.....	1,995,000	"
PLANTAINS:—		
Importations, from Honduras.....	200,000	bunches
For the year 1911.....	172,000	"
Increase.....	28,000	"
LEMONS:—		
Importations, from Messina and Palermo (Italy).....	155,000	boxes
For the year 1911.....	168,000	"
Decrease.....	13,000	"
Receipts, from California.....	9,000	"
For the year 1911.....	6,000	"
Increase.....	3,000	"
Total foreign and domestic receipts for 1912.....	164,000	"
For the year 1911.....	174,000	"
Decrease.....	10,000	"
ORANGES:—		
Receipts, from California.....	120,000	boxes
For the year 1911.....	67,375	"
Increase.....	52,625	"
Receipts, from Florida.....	57,000	"
For the year 1911.....	51,000	"
Increase.....	6,000	"
Receipts, from Louisiana.....	375,000	"
For the year 1911.....	350,000	"
Increase.....	25,000	"
Importations, from Honduras and Mexico.....	5,500	"
For the year 1911, from Honduras, (Note: No importations from Mexico in 1911).....	6,000	"
Decrease.....	500	"
Total foreign and domestic receipts.....	557,500	"
For the year 1911.....	474,375	"
Increase.....	83,125	"
APPLES:—		
Receipts, from the States of New York, Missouri, Virginia, and Western States.....	47,000	barrels
For the year 1911.....	110,000	boxes
Increase.....	43,000	barrels
Decrease.....	120,000	boxes
Increase.....	4,000	barrels
Decrease.....	10,000	boxes

MISCELLANEOUS FRUITS:—

Receipts of miscellaneous fruits, such as grapes, peaches, pears and plums, from the States of California, Colorado, Georgia and Texas, about.....	550	carloads
For the year 1911.....	500	“
Increase.....	50	“

(Note: Receipts of foreign grapes during the year 1912 amounted to but a few hundred barrels.)

Thanks are due to Mr. John Meyer, Messrs. Geo. W. Davison & Co., and Messrs. Noble & Salter for kind assistance rendered in securing statistics for above report.

Your Committee did not have occasion to meet during the year, there being no questions or complaints referred to it for consideration.

The system of banana inspection and weighing referred to in last annual report, continues to give satisfactory results. This system has also been adopted by the Galveston Cotton Exchange and Chamber of Commerce, as well as by the Charleston Chamber of Commerce.

The fruit business as a whole shows an increase over previous years; and when the Frisco Lines' new docks at Pauline Street have been completed, will no doubt show further increase, as the modern facilities which this railroad is constructing for the handling of bananas and other foreign fruits will doubtless, upon completion, attract the attention of importers at other points to the added advantages afforded by this port.

Respectfully submitted,

CHAS. WEINBERGER,
Chairman.

REPORT OF FREIGHT AND TRANSPORTATION COMMITTEE.

January 7th, 1913.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Covering the work of the Freight and Transportation Department as to matters accomplished, I commend to the merchant membership of the Board of Trade the entire report for their perusal, with the hope that a reading of matters accomplished traffic-wise, rates reduced, and territory expanded, will bring home to them a realization that if they will confer more with the Department and when they have complaints to make, make them, that with this co-operation that the usefulness of the Department will be increased and the general trade of the City thereby benefited.

One of the difficulties that the Department has to contend with is the apathy and apparent lack of interest on the part of those most concerned, and I venture the assertion that member after member spoken to in regard to the work of the Department will testify as to results obtained in their particular line, following

a manifestation of interest on their part and a laying before the Commissioner and his force of their complaint.

I am touching upon this feature of it because in my opinion emphasis can be stressed in that the efficiency of the Department manifests itself more when co-operation and initiative as to subject comes from the merchants directly interested.

It matters not how competent organization is, nor what is its initiative, its work and researches are bound to be more or less academic and general in character, and the membership of the Board of Trade gets better 'value received' from that Department and its workings, when they take an interest and lend a helping hand.

The members of the Freight and Transportation Department have been faithful in their attendance to Committee meetings and have aided much by their suggestions and interest in the working of the Department.

Within the tenure of our office we have had two Assistant Commissioners, who left us to accept positions of higher trust and greater emolument, which speaks well for our selections and is evidence that others besides ourselves appreciate what a Freight and Transportation Department means.

To our successors, I commend the consideration of an Assistant Commissioner for another season.

In conclusion, I bring to the attention of the directorate that this Department has worked well within its budget, and I permit myself the reflection that it is one of the 'live wires' connected with the working of the institution.

All of which is respectfully submitted,

Yours very truly,

S. LOCKE BREAUX,
Chairman.

W. M. PITKIN,
Vice Chairman.

REPORT OF COMMISSIONER, FREIGHT AND TRANSPORTATION DEPARTMENT.

To the Chairman and Members of the Freight and Transportation Committee of the New Orleans Board of Trade, Limited, New Orleans, La.

GENTLEMEN:—The eleventh annual report of the Freight and Transportation Committee is herewith submitted.

The report covers only such results as have been actually accomplished through direct efforts of the Department. It is necessarily summarized; if made in too much detail it would be so voluminous that members would not read it.

The work is shown under two headings, viz:

(A) Correction of Rates and Transportation Matters Into and From New Orleans, Discriminating Against and Injuring the Commerce of the City.

(B) General Subjects.

A correction of Rates and Transportation Matters into and from New Orleans, discriminating against and injuring the commerce of the city.

(1) *Improved Arrangements on Export Grain to Cuba.*

Complaint reached this Department from local Grain interests that considerable hardship was imposed on them by their inability to have Bills of Lading signed for Grain exported to Cuba until same was actually placed aboard Southern Pacific Company's vessels.

As grain is always loaded last there was very limited time in which to secure signed Bills of Lading at the COMMERCIAL OFFICE in order to have papers vised by the Cuban Consul and sent off on the same boat with the grain covered thereby.

This Department called a meeting of the Grain shippers, Mr. Joseph Lallande and Mr. E. E. Lamberton of the Southern Pacific S. S. Company and Col. R. Cervino (Cuban Consul) to discuss ways and means of improving the service, with the result that:

(1) *The Southern Pacific Company agreed to have their sailings for Havana at the hour of 11 A. M. instead of 10 A. M. as heretofore.*

(2) *That, when necessary, Bills of Lading will be signed at the Steamship Wharf instead of at the commercial office, as has been the unvarying custom heretofore.*

(3) *That the Cuban Consul will open his office at 9:30 A. M. instead of at 10 A. M. and will vise documents without charging double fee for the service.*

Some of the Grain Shippers have expressed their satisfaction at our arrangement of the matter.

(2) *Trip to Galveston, Texas on Behalf of Coffee Roasters, to Attend Meeting of Western Classification Committee:*

At the request of the New Orleans coffee roasters, the Commissioner attended the meeting of the Western Classification Committee at Galveston, Texas, during January.

There had been listed on the Docket of this Committee for consideration the question of increasing the rating on shipments of roasted coffee. The New Orleans coffee roasters being advised by this Department of this proposed increase held a meeting and requested the Commissioner to go to Galveston and protest the proposed increase. This he did. He had to remain at Galveston four days before the subject was called and he could get opportunity to enter his protest. Other coffee roasters who had traffic men at the meeting to protest against the increase were: St. Louis, Kansas City, Chicago, and Toledo, Ohio. But the only representatives addressing the Committee on the question was the traffic man from Toledo and your Commissioner.

The Commissioner's expenses were paid by the coffee roasters. Due to the protests of the various coffee roasters, the proposed advance was not made.

(3) *Reduced Rates on Fertilizer C. L. from New Orleans to Texas & Pacific Stations in Arkansas.*

The Department issued a circular in February showing reduction of \$1.20 per ton secured in these rates. The stations to which the reductions apply cover 40 miles.

(4) *Reduced Rates on Fertilizers from New Orleans to Texas.*

The Department issued a circular in February showing reductions ranging from 20 cents to 40 cents per ton secured to points on the Texas & New Orleans Railroad north of Beaumont; the reductions cover a distance of 35 miles.

(5) *Reduced rates on Fertilizer from New Orleans to St. Louis, Iron Mountain and Southern Railway Stations in Louisiana.*

The Department gave notice in February of reductions secured in these rates ranging from \$1.10 to \$1.70 per ton. The reductions apply to the main line and branches of the St. Louis, Iron Mountain & Southern Railway north of Alexandria, and cover a distance of 135 miles.

(6) *Reduced Rates on Hay from Arkansas to New Orleans.*

At the request of one of our dealers the question of getting lower rates on hay, carloads, from St. Louis, Iron Mountain & Southern Railway points in Arkansas to New Orleans was taken up. As a result of our efforts rate of 19 cents was established; prior thereto only class rates were in effect and they were so high as to be prohibitive.

(7) *Proportional Rate on Alfalfa Hay from New Mexico to New Orleans when Going Beyond.*

Due to our efforts a proportional rate of 35 cents, 3 cents less than the local rate, was published on hay from certain New Mexico points to New Orleans when going beyond. This rate has been very beneficial to our hay dealers. Notice of this rate was given by circular.

(8) *Reduction in Fertilizer Rates to Texas.*

The Department gave notice in March of a large reduction in fertilizer rates from New Orleans to an extensive territory in Texas. The reductions vary from 30 cents to \$1.50 per ton. They apply to points on the Santa Fe, the Beaumont, Sour Lake & Western, the Orange and Northwestern, and the Texas & New Orleans Railways. They cover a territory of about 250 miles, in all of which our fertilizer factories do business.

(9) *Privilege of Mixing in Carload Lots Shipments of Corn, Oats and Wheat, and Their Products, Also Hay.*

The State Railroad Commission issued the following general order effective March 15:

Cars containing mixed carload shipments of Hay, Corn, Oats and Wheat, And Their Products:"

shall be taken at the carload rate applicable to each commodity contained in the car, subject to the actual weight.

Interior points submitted the proposition to establish this Rule only on NATIVE GROWN Corn and Oats. Through the intervention of this Department, was made to apply on ALL GRAINS, native grown or any other, and their products, also to include Hay. Notice of this arrangement was given to the trade by circular.

(10) *Reduced Rates on Rice from New Orleans to Pennsylvania and West Virginia.*

On request of one of our large dealers we took up these rates and secured reductions to 35 important points in the States named. The former rates were

made on a combination through Cincinnati. The reductions ranged from 30 to 40 per cent.

(11) *Reduced Rates on Grain, Grain Products and Hay from New Orleans to St. L. I. M. & S. Railway Points in Louisiana on Eudora, Arkansas, and Calvit, Louisiana Branch.*

We had a carload rate of 20 cents per 100 pounds established on these articles to the territory described covering a distance of 40 miles, the same being 50 per cent less than the former class rate. The rates were taken up on request of one of our grain dealers supplying rice growers in that section.

(12) *Reduced Rates on Machinery, Sugar Mills, Boilers, Derricks, etc., from New Orleans to Mexican Ports.*

Reductions ranging from 7 cents to 71 cents, less carloads, in cents per 100 pounds were secured in the above rates. The adjustment of these rates was taken up on the request of one of our foundries. Commodity rates had been established by the Steamship Company on shipments from Birmingham and Ohio factories, but their application had not been extended to New Orleans. Shipments have been made by the foundry here at the reduced rates. Notice of the reduction was given in circular form.

(13) *Reduced Rates on Rice, Rice Polish, Rice Bran and Rice Hulls, Carloads, from New Orleans to Ogden, Salt Lake and a Number of Utah Points Taking Same Rates.*

A reduction of 27 cents per 100 pounds was secured in these rates to place them upon an equality with rates established from Arkansas.

(14) *Reduced Carload Rates from New Orleans to Texarkana, Ark., and Points Taking Same Rates.*

Reductions were secured in these rates based on the Shreveport combination to Texarkana as follows: Class E, 2 cents; Cement and Plaster, $8\frac{1}{2}$ cents; Lime $13\frac{1}{8}$ cents; Sugar and Molasses, 14 cents. These reductions apply to about 100 stations in Arkansas on different lines, which take the same rates from New Orleans as Texarkana.

(15) *Reduction in Express Rates on Eggs from Roanoke and Other Alabama Points to New Orleans.*

A reduction of 42 cents per 100 pounds was secured in this rate. The matter was taken up on complaint of one of our members.

(16) *Reduced Rates from New Orleans to Arkansas Points.*

Reductions were secured in rates to territory adjacent to Texarkana to the following extent:

		CLASSES									
		1	2	3	4	5	A	B	C	D	LOW-
ARKANSAS POINTS											
KANSAS CITY SO. RWY											
(Group 1)											4.00
Ashdown,	Hudson	}	10	7	5	8	2	1	3	—	5.15
Bowles,	Ogden										6.85

		CLASSES									
		1	2	3	4	5	A	B	C	D	E
ST. L. & S. F. RR. (Group 2)											
McNab	Thrasher	}	20	18	24	34	26	20	22	19	11
Orton	Stranger										
Long	Comet										
Richmond Spur											
Arden	Conley										
Gravel Pit											
Foreman	Arkinda										
T. & P. RY. (Group 4)											
Black Diamond,	Fouke	}	17	18	21	31	25	23	23	17	8
Dodridge,	Kiblah										
Fort Lynn,	Roberts										
ARKANSAS POINTS. ST. L. I. M. & S. RY. (Group 5)											
Gurensey,	Sheppard	}	17	22	31	30	21	20	17	17	9
Sprudel,	Fulton,										
Chipper Spur,											
Homan,	Dolph										
Washington,	Ozan										
Bellaire,	Compton										
Nashville,	Ark.		10	10	10	10	10	5	5	5	5
TEXAS POINTS. KANSAS CITY SO. RY. (Group 3)											
Index,	Whatley.	}	18	16	18	17	16	18	12	6	4
Creosote Spur											
Gullat Bros. Spur											
Draper,	Watson,										
Spencer Spur,	Cass										
Robertson Spur,											
Bloomburg,											

COMMODITIES: *Reductions in Cents per 100 pounds.**Stations in Groups are as named above under classes.*

		Groups					Nashville Ark.	Ravanna Ark.	Hope and Willard Ark.
		1	2	3	4	5			
Axes,	LCL	7	16	18	18	11	10		
Bagging and Ties	CL	20	12	12	10	7	5	20	
Bags, Burlap	CL		14	8	23	40			7
Canned, goods	CL	18	42	24	24	37	5	18	18
Rice,	CL	6	15	15	40	14	5	6	
	LCL		3	32	36	35	10		5
Confectionery	LCL	62	72	37	29	69	10	46	52
Rope,	CL	12	38	17	35	34	5	6	19
Cotton Factory Products,	AQ	35	63	56	33	35	5	9	11
Fertilizers,	CL	9½	18½	5½	2½	4½	5	8½	
Acid Phos- phate,	CL	13	22	2	12	20	5	12	9
Bedsteads, Iron or Brass, Spring Beds, Etc	CL	11	35	6	17	30	5	11	19
Coffee, Green or Roasted	CL	3	3	27½	32	33	5	3	5
	LCL		32	27	31	30			
Crackers, Cakes, & Biscuits,	LCL	33	53	46	49	59	10	28	28
Iron and Steel Articles,	CL	20	44	28	43	9½	10	20	10
Structural Iron	CL	11	35	19	34	30	5	11	3
Link Belting, Castings, Forgings	CL	11	35	19	34	30	5	11	3
Alcohol, Whis- key, Etc. in Wood	AQ	36	11	39	32	14	10	22	14
Same, in Glass in Cases,	AQ	23	33	6			5	7	19

COMMODITIES.	Groups					Nashville Ark.	Ravanna Ark.	Hope and Williard Ark.
	1	2	3	4	5			
Tobacco, Plug in Pack- ages, 60 lbs, and over	12	31	25	28	38	10	7	7
Same, in Pack- ages less than 60 lbs	56	66	64	63	51	10	40	46
Sugar and Mo- asses, Straight or Mixed, CL			5	5	37	5	18	16

Notice of these reductions was given by circular.

(17) *Reduced Rate on Coffee, Green or Roasted, Less Carload, to Texarkana.*

A reduction of 6 cents per 100 pounds was secured in this rate, it having been found that the published rate exceeded the Shreveport combination.

(18) *Reduced Rates on Furniture, All Kinds, Carloads, from New Orleans to Alabama & Vicksburg Ry. Stations.*

Reductions ranging from 5 cents to 15 cents per 100 pounds were secured in these rates. In checking tariffs it was found that rates from Memphis to these stations were less than from New Orleans.

(19) *Reduced Rates from New Orleans to St. L. I. M & S. Ry. Stations on Monroe and Farmerville Branches.*

The Department found that these rates could be materially reduced on the Monroe combination, low commodity rates having been established from Monroe to these stations in the last few years. As a result of our pressure on the St. L I M. & S. Railway to reduce these rates we secured reductions as follows.

STATIONS (MONROE BRANCH) Groups	CLASSES.									
	Reductions in Cents per 100 pounds									
	1	2	3	4	5	A	B	C	D	E
1. Litro	12	10	11	7	4	2	2	2		
2. Dean..	14	12	14	10	6	4	4	3	1	
3. Haile	17	15	17	13	7	5	6	4	2	
4. Spencer	21	18	20	15	9	7	8	5	3	
5. Sterlington	25	21	23	17	11	10	10	8	4	
6. Phillips and Look Arbor	30	24	26	19	13	12	12	8	5	
7. Lampkin and Idevan Spur	35	28	29	21	16	15	14	10	6	1
(FARMERVILLE BRANCH)										
Cecil	10	8	7	3	2					
Marion	10	6	5	1						
Greens Crossings	10	4	3							
Canbeal Spur Farmerville	10	2	2							

COMMODITIES. (MONROE BRANCH)	Stations in Groups are as named above under Classes	Reductions in Cents per 100 pounds						
		Groups						
		1	2	3	4	5	6	7
Agricultural Implements, CL		2	4	5	7	10	12	15
Bags, Burlap, CL		15	17	18	20	22	24	27
	LCL	15	18	21	23	25	27	37
Canned Goods, CL					1	2	3	4
	LCL			2	3	4	5	6
Cotton Factory Products, AQ		18	21	24	27	30	33	36
Coffee, CL		6	8	9	11	13	15	18
	LCL	4	7	10	12	14	16	18
Wines and Whiskies, AQ		3	5	8	11	14	17	21
Salt, CL		5	5	5½	5½	6	6½	7
Soap, LCL		17	20	23	25	27	29	31

COMMODITIES		FARMERVILLE BRANCH			Farmerville and Canbeal Spur
		Reductions in Cents per 100 pounds			
		Cecil	Marion	Greens Crossing	
Agricultural Imple-	LCL	11	11		11
ments, Bags, Burlap	CL	13	11	11	11
	LCL	11	9	8	8
Coffee, CL		4	2		
Cotton Piece Goods, AQ		4	4	4	4
Salt, CL		4	4	4	4
Soap, LCL		12	10	8	8

Notice of these reductions was given by circular.

(20) *Reduced Rates to Louisiana & Arkansas Railway in Arkansas.*
 Reductions were secured in these rates based on the Shreveport combination as follows:

LA. & ARK. RY. POINTS		CLASSES				
		Reductions in Cents per 100 Pounds				
		3	4	5	A	B
Alton	Baker					
Buchanan	Bussey					
Experiment	Hafton	4	19	10	12	6
McKamie	Patmos					
Taylor	Stamps					

COMMODITIES.

Reductions in Cents per 100 pounds.

Agricultural Implements, All Kinds,	CL	21	Acid Phosphate, Bagging and Ties,	CL	9
Hand Implements, All Kinds,	CL	28	Bags, Burlap and Bagging	CL	9
Beer,	CL	2	Bedsteads, Iron or Brass,		
Canned Goods,	CL	19	Spring Beds, Etc	CL	19
Confectionery, All Kinds,	LCL	17	Cotton Factory Products,	AQ	7
Coffee, Green or Roasted,	CL	22	Crackers, Cakes and Biscuits	LCL	28
"	LCL	25	Chairs,	CL	18
Furniture,	CL	14	Fertilizer	CL	4½
Alcohol, Bitters, Brandy and Whiskey in Wood,	AQ	29	Machinery	CL	12
Same, in Glass in Cases,	AQ	13	Packing House Products	CL	15
			"	LCL	19
Rice	CL	17	Rope	CL	19
"	LCL	24			
Railway Material and Supplies, all kinds,	CL	29	Sugar and Molasses Str't or Mixed	CL	8
			Salt	CL	4
			"	LCL	19
Soap and Soap Powder	CL	20			
"	LCL	19	Tobacco Plug, in Kegs, 60 lbs. and over		11
Tobacco, plug, in Kegs, less than 60 lbs.		46	Wire, Iron or Steel, All Kinds and Nails, Etc.	CL	2
			"	LCL	19

Notice of these reductions was given by circular.

(21) *Advance in Rates on Iron Articles, Carloads, From Fort Worth to Alexandria, La.*

In checking tariffs we found that lower rates were being published on certain iron articles from Fort Worth and manufactured there than prevailed from New Orleans. We, therefore, demanded a better adjustment from New Orleans. The result was an increase in the rates of 34 cents on bar iron and steel and machine bolts, and 4½ cents on track spikes and bolts from Fort Worth.

(22) Omitted.

(23) *Reduced Insurance Rates on Goods Stored in Louisville & Nashville RR. Freight Warehouses.*

Our last annual report, under Item 25, contained report of the investigation instituted under complaints from this Department by the Louisiana State Railroad Commission in regard to the poor terminal facilities of the L. & N. Railroad at New Orleans.

We set forth at the hearing the defective construction and arrangement of the Company's depots, and that increased fire hazard resulted thereby causing an extra insurance charge on freight stored in said depots.

Following the hearing the Commission issued an Order requiring the L. & N. Railroad to make the improvements in its freight depots for which we had contended.

After a long delay and upon our recently bringing to the attention of the Railroad Commission the fact that the L. & N. had not made the improvements, the matter was taken up with Supt. Marshall of the L. & N. by Railroad Commissioner Schrieber, with the result that the Order of the Commission as to improvements has finally been complied with.

We are advised by the Louisiana Fire Prevention Bureau that as a result of the improvements, there has been a reduction in the Insurance, as follows:

Compartments, now called Nos. 1 and 2, and used for Miscellaneous Freight, exclusive of Hay and Cotton.

<i>Old Rate</i>	<i>New Rate</i>	<i>Reduction</i>
\$4.25	\$2.15	\$2.10

Compartment, now called No. 3, is used for storage of Miscellaneous Freight and Cotton.

<i>Old Rate</i>	<i>New Rate</i>	<i>Reduction</i>
\$4.15	\$3.15	\$1.00

(B) General Subjects.

(1) *Application of Shreveport Chamber of Commerce to State Railroad Commission to Establish Uniform Mileage Rates in Louisiana.*

This application contemplates the abrogation of all rates now in effect, except the preferential rates to Shreveport, Monroe and Alexandria and points immediately on the Mississippi River or other streams where boats actually run, and substitution therefor a uniform mileage scale of rates to apply throughout the State.

Under the conditions which prevail in this state, of actual water competition at many points in different sections of the State, a uniform mileage scale of rates is, in my belief impossible. Nor would it be possible under the scheme of the Shreveport Chamber of Commerce to leave in effect to Shreveport, Alexandria and Monroe the preferential scale of rates from New Orleans to these points, which rates were the outgrowth of water competition which no longer exists.

Again, a uniform scale could not be established without increasing many rates out of New Orleans, and if this were done, in innumerable instances the effect would be to bring our rates nearly up to a level with those from large distributing centers like New York and St. Louis.

The case was first heard at Baton Rouge in January. A Committee of seven from the largest firms of the City accompanied the Commissioner to Baton Rouge to oppose the petition. After the case had been fully tried, the freight commissioner of the Chamber of Commerce, withdrew his case due to the serious defects in its preparation, that it was made so as to exclude New Orleans from operating the uniform mileage scale.

The case was again heard on amended petition at Shreveport on March 30. The purpose in having the hearing at Shreveport was to let the Shreveport people and others interests in that section present their views. Since the Shreveport hearing, there has been no further hearing by the Commission, but the case will doubtless come up again next year.

(2) *Interstate Express Rates.*

These rates were mentioned in our last annual report. This Department has been amongst the most active workers for a lower scale of express rates. It was preparing to submit a case to the Interstate Commerce Commission, when it was suggested by some of our members that we join our efforts with those being made by the Merchants Association of New York. This we did, contributing \$380.00 to a fund raised from different organizations in the country to prosecute the matter before the Interstate Commerce Commission.

After an exhaustive investigation into the express rates of the country through several sessions held at Washington, and after hearing arguments from the plaintiff and the defendants as to the reductions proposed by the plaintiff, the Commission last summer issued an order making sweeping reductions in the rates of express throughout the United States. These reductions have been so vigorously combatted by the express companies that, listening to their persistent appeals in the matter, the Commission set aside the operation of its order, and will hear, early during the coming year, arguments on the unreasonableness of the reduced rates. There have been some reductions already resulting under the decision as to joint haul rates, but these reductions may be described as negligible.

(3) *Advice to Shippers as to Handling of Freight Under Flood Conditions.*

From the first of May until the first of July, the Department issued circulars from day to day giving advice to shippers as to the handling of freight to different sections of Louisiana; also to interstate points, under flood conditions.

We received letters from a number of merchants, expressing their appreciation of our action in this respect, and telling us of the great benefit the information contained in these circulars had been to them.

(4) *Screening of Passenger Coaches.*

A meeting was held with the Passenger and Transportation officials of the Railways centering at New Orleans in April with a view to trying to induce them to screen their passenger coaches so as to afford protection against the mosquito pest during the summer. The Louisville & Nashville Railroad, acting upon the recommendation of this Department had screened their passenger coaches, and this fact was placed before the other lines. We could not, however, get any of the other roads to agree to do the screening and before we had opportunity to present petition to the State Railroad Commission on the question, the breaks in the levees had flooded the western banks of the Mississippi River and at the May meeting the Committee decided to leave the matter in abeyance. The State Railroad Commission issued a circular for a general hearing on the question of requiring all railroad companies in Louisiana to screen their passenger coaches, the said hearing being fixed for the latter part of July. This case was postponed on request of the Louisiana State Board of Health, they conveying the information that the Southern Medical Association would take up the question under Railroad Sanitation in its entirety at a meeting to be held in Jacksonville, Fla., November 1912.

(5) *Petition to State Railroad Commission to Require Carriers to Answer Tracers in Reasonable Time.*

As the result of a request from the Merchants and Manufacturers Bureau, the Department took up with the Railroad Commission, the question of requiring carriers to answer tracers for delay, in a reasonable time. In answer to our petition, the Commission issued Order No. 1425, dated June 26, 1912, reading as follows:

“ORDERED, That all tracers, accompanied with complaint from consignee to consignor, to the effect that goods or merchandise had not reached them within five days after shipment, shall be acknowledged by the railroad company and information given as to cause of delay within five days after receipt of request to trace, also notification of delivery, if made.”

(6) *Application of Travelers Protective Association to State Railroad Commission to Have Linen Covers Placed on Plush Seats.*

Acting upon a letter from the State Chairman of the Travelers Protective Association seeking the endorsement of the Department in the Association's request to have the Railroad Commission issue an order requiring railroads to place coverings of linen or suitable washable material for seats and backs of seats in all coaches upholstered with plush, the Committee gave its endorsement to the proposal, and a letter approving it was written to the Railroad Commission signed by the President of the Board of Trade. The Commission issued order No. 1425, October granting the petition of the Travelers Protective Association.

the said petition the carriers are required to keep seats covered with suitable washable material from May 15 to October 15, inclusive.

(7) *Departments Action in Seeking to Have Deputy Interstate Commerce Commissioners Located at New Orleans.*

Having noticed in associated press dispatches from Washington that Commissioner Prouty had expressed the opinion that something had to be done to relieve the individual commissioners from the great mass of work under which they now rest, and had suggested that the best means of accomplishing this would be to establish Deputy Commissioners in the large centers in different sections of the country, the matter was submitted to the Committee and under its authority the Chairman took the matter up actively. A letter was addressed to Commissioner Prouty who confirmed the press report to the extent of saying that the views expressed were his individual views but that he did not know what was the attitude of the Commission as a whole upon the question.

The matter was also taken up by the Chairman with Congressman Dupre asking that he keep us advised of any bills that should be introduced at Washington along the lines suggested by Commissioner Prouty, that it was our desire, in the event such a bill should be passed to make vigorous effort to secure the location of a Deputy Commissioner at New Orleans to serve this section of the country. It is also the purpose of the Committee to have our Congressman confer with Commissioner Prouty with a view to introducing a bill ourselves that will carry out his suggestion. The Committee believes that the suggestion of Chairman Prouty will do much towards expediting the work of the Commission, and bring it into closer touch with the people.

(8) *Trip to Dallas, Texas, in November to Attend Hearing of the Interstate Commerce Commission.*

During the early part of the year the carriers issued tariffs making substantial advances in the rates from interstate points to western Texas territory. The advances included that section on and west of a line drawn from Amarillo down to Abilene, thence to San Angelo and thence to Brady. Before the proposed advances, all of the described territory was included in Texas Common Point territory and took those rates. Under the advanced rates, increases of from 6 to 10 cents per 100 lbs., on less carload freight and from 3 to 5 cents per 100 lbs., on carloads were made.

Acting on the request of one of our largest shippers to that section, the Department protested to the Interstate Commerce Commission against the advances. The Commission suspended the advances until an investigation could be made by the Commission as to the reasonableness of the advances.

The case came up for hearing at Dallas in November. The Commissioner attended this hearing and made a statement before Commissioner Harlan, who heard the case, as to the effect of the advances on New Orleans in excluding us from doing business in the territory affected as against Houston and Galveston and points like Dallas and San Antonio.

We expect to file certain exhibits to substantiate our contention in the case, also a brief.

(9) *Milling in Transit of Rough Rice.*

This question has had extended consideration by the rice interests of the Board of Trade and by this Department. Meeting after meeting has been held by the rice interests to discuss the question, all of which have been attended by the Commissioner.

Much investigation has been made by the Commissioner and considerable data prepared concerning the application of milling in transit of rice at New Orleans.

With a large Committee of the rice interests the Commissioner attended a meeting of the Southwestern Tariff Committee at Galveston early in the year, when an extended hearing of the question was had by the said Committee. There were also present at this meeting, representatives of the rice industries from western Louisiana, Beaumont, Houston and other Texas points.

The result of that meeting was a decision by individual railroads members of the Southwestern Tariff Committee not to meet the action of the Texas & Pacific and International Great Northern Railroads in establishing the milling in transit privilege at Houston.

Later on a complaint was filed by the Beaumont Chamber of Commerce with the Interstate Commerce Commission seeking to have the milling in transit privileges of the T. & P. and I. & G. N. Railroads at Houston abolished. The rice interests of New Orleans supported the action of the Beaumont interests and filed a similar petition with the Interstate Commerce Commission.

A day or two before the hearing of this case by the Commission at New Orleans, it was decided to withdraw our complaint to the commission, an arrangement having been made with the T. & P. to establish at New Orleans the same milling in transit rules that the company had established on rice from Louisiana at Houston and Galveston and which the Company had long before signified its willingness to do, if the rice interests at New Orleans desired the milling in transit arrangement. The final conclusion of the question has been that all lines have established milling in transit on rice at all points in Louisiana and Texas.

Meeting of the National Industrial Traffic League in Chicago in November.

This organization, of which the New Orleans Board of Trade is a member, has meetings regularly twice a year, and sometimes oftener.

One of the subjects on the docket of the League for discussion at its November meeting in Chicago was the appointment of deputy Interstate Commerce Commissioners, and although there were other matters of importance on the docket the Commissioner was instructed to attend the meeting for the special purpose of participating in the action of the League on this question, which it was believed would be favorable. However, the Commissioner found just the reverse of the case to be true, that there was a good deal of opposition in the League to the proposition, some of the members taking the position that under such a plan it would never be possible for the complainants to get the benefit of the greater experience and supposedly better intellects of the head Commissioners in the hearing of cases.

The action of the National Industrial Traffic League was to lay the matter on the table.

Another important matter to be discussed at this meeting was uniform export demurrage and storage charges. Probably, for the first time, by the attitude of your Commissioner, the League learned of the vastness of this subject.

The result of his position on the question was that it was passed over for future discussion.

(11) *Shreveport Fertilizer Case.*

The Commissioner has aided the fertilizer interests in their opposition to the proposition of the Shreveport fertilizer interests to establish a uniform rate on fertilizers in the State, the maximum being on the basis of 1 cent per ton per mile.

This case is now before the State Railroad Commission and has not been decided.

(12) *Petition of Terminal Cotton Oil Company for 15 cents Maximum Rate on Cotton Seed Oil in Louisiana.*

The Commissioner has done a great deal of work in connection with this case, in aiding the Terminal Oil Company in its prosecution before the Railroad Commission.

The case has not yet been decided.

(13) *Complaint to the Interstate Commerce Commission In re-Export Rates on Tobacco to New Orleans.*

This case was referred to in our 1911 Report. A synopsis of the case is that complaint was made to the New Orleans Board of Trade by certain steamship agents at New Orleans that they were being discriminated against and injury done the port of New Orleans by the Illinois Central and Louisville & Nashville Railroads making rates on export tobacco from Owensboro and Henderson, Ky., when destined to Liverpool and Bristol, England, lower than when destined to other foreign ports.

The Department filed a complaint in the matter with the Interstate Commerce Commission. The case was heard in November, 1911, at New Orleans and it was argued at Washington in February, 1912, by your Commissioner and by Mr. D. B. H. Chaffe, Attorney for the Interveners, Gallahers, Ltd., seeking reparation.

The contention of the Department in the matter was that a higher rate could not be carried from a given point of origin to a port on export traffic when destined to one European port than that charged from the same point of origin to the same port on shipments destined to another European port. The contention of the Department was upheld by the Commission in an Opinion, No. 1877, handed down in May.

It may be added about this case, that its decision decides a principle of making rates to obtain not only at New Orleans, but throughout the country, and a principle which I believe to be an eminently proper one, notwithstanding its having been vigorously opposed by the defendant carriers.

(14) Checking Southern Classification No. 39.

Assistant Commissioner Moore was sent to Birmingham, Ala., in July to join with other commercial organizations and state railroad commissioners of the southeast in checking Southern Classification No. 39, issued by the carriers to become effective in June 1912, and which the Commission, on the protest of this department and other organizations, suspended for 6 months.

Eight men were engaged in the work of checking the classification at Birmingham. The result of this check was a complete analysis of the classification and the filing of detailed objections to the same with the Interstate Commerce Commission.

In August the Commission had a hearing of the various interests, including the railways, on the question. Mr Moore, being entirely familiar with the subject, was detailed to attend the Washington hearing. The result of this hearing was that the carriers made a large number of concessions in various items which had been objected to by the Committee, making the check at Birmingham. This Steering Committee was composed of the Freight Bureaus of Memphis, Atlanta, Birmingham, Richmond, New Orleans and Charlotte, N. C. and the Chairman of the Railroad Commissions of Georgia, Alabama and Florida.

(15) Resignation of Assistant Commissioner Moore.

Mr. A. G. T. Moore resigned his position with the Department, effective December 1st, to accept a position with the Board of Trade of Gainesville, Fla.

Respectfully submitted,

JOHN A. SMITH,
Commissioner.

REPORT OF GRAIN COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—During the early part of the year, your Grain Committee received a communication from the General Superintendent of the I. C. Railroad Co., in reference to making a change in the methods of inspecting grain, as regarded the points at which inspection is made, with a view of having the inspection of Grain done at the Harahan Yards.

Since Harahan Yards is not a New Orleans delivery, as comprehended in the purchase engagements, which demand for New Orleans Inspections and Weights, it was the sense of your Committee that we could not agree to the proposition to have inspection made at Harahan Yards.

At the request of the Information and Statistics Committee, we agreed to eliminate several grain quotations and to recommend certain changes in the quotations, which have not decreased the efficiency of the service rendered to the Grain Trade.

Your Committee entered into an agreement with Jno. T. Gibbons and the Texas & Pacific Railroad Co. to do the weighing of all bulk grain passing through their respective elevators on as basis that is mutually satisfactory, the weighing

being done under the exclusive control of the Board of Trade and its Chief Weighmaster. So that all grain handled at all export elevators, as well as the local elevators, is being weighed by our Grain Inspection and Weighing Department.

Arrangements have also been made, whereby the sampling of hominy feed is done by the Department.

In the month of July, when it seemed likely that Eastern ports would cooperate in a protest against a reduction of rates on Grain to the Gulf ports, your Committee was prepared to take the necessary steps in enlisting the co-operation of commercial organizations at other ports, and others who are interested in the matter of retaining the reduction in rates, and enlisted the support of the Freight and Transportation Department of the Exchange towards this end.

We gave serious consideration to certain changes in the grades of grain applying to corn, and adopted amendments to the official grades for white corn, yellow corn, and mixed corn, and also to the rule relative to off-grade corn, and our rules, as revised, have been printed and distributed to the different handlers of grain.

We had one appeal during the year from inspection made by the inspection department, and the department was sustained by the Committee in its inspection.

The individual members of the Grain Trade were very much interested in securing the 1913 Convention of the National Grain Dealers Association for New Orleans, and on our recommendation, the Board of Trade delegated Messrs. A. F. Leonhardt and R. C. Jordan to attend the 1912 meeting at Norfolk, Va., to urge the Grain Dealers to hold their next meeting in our city.

Our delegates were successful in securing the Convention for 1913, and there is no doubt that a great deal of good will come by having the Grain Dealers from all over the Grain Belt of this country come to New Orleans and get in personal touch with our splendid facilities for handling grain and our manner of doing business.

Now that we have secured the Convention, it will be incumbent on all those who are interested, to uphold the fair name of our city and port, and put their shoulder to the wheel and make the 1913 Convention of the National Grain Dealers Association a success.

Both the Inspection and Weighing Department have been busy during the past few months, due to the increase in shipments through this port, and the Department still maintains its high standard of efficiency, which is being appreciated more and more by the shippers of Grain in this country. This policy of a square deal will be maintained, and no doubt tend to further increase our shipments of grain.

The receipts for the twelve months, ending December 31st, 1912, were as follows:

Corn.....	4,343,000 bushels
Wheat.....	8,790,000 bushels
Oat.....	2,128,000 bushels

Very truly,

JNO. T. GIBBONS, JR. *Chairman.*

REPORT OF THE HAY COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Your Committee, in addition to the individual members keeping in close touch with the inspectors and weighers and extending over them an amount of supervision in connection with their work, have taken up with the different Railroad Companies, improvements of the facilities at the respective terminals for the handling of hay.

At our request, the approaches to sheds No. 23 and 24 Poydras Yard were repaired by the I. C. Railroad Co.

We had occasion to complain to the Agents of the Terminal Company and the L. & N. Railroad Co. of hay being stained or damaged by rain or other causes while in transit, and as they had no one in authority on the team track or in the sheds to receive the exceptions of hay by the Official Inspectors of the Board of Trade, we requested of them to recognize a certificate of damage from the Exchange as a basis for claims.

The Hay Receivers were considerably inconvenienced by the lack of facilities for handling hay at the New Orleans Terminal Depot, as a great deal of the storage room formerly used for hay had been given over to the use of other commodities, and we requested the President of the Terminal Company to accord additional facilities to the Hay Receivers.

At the solicitation of your Committee, your President addressed a communication to the Traffic Manager of the Texas & Pacific Railway Company, stating to him that it was the wish of the Hay interests of this city, that his road afford adequate facilities for the storage of hay in their new terminals, and suggested to him that the hay and grain sheds be located as near to each other as possible.

We also had to point out to the Southern Pacific Railroad Co. that the facilities afforded by said Road for the handling of hay were inadequate and expensive to consignees, in tarpaulin and skidding charges, and pointed out to them that, if modern sheds were erected, it would be beneficial to the road as well as to the receivers of hay in this city.

We are pleased to report that the Hay Inspection and Weighing Department has proven very beneficial and advantageous to the receivers and handlers of hay in this city, as well as to the shippers, and there have been very few complaints or requests for it made to your Committee for survey on inspections made by the inspectors.

It is also gratifying to report that the revenue derived from the inspection and weighing has more than paid for the expense of conducting the Department, and has netted a surplus to the Exchange.

The Exchange was represented by two members of our Committee at the meeting of the Grain Dealers National Association, held in Kansas City, Mo., on July 16-18th, and our delegates presented to the Convention, and by the Convention unanimously adopted, two resolutions endorsed by the Board of Trade:

One, for a federal control of the levees, and, the other, calling on the National Government to provide adequate protection to the two deep sea channel entrances at the mouth of the Mississippi River.

Yours truly,

GEO. B. MATTHEWS, Jr.
Chairman.

REPORT OF COMMITTEE ON HEALTH AND QUARANTINE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The undersigned, for the Committee on Health and Quarantine, respectfully submits, that since all the Ports of the United States have enjoyed immunity from any infectious or contagious diseases, your Committee was never called upon during the year to take any action for the protection of this port.

We were, however, obliged to correct an erroneous impression created by the Montes Line of Steamers, who represented that the Steamer "Santona" was not allowed to come alongside the wharf at Progreso, Mexico. They claimed that the cargo had to be lightered, and the vessel fumigated, and under these conditions it would be impossible for them to do business between this port and that of Progreso.

After consulting, aided by the Executive Committee, with Dr. Oscar Dowling, the President of the State Board of Health, and Dr. T. Ornelas, the Consul-General of Mexico, we found that this statement was entirely wrong, and that no restrictions of any kind were imposed by the Port of Progreso against this city.

Your Committee has also had under consideration, early in the month of May, the matter of ante-mortem Cattle Inspection, and took such action as practically placed this important matter under the supervision of the State Board of Health, all of which we trust will inure to the protection of the citizens of New Orleans.

In consequence of a resolution of the Board of Trade, calling on the United States Public Health Marine Hospital Service, a night inspection service will be established at Quarantine Station, thanks to the efforts of our Committee and our representatives in Congress.

I am pleased to refer to the fact that health matters in this State and City, under the very able management of the State Board of Health, of the City Health Department, and the U. S. Marine Hospital Service, received all the protection necessary for the uninterrupted progress of business and general prosperity of the Port, and I congratulate the Board of Trade on this satisfactory state of affairs.

Very truly yours,

JOSEPH KOHN,
Chairman.

REPORT OF COMMITTEE ON INFORMATION AND STATISTICS.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The Committee on Information and Statistics, having had put up it by the Board of Directors the question of reducing expenses in connection with the Telegraphic and Quotation Service of the Exchange, requested of the different Trade Committees to meet, for the purpose of revising the quotations in their respective lines of trade, and to make their recommendations as to what should be eliminated or retained, or any additional quotations, if necessary, to improve the service.

After receiving the reports of the different Trade Committees, our Committee re-arranged the kinds and classes of service in the different lines, that met with the approval of the respective lines of trade, and has been the means of not only somewhat reducing the expenses of the Exchange, but of affording to the members improvements in the Telegraphic and Quotation Service.

Your chairman and individual members of the Committee have given daily attention to the information furnished to the members on our black-boards, and when delays or interruptions to the service have occurred, same were immediately taken up with the Telegraph Company, and a remedy applied.

Through the co-operation of the Commercial Exchanges of this country, a change was made and put into effect on December 1st, 1912, in the manner of transmitting the telegraphic reports of receipts and shipments of flour and grain to the various commercial centers, restricting the items to round thousands, and eliminating the figures representing less than one thousand.

The saving in the telegraphic charges to the Board of Trade through this change will amount to anywhere from \$200.00 to \$250.00 per annum.

Yours very truly,

GEO. P. THOMPSON,
Chairman.

REPORT OF COMMITTEE ON LEGISLATION.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The practical completion of the Southwest Pass and of its being officially declared open for navigation by the U. S. Government in December, 1911, brought to our mind the necessity of the Government providing adequate protection not only for said Pass, but also for South Pass, thereby affording protection to the mouth of the Mississippi River and the interests centered in the Mississippi Valley.

As the Board of Trade took the initiative in calling a conference together some years ago for the passage of bills before Congress and appropriations for the deepening and widening of Southwest Pass, your Legislative Committee held that the Board of Trade should take up the question of making provision for the

defense of the channels, at the mouth of the River, through the War Department.

With this end in view, a General Conference of the Commercial Organizations of New Orleans was held under the auspices of your Committee, and the necessary steps taken towards urging on Congress to make provision for the defense of the Passes.

A bill, introduced in the Senate of the U. S. by Senator Brown of Nebraska, to amend Sec. 40 of an act entitled "An Act to regulate the Immigration of Aliens into the United States," received our attention and approval.

The bill contemplates the creation, under the direction and control of the Department of Commerce and Labor, of a division of information, and provides that it shall be the duty of said division to promote a beneficial distribution of aliens admitted into the United States, the said division to gather from all available sources useful information regarding the resources, products, and physical characteristics of each State and Territory, and shall publish such information in different languages, and distribute the publications among all admitted aliens and to such other persons as may desire the same.

Resolutions were adopted by our Committee in approval of this measure, and our Senators and Representatives in Congress, as well as the different Commercial Organizations of the State of Louisiana, were urged to use their good offices in support of same.

The matter of placing sugar on the free list received the attention of your Committee during the month of February, when the subject was pending before the Finance Committee of the U. S. Senate.

We addressed communications to the Chairman and individual members of said Committee, pointing out to them that free sugar would mean disaster to the cane industry of the State of Louisiana, and would be a hardship upon certain sections and classes of our people, without any compensating return to the balance, and protested to the Committee against the placing of sugar on the free list, and requested careful consideration of our protest at their hands.

Mr. Pickett of Iowa, introduced a Bill in the House of Representatives, H. R. 18327, authorizing the preparation and printing of a National Directory of Commercial Organizations of the United States. We feel that such a Directory would be of great assistance to Commercial Organizations in getting in communication with one another, and we urged on our Senators and Representatives to lend their support to this measure.

There was a resolution introduced in Congress to extend the limits of the port of New Orleans, and on the recommendation of your Committee, the Board Directors went on record as being unalterably opposed to extending the port its beyond its present confines.

It was brought to our attention that the U. S. House of Representatives had reduced the appropriations for the State Department, by striking out the appropriations, in the appropriation bill, for different Bureaus of the State Department.

We requested our Senators to oppose the action of the House, and to use their good offices towards having the appropriations providing for the maintenance of

the Bureaus of the Department of State restored in the Bill in the Senate, and passed.

The fact that the Board of Trade was responsible for the Act creating the State Fire Rating Board, and in view of announcements having been made of laws to be introduced in the Legislature for the repealing of said Act, made it clear to your Committee and the Executive Committee of the Board that something should be done to offset any such action and the agitation that was going on in reference to insurance matters in the city and state.

We were firmly of the belief that the laws, in regard to the Fire Insurance of this city, were sound in principle and correct in practice, were carefully drawn up, and the result of intelligent investigation, and your Committee took the position that they should not be destroyed.

A Committee was appointed to frame up proper correspondence and resolutions, to memorialize the Legislature, and the Committee went to Baton Rouge and presented a memorial to the Governor, the President of the Senate, and the Speaker of the House.

Irrespective of the fact that the Law creating the State Fire Insurance Rating Board was abolished, we still maintain that the principles, involved in the Law that emanated from the Board of Trade, should apply to insurance matters in this city and state, and that there should be some State regulating authority over Fire Insurance matters.

We repeated our endorsement, made in 1910, for the adoption in this State of the uniform Bill of Lading Law, and made known to the members of the Legislature our wishes in behalf of uniform Bill of Lading.

Two bills, fostered by the Retail Grocers Association of this city, before the Legislature, at its last regular session, met with our approval and endorsement; one, an Act appointing an Inspector of Weights and Measures, with two assistants, fixing their duties and salaries, and providing penalties against anyone interfering with said inspectors; another, an Act making it unlawful for anyone to sell by false weights or measures, or holding out, verbally or by signs, or otherwise, false promise of fair weights or measures; and fixing a penalty thereof.

At the request of the Credit Men's Association, we endorsed an amended Act, to replace the Bulk Sales Law.

The Railroad Commission of the State of Louisiana made a request of the Legislature for an appropriation of \$5000.00 for the traveling expenses of the Commission, their Secretary, and Commission's counsel, in order to carry on their work properly, and also made request for a Law to be passed, giving the Commission the power to grant reparation to shippers for damage, which they have sustained by the charging of an unreasonable and excessive freight rate.

These requests were approved by our Committee, and our good offices were extended in their behalf.

A series of Bills were introduced in the Legislature at its last regular Session aiming against Corporations doing business in this State. We felt that these measures should be gone into thoroughly, and your Committee called a conference of the New Orleans Cotton Exchange, the New Orleans Clearing H

Association, New Orleans Progressive Union, and others, and a joint conference was held under date of June 5th on the different bills dealing with corporations, Senate Bills 40, 41, 42, 43, 44, 45, 46, 96 and 97.

A committee, representing the different Organizations, was appointed to secure legal advice, and to go into the subject thoroughly, and to make a report to the General Committee. Copies of the different bills were furnished each member of the Committee for them to look into, and the Committee on Corporations of the Senate of the State, asked to defer action until the subject could be given some study.

This Committee made an exhaustive and concise report, giving their views on each of the Bills, and the Committee believed that the Law on the same subject in force on the Statute Books, was sufficient for the time being, and the best interests of the State would be served by making no changes, or, at least not until ample time could be had to consider carefully all existing Laws, as well as the Laws of other States on the same subject, and what their effect and practical workings have shown by the light of previous experience.

A Sub-Committee of the Conference appeared before the Committee of the Legislature, and urged that the different corporation measures be deferred until the next regular session of the Legislature, and there is no doubt that the attention given to these matters by your Committee and the Conference, prevented the passage of the Bills at the last General Session of the Legislature.

The Chattel Mortgage Bill, introduced by Mr. Samuels in the Legislature of the State, received our attention. This act provides for granting mortgages on lumber, logs, and live stock of all kinds, regulating their effect and enforcement. We endeavored to have the act amended, so as to cover farm implements and crops. The Bill was passed without these amendments, but the measure, as enacted, is a step in the right direction, and we may finally come to the Chattel Mortgage in this State as it exists in others.

We favored legislation for additional taxation, to complete the Levee System for the Parish of Orleans, to conform to the formula of the said Board of Engineers, not to exceed two mills, for not over 8 years.

We favored the retention of the Dock Board and Levee Board's attorneys, and were represented at the hearings before the Committee of the Legislature by the Vice-chairman of our Committee, who urged that the attorneys of these two Boards, be retained and exempted from the Bill, having for its purpose the abolition of attorneys of Boards.

We accorded hearings to the sugar interests in opposition to the income tax, and decided to oppose it, because we believed that such legislation would be a burden on the people of our section. A suitable set of resolutions was sent to the rate Committee on Federal Relations of the Legislature in opposition to the same.

Segregation of taxes, and the tax amendments, voted on last November by the people of this State, received the attention of your Committee, when these measures were pending before the Legislature of the State at the special session held last August.

There seemed to have been very little attention paid to the purport and far-reaching effects these amendments would have on New Orleans interests, and after securing some enlightenment on the subject, your Committee felt that the provisions contained in the Tax Commission measure were extremely drastic against the City of New Orleans, so we urged the members of the City Delegation in the Legislature, not to pass these amendments until they could be studied and passed on intelligently by the people of the State. We requested of them to endeavor to have the matter postponed until the next General Session of the Legislature, and, failing in this, to vote against the entire amendments. Many members voted to submit the amendments to the people for their vote, reserving the right to oppose them at the election.

Following our action before the Legislature, we then took steps to have our members and the general public more fully informed and educated on the subject.

Arrangements were made for addresses to our members, and a meeting held at our rooms, at which able talks were had, both in favor and against the amendments. The meeting held by the Board of Trade stimulated interest on the subject, and went a good way towards awakening the people of this city to the importance of giving the matter thought and study and assistance in voting intelligently on the amendments.

Respectfully submitted,

R. F. CLERC,

Chairman.

REPORT OF MEMBERSHIP COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—In the early part of the year, your committee on membership began an aggressive movement to increase the membership of the Exchange.

We addressed letters to each member, furnishing them with a list of firms whom we considered as "good prospects;" that is to say, houses, which on account of the character of their business and their commercial importance, are benefiting by the work of the Exchange through some of its departments. This was done with the view of having the member written to select one or more with whom his personal influence would carry weight in soliciting their membership, and a few new members were secured through this method.

Through the adoption of rules of the Maritime Branch, relating to freight brokers requiring brokers to hold a membership in either the Cotton Exchange Board of Trade, as well as through the efforts of the individual members of your membership committee, a few members were added to the roll. In all, forty-new members were elected, which was somewhat offset by resignations, loss of death, and a few members dropped from the rolls for non-payment of dues.

Members enrolled December 1, 1911.....	436
Reinstated, account resignation withdrawn.....	3
Elected during the fiscal year of 1912.....	42
Applications pending.....	3
	484
Less resigned.....	48
Transferred.....	4
Deaths.....	4
Dropped from roll.....	12
	68
Balance.....	416

So it will be seen, we start the year 1913 with a membership of four hundred and sixteen.

We had occasion during the year to give consideration to a complaint of one member against another for refusal to arbitrate. The subject was gone into thoroughly, and your committee found that the rules of the Exchange had not been violated, and that the member refusing could not technically be required to arbitrate before the Exchange. However, the committee felt that all members of the Exchange should be morally bound to arbitrate any difference arising as to transactions between them.

While our present membership can be considered satisfactory, there is no question that in a city of the size of New Orleans, such an institution as the Board of Trade, in which all lines of trade are interested, should have a much larger membership, and we recommend that our successors start early the work to retain all of the members that we have enrolled, as well as a continual upbuilding of the membership.

Yours very truly,
P. M. SCHNEIDAU,
Chairman.

REPORT OF MUNICIPAL AFFAIRS COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Having learned that the Secretary of the Treasury had recommended the closing of all Assay Offices except the one at New York, your Municipal Affairs Committee, after securing information and data in connection with the working of the Assay Office at New Orleans, had the Board address communications to our Representatives in Congress from New Orleans, and to our Senators, advising them that we had under consideration the recommendation of the Secretary of the Treasury, and requesting of them to keep us advised should there be any Bill introduced in Congress, or any definite steps taken along the lines of the Secretary's recommendation that would endanger the closing of the Assay Office at New Orleans, and to use their best endeavors to prevent any such action.

The Board of Port Commissioners submitted to the Board of Trade in the month of May, copy of report of J. F. Coleman, Consulting Engineer, upon the proposed Cotton Terminal and Warehouses, and inviting the Board of Trade to be represented at a meeting of the Board of Port Commissioners, to give expression to our views on the subject.

This matter was submitted to your Committee, and we adopted the following resolution relative thereto:—

“That the Municipal Affairs Committee recommend to the Board of Directors that the New Orleans Board of Trade endorses the principles of public warehouses on the river front, as requested of the Board of Port Commissioners by the New Orleans Cotton Exchange and others, and that the Board of Directors be requested to appoint a Committee to attend the meeting of the Board of Port Commissioners on May 20th, 1912, to request of the Board of Port Commissioners to erect public warehouses on the river front, and to issue bonds for said purpose in accordance with Act 133 of 1910, proposing an amendment to the Constitution of the State of Louisiana, giving the power to the Board of Commissioners of the Port of New Orleans to erect and operate public warehouses. Approved July 5th, 1910, and adopted at the General Election held in November 1910.”

An Ordinance, granting right of way and depot and other rights and privileges to the Texas & Pacific Railway Company, received careful consideration at the hands of the Municipal Affairs Committee in conference with the Executive Committee.

A sub-committee was appointed that held several meetings on the subject.

Conferences were had with the Officials of the Texas & Pacific Railway Company, and a report submitted by the sub-committee, which is herewith attached and made a part of this report.

Very respectfully,

JEFF D. HARDIN,
Chairman.

SUB-COMMITTEE MUNICIPAL AFFAIRS COMMITTEE AND EXECUTIVE COMMITTEE.

To the President and members of the Board of Directors:

The ordinances granting right of way and depot and other rights and privileges to the Texas and Pacific Railway Company for its use and that of the International and Great Northern Railway Company and others, as presented and read before the Streets and Landings Committee at hearing held on August 23rd 1912, met with the approval and sanction of the New Orleans Board of Trade Limited, who, through a Sub-Committee of its Municipal Affairs and Executive Committees had been working on the problem for sixteen days prior to the hearing.

That ordinance met with the sanction and approval of your Committee, and Mr. Henry B. Schreiber, who presided as Chairman of the General Committee, as well as Mr. S. Locke Breaux, Chairman of the Sub-Committee, both spoke in advocacy of the ordinance as presented. We did this, because, embodied in the ordinance as presented, were several provisions caring for the suggestions as arrived at by your Committee, primarily, those provisions concerning the rights of the Dock Board, and those privileges concerning the rights of the Belt Railroad.

Your Committee felt that, in so far as these two public servitudes are concerned, that they were each competent to know what should be required, and consultation with members of these two bodies, and keeping in touch with what was done, made us feel that we could freely and fully endorse such demands as emanated from them.

In so far as the city is concerned, after consultations that were had with the Honorable Mayor and the City Attorney, as the several provisions suggested by them were entirely in accord with our view, we felt warranted in feeling that, so far as the city is concerned under the ordinance, its rights and prerogatives were fully conserved.

What has been uppermost in the minds of your Committee has been that in the establishment of these terminals, they would provide modern, up-to-date fire-proof facilities for passenger and freight traffic, and as the most important part of that improvement is the paving, through our suggestions provisions were made in the ordinance, so that the entire zone surrounding and abutting upon the proposed terminal, will be easy of access due to proper paving being provided for, and within the zone of the proposed terminal, two arteries—Tchoupitoulas Street in its entire length, and South Peters Street, so far as it is presently needed—are provided with proper paving, and provision is made whereby the T. & P. agrees to at any time join in further paving when need occurs, S. Peters and Thalia Sts., agreeing further to assume the city's part.

It is the view of your Sub-Committee that proper provision has been made for the completion of the project within a reasonable time, just as it provides that paving shall commence within six months.

In our opinion this provision should be made elastic, so that the paving will follow the permanent laying of tracks. For we realize that in a project so large as this, much temporary work will have to be done, and if it undertaken to lay paving while this work is progressing, that not only useless expense, but inefficient paving is likely to occur.

In the consideration of this ordinance it is well to say that, commencing on August 7th, your Sub-Committee, held meetings and conferences with all parties interest practically every day, and included in its work a physical examination the property and the entire neighborhood affected. And after thus exhaustive-considering the project, we feel that, speaking for the commercial interests, we are fully warranted in asking at the hands of the Council favorable consideration of the ordinance in its entirety. As we believe that this project, completed, will be an a material and lasting benefit to the commercial aggrandizement of our

city, and that in addition to the actual money spent within the zone of the terminal, that portion of the money which went to pay for property, will make itself felt in improved real estate conditions throughout the city, and that in the proximity of the terminals will develop business, hotels, and industries that will increase the assessment of the city, and add materially, we might say, in perpetuity, to the revenue of the city, not losing sight of the fact that the terminal properties themselves will add largely to and be of lasting benefit in that regard.

It might be well to call attention to that provision in the ordinance which sets at rest forever certain litigation existent between the Texas and Pacific Railway Company and the Dock Board as to riparian rights. Further, that within the zone of the terminal, lighting is to be taken over, provided for, and paid for by the T. & P. Railroad; that all sub-surface drainage, and paving which might bear upon the city is taken care of by the Texas & Pacific Railway Company.

All of which, summarized, means that in our opinion value received has been given and received. The City of New Orleans will enjoy what she has long needed—additional modern, improved terminals. That in the present case will establish and cement bonds that will obtain for us all the strength and power commercially wielded by a large trunk line. And this means the development of our trade and commerce, which will redound as a benefit as compensation for the support given by the commercial interests through the New Orleans Board of Trade, to the ordinance.

In so far as the Texas & Pacific Railway is concerned, that road, having fostered and furthered the enterprise, benefit will accrue to them in increased business because of the proper terminal facilities operated by it.

We therefore say the ordinance passed, congratulations to the City of New Orleans, and congratulations to the Texas & Pacific Railway.

All of which is respectfully submitted.

S. LOCKE BREAUX,
Chairman.
A. F. LEONHARDT.
THOMAS F. CUNNINGHAM.

REPORT OF COMMITTEE ON NAVAL STORES.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—I beg to report that the Committee on Naval Stores had occasion to be called together only once during the past year, this for the purpose co-operating with the Savannah Board of Trade, in reference to having insert in the tariff a duty on spirits of turpentine and rosin.

We learned that in February 1912 the United States Court of Customs appeals decided, by a vote of three or two, that rosin which has been strained remove dirt, chips, leaves and other impurities, is crude rosin, and entitled to entry into this country.

This decision is contrary to the views held by the U. S. Treasury Department, the experts from the U. S. Department of Agriculture who testified in the case, and to the thousands throughout the Southern States who are engaged in the manufacture and handling of that commodity.

Yet the decision of the highest Court in this country would admit, free of duty, rosin produced in other countries where cheap labor prevails from countries that impose a prohibitive import duty on rosin produced in the U. S. of America.

The matter received our careful consideration, and we recommended to the Board of Directors to request of our Senators and Representatives in Congress to use their good offices towards having rosin and turpentine protected in the tariff.

Truly yours,

G. F. MASON,

Chairman.

REPORT OF POSTAL SERVICE COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Your Postal Service Committee, during the month of September, received information that the drawings and specifications of the interior work of the new Post-office building at New Orleans had been completed, and were being checked up by the Supervising Architect of the Treasury Department, and we requested of the Supervising Architect to consider the possibility of hastening the completion of the space allotted to the Post-office, so that it could be occupied before the completion of the upper floors. We also asked at the hands of our Senators and Congressmen from New Orleans their co-operation and assistance towards this end.

We were advised by the Assistant Secretary of the Treasury Department, that the drawings and specifications for the interior finish were in course of preparation, and that this work would be placed on the market at an early date, but it was probable that the building could not be completed in less than eighteen months from date of the awarding of this contract.

The old Post-office is not up to date, and at present the large Post-offices are equipped with labor saving devices, which facilitates not only the handling of the mail, but permits letters to be dispatched at the latest possible moment.

Cities that have such improved facilities have big advantages over New Orleans, and it is imperative that more space and better facilities be furnished as early a date as possible, and we recommend that the Board continue its efforts towards securing an early completion of the new Post-office.

Different minor complaints, in reference to delays in mail, were received by our Committee and taken up with the Post-office Officials here, who have always on the matter full consideration, and furnished us with complete details and circumstances surrounding such delays.

Very respectfully,

PEARL WIGHT, *Chairman.*

NEW ORLEANS BOARD OF TRADE, LTD.

REPORT OF COMMITTEE ON PROVISIONS.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The Committee on Provisions were called together during the early part of the year to consider a request of the Committee on Information and Statistics that the question of quotations received by the Committee of the Board of Trade be looked into, with the view of revising same, if possible, without decreasing the efficiency of the service.

We went into the subject carefully, and we could not see any way of reducing the service on the quotations for provisions, without decreasing the efficiency of the service, and recommended that there be no changes made, which recommendation was approved.

Yours very truly,

MAX SCHWABACHER,
Chairman.

REPORT OF RICE AND RICE FREIGHT COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

President, Board of Directors, New Orleans Board of Trade, Limited, City.

DEAR SIR—Conforming to usage I beg to hand you this, my report of the Rice Committee and the Rice Freight Committee.

The trade and barter in rice is so well established and the family so small that the current of events for the past year has continued placidly on its way unharmed either by storm or stress so that it is much a case of having nothing to say and saying it.

New Orleans as a market, despite the fact that the river crop in territory contiguous to New Orleans on the west bank of the Mississippi River was annihilated by the crevasse and overflow conditions, manages to hold its own and current receipts to date show that we have handled as much rough rice as compared with this time last year, demonstrating that it matters little the conditions in sections or territories, New Orleans is bound to have, because she is the primary price making market, a certain volume of rough rice to supply her mills, and permitting it, myself, the expression of opinion, I believe that as time grows on apace, this situation will become more marked, in that New Orleans will naturally and normally manufacture more and more of the rice raised in the states of Arkansas, Texas and Louisiana.

Insofar as the Rice Freight Committee is concerned it has been particularly active, as is usual with that branch of the industry, and insofar as milling in transit is concerned we have been on both sides of the fence and have met the fate us to a "House divided against itself" in that, though we first asked that we do have milling in transit, we now have it with us, intrastate and interstate having it with us we are all asking ourselves what it means and wondering if a

all we are any better off than we were before we did have it. I speak for New Orleans and not for the interior.

I should say that the past season, despite the disaster of crevasse and overflow, has been the most prosperous that the industry has known in many a year. The basis of value has been uniformly high and the trade conditions uniformly good.

Last year the manufacturing end of the industry wound up its season, July 1912, having made money, a circumstance novel to them because of the experience of the prior three years, yet the agriculturalists also enjoyed a fair average of value and this season, up to this writing, the same conditions have maintained except that the average of value was enhanced with, to the agriculturists, by an increase of profit.

So far as the manufacturer is concerned it is a fair assumption that the remark will apply to him when he has made his clean up and closed out of the seasons operation.

I commend to the perusal of those who are sufficiently interested, the statistical data compiled by Secretary Herring and permitting myself to express the hope that the class of 1913, December 31, will be no worse than that of this year, I beg to remain,

Very faithfully yours,

S. LOCKE BREAUX,

Chairman Rice Committee and Rice Freight Committee.

REPORT OF CLEAN RICE ARBITRATION COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—The Clean Rice Arbitration Committee held six sessions during the year. Two of these sessions were held to consider differences at issue between members of the Board, and two sessions in connection with an arbitration between a member and an out-of-town mill. The other two sessions of the Committee were for the purpose of taking up the question of grades, and branding of rice as operative under the rules of the Pure Food Department of the Department of Agriculture of the United States.

It had developed that certain shipments of Clean Rice were seized by the Department of Agriculture, on account of being improperly branded in accordance with the rulings of the Department, and in order that the matter be passed by the people who knew the requirements of the Clean Rice Trade, your Committee was asked by the Rice Interests to pass on this subject. The matter was run up with the Secretary of the Department of Agriculture in Washington, and we the Department send someone to confer with the trade, see samples, so as to gain a proper knowledge as to what the present prospects are, and make known to the trade their requirements.

Further correspondence was had with the Department, advising them that the mill interests have come to the conclusion that they would adopt the

method of branding their rice in conformity with the requirements of the Pure Food Department of the Government.

Yours truly,

CHAS. E. CORMIER,
Chairman.

REPORT OF ROUGH RICE ARBITRATION COMMITTEE.

NEW ORLEANS, LA., December 31st, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—It is evident that the business dealings of the members in Rough Rice have been very amicable during the past year, as despite the fact that all Rough Rice sold in the New Orleans market was sold on the floor of the Board of Trade, your Committee has not been called upon during the year to settle any differences, and if any existed, they were, no doubt, settled satisfactorily, otherwise it would have been appealed to.

Yours truly,

WM. SOCOLA,
Chairman

REPORT OF COMMITTEE ON RIVERS, HARBORS AND CANALS.

NEW ORLEANS LA., December 17, 1912.

Jos. McCloskey, Esq., President New Orleans Board of Trade, City.

DEAR SIR—Your Committee of Rivers, Harbors and Canals desires to report the following:

“The Committee held a meeting during the month of March to consider a communication received by the President of the Board of Trade from Mayor Behrman, in reference to being represented at a meeting called by the Mayor to discuss and decide upon what course to pursue relative to having the Rivers and Harbors Congress hold their 1912 Convention in this City.

A Sub-Committee was appointed to attend the meeting in the Mayor’s Parlor, and nothing definite was done in reference to bringing the Convention to New Orleans.

At the request of the Board of Directors, the Committee met during the month of May, to take up and make a definite investigation of the question of Federal Control of levees and rivers, and report to the Board its view and findings on the subject.

There was a difference of opinion about the desirability of the Federal authorities taking over the control of the levees, but the Committee felt that Federal control entailed considerable difficulties, and the point considered at this meeting was as to whether the Committee should evolve some definite method, in order to do so, it was the sense of the Committee to get all information, possible, on the subject, and then decide what to do.

With this end in view, invitations were extended to the State Board of Engineers, United States Engineers, and the Orleans and Pontchartrain Levee Boards, to appear before the committee and express their views on the subject of Federal control.

Another meeting was held, at which expression were had both orally and in writing from some of those invited to attend the meeting, the Orleans Levee Board and the State Board of Engineers, heartily approving and recommending Federal control of all Levees on the Mississippi river.

The Committee had under consideration a resolution, introduced in the House of Representatives at Washington, D. C., by Mr. Garrett of Tennessee, "H" 540, providing for a Committee of five members of the House to be appointed by the Speaker, whose duty it shall be to investigate a system of Levees constructed along portions of the Mississippi river, for the purpose of protection Flood prevention, overflow, and other purposes; the relation of the Federal Government thereto the amounts expended thereon by the Federal Government, State and local authorities, the effects and efficacy of such Levees, and all questions relating the to subject matter.

Your Committee also gave consideration to the Newland's bill.

Your Committee heartily endorsed the Garrett resolution, and recommended to the Board of Directors to urge its speedy enactment.

Following the recommendation of your Committee, communications were addressed to the representatives in Congress from the State of Louisiana, and to our Senators, urging them to lend their support towards its speedy enactment.

During the month of April, the Committee appeared before the Mississippi River Commission, and reiterated the position taken by the Board of Trade in 1910, opposing the damming of Old River and the divorcing of the waters of the Red and Atchafalaya Rivers from those of the Mississippi.

This Committee also desires to report, that during the year, the Southwest Pass of the Mississippi river was open to commerce and a large proportion of the traffic of the port is now using the Channel, which at the time of writing has a navigable, available depth of 31' to 32' throughout.

The dredges are still working upon the channel and it appears probable that there will be a steady improvement in the width and depth of the channel from now on by reason of the combined work of the natural scour of the current and that of the dredges.

The channel through the South Pass has deteriorated somewhat at the entrance and the dredges are, from time to time, put to work to remedy conditions, unquestionably at present the best channel for large, deep draft ships is, and kely to continue to be, through the Southwest Pass.

During September, a visit of inspection to the Southwest Pass was undertaken by some members of the Dock Board together with some of the Directors e Board of Trade and members of the Jetty Conference Committee.

Yours very truly,

M. J. SANDERS,
Chairman Committee on Rivers, Harbors and Canals.

REPORT OF COMMITTEE ON RULES AND REGULATIONS.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Your Committee on Rules and Regulations had occasion to come together on three occasions during the past year, to consider amendments to the by-laws of the organization.

The subject of the privileges to be accorded to visiting, non-stockholding members in the organization received some consideration, and a recommendation was had from the Membership Committee, to amend the by-laws so as to debar visiting members from trading on the floor of the Board of Trade in any commodity, except through a full stock-holding member.

After giving the matter careful consideration, it was the view of your Committee that as so few visiting members did trading on the floor of the Exchange, there would not be any advantage in passing such a rule, and we finally recommended, and it met with the approval of the Board, that the rule heretofore in vogue, relative to visiting members, remain in effect without any changes.

It was brought to our attention that, while the by-laws provided for special committees on arbitration on different commodities, such as grain, cottonseed products and rice, in other lines, for instance, hay, an arbitration had to be had before the general arbitration committee. So we recommended amendment to the by-laws relative to arbitration, so that members, seeking arbitration, would have the privilege of asking that the matter be referred to a special Committee on Arbitration to be appointed by the Chairman of the trade committee having jurisdiction over the commodity at issue, and these amendments were ratified and approved by the Board, so that members having differences and seeking arbitration in reference to a certain commodity, can have their differences settled by a special committee of the trade committee, that has knowledge and practical experience in that particular line of trade, all of which is in the interest of the respective lines of trade.

Very respectfully,

J. S. CAVE,

Chairman.

REPORT OF SUPERVISORY COMMITTEE.

NEW ORLEANS, LA., January 8th, 1913.

President and Directors of the New Orleans Board of Trade, New Orleans, La.

GENTLEMEN—We beg to submit the Supervisory Committee's report, showing expenditures of \$376.07, which includes the following:

Cleaning and polishing furniture in the Directors' room and President's office.....	\$1
Repairs to Lavatory.....	1
Repairs to Drinking Fountain.....	

Repairs to Electrical Equipment	59.45
Replacing broken glass in skylights	12.30
Repairs to composition roof	30.00
Repairs to Rice Tables	16.20
Sundry Repairs	9.20
Installing Automatic Glass Washer, according to instructions of the Board of Health	34.00
Renovating Oil Painting	68.62
New Stove and equipments purchased	61.00
Repairs to old stoves, pipe and labor	53.30

In explaining the above charges, would state that the expenditures for repairing the electrical equipment were somewhat heavy on account of the grounding of the wires under the house and same had to be changed and renewed.

We think that we got off well with the smaller charges at \$376.07 for the year, and I would suggest that you instruct my successor in office to have the main building painted on the outside and the walls on the inside on the main floor of the Exchange, as it has been a number of years since anything has been done to them and they need it badly, and by doing that you will have the building in a first class condition that will compare with any in the city.

Respectfully,

NEVINS KIRKPATRICK,
Chairman.

REPORT OF TELEPHONE COMMITTEE.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—With a view of securing a reduction in the residential telephone rates, conferences were had between your telephone committee and officials of the Cumberland Telephone & Telegraph Company in the early part of the year.

It developed that the Telephone Company contemplated improvements, which would entail the expenditure of a large amount of money, and in view of this fact, we felt that the time was not opportune to insist on a decrease in rates. On account of the growth and of the age and inadequacy of the overhead plant, the Telephone Company finds it necessary to make improvements as soon as the plans for doing so can be worked out. Approximately \$816,000.00 in the city of New Orleans will be expended. The Company is working on plans to rebuild the New Orleans Exchanges. The work will involve the removal of a great many poles and a large amount of aerial cables, open wire work to be replaced by underground conduits, all of which, no doubt, will be beneficial to not only the telephone users, but to the public in general.

We have kept in touch with the financial condition of the Telephone Company, in so far as their New Orleans business is concerned; also the telephone development. From fourteen thousand phones in use in 1907, the service has de-

veloped to the extent that we have to-day twenty thousand phones in use in this city.

Very few complaints of poor service were brought to our attention, until about the middle of the month of October, when different members of our committee began to complain. The Telephone Committee then decided to ascertain to what extent the service had deteriorated, and if it applied to any particular section of the city or not. Your Telephone Committee decided to send out letters to members of the Board of Trade residing in different sections of the city, requesting that they advise if their telephone service was satisfactory, and, if not, to advise of the reasons therefor, both in connection with their business and residence 'phones. From replies received, it developed that the complaints were principally in connection with the residence 'phones. The two main complaints were of the slowness of the operators in answering calls, and of the operators telling the party making the call, that the party called for would not answer, when such was not the case. We felt certain that there was room for improvement, and that these complaints could be remedied.

They were brought to the attention of the Division Superintendent and also the manager of the New Orleans office, who took immediate steps to rectify the existing conditions

It is true that a Telephone Company has a good many difficulties to encounter in rendering service; such as abnormal use of the 'phones that will occur at different periods; of having 'phone numbers changed during moving season; putting in new lines, cables, etc. Still, your committee felt that, irrespective of these conditions, the service was not up to a standard of efficiency that should be maintained, and for which the Board of Trade should continue to insist.

After conferring with the officials of the Telephone Company, we endorsed application made to the Railroad Commission of the State for a special one way direct line business rate of \$4.50 per month, subject to the usual discount of 50c per month if paid quarterly in advance. This service is designed for telephone users, whose service requirements will exceed the use of one unlimited line, particularly where inward service is heavy. The Telephone user will have the advantage of using his \$8.00 'phone for outgoing messages, and receive his incoming messages over the new \$4.00 per month service, so that if one has use for more than one \$8.00 'phone and not enough for \$16.00 worth, he can increase his service by adding the new one way line, and thereby have the use of two 'phones for \$12.00 per month net. This class of service should be of considerable advantage to many of our business people.

Yours very truly,

SAM BLUM,

Chairman.

REPORT OF COMMITTEE ON WHISKIES, WINES, LIQUORS, AND OILS.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—At the request of the Board of Directors, we took up with the Wholesalers the question of having Official Board of Trade Certificates on all inspection and gauging of whiskies, wines, liquors, and oils, and addressed communications to them, pointing out the benefits derived and the advantages of having a certificate from an organization like the Board of Trade.

Most of our members take official inspection and gauging, but there are some who do not, and as long as they are satisfied with the manner in which they are now having their inspection and gauging done, your Committee cannot see how any further steps can be taken in the matter.

Yours truly,

JULES C. KOENIG,
Chairman.

REPORT OF SUPERVISORY COMMITTEE ON COFFEE FUTURES:

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—Your Supervisory Committee on Coffee Futures held several meetings during the year, principally to transact routine matters in connection with trading in coffee options on the floor of the Exchange.

We also passed on several applications for coffee weighmasters and licensed coffee warehouses, and on the recommendation of the Coffee Committee and Coffee Trade in general, the rules and regulations of the coffee department of the Board of Trade were amended during the month of May, changing the contract from 250 bags to 100 bags, and the differences for delivery on contracts of other grades and Rio No. 7, to 50 points instead of 25 points.

The trade rules and floor rules of the coffee department were also amended, changing the hour of opening the coffee department and the hours for having the calls.

We only had one occasion to take up the question of settlement of differences between members trading in coffee options on the floor of the Exchange. This was in connection with an appeal from a decision rendered by adjudicators, and the appeal was granted by your Supervisory Committee on Coffee Futures, and an appeal committee appointed in accordance with the rules.

The individual members of the Committee and your chairman have attended the daily sessions when coffee calls were had, and have given of their time and attention to the supervision of the Coffee Department.

Yours very truly,

B. C. CASANAS,
Chairman.

REPORT OF GOVERNING COMMITTEE MARITIME BRANCH.

NEW ORLEANS, LA., December 31, 1912.

To the President and Board of Directors of the New Orleans Board of Trade, Limited:

GENTLEMEN—In the early part of the year 1912, there was some agitation among the Shipping Interests, concerning the question of removal of Light Vessel No. 43 stationed at South Pass to off the entrance at Southwest Pass.

The Shipping Interests at that time deemed it unadvisable to make the change, as Southwest Pass had not yet been used to any extent by shipping.

We endeavored to secure from the Bureau of Light-houses, through the Inspector of the Eighth Light House District at New Orleans, a temporary Light-vessel for Southwest Pass, and this agitation brought about a movement that resulted in our recommending to the Board of Directors that they take steps towards having a bill introduced in Congress for the building of two new Light-vessels; one for South Pass, to replace the old Light-vessel No. 43 that has been in use for more than 30 years, and another for Southwest Pass.

The immense amount of traffic, coming through these Passes to New Orleans, makes it imperative for the Government to place Southwest Pass in a perfectly navigable condition.

A Bill was introduced, H. R. 21484, by Mr. Dupre, providing for two light-vessels. This was referred to the Committee on Interstate and Foreign Commerce of the House, but the Light-house bill reported by the Committee provided only for finishing work of Light-houses which are under construction.

However, we have the assurance of our representatives and of the Commissioner of the Bureau of Light-houses, that in the estimates for the coming year to be made by Congress, appropriations will be included for the building of two new light-ships, to cost \$115,000.00 each, one for South Pass, and the other for Southwest Pass.

Shipping is going to use Southwest Pass to such an extent, that the question of the removal of the light-vessel from South Pass to Southwest Pass was again taken up during the month of October, and as the Steamship Agents approved of the transfer of the light-vessel from South Pass to Southwest Pass, your Committee recommended that this be asked of the Commissioner at Washington, and that in lieu of the light-vessel, a lighted whistling buoy be placed at Southwest Pass; these changes became effective December 10th, 1912, and will be temporary.

As an aid to navigation we took up the question of providing some manner of reporting vessels from Southwest Pass. A Sub-Committee was appointed to take the matter up with the Cumberland Telephone & Telegraph Co. with a view of installing a telephone line from the head of the Passes to Burrwood, Southwest Pass.

No definite arrangements for telephone service have yet been made, and pending same, arrangements were made with the United Fruit Company, to furnish the Maritime Branch with reports by Wireless from Burrwood.

In the early part of the year, a Committee of Freight Brokerage was appointed by the Governing Committee, for the purpose of formulating rules regarding freight brokerage. The rules were formulated and submitted to the Steamship Agents, and after some interchange of ideas on the subject, a set of rules, that met with the approval of all interested, was adopted as the rules of the Board of Trade governing freight brokers, brokerage, and steamship agents.

Following the adoption of these rules, we took up the qualification of freight brokers, and addressed communications to different freight brokers, advising that they would be required to qualify by holding membership in the Board of Trade or the Cotton Exchange, and furnish a certificate to the effect that they would comply with the rules of the New Orleans Board of Trade, governing freight brokers and brokerage.

This resulted in adding a few names to the membership roll of the Board of Trade.

The following resolution was adopted as the sense of the Committee:

“That all Steamship Lines operating out of New Orleans should pay brokerage to a freight broker in New Orleans on such business as he may secure for their account, destined to any port to which such steamship lines pay brokerage to any freight broker located outside of New Orleans moving through this or any port from which they operate.”

This was adopted by the Board of Directors, with the understanding that in no sense is double brokcrage to be paid.

A Bill was introduced in Congress, to extend the Port limits of the Port of New Orleans to include the factory of the Indian Refining Co., located at Moreauville, St. Bernard Parish.

The Steamship Agents did not approve of this, and adopted resolutions, requesting that Congress establish a sub-port of the Port of New Orleans, from the present limits of the port to the sea, moving the present Revenue office from Port Eads to the head of the Passes.

This met with the approval of your Governing Committee, who recommended to the Board of Directors the adoption of the measure for the establishment of a sub-port.

This did not meet with the approval of the Board, who were unalterably opposed to extending the port limits of the Port of New Orleans.

We adopted resolutions, urging the weather bureau at Washington, D. C., to have supplementary weather reports from Kingston (Jamaica), Colon, and Swan Island, immediately there are indications of approaching disturbances, so as to warn all shipping in the vicinity.

These resolutions were sent to the Chief of the weather bureau through the Board of Directors, with the request that he take immediate steps to secure the necessary appropriations and instructions to carry out our recommendations.

Certain amendments were proposed to the Sundry Civil Bill under Department of Commerce and Labor, Lighthouse Service, at the last session of Congress,

which proposed amendments seemed to be for the betterment of navigation, and we requested the Board of Directors to authorize the President to send a copy of the resolution adopted by the Governing Committee, to our Senators and Representatives in Congress, with the request that the amendments in question be urged for adoption.

We have received monthly reports from Mr. T. J. Odendahl, in charge of the Maritime Branch, on telephone vessel and reporting service, and on the Sand Key Signal and Vessel Reporting Service, showing that both are on a paying basis, and these services, which are of such benefit and assistance to shipping and maritime interests, are conducted without any expense to the Exchange.

Your Chairman has kept in touch with the work of the Maritime Branch.

There have been quite a few arbitrations held before the Arbitration Committee on Maritime Matters, between members, and also between members and non-members, which goes to show the advantage to be derived by the members in settling their differences before the properly constituted Committee of the Exchange and in accordance with its rules, without having to take recourse before any other tribunal.

All of which is respectfully submitted,

A. R. LAFONTA,

Chairman.

Trade Review and Statistical Report
—OF THE—
New Orleans Board of Trade, Limited,
FOR THE YEAR 1912.

PREPARED AND COMPILED BY

H. S. HERRING, Secretary-Treasurer, and Assistant.

The total assessed value of personal property and Real Estate for the year 1912 is \$235,482,567.

Building permits issued from the City Engineer's office during the year amounted to 1,811, representing an amount of \$3,496,426 in the construction of buildings covered by permits issued.

The bank clearances for 1912 were the largest in the city's history and amounted to \$1,058,354,962.

Postal receipts also broke all records amounting to \$1,139,510.

The receipts of grain were: 8,790,000 bushels of wheat; 4,343,000 bushels of corn and 2,128,000 bushels of oats; and the shipments were: 7,948,103 bushels of wheat; 3,485,573 bushels of Corn and 340,015 bushels of oats.

Receipts of flour amounted to 1,393,327 barrels, and shipments 729,742.

The imports into the Port of New Orleans, amounted to a valuation of \$83,354,480, an increase of \$15,341,828 over the imports of 1911.

Exports from the Port of New Orleans in 1912 amounted to \$170,757,220 in value, an increase of \$17,195,688 over the previous year.

Importations of coffee were 287,172,656 pounds with a value of \$41,059,451.

The imports of cane sugar amounted to 498,457,546 pounds valued at \$14,158,504.

There were 49,823 tons of sisal grass imported with a value of \$5,341,155.

63,530,556 pounds of Burlaps valued at \$4,735,200 were imported.

The importations of bananas were 13,661,460 bunches, valued at \$4,218,725.

The principal exports in 1912 were: Raw Cottons, including linters 1,721,291 bales, valued at \$99,574,622; Lumber, Timber and Logs, valued at \$11,190,032; Leaf Tobacco, 74,411,848 pounds valued at \$9,150,935; Wheat 7,948,103 bushels, valued at \$7,994,717. Cottonseed oil 67,349,549 pounds, valued at \$3,872,311; Cotton seed meal and cake 263,262,716 pounds, valued at \$3,243,276; Wheat Flour 626,595 barrels valued at \$3,013,830; Corn 3,440,620 bushels, valued at \$2,641,879.

RICE.

Rice forms the chief cereal food of half the world's population.

It was first introduced in this country in 1647 when some seed rice was planted in Virginia, but the experiment was not a success, and it was not until 1694 that rice growing was really established in this country in the State of South Carolina. From this State the cultivation was extended to other Southern States, and cultivation was begun in a primitive way in Louisiana in the latter half of the eighteenth century.

After the Civil War impoverished planters who had formerly relied on other crops, requiring a great outlay of capital, began to grow rice as a means of quick financial relief.

In the year of 1896 the problem of irrigating the barren prairie lands of Southwest Louisiana and Southeastern Texas was solved at Crowley, La., and a new era of rice culture opened.

There are now about 175 irrigating canals and pumping plants added to which there are about 500 farms irrigated by wells.

In the coastal territory of Louisiana and Texas, along the Mississippi in North Louisiana and the prairie belt of Arkansas, where twenty-five years ago were cattle ranches and open prairie fields, a wild and undeveloped country, there is to-day a section of farms, cities and manufacturing enterprises, nearly all of which have come about through the development of the Industry. In this section of the country mentioned there are estimated farm lands, with over 1,500,000 of acres, of which nearly 700,000 acres are in actual cultivation. In this same territory there are over seventy Rice Mills, where as the total number of these establishments in 1880 was twenty-two. In the decade following the year of 1870, the annual average production of rice was 71 million pounds, whereas the rice crop of the United States in 1912 amounted to 25,054,000 bushels or 1,127,430,000 pounds, with a farm value of \$23,423,000.

The rice crop of the world is estimated at about 175 billion pounds of which about 60 billion pounds are produced in British India and about 50 to 60 billion pounds in China.

There is no cheaper and healthier food than rice, and the people of this country are learning to appreciate its value more and more every year; consequently the per capita consumption of this article of food is annually on the increase.

In 1900 the consumption per capita was 4.17 lbs. while the consumption in 1910 per capita amounted to 8.26 lbs.

The principal varieties grown in Louisiana are the Honduras, named from the country which originally furnished the seed, and the more recently introduced Japan varieties.

The Honduras has a long narrow kernel and is similar in general appearance and character to that of the Carolina rice, but differs somewhat in quality of grain and the general growth of the plant. The Japan varieties have a short thick kernel and a thin hull.

The following table will show the duty exacted by the following countries named on Clean Rice, per lb:

Cuba.....	1-3c	per lb.
Nicaragua.....	1 1-10c	" " (Varies a trifle with exchange).
Costa Rica.....	2 1-10c	" "
Honduras.....	3-4c	" "
Mexico.....	1 4-5c	" "
Guatemala.....	No Duty.	
Panama.....	10%	of value at shipping point.

The commercial standard of weight recognized by the New Orleans Board of Trade, and all handlers of rice on the New Orleans market, and throughout the coastal country, is the unit, (Barrel) of 162 pounds; that is in any trade made the total gross weight of the lot is divided by 162, and that result, multiplied by the price at which sold.

There is no commercial weight for a sack of rough rice. Rice is put up in 9 oz. 64 inch burlap bags, and weighs as to the grade and quality of the rice, from 175 to 210 pounds; the Japan variety averaging possibly ten pounds more to the sack than the Honduras.

The United States Government in figuring its statistical data on Rice, uses an arbitrary of 45 pounds as a bushel, which is the equivalent of 3 3/5 bushels to the New Orleans and coastal country unit of 162 pounds.

In the Arkansas Territory trading is done on a basis of bushel measure, the total weight of the latter being divided by 45, and then multiplied by the price at which sold. This practice also prevails in the Carolina territory.

Clean rice is put up in a 12 oz. burlap bag of 100 pounds and is accepted by the trade as being standard.

New Orleans is the primary price making market for rice, and all rough rice sold on this market is sold by sample on the floor of the New Orleans Board of Trade where records of receipts, sales, stock, distribution, etc., are kept, and all transactions made in accordance with the rules of the Exchange.

**ACREAGE, AVERAGE YIELD PER ACRE, PRODUCTION AND VALUE OF RICE IN THE
UNITED STATES, YEARS 1911 AND 1912.**

	1911					1912				
	Acreage.	Average Yield Per Acre	Pro- duction	Average Farm Price per Bushel	Farm Value	Acreage.	Average Yield Per Acre.	Pro- duction.	Average Farm Price per Bushel.	Farm Value
	Acres.	Bushels.	Bushels.	Cents.	Dollars.	Acres.	Bushels.	Bushels.	Cents.	Dollars.
North Carolina	500	25.6	13,000	76	10,000	400	25.0	10,000	90	9,000
South Carolina	10,000	11.7	117,000	75	88,000	8,000	25.0	200,000	93	186,000
Georgia	1,450	26.8	39,000	77	30,000	900	30. -	27,000	90	24,000
Florida	700	25.0	18,000	75	14,000	600	25.0	15,000	90	14,000
Alabama	300	20.0	6,000	70	4,000	300	30.0	9,000	90	8,000
Mississippi	2,100	36.0	76,000	77	59,000	2,200	35.0	77,000	90	69,000
Louisiana	371,200	31.5	11,693,000	79	9,237,000	352,600	33.5	11,812,000	93	10,985,000
Texas	238,300	34.3	8,174,000	80	6,539,000	265,600	35.5	9,429,000	94	8,863,000
Arkansas	71,600	39.0	2,792,000	82	2,289,000	90,800	37.5	3,405,000	94	3,201,000
California	150	40.0	6,000	75	4,000	1,400	50.0	70,000	91	64,000
United States.	696,300	32.9	22,934,000	79.7	18,274,000	722,800	34.7	25,054,000	93.5	23,423,000

NEW ORLEANS BOARD OF TRADE, LTD.

PRODUCTION OF RICE IN THE UNITED STATES FROM 1880 TO 1912 INCLUSIVE

	Rough. Barrels of 162 lbs.	Cleaned. Pounds.
1880.....	1, 118, 690	111, 868, 990
1881.....	1, 026, 048	102, 604, 810
1882.....	999, 850	99, 985, 000
1883.....	1, 107, 000	110, 700, 000
1884.....	1, 095, 616	109, 561, 600
1885.....	1, 501, 950	150, 195, 000
1886.....	1, 556, 695	155, 669, 500
1887.....	1, 136, 307	113, 630, 700
1888.....	1, 247, 332	124, 733, 200
1889.....	1, 285, 909	128, 590, 934
1890.....	1, 368, 000	136, 800, 000
1891.....	1, 556, 656	155, 665, 600
1892.....	2, 375, 469	237, 546, 900
1893.....	1, 228, 652	122, 865, 160
1894.....	1, 098, 208	109, 820, 800
1895.....	1, 686, 854	168, 685, 440
1896.....	968, 864	96, 886, 400
1897.....	1, 163, 018	116, 301, 760
1898.....	1, 369, 907	136, 990, 720
1899.....	2, 502, 802	250, 280, 227
1900.....	2, 531, 392	253, 139, 200
1901.....	3, 880, 352	388, 035, 200
1902.....	3, 193, 930	319, 392, 960
1903.....	5, 607, 500	560, 750, 000
1904.....	5, 860, 011	586, 001, 055
1905.....	3, 592, 621	359, 262, 111
1906.....	4, 959, 658	495, 965, 778
1907.....	5, 205, 000	520, 500, 000
1908.....	6, 080, 560	608, 056, 000
1909.....	6, 768, 890	676, 889, 000
1910.....	6, 808, 333	680, 833, 300
1911.....	6, 370, 555	637, 055, 500
1912.....	6, 959, 444	695, 944, 400

ACREAGE, PRODUCTION, VALUE, ETC., OF RICE IN THE UNITED STATES

Year	1904		1911		
	Acreage sown and harvested.	Average yield per acre.	Production	Average Farm price Dec. 1.	Farm Value Dec. 1.
	Acres.	Bushels.	Bushels.	Cents.	Dollars.
1904.....	662, 000	31.9	21, 096, 000	65.8	13, 892, 000
1905.....	460, 000	28.1	12, 933, 000	95.0	12, 286, 000
1906.....	575, 000	31.1	17, 855, 000	90.3	16, 121, 000
1907.....	627, 000	29.9	18, 738, 000	85.8	16, 081, 000
1908.....	655, 000	33.4	21, 890, 000	81.2	17, 771, 000
1909.....	720, 000	33.8	24, 368, 000	79.4	19, 341, 000
1910.....	723, 000	33.9	24, 510, 000	67.8	16, 624, 000
1911.....	696, 000	32.9	22, 934, 000	79.7	18, 274, 000
1912.....	722, 800	34.7	25, 054, 000	93.5	23, 423, 000

ROUGH RICE.

RECEIPTS AT NEW ORLEANS.

	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.	1904-05.	1903-04.
	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.	Sacks.
August... 112,153	114,011	178,691	283,974	242,015	223,009	138,199	137,473	182,693	90,216	
September 185,820	233,663	320,845	322,339	214,484	203,951	169,241	172,332	294,407	359,071	
October... 189,805	233,217	169,886	217,189	207,152	179,476	207,843	132,883	224,812	281,521	
November 235,008	191,919	110,298	117,975	131,066	131,738	185,306	192,008	183,363	189,304	
December 190,303	81,499	116,610	77,507	131,481	121,718	119,034	83,220	107,864	206,676	
January.....	135,770	109,123	151,750	92,948	149,039	109,789	47,163	80,173	71,120	
February.....	107,650	57,123	85,257	116,533	129,579	111,885	52,201	91,153	56,620	
March.....	28,718	51,196	62,776	96,895	34,944	59,286	24,114	69,969	39,031	
April.....	5,885	57,742	34,947	11,831	1,962	83,285	9,733	56,348	29,849	
May.....	3,868	64,059	81,723	10,406	857	54,838	4,947	27,559	14,224	
June.....	510	23,499	65,093	2,931	2,189	4,300	10,627	32,484	7,801	
July.....	19,968	30,689	8,817	5,869	12,442	31,091	12,571	13,543	8,413	
Total... *912,989	1,156,678	1,289,761	1,509,347	1,263,611	1,190,889	1,274,097	879,272	1,364,368	1,353,846	
*Five months.										

SALES OF ROUGH RICE AND MILLERS' RECEIPTS REPORTED.

Season	1912-13			1911-12			1910-11					
	Hond. Sacks.	Japan Sacks.	Receipts. Sacks.	Total Sacks.	Hond. Sacks.	Japan Sacks.	Receipts. Sacks.	Total Sacks.	Hond. Sacks.	Japan Sacks.	Receipts. Sacks.	Total Sacks.
August...	93,911	62	15,588	109,561	96,581	14,386	110,967	153,743	806	9,608	154,157	
September	69,443	12,028	90,684	172,155	115,824	8,067	43,964	167,855	139,964	3,939	75,822	219,725
October..	26,940	26,605	105,691	159,236	119,787	18,566	97,769	236,122	50,925	11,076	42,960	104,961
November	23,705	17,676	163,968	205,349	33,195	9,777	116,004	158,976	57,649	13,295	43,223	114,167
December	8,434	12,377	122,367	143,178	6,256	4,779	57,595	68,630	38,256	17,320	73,231	123,807
January.....					25,047	39,950	10,878	149,875	59,852	8,178	67,582	135,612
February.....					6,613	11,175	97,907	115,595	32,108	2,197	37,680	71,985
March.....					8,082	348	19,206	27,626	33,444	5,321	40,797	79,562
April.....					584		5,485	6,069	22,829	6,516	38,802	68,147
May.....					277	200	3,311	3,788	25,648	1,115	55,582	82,345
June.....					196	28	229	453	7,405	469	19,565	27,439
July.....					381		19,843	20,224	26,261	109	23,477	59,847
Total....	*222,433	*68,740	*498,298	*789,479	412,832	66,890	586,477	1,066,180	648,084	70,341	528,329	1,246,754
*Five months.												

RANGE OF PRICES OF ROUGH RICE AT NEW ORLEANS.

PER BARREL—162 POUNDS.

Season—	1912-13.		1911-12.		1910-11.		1909-12.	
	Honduras,	Japan,	Honduras,	Japan,	Honduras,	Japan,	Honduras,	Japan,
August...	\$2.50@4.65	3.65@3.85	\$2.00@3.65	\$1.50@4.10	\$2.20@2.35	\$2.00@5.01	\$2.40@3.25	
September	2.25@4.40	2.75@4.50	1.25@3.35	2.80@3.76	1.00@3.55	2.45@3.10	1.85@4.10	
October..	1.00@4.31	2.00@4.12½	1.50@3.65	2.56@3.87	1.25@3.32	1.75@3.22	1.75@4.10	
November	2.00@4.40	2.50@3.75	1.75@3.76	2.41@3.81	1.40@3.25	1.86@3.32	2.00@4.00	
December	2.50@4.75	2.00@4.22½	1.60@3.71	2.40@3.42	1.70@3.16	1.70@3.02	1.75@3.75	
January..			1.50@4.35	2.26@3.85	1.65@3.36	1.75@3.10	1.70@4.50	
February.			2.25@4.35	2.75@4.01	1.60@3.00	2.00@2.81	1.25@4.25	
March....			2.60@4.45	2.75@4.06	1.65@3.27	1.80@3.01	1.00@4.00	
April.....			3.50@4.35		1.50@2.75	2.00@2.81	1.90@4.00	
May.....			3.40@4.25	3.60@4.25	1.70@3.00	2.00@2.80	1.71@4.00	
June.....			2.50@4.60	.305	1.80@3.00	1.50@2.86	1.50@3.60	
July.....			4.05@4.50		1.75@3.75	3.15	1.80@6.00	

THIRTIETH ANNUAL REPORT.

STOCKS OF RICE AT NEW ORLEANS.

AS REPORTED AT END OF EACH MONTH.

	—ROUGH RICE.—				—CLEAN RICE NO. 1.—			
	1912-13. Sacks.	1911-12. Sacks.	1910-11. Sacks.	1909-10. Sacks.	1912-13. Pockets.	1911-12. Pockets.	1910-11. Pockets.	1909-10. Pockets.
August.....	55,951	42,523	168,849	187,548	161,317	76,236	122,747	76,132
September.....	49,215	104,491	256,155	223,616	123,701	59,552	92,394	94,008
October.....	81,190	102,064	249,329	250,743	179,323	95,387	94,792	125,794
November.....	72,760	121,966	206,309	228,862	173,897	142,990	107,576	101,543
December.....	113,776	117,705	222,167	244,030	197,744	172,236	106,429	111,286
January.....		113,245	188,907	276,499		206,126	104,536	112,279
February.....		137,887	185,843	236,948		240,708	97,634	120,021
March.....		79,367	139,147	184,915		273,925	80,190	92,395
April.....		74,114	121,652	170,713		257,546	65,679	65,504
May.....		77,982	100,316	154,765		205,144	83,126	111,042
June.....		67,568	67,891	150,993		161,738	76,295	109,505
July.....		47,564	76,114	120,129		202,916	60,258	139,959

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CLEAN RICE.

RECEIPTS AT NEW ORLEANS.-EX. COUNTRY MILLS.

	1912-13. Pockets.	1911-12. Pockets.	1910-11. Pockets.	1909-10. Pockets.	1908-09. Pockets.	1907-08. Pockets.	1906-07. Pockets.	1905-06. Pockets.
August.....	16,241	56,354	15,544	20,484	.....	1,449	18,516	3,903
September.....	10,444	45,923	36,906	66,542	.....	24,240	15,982	28,235
October.....	48,823	103,964	115,114	123,154	84,818	55,384	42,400	46,463
November.....	68,789	139,766	128,764	139,439	92,745	41,828	73,039	80,737
December.....	30,272	65,812	97,128	112,458	113,984	45,222	63,495	53,244
January.....	.....	134,936	102,924	113,222	113,472	121,141	95,001	116,518
February.....	.....	112,379	41,635	153,851	134,802	131,474	109,505	122,419
March.....	.....	129,041	58,960	87,383	163,479	82,484	110,508	78,191
April.....	.....	110,982	68,831	60,100	49,870	39,469	74,024	50,018
May.....	.....	47,227	109,231	80,424	19,551	19,459	117,766	58,232
June.....	.....	13,521	62,399	77,613	40,641	15,262	25,956	61,596
July.....	.....	26,969	88,809	33,427	22,746	2,153	5,119	40,342
Total.....	*174,569	986,874	926,245	1,068,097	860,358	571,307	756,355	740,258
*Five Months.								

CLEAN RICE.

RECEIPTS EX. NEW ORLEANS MILLS.

	1912-13 Pockets.	1911-12. Pockets.	1910-11. Pockets.	1909-10. Pockets.	1908-09 Pockets.	1907-08. Pockets.	1906-07. Pockets.	1905-06. Pockets.
August.....	115,828	162,362	142,968	180,640	131,808	127,853	99,068	28,778
September.....	215,662	188,864	256,892	314,898	146,514	203,654	183,097	174,378
October.....	176,796	259,208	194,383	209,068	135,785	164,304	190,268	97,857
November.....	270,650	189,218	168,649	153,831	99,094	88,094	129,850	164,949
December.....	167,089	94,336	110,825	68,572	116,918	103,249	99,853	137,822
January.....	.....	154,253	156,621	130,473	121,972	131,439	120,439	215,576
February.....	.....	91,316	66,205	137,288	106,414	109,082	99,060	107,028
March.....	.....	95,961	107,681	126,289	112,348	77,202	86,279	91,825
April.....	.....	12,256	83,420	54,064	37,471	54,645	97,593	40,250
May.....	.....	.....	93,274	107,438	19,764	27,559	104,538	47,591
June.....	.....	12,016	61,516	75,751	37,810	18,771	24,067	128,747
July.....	.....	43,969	24,712	43,649	23,170	7,946	16,523	82,651
Total.....	*945,998	1,303,759	1,467,146	1,601,961	1,089,068	1,113,798	1,250,635	1,317,452
*Five Months.								

SALES OF CLEAN RICE AT NEW ORLEANS.

POCKETS OF 100 POUNDS.

Season	1912-13.			1911-12			1910-11		
	Honduras.	Japan.	Total.	Honduras.	Japan.	Total.	Honduras.	Japan.	Total.
August.....	99,095	25,630	124,725	109,763	5,103	114,866	117,380	10,994	128,374
September...	100,071	10,245	110,316	150,645	7,853	158,498	183,130	6,979	190,109
October.....	94,188	29,916	124,104	173,997	49,618	223,615	116,827	34,552	151,379
November...	64,506	45,947	110,453	115,618	40,344	155,962	69,913	49,792	119,705
December...	50,946	26,406	77,352	74,375	22,236	96,611	76,286	37,595	113,881
January.....	.....	.....	.....	84,087	33,733	117,820	98,608	35,536	134,144
February....	.....	.....	.....	60,867	42,446	103,313	74,887	16,112	90,999
March.....	.....	.....	.....	71,199	48,713	119,912	82,480	14,797	97,277
April.....	.....	.....	.....	25,092	17,296	42,388	63,606	14,372	77,978
May.....	.....	.....	.....	12,788	6,218	19,006	53,847	10,494	64,341
June.....	.....	.....	.....	16,010	3,437	19,447	55,626	8,320	63,946
July.....	.....	.....	.....	27,678	7,385	35,063	28,764	5,024	33,788
Total...	* 408,806	138,144	546,950	922,119	284,382	1,206,501	1,021,354	244,567	1,265,921

*Five Months.

DISTRIBUTION OF CLEAN RICE FROM NEW ORLEANS.

	1912-13.	1911-12.	1910-11	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.
	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.
August.....	173,126	198,798	175,006	198,815	132,368	117,923	114,424	57,556
September...	262,686	251,997	322,491	358,867	160,244	175,781	189,829	195,731
October.....	166,677	327,616	303,733	299,743	204,381	241,126	233,954	109,496
November...	344,382	281,410	282,401	318,376	146,862	133,021	212,638	201,591
December...	174,250	132,307	208,087	170,980	222,962	115,153	158,995	234,165
January.....	.....	254,575	261,796	240,457	208,801	195,716	166,136	330,569
February....	.....	166,384	116,335	282,279	250,530	199,880	169,257	244,838
March.....	.....	194,766	188,044	243,423	206,375	171,538	224,844	156,382
April.....	.....	141,463	165,046	142,597	131,842	96,298	183,699	100,036
May.....	.....	100,663	189,187	144,827	84,645	77,498	205,443	94,182
June.....	.....	68,614	131,231	155,689	108,824	111,239	110,984	257,494
July.....	.....	28,973	129,721	47,807	67,350	46,500	78,451	165,302
Total.....	*1,121,121	2,147,566	2,473,051	2,603,860	1,925,184	1,681,673	2,048,654	2,147,342

*Five Months.

THIRTIETH ANNUAL REPORT.

SOURCES OF RECEIPTS OF ROUGH RICE AT NEW ORLEANS FOR SEASON OF 1910-11, IN COMPARISON WITH OTHER

Sources:	SEASONS.												Totals for July Season.
	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May	June		
Sou. Pac. R. R.:													
1911-12...	15,587	29,644	56,015	63,315	39,727	44,686	56,997	16,408	4,852	2,218	102	13,445	343,028
1910-11...	10,940	37,829	32,925	39,075	58,491	47,175	9,859	7,547	2,968	14,400	7,457	7,967	303,346
1909-10...	15,946	38,002	81,161	58,020	65,316	73,034	42,958	21,520	16,494	55,507	23,332	6,551	502,841
1908-09...	4,135	44,426	123,226	110,993	105,287	85,351	99,548	85,458	9,152	9,373	2,356	4,886	684,191
1907-08...	17,802	47,615	132,767	109,914	108,998	131,330	121,447	27,429	1,765	315	2,096	6,616	708,094
1906-07...	15,771	48,982	150,785	165,667	109,597	99,322	99,733	42,920	79,669	53,214	4,055	29,755	899,470
I. C. & Y. M. V. R. R.:													
1911-12...	15,037	18,293	8,344	17,410	3,278	2,690	1,509	25	.....	.....	72	250	66,908
1910-11...	25,984	25,181	4,852	5,091	5,474	3,763	3,679	4,975	3,908	2,447	.....	3,100	88,454
1909-10...	59,155	27,528	2,453	3,421	375	1,244	447	387	.....	268	.....	.....	95,278
1908-09...	57,303	42,584	4,846	20	3,346	727	.....	.....	.....	293	.....	.....	109,119
1907-08...	24,439	33,522	2,424	.....	.....	4,473	414	.....	.....	508	.....	1,457	67,237
1906-07...	6,082	23,816	5,924	.....	.....	.....	.....	1,548	.....	.....	.....	495	37,865
Tex. & Pac. R. R.													
1911-12...	20,489	51,927	69,717	57,342	15,351	27,838	11,954	.....	226	50	102	3,985	258,981
1910-11...	30,420	82,774	55,350	31,456	25,206	21,929	21,725	18,274	11,430	21,856	4,695	7,523	332,638
1909-10...	30,985	76,324	42,342	13,769	2,352	14,935	9,269	11,665	3,862	4,257	5,969	835	216,201
1908-09...	22,921	21,323	24,913	9,112	3,529	4,577	15,891	10,831	2,209	206	36	460	116,008
1907-08...	15,067	16,464	8,515	9,804	9,893	10,879	6,848	7,508	.....	.....	.....	1,728	86,706
1906-07...	3,998	2,804	9,085	11,955	8,554	9,890	12,152	14,801	2,909	1,235	.....	.....	77,383
N. O.-Ft. J. & G. I.													
1911-12...	693	1,105	3,342	4,805	637	1,011	428	62	.....	.....	.....	.....	12,083
1910-11...	1,433	2,735	5,308	57	1,930	3,757	448	67	.....	.....	.....	.....	15,735
1909-10...	7,496	3,786	8,357	3,956	480	1,336	51	.....	38	12	45	.....	25,557
1908-09...	2,508	2,183	9,583	2,046	2,022	189	.....	8	23	.....	12	.....	18,574
1907-08...	.....	3,654	7,224	1,369	883	72	.....	.....	.....	.....	.....	.....	13,202
1906-07...	2,173	2,110	7,070	2,951	25	.....	.....	.....	.....	.....	.....	.....	14,529
La. Sou. R. R.:													
1911-12...	.....	68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
1910-11...	284	201	280	371	.....	.....	.....	520	335	.....	113	.....	2,104
1909-10...	4,270	1,622	1,580	34	.....	.....	271	.....	.....	.....	.....	.....	7,767
1908-09...	1,376	1,604	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,980
1907-08...	1,957	408	258	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,623
1906-07...	985	1,032	921	859	540	.....	.....	.....	.....	.....	.....	.....	4,337
La. Ry. & Nav. Co.:													
1911-12...	3,512	4,376	2,403	11,218	11,866	25,176	22,295	4,627	727	1,530	.....	869	88,662
1910-11...	118	3,465	6,658	1,918	3,828	11,553	12,509	3,808	5,291	5,087	7,643	615	62,493
1909-10...	3,431	4,125	1,957	389	.....	1,682	311	1,891	265	.....	288	.....	14,339
1908-09...	.....	.....	.....	.....	14,149	1,049	.....	390	.....	237	302	.....	16,127

Steamboats:													
1911-12...	51,858	88,655	50,622	9,261	3,542	305	161	6,054	48	70	179	310	211,065
1910-11...	105,933	148,392	46,737	10,513	3,122	8,257	8,265	13,951	5,266	2,253	1,581	4,250	358,520
1909-10...	162,646	158,169	45,183	8,336	4,027	987	2,456	1,208	245	651	6,073	451	390,432
1908-09...	153,238	101,741	43,970	8,895	1,698	1,055	1,094	153	447	297	225	504	313,317
1907-08...	162,594	101,990	27,823	10,651	1,081	1,317	785	7	5	34	93	2,641	309,021
1906-07...	108,976	90,005	33,322	3,874	52	176	.....	17	707	369	245	841	238,584
Schooners:													
1911-12...	.....	.....	.....	.....	.....	.....	.....	240	25	.....	.....	.....	265
1910-11...	.....	.....	674	.....	.....	.....	.....	195	26	.....	.....	.....	895
1909-10...	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	287
1908-09...	.....	487	614	.....	1,450	.....	.....	.....	55	.....	.....	19	2,625
1907-08...	.....	298	450	.....	515	.....	.....	85	.....	.....	.....	.....	1,348
1906-07...	.....	.....	.....	.....	266	.....	.....	.....	.....	.....	20	.....	286
Wagons:													
1911-12...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1910-11...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909-10...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1908-09...	534	136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	670
1907-08...	1,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,150
1906-07...	214	492	536	.....	.....	401	.....	.....	.....	.....	.....	.....	1,643
N. O. Texas & Mexico R. R.:													
1911-12...	6,835	35,323	35,634	28,505	7,098	34,064	14,066	1,517	.....	.....	55	1,109	164,206
1910-11...	3,579	20,268	17,102	21,817	18,559	12,494	638	2,028	1,831	18,016	2,010	7,234	125,576
1909-10...	.....	12,783	34,156	30,023	4,957	58,532	29,256	26,105	14,043	21,028	24,382	980	256,245
New Orleans & Northeastern R. R.													
1911-12...	.....	4,272	6,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,222
Louisville & Nashville R. R.													
1911-12...	.....	.....	190	.....	.....	.....	.....	.....	.....	.....	.....	.....	190

RECAPITULATION OF SOURCES OF RECEIPTS OF ROUGH RICE AT NEW ORLEANS.

Via—	1911-12	1910-11	1909-10	1908-09	1907-08	1906-07	1905-06	1904-05
Southern Pacific R. R.	343,028	303,346	502,841	684,191	708,094	899,470	624,163	945,599
I. C. & Y. M. V. R. R.	66,908	88,454	95,278	109,119	67,237	37,865	26,572	53,954
Texas & Pacific R. R.	258,981	332,638	216,601	116,008	86,706	77,383	14,254	74,143
N. O., F., Jackson & Grand Isle R. R.	12,083	15,735	25,557	18,574	13,202	14,529	9,458	9,681
La. Southern R. R.	68	2,104	7,767	2,980	2,623	4,337	5,028	2,166
La. Ry. & Nav. Co.	88,662	62,493	14,339	16,127	1,508	.....	.....	.....
L. & N. R. R.	190	.....	.....	.....	.....	.....	.....	.....
Steamboats	211,065	358,520	390,432	313,317	309,021	238,584	199,680	277,174
Schooners	265	895	287	2,625	1,348	286	117	402
Wagon	.....	.....	670	1,150	1,643	.....	.....	1,249
N. O. Texas & Mexico R. R.	164,206	125,576	256,245	.....	.....	.....	.....	.....
N. O. & N. E. R. R.	11,222	.....	.....	.....	.....	.....	.....	.....
Totals	1,156,678	1,289,761	1,509,347	1,263,611	1,190,889	1,274,097	879,272	1,364,368

RANGE OF PRICES OF CLEAN RICE AT NEW ORLEANS.

CENTS PER POUND.

	—1912-13.—		—1911-12.—		1910-11.		1909-10.	
	Hond.	Japan.	Hond.	Japan.	Hond.	Japan.	Hond.	Japan.
August.....	2 1/4 @ 5 3/8	3 1/8 @ 4 3/8	1 7/8 @ 5 3/8	1 5/16 @ 3 1/8	1 3/4 @ 5 1/8	1 3/4 @ 3	1 @ 6	1 @ 3
September.....	2 3/4 @ 5 3/8	3 @ 4 1/4	1 3/4 @ 5 1/4	2 @ 4	1 1/4 @ 5 1/8	2 @ 3	1 @ 5 1/2	1 @ 3
October.....	2 @ 5	2 3/4 @ 4	1 3/4 @ 5 1/4	2 @ 3 1/2	1 1/4 @ 5 1/8	1 @ 3	1 @ 6	1 @ 3
November.....	2 1/4 @ 5 1/4	2 @ 3 3/4	1 1/4 @ 5	1 7/8 @ 3 3/8	1 1/4 @ 4 1/8	1 @ 3	1 @ 5 1/2	1 @ 3
December.....	2 3/4 @ 5 7/16	2 @ 3 3/4	1 @ 5	2 @ 3	1 1/8 @ 4 1/4	1 @ 3	1 @ 5 1/2	1 @ 3
January.....			2 @ 5	2 @ 4	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 6	1 @ 3
February.....			2 @ 5 1/2	2 @ 4 1/2	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 5 1/2	1 @ 3
March.....			2 @ 5 1/2	2 @ 4 1/2	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 6	1 @ 3
April.....			2 @ 5 1/2	2 @ 4 1/2	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 5 1/2	1 @ 3
May.....			3 @ 5 1/2	2 @ 4 1/2	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 5 1/2	1 @ 3
June.....			2 @ 5 1/2	2 @ 4 1/2	1 1/8 @ 4 1/4	1 @ 3 1/4	1 @ 5 1/2	1 @ 3
July.....			3 @ 6	2 @ 4 1/2	1 1/8 @ 4 1/4	2 @ 2 1/2	1 @ 5 1/2	1 @ 3

SHIPMENTS OF CLEAN RICE.

FROM NEW ORLEANS.

	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.
	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.	Pockets.
Foreign.						
Great Britain.....	3,630	5,796	17,943	6,552	3,495	1,585
Germany.....	2		2,476			
France.....		1,028	301			
Austria.....		2				
Denmark.....			500			
Netherland.....			37,086			
Belgium.....		361	50			
British Honduras.....	474	1,518	1,063	451	295	4,338
Guatemala.....	500	1,159	1,495	655	2,412	296
Honduras.....	4,667	10,627	6,337	1,230	2,462	3,263
Panama.....	457	1,624	690	2,769	1,947	1,763
Costa Rica.....	34	9	111	501	377	24
Nicaragua.....	5,465	5,643	3,063	3,230	1,755	5,341
Porto Rico.....	372,332	712,374	896,858	808,948	571,754	776,677
Cuba.....	3,302	17,879	10,744	4,967	1,241	
Brazil.....	135					
Mexico.....	11	20	447			
Coastwise.....	278,290	629,780	603,711	446,010	320,864	280,636
Interior by Rail.....	582,566	857,813	1,160,029	*	*	*
Total.....	1,251,865	*2,245,633	2,742,904	1,275,313	906,602	1,073,923

*Five Months.

*No reports.

EXPORTS OF RICE BRAN AND POLISH.

FROM NEW ORLEANS.

	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
August.....			1,913,292	228,800	356,604	4,827,400
September.....	810,230		1,884,617	2,743,663	3,521,721	4,046,521
October.....	3,232,100	1,337,266	1,889,324	3,582,600	2,173,070	
November.....	3,466,460	2,006,388	3,006,363	2,281,920	514,700	5,334,977
December.....	3,033,000	1,685,550	1,647,403	2,895,595	1,901,041	321,258
January.....		1,847,785	1,576,600	283,095	4,017,040	2,926,546
February.....		756,714	756,037	1,037,037	901,980	1,788,564
March.....		1,305,513	1,054,952	268,800		793,059
April.....		165,384	9,300		880,180	109,295
May.....		271,605	459,789	56,480		464,996
June.....			200	9,000	93,760	59,760
July.....				2,500		
Total.....	*10,541,790	9,376,205	14,197,877	13,419,490	14,360,096	20,672,276

*Five Months.

NEW ORLEANS BOARD OF TRADE, LTD.

STATEMENT

Of Receipts of Rice at New Orleans for Crop Season from August 1st, to July 31st for
Past Twenty-six Years.

1886-87.	1887-88
838,476 Bbbs. Rough Rice.	626,811 Bbbs. Rough Rice.
48,566 Bbbs. Clean Rice.	23,263 Bbbs. Clean Rice.
1888-89.	1889-90.
737,075 Bbbs. Rough Rice	777,742 Bbbs. Rough Rice.
29,227 Bbbs. Clean Rice.	7,441 Bbbs. Clean Rice.
1890-91.	1891-92.
892,374 Bbbs. Rough Rice.	1,052,331 Bbbs. Rough Rice.
4,115 Bbbs. Clean Rice.	5,640 Bbbs. Clean Rice.
1892-93.	1893-94.
1,972,946 Bbbs. Rough Rice.	921,515 Bbbs. Rough Rice.
6,490 Bbbs. Clean Rice.	6,295 Bbbs. Clean Rice.
1894-95.	1895-96.
789,889 Bbbs. Rough Rice.	1,305,139 Bbbs. Rough Rice.
1,650 Bbbs. Clean Rice.	7,482 Bbbs. Clean Rice.
1896-97.	1897-98.
422,498 Bbbs. Rough Rice.	527,326 Bbbs. Rough Rice.
9,816 Bbbs. Clean Rice.	8,081 Bbbs. Clean Rice.
1898-99.	1899-1900.
767,006 Bbbs. Rough Rice.	973,851 Bbbs. Rough Rice.
39,978 Pockets Clean Rice.	57,648 Pockets Clean Rice.
1900-1901.	1901-1902.
932,664 Bbbs. Rough Rice.	1,189,191 Bbbs. Rough Rice.
277,637 Pockets Clean Rice.	477,569 Pockets Clean Rice.
1902-1903.	1903-1904.
985,218 Bbbs. Rough Rice.	1,516,308 Bbbs. Rough Rice.
660,110 Pockets Clean Rice.	633,541 Pockets Clean Rice.
1904-1905.	1905-1906.
1,528,092 Bbbs. Rough Rice.	984,784 Bbbs. Rough Rice.
902,793 Pockets Clean Rice.	740,258 Pockets Clean Rice.
1906-1907.	1907-1908
1,426,988 Bbbs. Rough Rice.	1,333,795 Bbbs. Rough Rice.
756,356 Pockets Clean Rice.	571,307 Pockets Clean Rice.
1908-1909	1909-1910.
1,415,244 Bbbs. Rough Rice	1,690,468 Bbbs. Rough Rice.
860,358 Pockets Clean Rice	1,068,907 Pockets Clean Rice.
1910-1911	1911-1912.
1,444,532 Bbbs. Rough Rice.	1,295,479 Bbbs. Rough Rice.
926,245 Pockets Clean Rice.	986,874 Pockets Clean Rice.

FIRST SALE OF NEW CROP RICE EACH SEASON.

Sales made on Barrel Basis, of 162 lbs. to the Barrel.

1912—July 24th, 25 sacks Honduras at \$5.60
1911—July 11th, 35 sacks Honduras at \$4.36
1910—July 13th, 33 sacks Honduras at \$6.00
1909—July 17th, 34 sacks Honduras at \$5.00
1908—July 13th, 53 sacks Honduras at \$5.00
1907—July 16th, 39 sacks Honduras at \$6.00
1906—July 30th, 27 sacks Honduras at \$9.00
1905—July 31st, 233 sacks Honduras at \$3.90
1904—July 25th, $\frac{1}{2}$ sack sold at \$2.50 for half sack.
July 26th, 79 sacks at \$3.30 per sack.
1903—August 1st, 1 sack Honduras head at \$30.00.

- 1902—June 30th, 2 sacks Domestic Japan at \$16.00.
 July 21st, 38 sacks "official lot" Honduras at \$4.50.
 1901—July 29th, 5 sacks "Domestic Japan" at \$6.50; August 2d, 6½ sacks Honduras at \$11.00.
 1900—August 1st, 36 sacks at \$5.50
 1899—July 31st, 178 sacks at \$3.75; July 17th, 3 sacks "very immature and scarcely merchantable" at \$3.25.
 1898—July 21st, 18 sacks at \$5.00.
 1897—July 2nd, 2 sacks milled and sold at 8 cents per pound
 1896—July 27th, 122 sacks at \$3.60.
 1895—July 27th, 25 sacks at \$4.35.
 1894—August 6th, 70 sacks at \$5.60.
 1893—July 26th, 6 sacks at \$5.75.
 1892—August 2nd, 5 sacks at \$6.50.
 1891—August 12th, 61 sacks at \$4.50.

LIST OF RICE MILLS

IN NEW ORLEANS

Approximate		
12-hour run,		
in sacks		
2,500	Louisiana State Rice Milling Co.....	Mill A
600	Louisiana State Rice Milling Co.....	St Louis Mill
500	Louisiana State Rice Milling Co.....	Siewerd Mill No. 1
600	Louisiana State Rice Milling Co.....	Siewerd Mill No. 2
700	Empire Rice Milling Co.....	
500	Leona Rice Milling Co.....	
1,000	Riekerts Rice Mill.....	
850	Socola Rice Mill.....	
600	Southern Rice Milling Co.....	
750	Haspel and Davis.....	2 Mills
700	Levy Rice Milling Co.....	
9,300		

RICE MILLS OTHER CITIES IN LOUISIANA.

1,200	Louisiana State Rice Milling Co.....	Mill No. 11	Donaldsonville, La.
400	Louisiana State Rice Milling Co.....	Mill No. 1	New Iberia, La.
600	Louisiana State Rice Milling Co.....	Mill No. 15	Rayne, La.
700	Louisiana State Rice Milling Co.....	Pembroke Mill	Crowley, La.
700	Louisiana State Rice Milling Co.....	Mill No. 16	Crowley, La.
700	Louisiana State Rice Milling Co.....	Mill No. 17	Crowley, La.
600	Louisiana State Rice Milling Co.....	Mill No. 18	Crowley, La.
750	Louisiana State Rice Milling Co.....	Mill No. 19	Crowley, La.
600	Louisiana State Rice Milling Co.....	Mill No. 20	Crowley, La.
500	Louisiana State Rice Milling Co.....	Mill No. 21	Estherwood, La.
700	Louisiana State Rice Milling Co.....	Mill No. 8	Eunice, La.
700	Louisiana State Rice Milling Co.....	Mill No. 7	Iota, La.
600	Louisiana State Rice Milling Co.....	Mill No. 6	Morse, La.
650	Louisiana State Rice Milling Co.....	Mill No. 5	Gueydan, La.
700	Louisiana State Rice Milling Co.....	Mill No. 4	Gueydan, La.
650	Louisiana State Rice Milling Co.....	Mill No. 3	Abbeville, La.

800	Louisiana State Rice Milling Co.	Mill No. 2	Abbeville, La.
500	Louisiana State Rice Milling Co.	Mill No. 22	Mermentau, La.
600	Louisiana State Rice Milling Co.	Mill No. 23	Jennings, La.
600	Louisiana State Rice Milling Co.	Mill No. 24	Jennings, La.
500	Louisiana State Rice Milling Co.	Mill No. 27	Welsh, La.
650	Louisiana State Rice Milling Co.	Mill No. 26	Welsh, La.
700	Louisiana State Rice Milling Co.	Mill No. 9	Lake Arthur, La.
600	Louisiana State Rice Milling Co.	Mill No. 28	Lake Charles, La.
500	Louisiana State Rice Milling Co.	Mill No. 25	Roanoke, La.
650	Louisiana State Rice Milling Co.	Mill No. 10	Vidalia, La.
500	Standard Rice Milling Co.		Crowley, La.
500	American Rice Milling Co.		Crowley, La.
1100	Lake Charles Rice Milling Co.		Lake Charles, La.
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18,950			

RICE MILLS IN TEXAS.

Approximate 12-hour run in sacks.			
600	Orange Rice Milling Co.		Orange.
1,000	Beaumont Rice Milling Co.		Beaumont.
750	Atlantic Rice Mills		Beaumont.
1,000	McFadden-Weis-Kyle Milling Co.		Beaumont.
600	Port Arthur Rice Milling Co.		Port Arthur.
300	Southwestern Rice Milling Co.		Houston.
600	Texas Rice Mills		Houston.
1,000	Pritchard Rice Milling Co.		Houston.
800	Standard Rice Mill.		Houston.
600	Seaboard Rice Milling Co.		Galveston.
600	Broussard Rice Mills		El Campo.
500	El Campo Rice Mills		El Campo.
500	Bay City Rice Milling Co.		Bay City.
600	Colorado Valley Rice Milling Co.		Bay City.
500	Lane City Rice Milling Co.		Lane City.
500	Eagle Lake Rice Milling Co.		Eagle Lake.
400	Lake Side Rice Milling Co.		Eagle Lake.
300	Nederland Rice Milling Co.		Nederland.
300	Ganado Mill and Elevator Co.		Ganado.
300	Schorr Rice Milling Co.		Katy.
<hr/>			
11,950-			

ARKANSAS.

Approximate 12-hour run, in sacks.			
1,400	Stuttgart Rice Milling Co., 2 Mills		Stuttgart.
500	Dewitt Rice Mill and Development Co.		Dewitt.
650	Lonoke Rice Milling Co.		Lonoke.
600	Carlisle Rice Milling Co.		Carlisle.
600	Arkansas Rice Mill and Power Co.		Wheatly
500	Weiner Rice Milling Co.		Weiner.
...	Buck Head Rice Mill Co.		Hickory Ridge.

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TENNESSEE.

Approximate
12-hour run,
in sacks.

Memphis Rice Mill Co.....Memphis.

ATLANTIC COAST RICE MILLS.

Approximate
12-hour run,
in sacks.

225	Carolina Rice Mills.....	Goldsboro, N. C.
	Waverly Rice Mills.....	Waverly Mills, Postoffice, S. C.
335	Bennetts Rice Mill.....	Charleston, S. C.
700	West Point Rice Mill.....	Charleston, S. C.
100	Caldwell & Wright.....	Sterling Ga.

**EXPORTS OF FLOUR AND GRAIN FROM THE PRINCIPAL CUSTOMS DISTRICTS
OF THE UNITED STATES.**

Year ending June 30, 1912	Flour Barrels	Wheat Bushels	Corn Bushels	Oats Bushels.	Barley Bushels
Baltimore.....	796,952	4,803,141	11,241,306	3,753.....	
Boston and Charlestown.....	232,156	1,396,744	3,399,543	550.....	
Newport News.....	146,532	173,286	399,028.....		
New York.....	3,438,614	6,748,516	8,210,758	346,944	156
Norfolk and Portsmouth.....	64,429.....		142,500.....		
Philadelphia.....	925,552	2,800,591	959,776	17,624.....	
Portland and Falmouth.....	7,219.....		423,914.....		
Galveston.....	330,406	221,856	39,891	810.....	
Mobile.....	585,839	45,650	1,103,888	7,379.....	
New Orleans.....	569,612	817,131	3,691,908	54,041	6
Sabine and Port Arthur.....		168,000.....			
Portland.....	770,970	6,829,943			
Puget Sound.....	2,676,080	3,191,983	35,456	636,851	595
San Francisco.....	352,082	522,035	49,462	3,997	1,457,571
Chicago.....	16,469	879,700	3,367,864.....		
Detroit.....	11,225	1,181	4,693,533	12,531.....	
Duluth.....					
Huron.....	11,210.....		1,553,000.....		48
Superior.....	46,700	68,000	90,391	1,049,293.....	
Total.....	10,982,047	28,667,757	39,402,218	2,133,773	1,458,376
1911.....	10,093,988	23,441,354	58,429,541	1,982,121	9,233,956
1910.....	8,992,420	44,353,949	34,100,677	1,634,292	4,207,398

CROP STATISTICS OF THE UNITED STATES, 1911 AND 1912.

SPRING WHEAT.

State or Territory.	Acreage.		Yield per acre.		Production.	
	1911 Acres.	1912 Acres.	1911 Bu.	1912 Bu.	1911 Bushels.	1912. Bushels
Maine.....	3,000	3,000	21.0	23.5	63,000	70,000
Vermont.....	1,000	1,000	27.8	25.0	28,000	25,000
Wisconsin.....	105,000	101,000	14.5	15.5	1,522,000	1,868,000
Minnesota.....	4,350,000	4,325,000	10.1	13.5	43,935,000	67,038,000
Iowa.....	360,000	350,000	13.8	17.0	4,968,000	5,950,000
North Dakota.....	9,150,000	7,990,000	8.0	18.0	73,200,000	143,820,000
South Dakota.....	3,700,000	3,675,000	4.0	14.2	14,800,000	52,185,000
Nebraska.....	310,000	298,000	10.0	14.1	3,100,000	4,202,000
Kansas.....	85,000	56,000	4.2	15.0	357,000	840,000
Montana.....	200,000	328,000	25.2	23.5	5,040,000	7,708,000
Wyoming.....	45,000	44,000	26.0	29.2	1,170,000	1,285,000
Colorado.....	260,000	260,000	19.5	24.0	5,070,000	6,240,000
New Mexico.....	25,000	26,000	20.5	22.0	512,000	572,000
Arizona.....	2,000	2,000	25.0	28.0	50,000	56,000
Utah.....	75,000	76,000	27.0	29.2	2,025,000	2,219,000
Nevada.....	20,000	24,000	32.5	30.2	650,000	725,000
Idaho.....	170,000	175,000	29.0	28.3	4,930,000	4,952,000
Washington.....	1,310,000	1,297,000	19.5	20.4	25,545,000	26,459,000
Oregon.....	210,000	212,000	17.7	19.5	3,717,000	4,134,000
United States.....	20,381,000	19,243,000	9.4	17.2	190,682,000	330,348,000

WINTER WHEAT.

New York.....	345,000	335,000	19.5	16.0	6,728,000	5,360,000
New Jersey.....	84,000	79,000	17.4	18.5	1,462,000	1,462,000
Pennsylvania.....	1,289,000	1,240,000	13.5	18.0	17,402,000	22,320,000
Delaware.....	113,000	111,000	16.7	17.5	1,887,000	1,942,000
Maryland.....	605,000	599,000	15.5	15.0	9,378,000	8,985,000
Virginia.....	750,000	741,000	12.0	11.6	9,000,000	8,596,000
West Virginia.....	238,000	233,000	11.5	14.5	2,737,000	3,378,000
North Carolina.....	626,000	598,000	10.6	8.9	6,636,000	5,322,000
South Carolina.....	83,000	79,000	11.4	9.2	946,000	727,000
Georgia.....	145,000	132,000	12.0	9.3	1,740,000	1,228,000
Ohio.....	2,265,000	1,220,000	16.0	8.0	36,240,000	9,760,000
Indiana.....	2,337,000	1,260,000	14.7	8.0	34,354,000	10,080,000
Illinois.....	2,625,000	1,183,000	16.0	8.3	42,000,000	9,819,000
Michigan.....	1,025,000	700,000	18.0	10.0	18,450,000	7,000,000
Wisconsin.....	90,000	87,000	17.5	19.5	1,575,000	1,696,000
Iowa.....	287,000	300,000	19.7	23.0	5,654,000	6,900,000
Missouri.....	2,300,000	1,900,000	15.7	12.5	36,110,000	23,750,000
Nebraska.....	2,788,000	2,825,000	13.8	18.0	38,474,000	50,850,000
Kansas.....	4,725,000	5,900,000	10.8	15.5	51,030,000	91,450,000
Kentucky.....	780,000	686,000	12.7	10.0	9,906,000	6,860,000
Tennessee.....	720,000	674,000	11.5	10.5	8,280,000	7,077,000
Alabama.....	30,000	30,000	11.5	10.6	345,000	318,000
Mississippi.....	9,000	8,000	12.0	12.0	108,000	96,000
Texas.....	700,000	735,000	9.4	15.0	6,580,000	11,025,000
Oklahoma.....	1,122,000	1,570,000	8.0	12.8	8,976,000	20,096,000
Arkansas.....	96,000	94,000	10.5	10.0	1,008,000	940,000
Montana.....	229,000	475,000	31.7	25.5	7,259,000	11,638,000
Wyoming.....	24,000	32,000	26.0	28.0	624,000	896,000
Colorado.....	178,000	193,000	18.0	24.5	3,204,000	4,728,000
New Mexico.....	30,000	33,000	25.0	20.0	750,000	660,000
Arizona.....	25,000	21,000	30.0	31.0	750,000	651,000
Utah.....	150,000	160,000	20.0	24.0	3,000,000	3,840,000
Nevada.....	16,000	15,000	23.0	27.5	368,000	412,000
Idaho.....	347,000	335,000	31.5	28.7	10,930,000	6,345,000
Washington.....	920,000	988,000	27.3	27.6	25,116,000	18,543,000
Oregon.....	586,000	630,000	22.2	26.8	13,009,000	12,156,000
California.....	480,000	370,000	18.0	17.0	8,640,000	5,580,000
United States.....	29,162,000	26,571,000	14.8	15.1	430,656,000	323,572,000

CROP STATISTICS OF THE UNITED STATES 1911 AND 1912.

ALL WHEAT.

State or Territory.	Acreage.		Yield per acre.		Production.	
	1911 Acres	1912 Acres	1911 Bu.	1912 Bu.	1911 Bushels	1912 Bushels
Maine.....	3,000	3,000	21.0	23.5	63,000	70,000
Vermont.....	1,000	1,000	27.8	25.0	28,000	25,000
New York.....	345,000	335,000	19.5	16.0	6,728,000	5,360,000
New Jersey.....	84,000	79,000	17.4	18.5	1,462,000	1,462,000
Pennsylvania.....	1,289,000	1,240,000	13.5	18.0	17,402,000	22,320,000
Delaware.....	113,000	111,000	16.7	17.5	1,887,000	1,942,000
Maryland.....	605,000	599,000	15.5	15.0	9,378,000	8,985,000
Virginia.....	750,000	741,000	12.0	11.6	9,000,000	8,596,000
West Virginia.....	238,000	233,000	11.5	14.5	2,737,000	3,378,000
North Carolina.....	626,000	598,000	10.6	8.9	6,636,000	5,322,000
South Carolina.....	83,000	79,000	11.4	9.2	946,000	727,000
Georgia.....	145,000	132,000	12.0	9.3	1,740,000	1,228,000
Ohio.....	2,265,000	1,220,000	16.0	8.0	36,240,000	9,760,000
Indiana.....	2,337,000	1,260,000	14.7	8.0	34,354,000	10,080,000
Illinois.....	2,625,000	1,183,000	16.0	8.3	42,000,000	9,819,000
Michigan.....	1,025,000	700,000	18.0	10.0	18,450,000	7,000,000
Wisconsin.....	195,000	188,000	15.9	19.0	3,097,000	3,564,000
Minnesota.....	4,350,000	4,325,000	10.1	15.5	43,935,000	67,038,000
Iowa.....	647,000	650,000	16.4	19.8	10,622,000	12,850,000
Missouri.....	2,300,000	1,900,000	15.7	12.5	36,110,000	23,750,000
North Dakota.....	9,150,000	7,990,000	8.0	18.0	73,200,000	143,820,000
South Dakota.....	3,700,000	3,675,000	4.0	14.2	14,800,000	52,185,000
Nebraska.....	3,098,000	3,123,000	13.4	17.6	41,574,000	55,052,000
Kansas.....	4,810,000	5,956,000	10.7	15.5	51,387,000	92,290,000
Kentucky.....	780,000	686,000	12.7	10.0	9,906,000	6,860,000
Tennessee.....	720,000	674,000	11.5	10.5	8,280,000	7,077,000
Alabama.....	30,000	30,000	11.5	10.6	345,000	318,000
Mississippi.....	9,000	8,000	12.0	12.0	108,000	96,000
Texas.....	700,000	735,000	9.4	15.0	6,580,000	11,025,000
Oklahoma.....	1,122,000	1,570,000	8.0	12.8	8,976,000	20,096,000
Arkansas.....	96,000	94,000	10.5	10.0	1,008,000	940,000
Montana.....	429,000	803,000	28.7	24.1	12,299,000	19,346,000
Wyoming.....	69,000	76,000	26.0	28.7	1,794,000	2,181,000
Colorado.....	438,000	453,000	18.9	24.2	8,274,000	10,968,000
New Mexico.....	55,000	59,000	22.9	20.9	1,262,000	1,232,000
Arizona.....	27,000	23,000	29.6	30.7	800,000	707,000
Utah.....	225,000	236,000	22.3	25.7	5,025,000	6,059,000
Nevada.....	36,000	39,000	28.3	29.2	1,018,000	1,137,000
Idaho.....	517,000	510,000	30.7	28.6	15,860,000	14,566,000
Washington.....	2,230,000	2,285,000	22.7	23.5	50,661,000	53,728,000
Oregon.....	796,000	842,000	21.0	25.0	16,726,000	21,018,000
California.....	480,000	370,000	18.0	17.0	8,640,000	6,290,000
United States.....	49,543,000	45,814,000	12.5	15.9	621,338,000	730,267,000

CROP STATISTICS OF THE UNITED STATES 1911 AND 1912.

OATS.

State or Territory.	Acreage.		Yield per acre.		Production.	
	1911 Acres.	1912 Acres.	1911 Bu.	1912 Bu.	1911 Bushels.	1912 Bushels.
Maine.....	135,000	133,000	38.5	34.6	5,198,000	4,602,000
New Hampshire.....	12,000	12,000	33.8	39.0	406,000	468,000
Vermont.....	76,000	77,000	35.0	43.0	2,660,000	3,311,000
Massachusetts.....	8,000	8,000	35.0	34.0	280,000	272,000
Rhode Island.....	2,000	2,000	29.0	28.6	58,000	57,000
Connecticut.....	11,000	11,000	35.1	30.7	386,000	338,000
New York.....	1,310,000	1,192,000	29.5	30.8	38,645,000	36,714,000
New Jersey.....	71,000	67,000	28.5	27.6	2,024,000	1,849,000
Pennsylvania.....	1,121,000	1,099,000	28.3	33.1	31,724,000	36,377,000
Delaware.....	4,000	4,000	30.0	30.5	120,000	122,000
Maryland.....	46,000	45,000	27.0	30.0	1,242,000	1,350,000
Virginia.....	194,000	175,000	20.0	22.2	3,880,000	3,885,000
West Virginia.....	110,000	111,000	22.0	28.0	2,420,000	3,108,000
North Carolina.....	219,000	204,000	16.5	18.6	3,614,000	3,794,000
South Carolina.....	345,000	324,000	20.4	21.5	7,038,000	6,966,000
Georgia.....	404,000	364,000	21.5	20.8	8,686,000	7,571,000
Florida.....	43,000	43,000	13.5	17.2	580,000	740,000
Ohio.....	1,700,000	2,120,000	32.1	44.0	54,570,000	9,328,000
Indiana.....	1,640,000	1,990,000	28.7	40.1	47,068,000	79,799,000
Illinois.....	4,220,000	4,220,000	28.8	43.3	121,536,000	182,726,000
Michigan.....	1,500,000	1,485,000	28.6	34.9	42,900,000	51,826,000
Wisconsin.....	2,250,000	2,272,000	29.8	37.3	67,050,000	84,746,000
Minnesota.....	2,948,000	2,948,000	22.8	41.7	67,214,000	122,932,000
Iowa.....	4,950,000	4,928,000	25.5	44.2	126,225,000	217,818,000
Missouri.....	1,200,000	1,125,000	14.8	33.0	17,760,000	37,125,000
North Dakota.....	2,180,000	2,300,000	23.5	41.4	51,230,000	95,220,000
South Dakota.....	1,540,000	1,550,000	7.4	33.8	11,396,000	52,390,000
Nebraska.....	2,500,000	2,275,000	13.9	24.4	34,750,000	55,510,000
Kansas.....	2,000,000	1,720,000	15.0	32.0	30,000,000	55,040,000
Kentucky.....	170,000	150,000	18.4	26.9	3,128,000	4,035,000
Tennessee.....	315,000	258,000	19.5	21.7	6,142,000	5,599,000
Alabama.....	283,000	260,000	19.2	20.0	5,434,000	5,200,000
Mississippi.....	130,000	113,000	18.4	17.4	2,392,000	1,966,000
Louisiana.....	40,000	31,000	21.0	20.8	840,000	707,000
Texas.....	737,000	865,000	25.1	36.0	18,499,000	3,114,000
Oklahoma.....	909,000	936,000	9.0	25.1	8,181,000	23,494,000
Arkansas.....	205,000	175,000	20.0	19.9	4,100,000	3,482,000
Montana.....	425,000	476,000	49.8	48.0	21,165,000	22,848,000
Wyoming.....	190,000	205,000	34.5	41.8	6,555,000	8,569,000
Colorado.....	290,000	290,000	35.0	42.8	10,150,000	12,412,000
New Mexico.....	48,000	53,000	38.8	34.7	1,862,000	1,839,000
Arizona.....	6,000	6,000	42.0	44.7	252,000	268,000
Utah.....	87,000	91,000	44.7	46.4	3,889,000	4,222,000
Nevada.....	8,000	10,000	45.0	40.0	360,000	400,000
Idaho.....	331,000	348,000	44.0	48.9	14,564,000	17,017,000
Washington.....	281,000	284,000	51.7	48.2	14,528,000	13,689,000
Oregon.....	359,000	359,000	34.7	38.2	12,457,000	13,714,000
California.....	210,000	200,000	34.0	39.0	7,140,000	7,800,000
United States.....	37,763,000	37,917,000	24.4	37.4	922,298,000	1,418,337,000

CROP STATISTICS OF THE UNITED STATES, 1911 AND 1912.

CORN.

State or Territory.	Acreage.		Yield per acre.		Production.	
	1911 Acres.	1912 Acres.	1911 Bu.	1912 Bu.	1911 Bushels.	1912 Bushels.
Maine.....	18,000	16,000	44.0	40.0	792,000	640,000
New Hampshire.....	23,000	23,000	45.0	46.0	1,035,000	1,058,000
Vermont.....	46,000	45,000	41.0	40.0	1,886,000	1,800,000
Massachusetts.....	47,000	47,000	44.0	45.0	2,068,000	2,115,000
Rhode Island.....	11,000	11,000	45.0	41.5	495,000	456,000
Connecticut.....	59,000	60,000	48.5	50.0	2,862,000	3,000
New York.....	530,000	512,000	38.5	38.6	20,405,000	19,763,000
New Jersey.....	270,000	273,000	36.8	38.0	9,936,000	10,374,000
Pennsylvania.....	1,435,000	1,449,000	44.5	42.5	63,858,000	61,582,000
Delaware.....	195,000	195,000	34.0	34.0	6,630,000	6,630,000
Maryland.....	670,000	670,000	36.5	36.5	24,455,000	24,455,000
Virginia.....	1,980,000	1,980,000	24.0	24.0	47,520,000	47,520,000
West Virginia.....	707,000	725,000	25.7	33.8	18,170,000	24,505,000
North Carolina.....	2,700,000	2,808,000	18.4	18.2	49,680,000	51,106,000
South Carolina.....	1,790,000	1,915,000	18.2	17.9	32,578,000	34,278,000
Georgia.....	3,692,000	3,910,000	16.0	13.8	59,072,000	53,958,000
Florida.....	636,000	655,000	14.6	13.0	9,286,000	8,515,000
Ohio.....	3,900,000	4,075,000	38.6	42.8	150,540,000	174,410,000
Indiana.....	4,850,000	4,947,000	36.0	40.3	174,600,000	199,364,000
Illinois.....	10,150,000	10,658,000	33.0	40.0	334,950,000	426,320,000
Michigan.....	1,690,000	1,625,000	33.0	34.0	55,770,000	55,250,000
Wisconsin.....	1,600,000	1,632,000	36.3	35.7	58,080,000	58,262,000
Minnesota.....	2,200,000	2,266,000	33.7	34.5	74,140,000	78,177,000
Iowa.....	9,850,000	10,047,000	31.0	43.0	305,350,000	432,121,000
Missouri.....	7,400,000	7,622,000	26.0	32.0	192,400,000	243,904,000
North Dakota.....	290,000	328,000	25.0	26.7	7,250,000	8,758,000
South Dakota.....	2,310,000	2,495,000	22.0	30.6	50,820,000	76,347,000
Nebraska.....	7,425,000	7,609,000	21.0	24.0	155,925,000	182,616,000
Kansas.....	8,700,000	7,575,000	14.5	23.0	126,150,000	174,225,000
Kentucky.....	3,600,000	3,600,000	26.0	30.4	93,600,000	109,440,000
Tennessee.....	3,400,000	3,332,000	26.8	26.5	91,120,000	88,298,000
Alabama.....	3,000,000	3,150,000	18.0	17.2	54,000,000	54,180,000
Mississippi.....	2,850,000	3,106,000	19.0	18.3	54,150,000	56,840,000
Louisiana.....	1,800,000	1,805,000	18.5	18.0	33,300,000	32,490,000
Texas.....	7,300,000	7,300,000	9.5	21.0	69,350,000	153,300,000
Oklahoma.....	5,675,000	5,448,000	6.5	18.7	36,888,000	101,878,000
Arkansas.....	2,390,000	2,475,000	20.8	20.4	49,712,000	5,490,000
Montana.....	20,000	24,000	26.5	25.5	530,000	612,000
Wyoming.....	13,000	16,000	15.0	23.0	195,000	268,000
Colorado.....	373,000	420,000	14.0	20.8	5,222,000	8,736,000
New Mexico.....	94,000	93,000	24.7	22.4	2,322,000	2,083,000
Arizona.....	15,000	16,000	33.0	33.0	495,000	528,000
Utah.....	8,000	9,000	35.0	30.0	280,000	270,000
Nevada.....	1,000	1,000	30.5	30.0	30,000	30,000
Idaho.....	11,000	12,000	30.0	32.8	330,000	394,000
Washington.....	30,000	31,000	28.5	27.3	855,000	846,000
Oregon.....	20,000	20,000	28.5	31.5	570,000	30,000
California.....	51,000	52,000	36.0	37.0	1,836,000	1,924,000
United States.....	105,825,000	107,083,000	23.9	29.2	2,531,488,000	3,124,746,000

CROP STATISTICS OF THE UNITED STATES 1911 AND 1912.

HAY.

State or Territory.	Acreage.		Yield per acre.		Production.	
	1911 Acres.	1912 Acres.	1911 Tns.	1912 Tns.	1911 Tons.	1912 Tons.
Maine.....	1,219,000	1,231,000	1.10	1.16	1,341,000	1,428,000
New Hampshire.....	496,000	501,000	1.65	1.25	521,000	626,000
Vermont.....	1,010,000	1,010,000	1.30	1.50	1,313,000	1,515,000
Massachusetts.....	472,000	477,000	1.08	1.25	510,000	596,000
Rhode Island.....	57,000	58,000	1.00	1.13	57,000	66,000
Connecticut.....	375,000	379,000	1.10	1.15	412,000	436,000
New York.....	4,720,000	4,720,000	1.02	1.25	4,814,000	5,900,000
New Jersey.....	351,000	3,620,000	1.05	1.44	369,000	521,000
Pennsylvania.....	3,022,300	3,173,600	1.00	1.43	3,022,000	4,537,000
Delaware.....	69,000	72,000	.88	1.33	61,000	96,000
Maryland.....	356,000	381,000	.72	1.51	256,000	575,000
Virginia.....	699,000	741,000	.64	1.20	447,000	889,000
West Virginia.....	675,000	745,000	.66	1.38	446,000	1,028,000
North Carolina.....	290,000	293,000	1.05	1.30	304,000	381,000
South Carolina.....	194,000	194,000	1.08	1.15	210,000	223,000
Georgia.....	213,000	234,000	1.35	1.35	288,000	316,000
Florida.....	39,000	43,000	1.30	1.25	51,000	54,000
Ohio.....	1,850,000	2,960,000	.98	1.36	2,793,000	4,026,000
Indiana.....	1,725,000	1,885,000	.94	1.37	1,622,000	2,582,000
Illinois.....	2,590,000	2,512,000	.82	1.30	2,124,000	3,266,000
Michigan.....	2,395,000	2,395,000	1.16	1.33	2,778,000	3,185,000
Wisconsin.....	2,250,000	2,250,000	1.20	1.60	2,700,000	3,600,000
Minnesota.....	1,582,000	1,661,000	1.00	1.53	1,582,000	2,541,000
Iowa.....	3,573,000	3,537,000	.80	1.40	2,858,000	4,952,000
Missouri.....	2,924,000	3,187,000	1.60	1.30	1,754,000	4,143,000
North Dakota.....	357,000	364,000	1.10	1.40	393,000	510,000
South Dakota.....	398,000	469,000	.55	1.46	219,000	672,000
Nebraska.....	1,162,000	1,150,000	.85	1.35	988,000	1,552,000
Kansas.....	1,550,000	1,627,000	.85	1.50	1,318,000	2,440,000
Kentucky.....	840,000	815,000	.95	1.23	798,000	1,002,000
Tennessee.....	925,000	888,000	1.00	1.30	925,000	1,154,000
Alabama.....	209,000	209,000	1.40	1.25	293,000	261,000
Mississippi.....	199,000	201,000	1.50	1.48	298,000	297,000
Louisiana.....	150,000	142,000	1.30	1.65	195,000	234,000
Texas.....	379,000	387,000	1.00	1.40	379,000	542,000
Oklahoma.....	334,000	385,000	.80	1.25	267,000	481,000
Arkansas.....	298,000	286,000	1.15	1.23	343,000	352,000
Montana.....	605,000	640,000	2.00	1.90	1,210,000	1,216,000
Wyoming.....	400,000	452,000	2.10	1.90	840,000	859,000
Colorado.....	785,000	870,000	2.00	2.19	1,570,000	1,905,000
New Mexico.....	178,000	187,000	2.60	2.33	463,000	436,000
Arizona.....	104,000	113,000	3.86	3.40	401,000	384,000
Utah.....	350,000	368,000	2.50	2.78	875,000	1,023,000
Nevada.....	200,000	227,000	3.40	3.00	680,000	681,000
Idaho.....	672,000	692,000	3.10	2.80	2,083,000	1,938,000
Washington.....	739,000	776,000	2.40	2.20	1,774,000	1,707,000
Oregon.....	760,000	790,000	2.10	2.20	1,596,000	1,738,000
California.....	2,500,000	2,500,000	1.75	1.53	4,375,000	3,825,000
United States.....	48,240,000	49,530,000	1.14	1.47	54,916,000	72,691,000

STATEMENT OF WHEAT EXPORTED FROM NEW ORLEANS FOR CROP SEASON FROM
SEPTEMBER 1st TO AUGUST 31st.

	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Aarhuus.....							40,000
Antwerp.....	16,000	200,535	276,065	657,700	1,281,732	821,806	542,800
Belfast.....						20,000	
Bremen.....	24,000	64,000	28,000	170,621			72,000
Cardiff.....						172,500	
Catania.....						64,000	
Copenhagen.....				68,000	96,000	292,000	176,000
Dublin.....			32,192			32,000	
Dunkirk.....							16,000
Emden.....					140,000		
Genoa.....						120,000	
Glasgow.....						8,000	
Hamburg.....	162,038	113,188	444,609	792,000	1,656,000	968,802	334,447
Havre.....		40,258		37,875	16,000	24,000	40,000
Hull.....			146,880			117,200	
Leith.....						16,000	
Liverpool.....	152,000		180,648	396,990	1,003,989	496,000	544,000
London.....						40,000	48,000
Manchester.....				40,000	135,000		
Marseilles.....						24,000	328,798
Naples.....				132,516			
Newcastle.....					80,000	504,000	
Oran.....						40,000	
Piraeus.....						94,103	
Rotterdam.....	56,000	32,000	48,000	576,000	723,651	773,815	470,057
Trelleborg.....				40,000			
Torre Del Annunziata.....						40,000	
Total to Europe.....	410,038	449,981	1,156,395	2,911,704	5,132,372	4,668,227	2,612,103
British Honduras.....	8	3	16			14	
Costa Rica.....	17,802	5,706	1,521			6,430	17,761
Panama.....		132	75			1,951	
Mexico.....	269,111	60,000	45,341	71,466		94,307	51,586
Cuba.....	5,751	3,186	1,241	1,010		1,900	
Total exports.....	702,710	519,008	1,204,589	2,984,180	5,132,372	4,772,829	2,681,450

NOTE—Fractions of Bushels included in totals.

STATEMENT OF OATS EXPORTED FROM NEW ORLEANS FOR CROP SEASON FROM SEPTEMBER

1st TO AUGUST 31st.

	1911-12	1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Antwerp.....							397,859
Dunkirk.....							1,989,813
Hamburg.....							431,654
Havre.....						65,000	395,000
Hull.....							
London.....							150,224
Rotterdam.....							50,000
Rouen.....							314,502
Total to Europe.....						65,000	3,729,052
British Honduras.....	1,804	1,292	1,375	2,124	3,427	3,019	2,025
Costa Rica.....	12,001	5,751	4,074	3,868	3,694	2,181	2,933
Guatemala.....	7,590	148	218	212	61	298	80
Honduras.....	1,833	2,862	1,204	1,502	2,300	1,603	1,774
Nicaragua.....	3,822	1,130	866	1,989	376	869	274
Panama.....	4,111	56,313	75,129	25,096	52,506	52,164	64,475
Cuba.....	12,970	87,982	1,759	2,685	152,640	472,000	292,759
Porto Rico.....			100	330	30	1,915	
Mexico.....	536	697	93,458	79			
Total.....	44,667	156,175	178,183	37,885	215,034	559,049	4,093,372

No Oats exported to Europe seasons 1907-08, 1908-09, 1909-10, 1910-11 and 1911-12.

THIRTIETH ANNUAL REPORT.

STATEMENT OF CORN EXPORTED FROM NEW ORLEANS, CROP SEASON FROM SEPTEMBER

1st to AUGUST 31st.

	1911-12. Bushels.	1910-11 Bushels.	1909-10 Bushels.	1908-09 Bushels.	1907-08. Bushels	1906-07. Bushels.	1905-06. Bushels.
Aalborg	175,714	370,571	385,714	78,193	426,464	252,831	653,057
Aarhuus	252,684	440,489	514,285	34,286	103,714	825,076	1,357,114
Amsterdam				60,000			
Antwerp	124,286		194,886	634,074	130,947	134,056	498,428
Avonmouth							111,428
Barcelona		8,400					117,142
Belfast	282,100	875,759	244,285	623,362	797,143	1,050,849	1,210,126
Bordeaux		43,268	85,714				
Boston (Eng)							115,000
Bremen			34,285		42,857		94,285
Bristol						34,286	235,714
Copenhagen	107,113	420,000	1,013,142	81,429	668,572	342,857	677,142
Dublin	25,714	118,835	17,142	299,335	60,000	87,805	565,714
Dunkirk		282,857				214,286	777,864
Esbjorg					68,571	25,714	158,571
Genoa							25,714
Glasgow			68,571	265,714	68,571	175,714	313,957
Hamburg	51,428		25,714	25,714	188,571	235,667	725,571
Harwich						208,063	684,157
Havre	273,034	412,582	281,573	171,429	145,714	751,343	1,399,654
Horsens					63,000		68,571
Hull				231,429	68,571	162,857	1,405,200
Kallundborg							68,571
Kingslynn							274,778
Leith			51,428			287,142	372,857
Liverpool	691,509	684,500	688,747	797,934	634,056	1,696,550	3,003,415
London	51,429		42,857	137,142	102,857	222,857	1,375,714
Londonderry							344,657
Manchester		94,286	214,285	274,013	52,936	386,219	240,000
Newcastle		214,286					145,714
Norresundby						52,457	60,000
Nyborg			52,313				60,000
Odense			60,000				
Odessa							227,657
Rotterdam	40,281	145,714	925,256	448,899	103,607	180,850	222,857
Sligo							306,916
Southampton							98,773

Svendborg.....			54,000		60,000		107,142
Swansea.....						42,857	42,857
Veille.....						25,714	135,857
Total to Europe.....	2,075,322	4,111,547	4,954,206	4,162,953	3,786,154	7,486,051	18,282,186
British Honduras.....	13,347	8,057	2,438	2,992	10,475	8,287	5,106
Costa Rica.....	25,428	19,787	57,023	35,167	8,472	9,917	7,204
Guatemala.....	51,897	8,786	3,209	663	618	3,575	20,527
Honduras.....	8,115	6,029	9,062	7,737	6,454	8,535	12,853
Nicaragua.....	4,157	2,268	7,764	9,263	11,853	26,843	15,018
Panama.....	27,392	25,023	21,527	14,231	21,415	20,821	9,639
Mexico.....	647,134	1,435,271	2,083,449	79		17,392	
Cuba.....	1,129,324	949,897	884,058	670,309	557,977	907,828	654,449
Porto Rico.....			2,000	370		250	
Jamaica.....	13,000						
Total exports.....	3,995,116	6,566,665	8,024,736	4,903,764	4,403,418	8,489,499	19,006,982

NOTE:—Fractions of Bushels included in totals.

RECEIPTS AND EXPORTS OF FLOUR AND GRAIN AT NEW ORLEANS

FOR THE YEAR 1912.

—RECEIPTS—

	Flour Barrels.	Wheat Bushels.	Corn Bushels	Oats Bushels
January.....	81,724	47,000	1,209,000	87,000
February.....	77,971	19,000	842,000	152,000
March.....	96,504	31,000	322,000	239,000
April.....	75,265	32,000	29,000	181,000
May.....	89,195	5,000	236,000	144,000
June.....	56,705	26,000	455,000	144,000
July.....	103,630	4,000	132,000	180,000
August.....	151,976	730,000	131,000	197,000
September.....	169,343	1,431,000	140,000	247,000
October.....	176,369	1,953,000	158,000	312,000
November.....	190,483	2,099,000	94,000	128,000
December.....	124,162	2,413,000	495,000	117,000
Total.....	1,393,327	8,790,000	4,343,000	2,128,000
Total 1911.....	1,385,352	636,000	7,164,553	1,884,595
Total 1910.....	934,543	176,000	9,947,000	1,885,000
Total 1909.....	1,061,117	1,506,000	8,877,000	1,699,000
Total 1908.....	1,123,297	3,070,000	5,876,000	3,735,765

—EXPORTS—

	Flour Barrels.	Wheat Bushels.	Corn Bushels.	Oats Bushels.
January.....	42,890	21,680	801,776	2,177
February.....	51,031	58,625	983,559	4,319
March.....	56,254	69,926	300,893	972
April.....	33,612	49,336	130,270	1,397
May.....	38,124	1,000	142,667	2,632
June.....	34,727	84,982	213,344	3,469
July.....	52,218	2,182	248,850	6,297
August.....	65,888	152,000	167,418	6,297
September.....	68,874	1,445,689	88,465	25,129
October.....	85,553	2,134,284	96,792	210,563
November.....	129,670	2,006,744	165,003	54,694
December.....	70,901	1,921,655	146,536	22,069
Total.....	729,742	7,948,103	3,485,573	340,015
Total 1911.....	769,390	602,417	5,793,673	121,804
Total 1910.....	708,018	213,654	7,205,201	67,521
Total 1909.....	625,627	1,810,338	6,192,641	172,377
Total 1908.....	860,087	3,508,309	4,606,796	124,730

NEW ORLEANS GRAIN ELEVATORS AND THEIR FACILITIES.

TEXAS & PACIFIC TERMINALS.

Elevator "A."	Bushels.
Storage capacity.....	350,000
Unloading capacity, per hour.....	10,000
Delivery to ship, per hour.....	16,000
One Hess drier, capacity, per hour.....	1,200
One strictly grain berth.....	.....

Elevator "B."	Bushels.
Storage capacity.....	1,000,000
Unloading capacity, per hour.....	20,000
Delivery to ship, per hour.....	40,000
Two strictly grain berths.....	.....

ILLINOIS CENTRAL TERMINALS.

Elevator "C."—Local Elevator.	Bushels.
Storage capacity.....	350,000
Unloading capacity, per hour.....	10,000
One Metcalf drier, capacity, per hour.....	1,000

Elevator "D."	Bushels.
Storage capacity.....	1,000,000
Unloading capacity, per hour.....	20,000
Delivery to ship, per hour.....	60,000
One Hess drier, capacity, per hour.....	2,000
Three combination berths (grain and general cargo).....	.....

Elevator "E."	Bushels.
Storage capacity.....	1,500,000
Unloading capacity, per hour.....	23,000
Delivery to ship, per hour.....	80,000
One Hess drier, capacity, per hour.....	1,200
Four combination berths (grain and general cargo).....	.....

FRISCO TERMINALS.

Chalmette Elevator.	Bushels.
Storage capacity.....	500,000
Unloading capacity, per hour.....	6,000
Delivery to ship, per hour.....	12,000
One Payne & Ellis drier, capacity, per hour.....	800
One combination berth (grain and general cargo).....	.....

HIGHEST AND LOWEST QUOTATIONS ON FLOUR DURING YEAR 1912.

	Hard Spring Wheat Min. & Dakota Patents Wood Packages Per Barrel		Hard Wheat Kansas Patents Wood Packages Per Barrel		Hard Wheat Kansas Straights Wood Packages Per Barrel		Soft Winter Wheat Patents Wood Packages Per Barrel		Soft Winter Wheat Straights Wood Packages Per Barrel		Soft Winter Wheat Extra Fancy Wood Packages Per Barrel	
	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low
	January	\$5.45	\$5.45	\$5.20	\$5.20	\$5.20	\$5.10	\$5.25	\$4.65	\$4.60	\$4.40	\$4.40
February	5.45	5.45	5.20	5.20	5.20	5.10	5.25	4.65	4.60	4.40	4.40	4.40
March	5.50	5.45	5.30	5.20	5.50	5.10	5.00	5.00	4.60	4.60	4.40	4.40
April	5.75	5.50	5.50	5.30	5.60	5.30	5.75	5.00	5.60	4.60	5.20	4.40
May	6.35	5.65	6.10	5.40	5.70	5.55	6.25	5.65	5.70	5.50	5.65	5.10
June	6.35	5.75	6.10	5.55	5.70	5.25	6.25	5.25	5.70	5.60	5.65	5.40
July	6.00	5.50	5.80	5.30	5.50	4.75	6.25	5.00	5.70	4.40	5.65	4.45
August	5.85	5.00	5.60	4.75	5.00	4.70	5.40	5.10	5.00	4.70	4.75	4.45
September	5.25	5.10	5.00	4.75	4.85	4.60	5.40	5.25	5.00	4.85	4.75	4.60
October	5.25	5.10	5.10	4.75	5.00	4.60	5.75	5.25	5.35	4.85	5.10	4.60
November	5.25	4.75	5.10	4.50	5.00	4.55	5.75	5.45	5.35	5.10	5.10	4.90
December	5.00	4.75	4.75	4.50	4.70	4.55	5.60	5.45	5.20	5.10	5.10	4.90

HIGHEST AND LOWEST QUOTATIONS ON CORN MEAL, GRITS AND HOMINY DURING YEAR 1912.

	Corn Meal Per Barrel		Cream Meal Per Barrel		Grits Per Barrel		Hominy Per Barrel	
	High	Low	High	Low	High	Low	High	Low
January	\$3.40	\$3.30	\$3.50	\$3.45	\$3.70	\$3.55	\$4.10	\$4.00
February	3.50	3.45	3.90	3.70	4.00	3.80	4.60	4.40
March	3.55	3.45	4.10	3.80	4.20	3.90	4.60	4.40
April	4.10	3.50	4.65	4.00	4.75	4.10	5.10	4.50
May	4.30	4.30	4.80	4.70	4.90	4.80	5.40	5.25
June	4.30	4.10	4.80	4.60	4.90	4.70	5.40	5.00
July	4.15	4.00	4.70	4.45	4.80	4.45	5.40	4.90
August	4.00	4.00	4.55	4.45	4.55	4.45	5.00	4.90
September	4.05	4.00	4.60	4.45	4.70	4.45	5.25	4.90
October	4.05	3.40	4.60	4.15	4.60	4.10	5.25	4.40
November	3.50	3.00	3.75	3.25	3.85	3.35	4.25	3.70
December	3.10	2.90	3.35	3.00	3.45	3.15	3.80	3.40

HIGHEST AND LOWEST QUOTATIONS ON GRAIN AND FEED STUFFS DURING YEAR 1912.

	Corn in Bulk on Track						Oats in Bulk on Track					
	No. 2 Yellow		No. 2 Mixed		No. 2 White		No. 2 White		No. 3 White		No. 2 Mixed	
	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel	Per Bushel
January.....	76½	75	76	75	76	75	58	52½	57½	52½	57	51½
February.....	77	71	76	70	77	71	59	57½	58	57	58	55½
March.....	77	75	75½	74	76	74	62½	59	62	58½	61	57½
April.....	96	82	92½	81½	93½	82	64½	60	64	59½	63	59
May.....	93	90	92	89	93	90	64	60½	63½	60	62½	57
June.....	92	87	90	86	91	87	61	58	61	57	58½	55
July.....	88	83	87	82	90	85	58	53½	57½	52½	56	51
August.....	88	83	86	84	90	85	57	39	56	39	54	38
September.....	88	86	86½	85	90	86	40	38	39½	37½	38	36
October.....	86	78½	85	77	86	78	38½	38	38	37½	37½	37
November.....	79	67	78	66	79	67	38½	37	38	36	37	36
December.....	75	58	74½	57	75	58	39	37	38½	36	37½	36

THIRTIETH ANNUAL REPORT.

	Hay Per Ton.						Bran Per Cwt. on Track (Tagged).	
	Choice.		No. 1.		No. 2.		High.	Low.
	High.	Low.	High.	Low.	High.	Low.		
January.....	\$30.50	\$28.00	\$29.50	\$27.50	\$28.50	\$26.50	\$ 1.55	\$ 1.38
February.....	31.00	29.00	30.00	28.00	28.50	27.00	1.55	1.48
March.....	30.00	29.00	28.50	28.00	27.50	26.00	1.50	1.48
April.....	32.00	29.00	31.00	28.00	29.50	27.00	1.60	1.52
May.....	33.50	31.00	33.00	30.00	31.00	29.00	1.62	1.45
June.....	33.00	29.00	32.00	28.00	31.00	26.00	1.45	1.30
July.....	29.00	24.00	28.50	23.00	27.00	22.00	1.32	1.29
August.....	24.00	23.00	23.00	20.50	22.00	19.00	1.30	1.20
September.....	22.00	21.00	21.50	20.00	20.00	18.00	1.22	1.15
October.....	21.50	21.00	20.50	20.00	18.50	17.00	1.20	1.18
November.....	21.50	20.00	20.50	19.00	19.00	17.00	1.20	1.16
December.....	21.00	21.00	20.00	19.00	18.00	19.00	1.17	1.10

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NEW ORLEANS BOARD OF TRADE, LTD.

RECEIPTS OF COFFEE AT NEW ORLEANS.

	1911-12.			1910-11	1909-10	1908-09
	Brazil. Bags.	Other kinds. Bags.	Total Bags.	Total. Bags.	Total Bags.	Total Bags.
July.....	122,465	6,327	128,792	22,082	3,233	127,549
August.....	149,076	5,165	154,241	413,493	221,416	129,081
September.....	142,645	3,368	146,013	158,010	258,485	131,469
October.....	157,279	4,064	161,343	179,551	324,497	88,948
November.....	251,952	5,058	257,010	186,520	292,092	303,603
December.....	159,167	4,148	163,315	344,057	482,303	356,551
January.....	193,795	11,244	205,039	244,559	351,338	257,611
February.....	196,772	14,513	211,285	220,356	61,380	192,237
March.....	142,378	28,696	171,074	137,308	112,031	215,254
April.....	226,576	16,388	242,964	67,701	108,611	202,709
May.....	109,612	19,095	128,707	71,969	31,180	33,354
June.....	142,225	4,985	147,210	149,415	34,311	17,751
Total.....	1,993,942	123,051	2,116,993	2,195,021	2,280,877	2,056,117
1910-11..	2,118,501	76,916	2,195,417			
1909-10..	2,237,503	43,374	2,280,877			
1908-09..	1,977,966	78,151	2,056,117			
1907-08..	1,791,739	69,723	1,861,462			
1906-07..	1,669,244	42,907	1,712,151			
1905-06..	1,535,988	58,205	1,594,193			
1904-05..	1,297,953	27,027	1,324,980			

DELIVERIES OF COFFEE AT NEW ORLEANS.

	1911-12.			1910-11	1909-10	1908-09
	Brazil. Bags.	Other kinds. Bags.	Total Bags.	Total. Bags.	Total Bags.	Total Bags.
July.....	86,827	6,929	93,756	35,755	18,025	151,167
August.....	148,548	5,864	154,412	299,852	208,246	153,736
September.....	162,091	4,303	166,394	251,000	217,851	133,832
October.....	149,076	6,114	155,190	135,636	195,856	83,721
November.....	179,577	5,521	185,098	203,599	366,627	233,215
December.....	114,422	3,106	117,528	272,415	388,656	308,720
January.....	203,764	7,007	210,771	282,715	391,439	263,417
February.....	156,023	14,760	170,783	194,939	165,056	199,106
March.....	175,603	23,632	199,235	105,687	115,124	291,266
April.....	162,757	20,977	183,734	94,783	95,035	183,363
May.....	137,065	17,737	154,802	126,461	60,540	42,137
June.....	158,722	5,318	164,040	172,386	59,902	43,917
Total.....	1,834,475	121,268	1,955,743			
1910-11..	2,096,223	79,005	2,175,228			
1909-10..	2,232,905	49,452	2,282,357			
1908-09..	2,018,756	68,841	2,087,597			
1907-08..	1,776,231	67,369	1,843,600			
1906-07..	1,687,338	48,770	1,736,108			
1905-06..	1,524,494	54,388	1,578,882			
1904-05..	1,313,433	28,822	1,342,255			

BRAZIL COFFEE CROP MOVEMENT.

	-----1911-12-----		Total Receipts at Rio and Santos. Bags.	1910-11	1909-10.
	Receipts at Rio. Bags.	Receipts at Santos. Bags.		Total Receipts at Rio and Santos. Bags.	Total Receipts at Rio and Santos. Bags.
July.....	248,000	796,000	1,044,000	1,275,000	1,735,000
August.....	300,000	1,415,000	1,715,000	1,753,000	2,685,000
September.....	348,000	2,034,000	2,382,000	2,237,000	2,763,000
October.....	324,000	1,981,000	2,305,000	1,627,000	2,773,000
November.....	236,000	1,240,000	1,476,000	1,176,000	1,934,000
December.....	169,000	702,000	871,000	870,000	969,000
January.....	133,000	391,000	524,000	428,000	409,000
February.....	144,000	279,000	423,000	264,000	346,000
March.....	191,000	316,000	507,000	223,000	365,000
April.....	149,000	304,000	453,000	156,000	306,000
May.....	103,000	225,000	328,000	185,000	253,000
June.....	152,000	311,000	463,000	354,000	406,000
Total.....	2,497,000	9,994,000	12,491,000	10,548,000	14,949,000
1910-11.....	2,438,000	8,110,000	10,548,000	.....	.....
1909-10.....	3,449,000	11,495,000	14,944,000	.....	.....
1908-09.....	2,886,000	9,552,000	12,419,000	.....	.....
1907-08.....	3,096,000	7,187,000	10,283,000	.....	.....
1906-07.....	4,246,000	15,408,000	19,654,000	.....	.....
1905-06.....	3,244,000	6,983,000	10,227,000	.....	.....

RECEIPTS OF COFFEE IN THE UNITED STATES.

	Season 1911--12.				Total Bags.
	New York. Bags.	New Orleans Bags.	San Francisco Bags.	Other Ports Bags.	
July.....	174,569	128,792	11,665	.....	315,026
August.....	328,195	154,241	11,599	.....	494,035
September.....	407,539	146,013	7,882	.....	561,434
October.....	350,406	161,343	13,648	.....	525,397
November.....	351,071	257,010	15,991	.....	624,072
December.....	513,254	163,315	17,319	.....	693,888
January.....	490,289	205,039	30,220	.....	725,548
February.....	311,105	211,285	24,590	.....	546,980
March.....	241,324	171,074	43,942	.....	456,340
April.....	324,325	242,964	31,633	.....	598,922
May.....	391,841	128,707	46,165	.....	566,713
June.....	291,048	147,210	27,972	.....	466,230
Total.....	4,174,966	2,116,993	282,626	.....	6,574,585
1910-11.....	3,884,025	2,195,021	285,906	.....	6,364,952
1909-10.....	4,054,658	2,280,877	228,397	10,000	6,573,932
1908-09.....	5,502,453	2,056,117	251,258	11,000	7,822,727
1907-08.....	4,574,125	1,861,462	156,572	10,000	6,555,829
1906-07.....	5,260,244	1,712,151	294,050	12,003	7,286,681

HIGHEST AND LOWEST QUOTATIONS ON COFFEE DURING YEAR 1912.

RIO—Invoice Lots, cents Per Pound.

	—No. 3s.—		—No. 4s.—		—No. 6s.—		—No. 7s.—	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.
January	16c	15 $\frac{3}{4}$	15 $\frac{3}{4}$	15 $\frac{3}{8}$	14 $\frac{7}{8}$	14 $\frac{3}{8}$	14 $\frac{3}{8}$	13 $\frac{7}{8}$
February	16 $\frac{1}{8}$	16 $\frac{1}{8}$	15 $\frac{3}{4}$	15 $\frac{5}{8}$	16c	14 $\frac{7}{8}$	14 $\frac{3}{8}$	14 $\frac{3}{8}$
March	16 $\frac{1}{8}$	16 $\frac{1}{8}$	16 $\frac{1}{8}$	15 $\frac{7}{8}$	15 $\frac{1}{2}$	15c	15c	14 $\frac{1}{2}$
April	16 $\frac{3}{4}$	16 $\frac{1}{2}$	16 $\frac{3}{8}$	16 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	14 $\frac{3}{4}$	14 $\frac{3}{4}$
May	16 $\frac{1}{2}$	16 $\frac{1}{4}$	16 $\frac{1}{8}$	15 $\frac{7}{8}$	15 $\frac{1}{4}$	15c	14 $\frac{1}{2}$	14 $\frac{1}{4}$
June	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 $\frac{1}{8}$	15 $\frac{7}{8}$	15 $\frac{1}{8}$	15c	14 $\frac{1}{2}$	14 $\frac{1}{4}$
July	16 $\frac{3}{4}$	16 $\frac{1}{8}$	16 $\frac{3}{4}$	15 $\frac{7}{8}$	15 $\frac{5}{8}$	14 $\frac{7}{8}$	14 $\frac{3}{4}$	14 $\frac{1}{4}$
August	16 $\frac{1}{8}$	15 $\frac{3}{4}$	15 $\frac{3}{4}$	15 $\frac{1}{8}$	14 $\frac{7}{8}$	14 $\frac{3}{8}$	14 $\frac{1}{2}$	13 $\frac{7}{8}$
September	16 $\frac{1}{8}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16c	15 $\frac{1}{2}$	15 $\frac{1}{8}$	14 $\frac{3}{4}$	14 $\frac{3}{8}$
October	17 $\frac{1}{4}$	16 $\frac{3}{4}$	16 $\frac{3}{4}$	16 $\frac{3}{8}$	16c	15 $\frac{1}{2}$	15 $\frac{1}{2}$	14 $\frac{7}{8}$
November	16 $\frac{5}{8}$	16 $\frac{1}{2}$	16 $\frac{3}{8}$	15 $\frac{7}{8}$	15 $\frac{1}{2}$	15c	14 $\frac{7}{8}$	14 $\frac{1}{2}$
December	16c	15 $\frac{3}{4}$	15 $\frac{1}{2}$	14 $\frac{5}{8}$	14 $\frac{3}{4}$	14 $\frac{3}{4}$	14 $\frac{1}{2}$	14c

SANTOS—Invoice Lots, cents Per Pound.

	—No. 3s.—		No. 4s.—		—No. 6s.—		—No. 7s.—	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.
January	16 $\frac{1}{4}$	15 $\frac{3}{4}$	15 $\frac{3}{8}$	15 $\frac{3}{8}$	15 $\frac{1}{4}$	14 $\frac{5}{8}$	14 $\frac{7}{8}$	14 $\frac{1}{4}$
February	16 $\frac{1}{8}$	16c	15 $\frac{3}{4}$	15 $\frac{5}{8}$	15 $\frac{1}{4}$	15 $\frac{1}{8}$	15 $\frac{3}{8}$	14 $\frac{3}{4}$
March	16 $\frac{3}{4}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{7}{8}$	15 $\frac{1}{4}$	15 $\frac{3}{8}$	15 $\frac{3}{8}$	14 $\frac{3}{4}$
April	16 $\frac{3}{4}$	16 $\frac{1}{4}$	16 $\frac{3}{8}$	16 $\frac{3}{8}$	15 $\frac{3}{4}$	15 $\frac{3}{4}$	15 $\frac{3}{4}$	15 $\frac{3}{4}$
May	16 $\frac{3}{8}$	16 $\frac{3}{8}$	16 $\frac{1}{2}$	15 $\frac{7}{8}$	15 $\frac{3}{4}$	15 $\frac{1}{4}$	15 $\frac{1}{4}$	15c
June	17c	16 $\frac{3}{8}$	16 $\frac{3}{8}$	15 $\frac{7}{8}$	16c	15 $\frac{1}{4}$	15 $\frac{3}{8}$	15c
July	17c	16 $\frac{3}{8}$	16 $\frac{3}{8}$	16c	16c	15 $\frac{3}{8}$	15 $\frac{3}{8}$	15c
August	16 $\frac{3}{8}$	15 $\frac{3}{4}$	16c	15 $\frac{1}{2}$	15 $\frac{3}{8}$	15c	15 $\frac{1}{4}$	14 $\frac{3}{4}$
September	16 $\frac{7}{8}$	16 $\frac{1}{2}$	16 $\frac{5}{8}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{3}{4}$	15 $\frac{1}{4}$
October	17 $\frac{3}{8}$	16 $\frac{7}{8}$	17 $\frac{3}{8}$	16 $\frac{3}{8}$	16 $\frac{3}{8}$	16 $\frac{3}{8}$	16 $\frac{3}{8}$	15 $\frac{3}{8}$
November	17c	16 $\frac{1}{2}$	16 $\frac{3}{8}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{5}{8}$	15 $\frac{5}{8}$	15 $\frac{3}{8}$
December	16 $\frac{3}{8}$	16c	16 $\frac{1}{8}$	15 $\frac{7}{8}$	15 $\frac{3}{4}$	15 $\frac{3}{8}$	15 $\frac{1}{2}$	15c

HIGHEST AND LOWEST QUOTATIONS ON PROVISIONS DURING THE YEAR 1912.

	—Mess.—		Pork Per Barrel.				—Ex. Plate.—		Beef Per Barrel.		—Mess.—	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
January.....	\$17.50	\$17.50	\$18.00	\$18.00	\$18.00	\$18.00	\$14.00	\$14.00	\$13.50	\$13.50	\$13.00	\$13.00
February.....	17.50	17.50	18.00	18.00	18.00	18.00	14.00	14.00	13.50	13.50	13.00	13.00
March.....	18.50	17.25	18.00	17.75	17.75	14.00	16.00	13.50	15.50	13.00	13.00	12.50
April.....	20.00	19.00	20.00	19.00	20.00	19.00	17.50	16.00	16.75	15.50	16.75	16.75
May.....	20.00	20.00	20.00	20.00	20.00	20.00	17.50	17.50	16.75	16.75	16.25	16.25
June.....	20.00	20.00	20.00	20.00	20.00	20.00	17.75	17.50	17.75	17.00	16.25	16.00
July.....	20.00	20.00	20.00	20.00	20.00	20.00	17.75	17.50	17.25	17.00	16.00	16.00
August.....	20.00	19.00	20.00	18.75	20.00	18.50	19.50	17.00	18.00	16.50	16.00	15.75
September...	19.37½	19.37½	18.75	18.75	18.75	18.50	19.50	18.50	18.00	17.50	16.00	15.75
October.....	19.75	19.00	19.75	18.75	18.75	18.50	19.50	18.50	18.00	17.50	16.00	15.75
November...	20.00	19.50	19.75	18.75	19.75	18.75	23.00	17.00	22.50	16.50	21.50	15.75
December....	20.00	19.75	19.00	18.75	19.00	18.75	23.00	22.50	22.00	21.50	16.25	16.00

THIRTIETH ANNUAL REPORT.

HIGHEST AND LOWEST QUOTATIONS ON PROVISIONS DURING YEAR 1912.

CENTS PER POUND.

	—Lard, Per Pound.—		—Hams, Per Pound.—				—Picnic—		S.P. Shoulders			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.		
January.....	10 ⁵ / ₈	10 ³ / ₈	7 ¹ / ₄	7	14 ¹ / ₄	14 ¹ / ₄	14 ¹ / ₂	14 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	11 ¹ / ₄	11 ¹ / ₄
February.....	10 ⁵ / ₈	9 ⁷ / ₈	7 ¹ / ₄	6 ⁷ / ₈	14 ¹ / ₂	13 ³ / ₂	14 ¹ / ₂	13	10 ¹ / ₂	9 ¹ / ₂	11 ¹ / ₄	11 ¹ / ₄
March.....	10 ⁵ / ₈	9 ¹ / ₂	7 ¹ / ₂	6 ³ / ₂	15 ¹ / ₂	13 ¹ / ₂	15	12 ⁷ / ₈	10	9	12	9 ⁷ / ₈
April.....	11 ³ / ₄	10 ³ / ₄	8 ³ / ₄	7 ¹ / ₂	16 ¹ / ₂	15 ¹ / ₂	17	16	10 ³ / ₄	10 ¹ / ₂	11	11
May.....	11 ³ / ₄	11 ³ / ₄	9 ¹ / ₄	8 ¹ / ₂	16 ¹ / ₂	16	17	15 ¹ / ₂	10 ³ / ₄	10 ¹ / ₂	12	11
June.....	11 ³ / ₄	11 ³ / ₄	9 ¹ / ₄	9 ¹ / ₄	17	16 ¹ / ₂	16	15 ¹ / ₂	10 ¹ / ₄	10 ¹ / ₂	12 ¹ / ₄	12
July.....	12	11 ³ / ₄	9 ¹ / ₄	9	17 ¹ / ₂	16 ¹ / ₄	16	15 ¹ / ₂	11	10 ¹ / ₄	12 ¹ / ₄	12
August.....	12	11 ¹ / ₂	9 ¹ / ₄	8 ³ / ₄	16 ¹ / ₂	15 ¹ / ₄	17	15 ¹ / ₂	11 ³ / ₄	11	12	11 ¹ / ₄
September...	12 ³ / ₄	12 ¹ / ₄	8 ³ / ₄	8 ¹ / ₂	16 ³ / ₄	16 ¹ / ₂	18	16 ¹ / ₄	12 ⁷ / ₈	12 ¹ / ₄	13 ⁷ / ₈	12
October.....	13 ¹ / ₂	12 ¹ / ₄	8 ³ / ₄	8 ³ / ₄	17	16 ¹ / ₂	20	16 ¹ / ₂	14	12 ⁷ / ₈	13 ⁷ / ₈	13 ¹ / ₂
November...	13 ¹ / ₂	12	8 ¹ / ₂	8	17	16	20	17	14 ¹ / ₄	13 ³ / ₄	14 ¹ / ₄	13 ¹ / ₂
December....	12 ¹ / ₄	12	8 ¹ / ₄	8	17 ¹ / ₂	16	17 ¹ / ₂	17	14 ¹ / ₄	13 ¹ / ₂	14 ¹ / ₄	14

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HIGHEST AND LOWEST QUOTATIONS ON PROVISIONS DURING YEAR 1912.

	DRY SALT MEAT, Cents Per Pound.											
	D. S. Shoulders.		S. P. Shoulders.		D. S. Bellies.		Short Rib Sides.		Reg. S. C. Sides.		Ex. S. C. Sides.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
January.....	8 $\frac{1}{2}$	8 $\frac{1}{4}$	9 $\frac{1}{2}$	9 $\frac{1}{4}$	10	10	9 $\frac{1}{2}$	9 $\frac{1}{4}$	10 $\frac{1}{2}$	9 $\frac{1}{4}$	9 $\frac{1}{2}$	9 $\frac{1}{4}$
February.....	8 $\frac{1}{2}$	8	9 $\frac{1}{4}$	8 $\frac{3}{4}$	10	9 $\frac{3}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$	10 $\frac{1}{2}$	9 $\frac{1}{4}$	9 $\frac{1}{2}$	9 $\frac{1}{4}$
March.....	9	7 $\frac{3}{4}$	10	8 $\frac{3}{4}$	11	9 $\frac{3}{4}$	10 $\frac{1}{2}$	9 $\frac{1}{4}$	10 $\frac{1}{2}$	9 $\frac{1}{4}$	10 $\frac{1}{2}$	9
April.....	10 $\frac{1}{2}$	10 $\frac{1}{4}$	10 $\frac{1}{2}$	10 $\frac{1}{4}$	12 $\frac{1}{2}$	10	11 $\frac{1}{2}$	10 $\frac{3}{4}$	11 $\frac{1}{2}$	9 $\frac{1}{4}$	10 $\frac{1}{2}$	9
May.....	10 $\frac{1}{2}$	10	10 $\frac{1}{2}$	10 $\frac{1}{4}$	12 $\frac{1}{2}$	12 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{2}$
June.....	11 $\frac{1}{4}$	10	11	10 $\frac{1}{4}$	12 $\frac{1}{2}$	12	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{2}$
July.....	11 $\frac{1}{4}$	10 $\frac{3}{4}$	11	10 $\frac{1}{2}$	12 $\frac{1}{4}$	12	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{2}$
August.....	12	10	12	10 $\frac{1}{4}$	12 $\frac{1}{4}$	12	11	11 $\frac{1}{4}$	11 $\frac{1}{2}$	11	11 $\frac{1}{2}$	11
September....	12 $\frac{1}{2}$	12	12 $\frac{1}{4}$	11 $\frac{1}{2}$	13 $\frac{3}{4}$	11 $\frac{3}{4}$	12 $\frac{1}{2}$	12 $\frac{1}{4}$	11	11 $\frac{1}{4}$	12 $\frac{1}{2}$	11
October.....	13	12	13	12 $\frac{3}{4}$	13 $\frac{7}{8}$	13 $\frac{1}{8}$	12 $\frac{3}{4}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	11 $\frac{1}{4}$	12 $\frac{1}{2}$	11
November....	13	12 $\frac{3}{4}$	13 $\frac{1}{2}$	13	14	13 $\frac{1}{4}$	12 $\frac{3}{4}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	11 $\frac{1}{4}$	12 $\frac{1}{2}$	12
December....	13	12	13 $\frac{1}{2}$	13	13 $\frac{1}{4}$	13	12 $\frac{1}{2}$	12	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	11

HIGHEST AND LOWEST QUOTATIONS ON PROVISIONS DURING YEAR 1912.

	D. S. MEAT, Per lb.						BACON, Per Pound.					
	Plates.		Shoulders.		Bellies.		Short Rib Sides.		Reg. S. C. Sides.		Ex. S. C. Sides.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
January.....	8 $\frac{1}{2}$	8 $\frac{1}{4}$	10 $\frac{1}{2}$	9 $\frac{1}{4}$	11	10 $\frac{3}{4}$	10 $\frac{1}{4}$	10 $\frac{1}{4}$	10 $\frac{1}{2}$	10 $\frac{1}{4}$	10 $\frac{1}{2}$	10
February.....	8 $\frac{1}{2}$	8	10 $\frac{1}{2}$	9 $\frac{1}{4}$	11	10 $\frac{3}{4}$	10 $\frac{1}{4}$	10 $\frac{1}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{4}$	10	10
March.....	9 $\frac{1}{4}$	8	10 $\frac{1}{2}$	9 $\frac{1}{4}$	12	10 $\frac{3}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{4}$	11 $\frac{1}{2}$	10 $\frac{1}{4}$	11 $\frac{1}{2}$	10
April.....	10	9 $\frac{3}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	13 $\frac{1}{2}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12	12 $\frac{3}{4}$	12	12 $\frac{3}{4}$	11 $\frac{1}{2}$
May.....	10 $\frac{1}{4}$	10 $\frac{1}{4}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	13 $\frac{1}{2}$	13 $\frac{1}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	11 $\frac{1}{2}$
June.....	10 $\frac{1}{4}$	9 $\frac{7}{8}$	11 $\frac{1}{2}$	11 $\frac{1}{4}$	13 $\frac{1}{2}$	13 $\frac{1}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{1}{2}$
July.....	10	9	11 $\frac{1}{4}$	11 $\frac{1}{4}$	13 $\frac{1}{2}$	13 $\frac{1}{4}$	12 $\frac{1}{2}$	12 $\frac{1}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{3}{4}$	12 $\frac{1}{2}$
August.....	10 $\frac{1}{2}$	10	13 $\frac{1}{2}$	11 $\frac{1}{2}$	14 $\frac{1}{2}$	13 $\frac{1}{4}$	12 $\frac{7}{8}$	11 $\frac{1}{2}$	12 $\frac{7}{8}$	12 $\frac{7}{8}$	12 $\frac{3}{4}$	12 $\frac{1}{2}$
September....	10 $\frac{3}{8}$	10 $\frac{3}{8}$	13 $\frac{1}{8}$	13 $\frac{1}{8}$	14 $\frac{7}{8}$	14 $\frac{1}{4}$	13 $\frac{1}{8}$	11 $\frac{1}{2}$	12 $\frac{7}{8}$	12 $\frac{7}{8}$	12 $\frac{3}{4}$	11
October.....	12 $\frac{1}{2}$	10	13 $\frac{1}{2}$	13 $\frac{1}{2}$	15	14 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	12 $\frac{3}{4}$	13 $\frac{1}{2}$	12 $\frac{1}{2}$
November....	12 $\frac{1}{2}$	11 $\frac{1}{4}$	14 $\frac{1}{2}$	13 $\frac{1}{2}$	15	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13
December....	11 $\frac{3}{8}$	11 $\frac{1}{4}$	14 $\frac{1}{8}$	13 $\frac{1}{2}$	14 $\frac{1}{2}$	14	13 $\frac{1}{8}$	13 $\frac{1}{4}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	12

**IMPORTS INTO THE PORT OF NEW ORLEANS FOR THE CALENDAR
YEAR ENDING DECEMBER 31, 1912.**

FREE.

Articles.	Quantity.	Value.
Suplhate of Ammonia.....	lbs., 5,386,442 . . . \$	153,461
Cresote oil.....	gal., 21,767,682 . . .	972,301
Magnesite.....	lbs., 28,016,695 . . .	144,087
Potash, Muriate of.....	lbs., 18,620,033 . . .	291,989
Potash, Sulphate of.....	lbs., 2,570,942 . . .	48,505
Nitrate of soda.....	tons, 598,089 . . .	937,766
Coffee.....	lbs., 287,172,656 . . .	41,049,451
Manure Salt.....	tons, 13,389 . . .	36,415
All other fertilizers,		72,348
Sisal grass.....	tons, 49,823 . . .	5,341,155
Bananas.....	bunches, 13,661,460 . . .	4,218,725
All other—		34,109
Cocoanuts.....		151,548
Hides, etc.....	lbs., 327,570 . . .	50,651
India Rubber.....	lbs., 380,965 . . .	253,008
Mineral oil.....	gal., 36,526,074 . . .	493,107
Cocoanut oil.....	lbs., 142,858 . . .	7,488
Palm oil.....	lbs., 528,632 . . .	39,533
Paper, etc.....	lbs., 2,063,392 . . .	206,996
Clover seeds.....	lbs., 271,976 . . .	24,160
Sugar beet seeds.....	lbs., 3,368,712 . . .	251,712
All other—		139,318
Sulphur Ore.....	tons, 38,617 . . .	116,053
Tea.....	lbs., 212,694 . . .	51,356
Mahogany logs.....	M-ft., 14,750 . . .	873,913
All other free goods.....		1,982,168
Total free.....		\$ 57,941,113

DUTIABLE.

Macaroni, breadstuffs.....	lbs., 1,873,179 . . .	93,583
Rice.....	lbs., 847,999 . . .	25,320
Rice flour.....	lbs., 5,535,559 . . .	89,030
Cement, Roman.....	per 100 lbs 447,909 . . .	2,577
Glycerin, crude.....	1,635,437 . . .	177,645
All other—		238,463
Cottons, bleached.....	sq. yd., 8,923 . . .	1,303
Cottons, dyed, colored.....	118,177 . . .	18,178
Cotton stockings.....	doz. prs., 6,389 . . .	6,286
Laces, etc.....		210,339
Laces, all other.....		18,645
Earthenware, not decorated.....		23,321
Earthenware, decorated.....		130,794
Bagging.....	sq. yds., 2,112,316 . . .	146,141
Bags of jute.....	lbs., 7,106,870 . . .	441,555
Burlaps.....	lbs., 63,530,556 . . .	4,735,200
Linens.....	sq. yd., 213,372 . . .	41,341
All other.....		9,721

Articles	Quantity.	Value.
Fish.....		117,518
Fruits—Lemons..... lbs.,	10,925,479	277,970
Glassware.....		57,515
Hats.....		74,880
Iron and steel..... tons,	20,177	235,081
Matting..... sq. yds.,	1,162,429	81,281
Dairy products, cheese..... lbs.,	289,988	75,344
Oils, Olive..... gal.,	157,186	214,898
Salt..... lbs.,	11,167,564	32,278
Spices..... lbs.,	98,516	15,123
Spirits, malt..... gal.,	46,273	51,673
Spirits, Brandy..... gal.,	6,326	13,273
Spirits, Gin..... gal.,	12,675	13,075
Spirits, All other..... gal.,	20,333	32,900
Spirits, Whiskey..... gal.,	7,644	13,211
Wine, Champagne..... doz. qts.,	14,659	142,064
Wine, in casks..... gal.,	41,321	26,718
Wine, in cases..... doz. qts.,	20,176	69,754
Mineral water..... doz. qts.,	48,787	38,201
All other.....		7,363
Straw.....		48,552
Molasses..... gals.,	11,747,218	431,894
Sugar cane..... lbs.,	498,457,546	14,158,504
Tobacco, all other..... lbs.,	103,524	67,922
Tobacco, cigars..... lbs.,	16,280	78,034
Toys.....		297,720
Vegetables, beans..... bushels,	178	272
Vegetables mushrooms..... lbs.,	120,704	12,640
Vegetables, all other.....		246,156
Wood pulp, unbleached..... lbs.,	7,100,012	103,604
Wood pulp, bleached.....	659,831	14,270
Wood pulp, all other.....		45,058
All other dutiable articles.....		1,909,173
Total dutiable.....		\$ 25,413,367
Total free.....		57,941,113
Total 1912.....		\$ 83,354,480
Total 1911.....		68,012,652
Total 1910.....		61,188,215
Total 1909.....		53,470,564
Total 1908.....		\$ 40,616,116

IMPORTS AT NEW ORLEANS.

STATEMENT OF PRINCIPAL COMMODITIES EACH MONTH.

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	—BANANAS—		—PLANTAINS—		—COCOANUTS—		—RUBBER—	
	1912. Bunches	1911. Bunches	1912. Number	1911. Number	1912. Number	1911. Number	1912. Packages	1911. Packages
January....	1,017,598	894,893	146,345	176,000	197,670	57,348	462	215
February...	1,002,164	845,600	183,000	254,000	279,167	149,000	281	147
March.....	1,358,595	1,097,900	125,200	132,000	357,344	228,084	1,086	252
April.....	1,387,027	1,083,461	276,045	142,026	184,775	192,023	331	367
May.....	1,304,760	1,283,215	398,700	177,000	303,300	235,795	489	343
June.....	1,466,243	1,493,555	343,000	98,000	530,000	74,300	256	121
July.....	1,395,468	1,520,400	329,000	290,012	391,812	139,523	514	107
August....	1,159,010	1,491,612	174,000	409,024	135,750	417,043	256	223
September..	918,845	1,185,292	166,800	445,500	284,000	191,577	216	172
October...	1,281,282	1,040,839	271,400	291,000	1,201,768	614,086	345	372
November..	897,891	1,009,451	504,330	194,400	1,433,060	1,037,516	258	328
December..	925,699	915,226	291,000	176,500	1,237,220	1,089,800	289	387
Total..	14,114,582	13,861,444	3,208,820	2,785,462	6,535,866	4,426,094	4,883	3,134

	—SUGAR—		—SISAL—		—MAHOGANY—		—NITRATE—	
	1912 Sacks	1911 Sacks	1912 Bales	1911 Bales	1912 No. Logs	1911 No. Logs	1912 Tons	1911 Tons
January....	.....	.....	16,993	6,280	1,859	1,891	.....	12,900
February...	217,628	162,763	7,347	16,423	2,897	373	5,750	6,800
March....	425,714	401,244	13,827	33,193	1,855	2,701	5,200	.....
April.....	320,426	390,884	14,060	29,850	24	822	.....	.....
May.....	305,110	322,747	87,560	38,611	2,549	2,732	61,468	60,025
June.....	419,025	230,039	8,246	26,179	872	1,584	7,500	.....
July.....	417,018	402,575	24,883	18,528	3,364	879	.....	.....
August....	169,079	361,645	24,090	19,474	3,162	4,744	.....	.....
September..	252,942	46,155	19,608	26,301	2,626	4,072	.....	67,899
October...	81,716	.....	41,057	7,565	11,665	2,303	70,280	6,550
November..	.....	.....	39,940	21,948	12,327	1,792	142,505	.....
December..	3,027	.....	31,930	21,962	4,916	2,879	.....	69,225
Total..	2,611,685	2,318,052	329,541	266,314	48,116	26,722	292,703	223,389

**EXPORTS OF DOMESTIC MERCHANDISE FROM THE PORT OF NEW
ORLEANS, LA., YEAR ENDED DECEMBER 31, 1912.**

Article.	Quantity.	Value.
Abrasives, wheels, emery, etc.....		\$ 36,421
Mowers and reapers.....		386,435
Plows, cultivators and parts of.....		39,924
All other agricultural implements.....		11,222
Cattle, number.....	413	13,205
Hogs, number.....	10,899	92,864
Horses, number.....	326	41,080
Mules, number.....	1,176	194,658
All other animals, including fowls.....		42,967
Asphaltum, unmanufactured, tons.....	384	8,584
Asphaltum, manufactures of.....		50,529
Brass, manufactures of.....		7,299
Bran and Middlings, tons.....	1,061	31,195
Bread and biscuit, pounds.....	693,134	49,346
Corn, bushels.....	3,440,620	2,641,879
Cornmeal, barrels.....	7,735	30,613
Dried grains, etc. tons.....	1,104	28,584
Mill feed, tons.....	3,445	68,290
Oats, bushels.....	350,812	129,605
Preparations of foodstuffs.....		48,176
Rice, pounds.....	4,008,836	152,422
Rice, bran and polish, pounds.....	14,938,791	123,109
Wheat, bushels.....	7,926,974	7,994,717
Wheat flour, barrels.....	626,595	3,013,830
All other breadstuffs for animal feed.....		695,780
Manufactures of brooms and brushes.....		16,558
Candles, pounds.....	269,261	8,376
Automobiles, passenger, No.....	33	53,153
Cars, for steam railways.....		20,650
Cars, for other railways.....		11,485
Bicycles, tricycles, etc.....		8,325
Wagons, number.....	76	5,876
Wheelbarrows, handtrucks and parts of.....		44,125
Cement, barrels, number.....	21,096	44,272
Baking powder, pounds.....	50,988	13,322
Calcium carbide, pounds.....	329,637	11,963
Medicines, patent and proprietary.....		66,259
Sulphur, tons.....	2,225	43,649
All other chemicals.....		158,482
Clocks and parts of.....		10,111
Bituminous coal, tons.....	10,148	34,139
Coffee, roasted, pounds.....	176,473	37,288
Confectionery.....		28,802
Copper, pigs, pounds.....	657,006	88,320
Manufactures of copper.....		18,611
Upland cotton including linters, bales.....	1,721,291	99,574,622
Cotton cloths, bleached, yards.....	2,818,127	237,101
Cotton cloths, unbleached, yards.....	1,239,334	88,602
Cotton cloths, colored, yards.....	3,209,883	269,375
Manufactures of cotton wear apparel.....		216,164

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Article.	Quantity.	Value.
All other manufactures of cotton.....		118,961
China, earthen and stone ware.....		30,845
Eggs, dozens.....	2,210,483	505,148
Electric motors.....		13,383
All other electrical machinery.....		40,146
Explosives.....		45,976
Fertilizers, tons.....	6,591	158,103
Cordage, pounds.....	296,248	27,777
Binder twine, pounds.....	440,406	30,037
All other manufactures of fibers.....		18,796
Shellfish.....		44,545
All other fish and fish products.....		30,621
Fruit and nuts.....		84,768
Furniture of metal.....		25,739
Glass and glassware.....		40,856
Soapstock and other grease.....		209,048
Hair and manufactures of.....		8,962
Hay, tons.....	1,518	34,497
Cattle hides, pounds.....	286,817	38,410
Rubber belting, hose, and packing.....		10,029
Manufactures of rubber.....		11,312
Pig iron, tons.....	21,647	293,374
Scrap iron, tons.....	7,616	102,050
Billets, and blooms of steel, tons.....	2,092	46,083
Locks, hinges and other hardware.....		28,436
Car wheels, number.....	3,658	23,144
Castings.....		28,182
Cutlery.....		18,934
Firearms.....		18,688
Engine parts.....		37,025
Pumps and pumping machinery.....		13,269
Refrigerating machinery.....		20,183
Mining machinery.....		14,152
Sewing machines.....		159,121
Sugarmill machinery.....		83,325
Typewriting machines.....		28,239
All other machinery and parts.....		123,449
Nails and spikes, pounds.....	1,357,070	31,935
Pipes and fittings pounds.....	8,065,698	206,522
Steel rails, tons.....	5,255	157,946
Stoves, ranges, and parts of.....		26,140
Tools.....		85,636
Wire, pounds.....	1,160,041	29,959
All other manufactures of iron and steel.....		340,522
Lamps, chandeliers, etc.....		22,180
Leather.....		18,940
Boots and shoes, pairs.....	328,127	635,725
All other manufactures of leather.....		41,850
Beef, canned, pounds.....	943,784	102,948
Beef, pickled and other cured, pounds.....	1,158,147	99,212
Oleo oil, pounds.....	3,647,892	358,002
Oleomargarine, pounds.....	151,029	15,913
Tallow, pounds.....	2,816,130	141,597
Bacon, pounds.....	1,962,100	259,074
Hams and shoulders, cured, pounds.....	2,714,620	367,778

Article.	Quantity.	Value.
Lard, pounds.....	7,896,104	971,516
Neutral lard, pounds.....	281,876	30,881
Pork, canned, pounds.....	169,855	18,879
Pork, fresh, pounds.....	101,792	14,989
Pork, pickled, pounds.....	6,092,844	601,728
Lard, compound, pounds.....	11,846,102	1,098,522
Sausage, pounds.....	1,505,624	167,327
Sausage, casings, pounds.....	1,641,400	184,179
Butter pounds.....	321,800	104,117
Cheese, pounds.....	343,272	67,845
Condensed milk, pounds.....	799,577	63,679
Motor boats, number.....	12	7,942
Pianos, numbers.....	70	20,008
Rosin, barrels.....	83,859	538,896
Cottonseed cake and mea , pounds.....	363,262,716	3,243,276
Linseed cake and meal, pounds.....	104,701,803	1,562,773
Animal oils, gallons.....	49,340	31,675
Mineral oils, crude, gallons.....	12,839,218	487,622
Illuminating oil, gallons.....	22,946,067	1,215,437
Lubricating oil, gallons.....	2,633,204	394,897
Gasoline oil, gallons.....	5,948,198	547,290
Gas and fuel oil, gallons.....	5,730,694	136,427
Corn oil, pounds.....	3,241,212	201,914
Cottonseed oil, pounds.....	67,349,549	3,872,311
Linseed oil, gallons.....	16,126	12,737
Paints, colors and varnishes.....		89,902
Paper bags.....		9,524
Books, music, maps and other print matter.....		31,102
Wrapping paper, pounds.....	494,912	14,216
Writing paper and envelopes.....		28,718
All other paper.....		50,631
Paraffin wax, pounds.....	2,870,352	108,442
Perfumeries, cosmetics, etc.....		24,885
Salt, pounds.....	29,451,482	120,325
Seeds.....		22,507
Manufactures of silk.....		8,859
Toilet soap.....		13,264
All other soap, pounds.....	1,069,252	284,029
Malt liquors, in bottles, doz quarts.....	102,931	134,866
Bourbon whiskey, gallons.....	21,033	28,070
Rye whiskey, gallons.....	32,549	68,969
Wine, gallons.....	11,299	4,840
Other beverages.....		3,024
Molasses, gallons.....	4,419,693	463,441
Sugar, refined, pounds.....	1,313,188	62,739
Syrup, gallons.....	68,867	8,017
Leaf tobacco, pounds.....	74,411,848	9,150,935
Cigarettes, M.....	21,152	32,688
Cigars and cheroots, M.....	223	4,534
Smoking and plug tobacco, pounds.....	27,411	9,186
Toys.....		4,187
Trunks, valises, and traveling bags.....		11,663
Beans and dried peas, bushels.....	69,834	139,566
Onions, bushels.....	41,800	43,973
Pickles and sauces.....		21,328

Article.	Quantity.	Value.
Potatoes, bushels.....	81,210	79,577
Vegetables, canned.....		39,274
All other vegetables.....		41,632
Logs, and o, round timber, M ft.....	38,009	1,280,257
Hewn, timber, M ft.....	6,050	149,447
Sawn timber, M ft.....	23,515	492,824
Boards, deals, and planks, M ft.....	303,162	9,267,504
Railroad ties, number.....	173,845	120,398
Shingles, M.....	519	1,524
Box shooks, number.....	3,596,550	367,777
All other shooks, number.....	100,750	143,237
Staves, number.....	36,868,433	3,954,113
Heading.....		146,054
All other lumber.....		239,753
Doors, sashes, and blinds.....		23,592
Furniture.....		159,631
Hogsheads and empty barrels.....		24,303
All other manufactures of wood.....		379,463
Manufactures of wool.....		12,596
All other articles.....		4,691,351
Total 1912.....		<u>\$170,757,220</u>
Total 1911.....		<u>153,561,532</u>
Total 1910.....		<u>155,170,225</u>
Total 1909.....		<u>146,764,636</u>
Total 1908.....		<u>152,440,571</u>
Total 1907.....		<u>164,583,351</u>
Total 1906.....		<u>167,329,307</u>

EXPORTS OF DOMESTIC MERCHANDISE FROM THE PORT OF NEW ORLEANS.**COUNTRIES TO WHICH EXPORTED AND VALUE.**

(Calendar Years.)

	1912. Dollars	1911. Dollars	1910 Dollars
Austria	1,731,744	1,466,675	1,207,620
Belgium	7,751,373	5,049,369	4,614,891
Denmark	1,637,296	2,005,402	2,567,725
Finland	880	.....	.....
France	16,535,237	13,861,751	14,142,797
Germany	20,646,144	24,062,324	19,036,004
Italy	14,232,893	10,733,699	11,566,243
Netherlands	9,538,110	6,714,223	4,862,263
Norway	537,648	728,646	564,670
Portugal	483,048	1,093,059	1,732,949
Russia (Baltic)	5,560	.....	104,373
Spain	4,742,334	4,245,778	4,955,134
Sweden	770,237	433,375	433,517
England	64,110,710	59,554,678	68,108,651
Scotland	1,887,865	1,699,050	1,478,379
Ireland	5,769,763	4,844,802	3,274,950
Turkey (European)	4,920	4,320	.....
British Honduras	1,208,265	1,285,053	991,365
Costa Rica	803,445	1,012,499	868,392
Guatemala	1,230,499	1,010,588	470,276
Honduras	1,400,131	1,254,586	999,903
Nicaragua	1,126,751	852,138	1,008,511
Panama	3,521,937	3,104,357	3,194,074
Mexico	2,959,235	2,617,568	3,696,939
Jamaica	24,944	10,061	.....
Salvador	3,805	539	242
Cuba	6,581,053	5,513,830	4,473,448
Argentina	510,134	.....	.....
Bolivia	4,808	1,717	138
Brazil	254,340	.....	14,653
Chile	107,567	157,368	145,710
Colombia	20,010	26,531	2,460
Ecuador	251,338	374,312	472,337
Peru	325,081	197,142	128,416
Egypt	13,565	6,380	18,900
French Africa	24,550	104,908	8,300
Various .....	.....	34,804	25,995
Total	170,757,220	153,561,532	155,170,225
Porto Rico	5,534,248	5,307,680	4,983,938

FOREIGN COMMERCE OF THE UNITED STATES.**TONNAGE MOVEMENT IN THE FOREIGN TRADE.**

(Bureau of Statistics, Department of Commerce and Labor.)

NET TONNAGE OF VESSELS CLEARED.**YEAR ENDING JUNE 30.**

Customs District	1912 Net Tons	1911 Net Tons	1910 Net Tons
New York, N. Y.	13,549,138	13,366,893	12,541,903
Cuyahoga, Ohio.	3,726,210	2,996,522	2,459,609
Puget Sound, Wash.	2,857,818	2,272,562	2,063,152
New Orleans, La.	2,360,043	2,249,883	2,103,465
Philadelphia, Pa.	2,187,408	2,327,119	2,250,483
Boston and Charleston, Mass.	1,872,493	1,839,682	1,828,887
Genessee, N. Y.	1,771,655	1,500,934	1,353,852
Baltimore, Md.	1,489,406	1,283,822	1,189,230
Galveston, Tex.	1,349,347	1,049,787	907,867
San Francisco, Cal.	1,154,942	1,138,009	897,600
Superior, Mich.	1,149,207	985,036	1,056,623
Norfolk-Portsmouth, Va.	1,027,172	893,560	811,087
Mobile, Ala.	784,193	743,559	692,973
Savannah, Ga.	738,832	414,415	385,346
Niagara, N. Y.	647,742	681,476	625,727
Detroit, Mich.	644,795	724,082	605,932
Newport News, Va.	542,145	365,148	442,499
Cape Vincent, N. Y.	516,889	456,659	542,822
Pensacola, Fla.	514,791	465,764	487,856
Sabine, Tex.	510,984	389,062	430,244
All other Ports.	7,021,702	6,293,173	5,028,701
Totals.	46,416,912	42,437,147	39,705,858

FOREIGN COMMERCE OF THE UNITED STATES.

EXPORTS OF DOMESTIC MERCHANDISE:

(Bureau of Statistics Department of Commerce and Labor.)

YEAR ENDING JUNE 30.

	1912	1911	1910
	Dollars	Dollars	Dollars
Customs District.			
New York, N. Y.....	\$ 817,945,803	772,552,449	651,986,356
Galveston, Tex.....	218,146,097	220,504,917	173,178,992
New Orleans, La.....	149,160,910	172,835,293	140,376,560
Savannah, Ga.....	104,286,925	72,076,045	63,428,155
Baltimore, Md.....	92,210,877	85,120,843	77,381,507
Boston and Charlestown, Mass.....	69,692,171	71,534,082	70,516,789
Philadelphia, Pa.....	69,069,730	69,956,380	73,266,343
Puget Sound, Wash.....	63,745,572	39,361,303	30,121,004
Detroit, Mich.....	55,911,967	46,233,833	38,368,872
Buffalo Creek, N. Y.....	55,016,025	46,182,245	34,788,677
San Francisco, Cal.....	49,249,734	40,624,903	31,180,760
Huron, Mich.....	32,199,443	27,305,038	23,645,699
Mobile, Ala.....	31,230,117	30,154,037	27,526,245
Wilmington, N. C.....	28,705,448	28,812,543	20,992,398
Niagara, N. Y.....	26,526,794	21,096,506	20,320,186
Champlain, N. Y.....	25,506,796	22,103,959	17,608,720
Minnesota, Minn.....	25,128,304	20,425,476	12,601,853
Pensacola, Fla.....	23,886,645	20,505,873	22,644,987
Sabine, Tex.....	22,964,280	23,981,681	20,215,873
Memphremagog, Vt.....	20,223,921	17,014,661	14,472,885
Brunswick, Ga.....	19,889,838	14,138,847	14,592,614
Charleston, S. C.....	12,423,035	8,950,359	8,104,821
Norfolk and Portsmouth, Va.....	11,998,504	9,628,932	8,155,818
Pearl River, Miss.....	10,849,483	11,368,490	8,393,210
Corpus Christi, Tex.....	10,404,250	12,876,106	11,581,111
Other Customs Districts.....	157,949,740	143,975,398	129,534,285
Totals.....	2,204,322,409	2,049,320,199	1,744,984,720

FOREIGN COMMERCE OF THE UNITED STATES.

IMPORTS OF FOREIGN MERCHANDISE.

(Bureau of Statistics Department of Commerce and Labor.)

YEAR ENDING JUNE 30.

Customs District	1912 Dollars	1911 Dollars	1910 Dollars
New York, N. Y.	975,744,320	881,592,649	935,990,958
Boston and Charlestown, Mass.	129,293,016	116,597,440	129,006,184
Philadelphia, Pa.	85,038,185	83,626,647	88,403,451
New Orleans, La.	75,089,887	66,722,295	55,712,087
San Francisco, Cal.	59,235,471	53,885,021	49,350,643
Puget Sound, Wash.	39,011,250	36,654,675	28,910,491
Chicago, Ill.	28,748,742	30,585,936	26,760,661
Baltimore, Md.	26,438,400	32,174,404	29,900,618
Oswegatchie, N. Y.	18,770,409	21,763,705	20,420,047
Buffalo Creek, N. Y.	14,703,523	13,432,519	11,122,903
Champlain, N. Y.	9,795,231	8,816,510	9,602,829
Vermont, Vt.	8,356,004	8,704,373	7,676,315
Perth Amboy, N. Y.	8,069,060	7,652,788	7,570,285
Minnesota, Minn.	7,841,660	6,001,263	7,018,475
Memphremagog, Vt.	6,349,170	6,207,768	5,849,048
Huron, Mich.	5,961,597	6,078,121	6,106,707
Niagara, N. Y.	5,802,818	5,540,660	5,430,477
Savannah, Ga.	5,129,979	5,296,746	3,855,373
Charleston, S. C.	5,024,674	6,216,573	5,228,053
Cuyahoga, Ohio.	4,801,981	4,962,490	5,150,522
Tampa, Fla.	4,752,475	4,018,352	4,422,593
Milwaukee, Wis.	4,646,399	3,529,937	4,249,287
Galveston, Texas.	4,309,758	3,530,945	2,488,006
Other Customs Districts.	120,350,925	113,634,288	106,721,417
Totals.	<u>1,653,264,934</u>	<u>1,527,226,105</u>	<u>1,556,947,430</u>

EXPORT AND IMPORT TRADE OF NEW ORLEANS WITH CUBA, MEX-
ICO, PORTO RICO AND CENTRAL AMERICA.

There has been a phenomenal growth in the export and import trade of New Orleans with Cuba, Mexico, Porto Rico, and the Central American countries, since the year of 1900.

The total valuation of imports in 1900, (Porto Rico 1901) amounted to \$6,752,818, and the valuation of goods exported to these countries from New Orleans amounted to \$5,657,226, as against imports in 1911 of \$31,943,751 and exports of \$23,449,836.

The exports from New Orleans to Porto Rico for fiscal year ended June, 30, 1901, amounted to \$1,133,315, while in 1911, it amounted to \$5,539,397 and there were cleared from New Orleans to Porto Rico vessels with a net tonnage of 87,818 tons.

The receipts of merchandise at New Orleans from Porto Rico in 1901 amounted to a valuation of \$222,379, while in 1911 the receipts amounted to \$8,932,388 in valuation. New Orleans trade with Porto Rico in 1911 amounting to \$14,471,785, was more than that of the United States in 1901, when the total valuation of the import and export trade of the United States with Porto Rico amounted to \$12,546,696.

The trade of New Orleans with Porto Rico is only exceeded by that of one other port in the United States (New York) with no other near competitor.

	1900		1911	
	Imports	Exports	Imports	Exports
Cuba.....	3,259,695	1,817,583	11,656,243	5,223,695
Mexico.....	1,013,060	595,044	6,430,440	3,836,534
Porto Rico.....*	222,379	1,133,315	8,932,388	5,539,397
British Honduras.....	84,427	244,247	179,897	1,266,320
Costa Rica.....	824,808	354,269	1,294,037	993,190
Guatemala.....	35,222	58,343	383,592	862,746
Honduras.....	516,194	403,828	1,253,012	1,205,668
Nicaragua.....	715,135	936,825	545,895	904,837
Panama.....			1,268,247	3,616,668
Columbia.....	81,898	113,772		
Salvador.....				781
Total.....	\$6,752,818	\$5,657,226	\$31,943,751	\$23,449,836

*1901.

Note: Latest figures from which compilations in the above form were available.

EXPORTS FROM THE PORT OF NEW ORLEANS TO TRANS-ATLANTIC PORTS.

FROM DECEMBER 1st, 1911, TO NOVEMBER 30th, 1912.

UNITED KINGDOM.

LIVERPOOL.

704,879	square bales cotton.	2,855	round bales cotton.
395	bales linters.	102,878	sax cotton seed meal.
46,199	sax cotton seed cake.	24,186	barrels cotton seed oil.
1,255	tons cotton seed cake.	2,697	tons cotton seed meal.
1,035	sax cotton seed.	36	tierces cotton seed cake.
5,316	pieces timber.	98,000	feet lumber.
2,074,312	pieces lumber.	86,646	bundles lumber.
16,649	logs.	3,960,858	pieces staves.
36,313	bundles staves.	6,247	packages shuttle blocks.
10,662	packages headings.	8,717	packages billets.
29,854	crates handles.	22,767	packages wood squares.
688,000	bushels wheat.	665,794	bushels corn.
75	barrels flour.	4,266	sax flour.
5,751	hogsheads tobacco.	15	barrels tobacco.
1,380	tierces lard.	62	barrels lard.
2,650	packages and cans lard.	50	tubs lard.
2,467	barrels lard compound.	505	tierces lard compound.
150	tierces tallow.	276	tierces grease.
2,490	tierces cottoline.	633	tubs cottoline.
4,725	boxes cottoline	1,965	$\frac{1}{2}$ barrels cottoline
31,986	barrels molasses.	1,250	barrels syrup.
1,890	cases prawns.	14,001	pieces boat oars.
5,785	packages boat oars	9,846	barrels Rosin
116	barrels turpentine.	7,197	barrels soap.
1,099	barrels soap stock.	3,956	barrels oil.
4,515	sax tripoli.	25	barrels tripoli.
87	bales hogs hair.	8,574	sax borate rock.
13,363	crates pineapples.	37	cases candles.
217	sax candles.	1,662	sax linseed oil cake.
105	barrels shortening.	550	cases canned oysters.
25	tierces beef.	1,391	boxes ox tongues.
100	cases canned tripe.	412	sax asphalt.
2,000	pieces cross ties.	1,015	cross arms.
1,063	packages copper.	800	barrels cotton seed stock
25	barrels wax.	351	crates boat oars.
1,005	barrels cotton seed soap.	25	tierces oleoine.
10	cases ginger ale.	1,000	sax salt.
80	bales moss.	500	barrels clay.
2	casks clay.	50	tierces whitening.
69	cases sponges.	12	packages machinery.

LIVERPOOL—Continued.

1,486	golf sticks.	225	$\frac{1}{2}$ buckets cottoline.
300	buckets cottoline.	25	pails cottoline.
18,414	pieces headings.	466	pieces deals.
339	cases spokes.	300	cases carbon black.
413	sax billets.	1,133	bundles shooks.
592	bundles hoops.		

LONDON.

13,731	square bales cotton.	500	round bales cotton.
98,264	sax cotton seed meal.	10,809	sax cotton seed meal.
9,622	barrels cotton seed oil.	1,839	tons cotton seed cake.
253,406	pieces timber.	1,904,307	pieces lumber.
11,422	bundles lumber.	4,809	logs.
717,070	pieces staves.	8,670	bundles staves.
100	cases pencil slats.	1,326	packages headings.
1,668	packages handles.	203	cases handles.
1,096	packages wood squares.	80,000	bushels wheat.
51,428	bushels corn.	63,892	sax flour.
2,490	hogsheads tobacco.	100	tierces lard.
50	cases lard.	47	cars lumber.
20	tierces tallow.	60	barrels tallow.
354	tierces grease.	300	tierces cottoline.
200	tubs cottoline.	625	$\frac{1}{2}$ barrels cottoline.
38,660	barrels molasses.	4,826	pieces boat oars.
21	packages boat oars.	9	crates boat oars.
12,911	barrels rosin.	1,856	barrels turpentine.
58	barrels soap stock.	368	barrels oil.
364	barrels & sax cotton seed fiber.	1,120	sax linseed meal.
100	cases tongues.	57	boxes sausage.
2,174	sax and barrels asphalt.	1,902	tons iron.
1,400	cases carbon black.	400	barrels carbon.
2,224	pockets rice.	810	cases soap powder.
4,490	sax salt.	3	bales herbs.
5	boxes stationery.	20	sax wax.
250	barrels wax.	5,522	boxes wax.
14	bundles golf sticks.	24	packages merchandise.
85	tierces shortening.	75	buckets cottoline.
750	cases cottoline.	4,088	pieces deals.

GLASGOW.

466	square bales cotton.	15,674	sax cotton seed meal.
7,240	sax cotton seed cake.	2,425	barrels cotton seed oil.
2,767	pieces timber.	523,987	pieces lumber.
25,412	bundles lumber.	2,653	logs.
819,161	pieces staves.	28,792	bundles staves.
19,357	packages headings.	120	packages blocks.
1,861	packages handles.	64	cases handles.
110,923	sax flour.	1,228	hogsheads tobacco.
100	tierces lard.	42,965	pieces and bundles boards.
60	tierces cottoline.	100	tubs cottoline.
75	barrels cottoline.	25	$\frac{1}{2}$ barrels cottoline.
1,235	barrels molasses.	1,270	barrels syrup.
1,940	pieces boat oars.	7,500	barrels rosin.

GLASGOW—Continued.

9,350	barrels turpentine.	9,730	barrels soap
893	barrels soap stock.	257	barrels asphalt
7	crates boat oars.	900	golf sticks
450	poles.	15,604	crates sewing machine material.
598	sax calcened ore.	460	barrels wax
1,800	sax rock.	280	cases canned meat

BELFAST

39,686	square bales cotton	141,696	sax cotton seed meal
280	barrels cotton seed oil	58,446	sax cotton seed cakes.
195,137	pieces lumber	3,534	pieces timber
812	logs	1,491	bundles lumber
37,934	bundles staves	388,663	pieces staves
4,477	packages headings	1,815	packages shuttle blocks
696	packages handles	175	packages billets
282,100	bushels corn	30	cases handles
7,355	hogsheads tobacco	15,989	sax flour
60,671	pieces and bundles boards.	25	tierces lard
50	$\frac{1}{2}$ barrels cottoline.	40	tierces cottoline.
5,853	pieces boat oars	1,100	barrels molasses.
1,000	barrels soap.	800	barrels rosin.
65	bales hogs hair.	700	barrels oil.
200	barrels kerosene.	340	bundles golf sticks.
		100	barrels wax.

MANCHESTER.

31,705	square bales cotton.	100	round bales cotton.
4,577	sax cotton seed meal.	2,946	barrels cotton seed oil.
189	pieces timber.	304,745	pieces lumber.
32,525	pieces staves.	2,090	pieces deals.
13	cases handles.	64,000	bushels wheat.
2,000	barrels molasses.	400	barrels rosin.
1,200	sax tripoli.		

BRISTOL.

21,457	sax cotton seed meal.	50	barrels cotton seed oil.
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DUBLIN.

50,961	sax cotton seed meal.	2,848	sax cotton seed cake.
1,687	pieces timber.	29,821	pieces lumber.
252	logs.	453,907	pieces staves.
94,820	bundles staves.	90,088	packages headings.
2	packages handles.	25,714	bushels corn.
500	sax flour.	584	hogsheads tobacco.
100	barrels oil.		

HULL.

2,240	sax cotton seed meal.	1,010	sax cotton seed cake.
503	pieces timber.	103,180	pieces lumber.
3,503	bundles lumber.	1,029	barrels molasses.

HULL—Continued.

285	sax asphalt.	784	sax rice hulls.
5,746	tons iron.	7,339	pieces deals.
679	sax cob meal.		

NEWCASTLE.

120,000 bushels wheat.

CONTINENT.

HAMBURG.

23,011	square bales cotton.	347	bales round cotton.
114,899	sax cotton seed meal.	6,711	sax cotton seed cake.
270	sax cotton seed.	28,071	barrel cotton seed oil.
1,300	sax feed.	832	sax M. F. seed.
1,300	sax timothy seed.	10,982	pieces timber.
2,809,763	pieces lumber.	110,101	bundles lumber.
48,371	logs.	5,050,722	pieces staves.
6,248	bundles staves.	2,788	packages shuttle blocks.
135	cases pencil slats.	194,810	packages headings.
1,568	packages billets.	2,506	packages handles.
315,779	bushels wheat.	5	loads wheat.
51,428	bushels corn.	1,500	sax corn chops.
11,876	bales cotton linters.	44,533	sax flour.
36,075	tierces lard.	400	hogsheds tobacco.
24,067	barrels lard.	500	boxes lard.
675	cases lard.	50	tubs lard.
13,510	$\frac{1}{2}$ barrels lard.	7,119	tierces tallow.
200	tierces grease.	308	barrels grease.
130	tierces cottoline.	25	barrels cottoline
100	$\frac{1}{2}$ barrels cottoline.	50,168	sax rice, bran and polish.
110,729	sax rice hulls.	246	pieces boat oars.
30	packages boat oars.	2,463	barrels rosin.
2,661	barrels turpentine.	6,735	barrels oil.
350	tierces oil.	2,514	sax tripoli.
15	bales hogs hair.	22	bales moss.
7,548	sax rice.	659	cases veneer.
463,763	sax hominy feed.	1,711	sax linseed meal.
4,380	sax brewers grain.	59	bundles hides.
1,603	sax rice.	224	tierces beef.
5,888	sax mussel shells.	3,929	sax asphalt.
38	bales sarsaparilla.	145	tierces oleo oil.
130	tierces oleoine.	426	crates sewing machine material.
891	cases carbon black.	5	cases silverware.
900	barrels wax.	136	cases sponges.
79	bales moss.	49	barrels sheep dip.
4	barrels snuff.	38	packages merchandise.
20	empty barrels.	14,830	sax cob meal.
1,535	sax cotton-seed hulls.	13,345	sax ground hulls.

HAMBURG—Continued.

1,688	sax meal.	357	tierces beef guts.
1,722	tierces beef casings.	3	barrels stomachs.
49	barrels bladders.	3,399	sax corn meal.
130	tierces sausage.	385,667	pieces headings.
1,600	tierces oak heads.	58	barrels copper.
2,782	pkgs. agricultural implements.	387	cases spokes.

ANTWERP.

34,861	square bales cotton.	3,564	round bales cotton.
116,670	sax cotton seed meal.	100	tons cotton seed meal.
115	tons cotton seed cake.	34,398	sax cotton seed cake.
10,875	barrels cotton seed oil.	11,530	bales cotton linters.
16,845	pieces timber.	2,041,529	pieces lumber.
71,019	bundles lumber.	3,868	logs.
1,317,225	pieces staves.	20	packages shuttle blocks.
516,946	packages headings.	59	packages handles.
648,000	bushels wheat.	124,285	bushels corn.
500	sax flour.	1,050	hogsheds tobacco.
350	tierces lard.	250	barrels lard.
50	tubs lard.	2,473	tierces tallow.
173	garrels tallow.	568	tons rice hulls.
12,192	sax rice hulls.	100	barrels rosin.
2,473	barrels oil.	600	sax tripoli.
26	bales hogs hair.	7,386	sax husk meal.
175,953	sax linseed oil cake.	200	tons brewers grain.
360	barrels asphalt.	612	bales hay.
30	drums aluminat sodium.	132	bales moss.
200	cases carbon black.	200	tons linseed oil.
62	tierces beef casings.	471,431	pieces headings.
361	double pockets rice.		

HAVRE.

140,414	square bales cotton.	1,123	round bales cotton.
48,776	sax cotton seed meal.	6,314	sax cotton seed cake.
3,360	barrels cotton seed oil.	61,067	pieces timber.
872,576	pieces lumber.	13,072	bundles lumber.
31,482	logs.	421,573	pieces staves.
33,180	bundles staves.	129	packages billets.
4,375	packages handles.	248,000	bushels wheat.
273,033	bushels corn.	10,692	bales cotton linters.
300	sax flour.	6,287	hogshhead tobacco.
150	tierces of lard.	588	barrels lard.
1,773	pieces boat oars.	55	packages boat oars.
1,071	barrels oil.	900	sax tripoli.
65	bales hogs hair.	23,669	sax linseed oil cake.
3,683	sax linseed meal.	949	sax mussel shells.
1,493	sax asphalt.	36	cases amber.
4	cases wood.	160	crates boat oars.
517	bags blocks.	3	drums oil.
125	bales moss.	223	sax bones.
2	sax sarsaparilla.	3	packages merchandise.
10,423	pkgs. agricultural implements.	40,246	pieces headings.
5,994	bolts.		

ROTTERDAM.

8,078	square bales cotton.	30	round bales cotton.
133,258	sax cotton seed meal.	11,971	sax cotton seed cake.
102,777	barrels cotton seed oil.	2,753	bales linters.
6,703	pieces timber.	30	cars lumber.
3,392,163	pieces lumber.	30,636	bundles lumber.
240,958	logs.	4,089,199	pieces staves.
22,746	bundles staves.	442	packages shuttle blocks.
2,703	cases pencil slats.	6,111	packages headings.
2,157	cases handles.	1,056,000	bushels wheat.
40,281	bushels corn.	98,501	sax flour.
2,095	hogsheads tobacco.	4,476	hogsheads tobacco.
650	barrels lard.	1,120	half barrels lard.
103	barrels tallow.	125	tierces grease.
2,325	sax rice hulls.	300	barrels syrup.
1,863	barrels oil.	150	barrels rosin.
600	sax tripoli.	520	tierces oil.
140,030	sax linseed oil cake.	1,582	sax meal.
1,027	sax asphalt.	446	sax linseed meal.
1,611	sax coal.	3,344	packages tin.
3,362	sax cob meal.	1,595	tierces olive oil.
2,426	bundles hides.	8	packages merchandise
10	barrels bladders.	600	tierces oleo oil.
1,938	packages stave bolts.	9,054	stave bolts.
1,043	tierces beef casings.	105	tierces casings.
138,672	pieces headings.	25	tierces beef guts.
		165	sax blocks.

BREMEN.

181,066	square bales cotton.	225	round bales cotton.
64,692	sax cotton seed meal.	23,597	sax cotton seed cake.
303	tons cotton seed cake.	1,430	barrels cotton seed oil.
28,420	pieces timber.	871,347	pieces lumber.
4,283	bundles lumber.	4,697	logs.
1,401,421	pieces staves.	3,444	bundles staves.
75,783	packages headings.	422	packages handles.
318,282	bushels wheat.	2,821	bales linters.
3,248	hogsheads tobacco.	32	barrels tobacco.
2,445	sax rice brand and polish.	4,335	tons rice hulls.
8	pieces boat oars.	53	packages boat oars.
4,079	sax hominy feed.	171	barrels asphalt.
236	barrels sheeps dip.	35,097	pieces headings.
350	tons rice polish.	1,890	pockets rice.
10	kegs molasses.	12,783	sax rice hulls.

BORDEAUX.

200	square bales cotton.	50	pieces timber.
55,031	pieces lumber.	465	bundles lumber.
470	logs.	1,074,106	pieces staves.
65	tierces lard.	50	$\frac{1}{2}$ barrels lard.
10	tierces beef casings.		

DUNKIRK.

11,260	square bales cotton.	272	bales linters.
800	sax cotton seed meal.	100	barrels cotton seed oil.
200	barrels oil.	3,161	deals.

MEDITERRANEAN AND ADRIATIC.

MARSEILLES.

2,412	square bales cotton.	7,225	barrels cotton seed oil.
1	case cotton seed oil.	859	bales linters.
3,260	pieces timber.	274,859	pieces lumber.
22,991	bundles lumber.	1,050	logs.
913,918	pieces staves.	2,024	bundles staves.
113	cases pencil slats.	44,546	packages headings.
50	packages handles.	461	hogsheads tobacco.
3,678	tierces tallow.	150	barrels tallow.
5	barrels soap.	75	barrels oil.
325	sax rice.	659	barrels wax.
45	empty barrels.		

GENOA.

134,328	square bales cotton.	150	round bales cotton.
460	barrels cotton seed oil.	164	bales linters.
38,110	pieces timber.	1,164,088	pieces lumber.
29,077	bundles lumber.	7,509	logs.
2,153,273	pieces staves.	8,413	bundles staves.
126	packages shuttle blocks.	12,665	packages headings.
7,218	pieces headings.	24,000	bushels wheat.
2,264	hogsheads tobacco.	376	tierces tallow.
762	barrels tallow.	2,801	barrels rosin.
1,624	barrels oil.	25	barrels beef.
1,600	packages iron.	3,464	bags hoofs.
18	packages merchandise.	296	barrels acid.
100	barrels wax.	271	tons rails.
550	pigs copper.	1,940	tons iron.
24	cases iron.		

TRIESTE.

23,755	square bales cotton.	320	barrels cotton seed oil.
50	bales linters.	2,461	pieces timber.
25,934	pieces lumber.	179,187	pieces staves.
450	barrels lard.	75	tierces tallow.
750	barrels rosin.	3,609	barrels oil.
250	barrels asphalt.	300	tons coal.
1,680	barrels corn oil.	300	sax coffee.
150	sax salt.	203	cases babbit metal.
20	sax rice.	25	cases tomatoes.

NEW ORLEANS BOARD OF TRADE, LTD.

VENICE.

30,785	square bales cotton.	350	barrels cotton seed oil.
25,722	pieces lumber.	601	bundles lumber.
112,800	pieces staves.	60	hogsheads tobacco.
150	tierces tallow.	225	barrels tallow.
62	tierces grease.	125	barrels grease.
74	packages boat oars.	2,100	barrels rosin.
3,500	barrels oil.	150	barrels corn oil.
1,300	tons iron.		

LEGHORN.

2,000 hogsheads tobacco.

NAPLES.

2,900	square bales cotton.	87,566	pieces lumber.
75	logs.	226,995	pieces staves.

CETTE.

755 pieces lumber.

ANCON.

25 barrels oil.

PALERMO.

1,000 hogsheads tobacco.

SPAIN AND PORTUGAL.

MALAGA.

4,709	pieces lumber.	314,703	pieces staves.
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LISBON.

503,280	pieces staves.	30	logs.
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TARRAGONA.

106,480 pieces staves.

TENCHAL.

43,800 pieces staves.

BARCELONA.

500,959	square bales cotton.	109	round bales cotton
93	bales linters.	1,714	pieces timber.
230,743	pieces lumber.	2,845	bundles lumber.
45	logs.	653,188	pieces staves.
200	cases shrimp.	1,056	pieces and packages wood.

OPORTO.

582,713	pieces staves.	100	square bales cotton.
44	pieces timber.	14,343	pieces lumber.

ALICANTE.

276,549	pieces staves.	2,750	pieces lumber.
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VALENCIA.

18,026	pieces lumber.	120,140	pieces staves.
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CADIZ.

7,532	pieces lumber.	782,594	pieces staves.
500	bales hay.		

ALMERIA.

269,914	pieces staves.		
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PASSAGES.

74,880	pieces lumber.	1,000	pieces timber.
		480,379	pieces staves.

BALTIC PORTS.

COPENHAGEN.

2,240	sax cotton seed meal.	131,031	sax cotton seed cake.
925	barrels cotton seed oil.	100	bales feathers.
205	pieces timber.	176,730	pieces lumber.
17,406	bundles lumber.	101	logs.
40,431	pieces staves.	3	cases headings.
207	packages handles.	107,142	bushels corn.
500	sax flour.		

KALUNDBORG.

7,620	sax cotton seed cake.		
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NYBORG.

8,106	sax cotton seed cake.		
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NEW ORLEANS BOARD OF TRADE, LTD.

ODENSE.

34,027 sax cotton seed cake.

SWENDBORG.

8,100 sax cotton seed cake.

RANDERS.

3,078 sax cotton seed cake.

ESBJERG.

11,500 sax cotton seed cake.

CHRISTIANIA.

2,919	square bales cotton.	440	sax tripoli.
240	sax cotton seed meal.	760	barrels rosin.
5	packages merchandise.	11,360	barrels cotton seed oil.
285	barrels oleo.	325	barrels oil.
75	barrels syrup.	568	sax flour.
160	hogsheads tobacco.	70,114	pieces lumber.
4,658	bundles lumber.	61	logs.
33	cases fish balls.	721,667	pieces staves.
90	cases handles.	286	packages handles.

GOTHENBURG.

4,032	square bales cotton.	1,100	barrels cotton seed oil.
29,967	pieces lumber.	2,248	bundles lumber.
106	barrels syrup.	1,025	hogsheads tobacco.
12,500	pieces staves.	44	cases handles.

FREDERICKSHAVEN.

2,334 sax cotton seed cake.

AARHUUS.

252,683 bushels corn. 33,546 sax cotton seed cake.

STAMBURG.

8,585	sax rice hulls.	210	barrels cotton seed oil.
2,495	pieces lumber.	139	hogsheads tobacco.
		20,000	pieces staves.

SONDERBORG.

7,842 sax cotton seed cake.

RANDIN.

9,311 sax cotton seed cake.

KORSOER.

48,867 sax cotton seed cake.

NYKOPING.

9,872 sax cotton seed cake.

NORRESUNDBY.

8,508 sax cotton seed cake.

NAKSKOV.

9,471 sax cotton seed cake.

STAVENGER.

495 barrels cotton seed oil. 318 pieces lumber.

AALBORG.

55,485 sax cotton seed cake. 175,714 bushels corn.
32 pieces timber.

AFRICAN PORTS.

ALGIERS.

233,960 pieces staves.

RECAPITULATION.

1,441,547	square bales cotton.	5,640	sax salt.
41,513	bales cotton linters.	9,103	square bales cotton.
2,797	tons cotton seed meal.	941,339	sax cotton seed meal.
598,771	sax cotton seed cake.	3,270	sax meal.
3,548	tons cotton seed cake.	3,399	sax corn meal.
364	sax cotton seed fiber.	18,871	sax cob meal.
4,380	sax brewers grain.	341,316	sax linseed oil cake.
6,960	sax linseed meal.	200	tons brewers grain.
832	sax M. F. seed.	467,842	sax hominy feed.
7,386	sax husk meal.	1,305	sax cotton seed.
1,300	sax timothy feed.	300	sax feed.
1,535	sax cotton seed hulls.	200	tons linseed oil cake.
308,192	barrels cotton seed oil.	800	barrels cotton seed stock.
3,020	tierces cottoline.	1	case cotton seed oil.
100	barrels cottoline.	933	tubs cottoline.
375	buckets cottoline.	2,765	half barrels cottoline.
25	pails cottoline.	225	half buckets cottoline.
4,725	boxes cottoline.	750	cases cottoline.

870	tierces oil.	26,574	barrels oil.
1,830	barrels corn oil.	29	tierces olive oil.
155	barrels oleoine.	200	barrels kerosene oil.
285	barrels oleo oil.	745	tes oleo oil.
85	tierces shortening.	105	barrels shortening.
75	barrels flour.	3	drums oil.
10,768	sax tripoli.	340,476	sax flour.
2,049,602	bushels corn.	25	barrels tripoli.
13,971	sax rice.	3,602,061	bushels wheat.
52,613	sax rice bran and polish.	350	tons rice polish.
13,345	sax ground hulls.	147,398	sax rice hulls.
17,389,489	pieces lumber.	439,295	pieces timber.
147,892	logs.	437,876	bundles lumber.
282,584	bundles staves.	28,457,901	pieces staves.
3,051	cases pencil slats.	11,438	packages shuttle blocks.
3	cases headings.	972,781	packages headings.
11,002	packages billets.	1,096,755	pieces headings.
23,862	packages wood squares.	12,132	cases handles.
29,854	crates handles.	4	cases wood.
165	blocks.	637	packages blocks.
28,721	pieces boat oars.	98,000	feet lumber.
17,144	pieces deals.	5,944	crates boat oars.
592	bundles hoops.	1,133	bundles shooks.
2,000	cross ties.	726	cases spokes.
1,015	cross arms.	450	poles.
104,652	pieces and bundles boards.	527	crates boat oars.
659	cases veneer.	17,205	packages agricultural imple-
26,037	barrels lard.		ments.
150	tubs lard.	43,396	cases lard.
14,041	tierces tallow.	2,700	packages and cans lard.
1,325	tierces grease.	2,023	tierces tallow.
505	tierces lard compound.	227	barrels grease.
249	tierces beef.	500	boxes lard.
100	cases canned tripe.	25	barrels beef.
1,491	boxes ox tongues.	187	boxes and tierces sausage.
3	barrels stomachs.	382	tierces guts.
59	barrels bladders.	280	cases canned meat.
18,732	barrels soap.	2,942	tierces beef casings.
2,647	barrels lard compound.	2,050	barrels soap stock.
810	cases soap powder.	1,005	barrels cotton seed soap.
13,983	barrels turpentine.	39,781	barrels rosin.
258	bales hogs hair.	100	bales feathers.
7,146	sax asphalt.	1,038	barrels asphalt.
1,121	packages copper.	1,624	packages iron.
1,611	sax coal.	10,688	tons iron.
3,344	packages tin.	300	tons coal.
37,697	hogsheads tobacco.	47	barrels tobacco.
550	cases canned oysters.	2,090	cases prawns.
550	pigs copper.	205	cases sponges.
2,164	sax asphalt.	271	tons rails.
4,438	cases handles.	16,039	cases sewing machine material.
12	packages machinery.	1,112	bales hay.
438	bales moss.	10	cases giner alc.
217	sax candles.	13,368	crates pineapples.
8,036	barrels wax.	500	barrels clay.
2	casks clay.	400	barrels carbon.
2,791	cases carbon black.	8,574	sax borate rock.

THIRTIETH ANNUAL REPORT.

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1,600	pieces oak heads.	6,837	sax mussel shells.
2,386	golf sticks.	254	bundles golf sticks.
50	tierces whitening.	10	kegs molasses.
76,010	barrels molasses.	4,001	barrels syrup.
4,903	tons rice hulls.	14,680	half barrels lard.
200	cases babbit metal.	300	sax coffee.
25	cases tomatoes.	33	cases fish balls.
3	bales hubs.	5	boxes stationery.
296	barrels acid.	29	cases amber.
96	packages merchandise.	598	sax calcened ore.
1,800	sax borate rock.	2,485	bundles hides.
5	cases silver ware.	3,464	sax hoofs.
4	barrels snuff.	65	empty barrels.
15,048	stave bolts.	1,938	packages stave bolts.
25	cases tomatoes.	1,500	sax corn chops.

COMPARISON OF PRINCIPAL ARTICLES EXPORTED FROM NEW ORLEANS TO EUROPEAN PORTS
FROM NOVEMBER 1 TO OCTOBER 31.

Articles.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.
Cotton (square bales).....	1,441,547	1,384,915	1,178,390	1,946,903	1,827,930	1,930,395	1,683,929
Cotton (round bales).....	9,103	564	186,216	4,722	18,826	16,253	19,949
Cotton linters (bales).....	41,513	46,623	186,222	39,428	22,401	39,700	8,764
C. S. Meal (sacks).....	941,339	949,071	554,276	1,076,557	1,384,775	1,164,059	915,345
C. S. Cake (sacks).....	598,771	591,516	433,601	626,786	812,534	1,544,670	1,556,501
C. S. Oil (bbls.).....	308,192	112,238	57,806	250,364	259,945	212,878	217,448
Wheat (bushels).....	3,602,061	554,794	413,943	2,093,180	5,520,352	3,390,449	4,814,525
Corn (bushels).....	2,049,602	1,812,105	4,237,414	4,223,952	3,759,770	7,127,756	18,981,059
Oats (bushels).....	.....	.....	.....	.....	.....	35,000	3,294,386
Barley (bushels).....	.....	.....	.....	.....	.....	12,500	1,081,074
Flour (sacks).....	340,476	515,213	775,746	495,092	315,651	390,577	1,159,188
Lumber (pieces).....	17,389,489	14,721,370	11,832,547	10,892,993	11,844,535	12,572,901	10,538,471
Lumber (bundles).....	437,876	521,195	621,848	432,394	539,244	523,911	306,659
Lumber (feet).....	.....	.....	.....	3,206,000	62,315	175,000	663,640
Timber (pieces).....	439,295	59,057	139,318	160,291	14,559	21,006	6,193
Logs.....	147,892	184,768	109,592	70,689	115,436	64,263	62,643
Boat oars (pieces).....	28,721	36,945	39,339	38,357	79,845	111,159	42,440
Boat oars (packages).....	5,944	582	1,929	1,486	1,684	21,778	10,693
Staves (pieces).....	28,457,901	34,913,081	26,282,589	24,334,097	29,557,161	20,886,626	32,257,625
Staves (bundles).....	282,584	301,681	459,420	171,448	139,108	71,096	156,546
Headings (pieces).....	1,096,745	1,887,198	456,985	786,624	327,566	106,978	157,387
Headings (packages).....	972,781	897,400	686,337	25,486	18,698	4,941	22,480
Tobacco (hogsheads).....	37,697	43,363	47,473	44,266	33,687	21,443	32,758
Molasses (barrels).....	76,010	24,616	38,288	27,919	64,462	24,274	56,479
Tallow (tierces).....	14,041	8,996	1,880	12,726	19,522	36,711	36,886
Sulphur (tons).....	.....	.....	.....	.....	1,848	5,762	3,636
Grain (bags).....	.....	.....	6,500	.....	11,536	17,976	76,812
Husk meal (sacks).....	7,386	18,247	237,250	192,813	283,687	186,840	122,314
Linseed Cake and Meal (sacks).....	346,316	261,115	409,977	279,443	.....	.....	.....
Rosin (barrels).....	39,781	26,502	26,233	26,512	23,884	22,617	18,603
Turpentine (barrels).....	13,983	7,573	11,428	6,389	2,659	3,349	6,136
Lard (tierces).....	42,721	38,218	4,739	34,975	40,380	61,655	187,445

Some Facts About the Port of New Orleans.

LOCATION.

107.1 miles from the end of South Pass Jetties, (Gulf of Mexico) to the head of Canal street, center of the City of New Orleans. 90.2 miles from the head of the Passes.

The port extends through the Parish of Orleans, and Parishes of Jefferson and St. Bernard for seventeen miles on the east bank and 22.5 miles on the West bank of the Mississippi River.

DEPTH OF ENTRANCE CHANNELS.

Depth of water in the South Pass Channel, 28-30 feet minimum. Depth of water in Southwest Pass Channel, over 32 feet. Will have Channel 1,000 feet wide, 35 ft. minimum depth, when completed in the near future.

DEPTH OF RIVER CHANNEL.

Ten feet from the banks of the river, and alongside of wharves, the depth of water ranges from 40 to 100 feet, and up to 250 feet in the mid channel of river.

OWNERSHIP AND ADMINISTRATION.

The State of Louisiana owns practically all the water front of the City of New Orleans, except 4,725 feet owned by the railroads and which is subject to expropriation by the State. The Board of Commissioners of the Orleans Levee District builds the protective levees, and has the right to acquire land.

The Board of Port Commissioners of the Port of New Orleans prescribe rules for loading vessels, and controls the commercial use of the public wharves. The Public Belt Railroad, a municipal body, has control over the New Orleans Public Belt Railroad, which operates over thirty miles of track, forming a connecting link between all the water front and the trunk line railroads entering the city.

DOCK AREAS.

The Public docks under the jurisdiction of the Board of Port Commissioners, are five miles long, most of which are covered with steel sheds.

In addition to Public docks, the Illinois Central Railroad, (Stuyvesant Docks) in the city limits, The Texas and Pacific Railroad, (Westwego), and the New Orleans Terminal Company, (Chalmette Terminals) in the parishes of St. Ber-

nard and Jefferson, but within the port limits of the Port of New Orleans, have about four miles of docks, making a wharfage front of nine miles.

On both sides of the river, within the port of New Orleans, there is room for 41 miles of dock facilities.

COST OF PUBLIC DOCKS.

The entire wharf system, 5 miles with a total area of 2,264,571 sq. ft., since the year 1900, has been re-constructed with creosoted material, and 3.66 miles of steel sheds have been built, with a total area 2,642,689 sq ft., at a total cost of \$3,500,000.

DOCK CHARGES.

At the public wharves, the wharfage charges on sea-going vessels are as follows. Two cents per ton per day, based upon the gross tonnage of vessels, for the first three days, and the sum of one cent per ton per day for the next three ensuing days, making a maximum charge of 9c on the gross tonnage for the first six days, and thereafter a vessel is free from charge for a period of thirty days.

There are no dock charges on goods shipped over the wharves.

INCREASE IN IMPORT AND EXPORT TRADE.

For the Government fiscal year ended June 30th, 1882, vessels cleared from the port of New Orleans to foreign ports, with a total net tonnage of 661,498 tons.

For the same period of 1912, the net tonnage amounted to 2,360,443 tons.

For the Government fiscal year ended June 30th, 1880, the imports into the port of New Orleans amounted to \$10,611,333. For the same period in 1912, the imports amounted to \$75,089,887.

For the fiscal year 1886, the exports amounted to a valuation of \$90,442,019. For the same period 1912, the exports amounted to \$149,153,735, and for the calendar year 1912 amounted to \$170,757,220. New Orleans to-day ranks second of the ports of the United States in the total amount of valuation of imports and exports and fifth in the tonnage of vessels cleared for foreign ports.

PILOTAGE CHARGES.

Bar pilotage charges, as fixed by statutes from sea to head of the Passes are \$3.50 per ft. each way on vessels drawing 10 feet and under, and \$4.00 per ft. each way on vessels drawing over 10 ft.

River pilotage charges from the Head of the Passes to the City are \$1.50 per ft. draft each way, for all vessels.

BANK CLEARANCES AT NEW ORLEANS.

As Published Monthly by the New Orleans Clearing-House Association.

	1912.	1911.	1910.	1909.	1908.
January.....	\$105,961.892	\$ 98,285,162	\$118,035,551	\$ 84,538,726	\$ 91,914,160
February.....	94,947.245	77,354,010	73,949,786	65,964,107	71,508,450
March.....	88,415,977	83,567,768	87,231,859	70,710,590	66,927,454
April.....	83,793.839	70,324,509	73,841,572	66,122,252	59,847,409
May.....	77,056.565	90,397,105	71,169,868	65,124,871	56,909,452
June.....	68,525.394	73,009,996	68,434,267	62,863,321	54,133,289
July.....	77,616.888	82,687,983	68,075,323	68,222,121	52,428,929
August.....	77,370.052	78,562,707	64,194,201	60,816,983	47,443,528
September.....	72,788.251	74,511,763	66,893,877	64,190,789	53,064,504
October.....	98,526.860	82,798,054	87,386,230	87,860,443	68,259,720
November.....	108,503.306	94,941,045	99,705,120	100,153,028	75,603,229
December.....	104,848.687	107,467,521	108,573,580	107,659,537	88,027,450
Total.....	\$1,058,354.963	1,013,907,623	\$987,491,234	\$904,231,768	\$786,067,353

POSTAL RECEIPTS AT NEW ORLEANS POST OFFICE.

	1912.	1911.	1910.	1909.	1908.
January.....	\$ 98,066.94	\$ 84,045.79	\$ 83,288.04	\$80,083.15	\$ 82,384.22
February.....	88,985.84	83,451.53	78,107.28	72,928.81	71,419.56
March.....	99,848.31	96,973.98	93,479.80	87,620.88	76,513.99
April.....	95,315.27	82,330.52	81,259.02	77,080.01	75,482.72
May.....	88,830.22	83,663.43	77,821.85	70,239.04	75,658.95
June.....	85,221.83	81,594.94	77,764.25	70,595.20	63,880.35
July.....	84,802.33	75,648.88	69,750.63	68,371.53	71,433.37
August.....	88,436.78	82,374.83	77,732.46	71,024.89	74,814.04
September.....	87,990.75	85,964.10	98,415.70	83,445.78	74,244.05
October.....	105,738.91	93,361.72	87,093.89	84,520.63	88,209.54
November.....	97,675.69	97,021.88	89,842.77	82,742.63	66,752.99
December.....	118,598.52	115,546.77	110,200.84	101,039.22	89,458.33
Total.....	\$1,139,510.89	\$1,061,978.37	1,024,756.53	\$949,691.77	\$910,252.11

BOARD OF PORT COMMISSIONERS.

Comparative Statement of the Number and Tonnage of Ocean Vessels Arriving at the Port of New Orleans During the past twelve years.

Year.	No. of Arrivals of Vessels	Total Gross Tonnage	Tonnage Using Public Wharves—	Tonnage Using Private Wharves Exclusively.	Vessels with Cargo.				Vessels in Ballast—	War, Etc.—	Pleasure Yachts.—
					Green Fruit.	General.	Oil.	Cargo in Transit.			
1901.....	1,674	4,318,223	2,251,513	2,066,710	526	633	.....	.....	503	12	...
1902.....	1,766	3,907,457	2,370,091	1,537,366	432	828	67	.....	432	7	...
1903.....	1,643	3,663,848	2,804,577	859,271	456	648	108	24	392	15	...
1904.....	1,642	3,706,961	3,049,173	657,788	469	691	72	95	297	18	...
1905.....	1,496	3,667,871	2,984,400	683,471	357	544	82	75	420	18	...
1906.....	1,680	4,300,079	3,450,883	849,196	507	593	51	77	421	31	...
1907.....	1,667	4,429,222	3,658,551	770,671	521	653	43	91	321	38	...
1908.....	1,594	4,453,770	3,655,517	798,253	501	619	65	126	268	15	...
1909.....	1,705	4,748,104	3,935,538	812,566	516	681	94	134	235	45	...
1910.....	1,672	4,722,311	3,939,922	782,389	504	739	67	132	205	20	5
1911.....	1,712	5,109,025	4,223,238	888,261	562	728	50	111	214	40	7
1912.....	1,892	5,437,660	4,634,217	803,443	571	813	77	110	269	47	5
	20,143	52,468,418	40,926,620	11,505,898	5,922	8,170	776	975	3,977	306	17

NEW ORLEANS BOARD OF TRADE, LTD.

COMPARATIVE STATEMENT

of Number of Arrivals of River Craft at the Port of New Orleans During the Past Twelve Commercial Years.

	Steamboats.	Luggers, Gasoline Launches, Etc.	Miscel- laneous.
*1901.....	899	1,506	698
1902.....	1,377	2,729	1,196
1903.....	1,329	1,934	961
1904.....	1,267	1,831	705
1905.....	1,020	2,248	776
1906.....	1,281	2,185	726
1907.....	1,423	1,815	593
1908.....	1,531	1,756	402
1909.....	1,741	1,740	429
1910.....	1,872	1,755	486
1911.....	1,497	2,142	298
1912.....	1,596	1,833	348

*The Board of Commissioners of the Port of New Orleans took over the Public Wharf System May 29th, 1901.

APPROXIMATE CONDENSED DATA.

WATER, SEWERAGE AND DRAINAGE SYSTEMS OF CITY OF NEW ORLEANS,

JULY 1st, 1912.

Courtesy of Mr. Geo. G. Earl, General Superintendent, Sewerage and Water Board.

(1) WATER WORKS SYSTEM.

Miles of water pipe.....	522.4	
Number of fire hydrants.....	5,024	
Number of valves.....	4,873	
Number of meters in use.....	31,053	
Number of premises served, approximately.....	40,000	
Capacity of filters, (Two Plants).....	63,000,000	Gals. Per Day.
Clear water storage capacity.....	16,000,000	" " "
Low lift pumps capacity, (Two Plants).....	148,000,000	" " "
Delivery capacity of distribution system at effective pressure...	75,000,000	" " "
Total capacity of pumps working into distribution system against 95 pounds.....	100,000,000	" " "
Average daily consumption.....	17,000,000	"
Pressure now carried.....	70	Pounds.

Boiler capacity, main water works pumping station—2400 horse power—more than sufficient to run all pumps at once.

(2) SANITARY SEWERAGE SYSTEM

Miles of sewers.....	409.13	
Number of manholes.....	5,717	
Number of flush tanks.....	1,644	
Number of connections.....	17,850	
Number of premises served.....	23,984	
Number of pumping stations discharging into the river.....	3	
Capacity of pumps discharging into the river.....	106,000,000	Gals Per Day.
Capacity of existing discharge mains—approximately.....	60,000,000	" " "
Number of intermediate lifting stations automatically operated.....	6	
Capacity of automatically operated relifting stations.....	34,000,000	" " "

Boiler capacity Stations "A" and "C," 1400 horse power, operating all sewerage pumps.

(3) DRAINAGE SYSTEM.

Miles of main drainage canals.....	65
Miles of sub-surface drainage system.....	232

One central Drainage Electric Power Station of 5,000 horse power capacity, operating seven pumping stations, having a combined pumping capacity of, approximately 4,140 cubic feet per second, equal to 2,700,000,000 gallons in 24 hours, against lifts ranging from 5 to 14 feet.

Power and Pumping Stations capacity to be more than doubled in next two years.

Cost of three systems to date, exclusive of cost of subsurface drainage work, which is paid for by the City, approximately, \$21,000,000.

NEW ORLEANS.

COMPARATIVE SUMMARY YEARS 1900 AND 1912.

	1900	1912
Area, "Square miles".....	196½	196½
Population.....	287,000	360,000
Assessed valuation of property.....	\$139,235,100	\$ 235,482,567
Miles of open streets.....	500	525
Paved Streets "Asphalted and other kinds", miles.....	201	286
Building permits issued.....	1,500	1,811
Valuation of work covered by building permits.....	\$ 1,317,493	\$ 3,496,426
Sewers, underground "Miles of".....		427
Sewerage, pumping capacity, "gallons per day".....		106,000,000
Waterworks, miles of pipe.....	125	532
Waterworks and Purification Plant, "municipal" filter capacity "gallons per day".....		63,000,000
Waterworks, and Purification Plant, "municipal" pumping capacity, gallons per day.....		148,000,000
Waterworks, and Purification Plant, "municipal" clear water storage, capacity.....		16,000,000
Fire hydrants.....	1,700	5,240
Public Belt, railroad, municipal, miles of track.....	4	28
Street Railways, miles of single track.....	162	*207
Street Railways, number of passengers carried.....		*82,524,955
Railroad Lines, "Steam".....	11	15
Banks.....	17	19
Capital invested in banks.....	\$ 8,000,000	\$ †20,271,864
Bank clearances.....	\$556,690,700	\$1,058,354,962
Post Office receipts.....	\$ 490,253	\$ 1,139,510
Public Schools, "Day".....	69	87
Public Schools, "Evening".....		9
Teachers in Public Schools, "Day".....	790	1,175
Teachers in Public Schools, "Evening".....		126
Pupils enrolled Public Schools, "Day".....	31,547	42,095
Pupils enrolled in Public Schools, "Evening".....		4,509
Telephone, number of.....	3,274	20,000
Mississippi River, miles of city frontage.....	15	15
River Channel, "Depth Feet".....		200
Docks and Wharves, Public owned lineal feet.....	21,799	26,400
Docks and Wharves, Public owned area square feet.....		2,269,593
Docks and Wharves, Railroad Terminals, "lineal feet".....		4,725
Depth of water alongside of Docks, feet.....		30 and over.
Ocean vessels, arriving at Port, number.....	1,687	1,892
Ocean vessels arriving at port, gross tonnage.....	2,447,876	5,437,660
Exports, valuation of.....	142,000,000	170,757,220
Imports, valuation of.....	20,000,000	83,354,480
Coffee imports, "lbs".....	60,147,907	287,172,657
Banana imports, bunches.....	5,703,293	13,661,460
Rice receipts, "Rough" barrels.....	932,664	1,295,479
Rice receipts, "Clean," pockets.....	277,637	986,874

* 1911.

† Includes surplus and undivided profits to December 31st.

The entire public wharf system has been reconstructed with creosoted material since 1900, and 3.5 miles of steel sheds have been built, with an area of 2,600,381 square feet. In

addition to the public wharves there are extensive wharves and terminals of the Illinois Central, Texas Pacific Railroads and Frisco and Queen and Crescent systems. The municipal Sewerage and Water Systems have all been constructed since 1903. Prior to the municipal Water System there was a private owned Waterworks that supplied some portions of the city with water, also for fire fighting; the fire hydrants then in use were antiquated.

MEMBERSHIP ROSTER

New Orleans Board of Trade, Limited.

JANUARY 1913.

Name.	Firm.	Business.	Address.
Adler, Julius.	A. Adler & Co., Inc.	Wholesale Grocers.	218 Canal St.
Allain, Fred V.	Chas. Dittmann Co.	Coffee.	Magazine and Gravier Sts.
Allen, C. H.	Allen & Postlethwaite.	Rice.	N. O. Board of Trade.
American Coffee Co. Ltd.	Rep. by W. H. Ker.	Coffee Roasters.	423 S. Peters St.
American Paint Works.	Rep. by Dr. Geo A. MacDiarmid, President.	Paint Manufacturers.	428 Josephine St.
American Sugar Refining Co.	Rep. by J. W. Elizardi.	Sugar Refining.	132 N. Peters St.
Angamar, G. C.		Public Weigher.	P. O. Box 302.
Aron, J.	J. Aron & Co.	Coffee, Sugar and Rice.	416 Poydras St.
Artigues, A.		Rice Buyer.	N. O. Board of Trade.
Associated Branch Pilots	Rep. by B. Michel.	Bar Pilots.	1102 Maison Blanche Bldg.
Ballard & Ballard.	Rep. by F. P. Cooke.	Flour.	320 Magazine St.
Bancroft, Ross, Sinclair Co., Ltd.	Rep. by E. J. Ross.	Mchy. and Mill Supplies.	Tulane and Hagan Aves.
Barr, R. J.	Steinhardt & Co.	Grain Exporters.	922 Gravier St.
Beer, J. L. & Co.	Rep. by R. Sere.	Produce Merchants.	310 Poydras St.
Benedict, H. W.	Benedict Commission Co.	Hay and Grain.	405 Magazine St.
Benjamin, E. V.	Mente & Co.	Bags.	Robin and S. Peters Sts.
Bernard, F. E.	Bernard & Grima.	Sugar, Molasses and Rice.	223 Magazine St.
Best, P. A.	P. A. Best & Co.	P. H. Products and Wines.	545 Tchoupitoulas St.
Bisso, W. A.	N. O. Coal Co.	Steamship Coal.	804 Common St.
Blafler, G. Ad.	Com'l.-Germania B. & T. Co.	Banking.	311 Camp St.
Bloch, Marx.	Bloch Bros.	Commission Merchant.	109 Tchoupitoulas St.
Bloch, Jacob.	Quetzal Coffee Co.	Coffee Roasters.	525 Natchez St.
Block, Henry.	Henry Block & Co.	Whiskies, Wines, Liquors, etc.	429 S. Front St.
Bloom, Albert.	Morgan State Bank.	Banking.	Chartres and Iberville Sts.
Bloom, Jacob.	Bloom's Son Co.	Rice, Sugar, Molasses.	328 Magazine St.
Bloomfield, Wm. B.	W. B. Bloomfield.	Sugar, Molasses and Rice.	207 N. Peters.
Blum, Sam.	Sam Blum.	Produce Commission.	327 Poydras St.
Bobet, E. J.	Bobet Bros.	Stave Exporters.	1707 S. Peters St.
Borneman, E.	E. Borneman & Co.	Cotton.	814 Gravier St.
Boylan, Milton W.	Rep. Boylan's Det. Agency & Protection Police.		636 Gravier St.
Breaux, S. Locke.	S. Locke Breaux.	Rice.	808 Perdido St.

THIRTIETH ANNUAL REPORT.

Name.	Firm.	Business	Address.
Bright, Louis J., Jr.	Hard & Rand	Coffee	422 Gravier St.
Browder, David H.	Browder Bros. & Co.	Flour and Grain	320 Magazine St.
Bryant, Jno. H., Mgr.	Jno. W. Bryant	Stationer	212 Gravier St.
Buddendorff, Geo P.		Freight Broker & Fwdg Agent	710 Canal-La. Bldg.
Burke, Co., Ltd., Nicholas	Rep. by N. J. Nutter	Wholesale Grocers	409 Magazine St.
Burke, Wm. P.	Nicholas Burke Co., Ltd.	Wholesale Grocers	409 Magazine.
Burkenroad, Wm. B.	J. Aron & Co.	Coffee	416 Poydras St.
Cabell, Joseph B.		Fowd. Agt and F. F. Broker	910 Hennen Bldg.
Cahn Bros.	Rep. by Milton L. Cahn	Coffee	400 Magazine St.
Cahn, Julius	Cahn & Co.	Rice	300 Magazine St.
Camors, Victor	J. B. Camors & Co.	Flour Merchants	505 Tchoupitoulas St.
Campbell, J. B.	La. State Rice Mill Co.	Rice	527 Toulouse St.
Canal-Louisiana B. & T. Co.	Rep. by Chas. Janvier	Banking	Gravier and Camp Sts.
Carpenter, A. C.	Gulf Bag Co.	Bags	330 Notre Dame St.
Casanas, Ben C.	Merchants Coffee Co.	Coffee Roasting	211 S. Peters St.
Casse, Peter	Peter Casse	Merchandise Broker	602 Tchoupitoulas St.
Castell, Wm. J.	Wm. J. Castell	Stocks and Bonds	626 Gravier St.
Clark, John F.	Hayward & Clark	Cotton, Stocks, Grain, etc.	816 Gravier St.
Clement, Alfred H.	Alfred H. Clement	Freight Broker & Fwd Agent	1109 Hennen Bldg.
Clerc, R. F.	Rene F. Clerc	Merchandise Broker	433 Natchez St.
Coate, Chas. B.	Coate Bros.	Cotton Seed Products	817 Union St.
Coguenheim, M.		Brokerage	207 Godchaux Bldg.
Cohn, Jos., Jr.			328 Magazine St.
Collet, L. H.	L. H. Collet	Rice	N. O. Board of Trade.
Cormier, Chas. E.	Chas. E. Cormier Rice Co. Ltd.	Rice	223 N. Peters St.
Cosulich, S. A.	S. A. Cosulich	Steamship Agent	319 Carondelet St.
Cottam, H. T.	H. T. Cottam & Co.	Wholesale Grocers	Girod & Tchoupitoulas St.
Coyle, W. G.	W. G. Coyle & Co.	Coal and Towing	337 Carondelet St.
Cunningham, Thos. F.	Thos. F. Cunningham & Co.	Commission Merchant	537 S. Peters St.
Cumberland Telephone & Telegraph Co.	Rep. by C. A. Stair, District Supt.	Telephone	Carondelet & Poydras Sts.
Danaher, H. C.		Coffee	320 Magazine St.
Daniels, Frank A.	A. K. Miller & Co.	Steamship Agents	319 Carondelet.
Danziger, T. Walter	Danziger & Tessier	Real Estate	134 Carondelet.
Dardis, Wm. J.	With Geo. Gerdes	Freight Brokers	503 Hibernia Bldg.
Davie, Wash Co. Ltd.	Rep. by Thomas Clark	Wholesale Grocers	433 S. Peters.
Davis, Aaron	Haspel & Davis	Rice Millers	2221 N. Peters St.
Del Bondio, E. W.	E. W. Del Bondio & Co.	Coffee, Rice and Flour	412 Poydras St.
De Grange, Jos. H.	N. O. Railway & Light Co.	Street Railways and Power	317 Baronne St.
Desforges, Maurice L.		Rice Brokerage	227 N. Peters St.
Dirker, W. S.	American Can Co.	Can Manufacturers	Toulouse & N. Cortez Sts.
Dittmann, Chas.	Chas. Dittmann Co.	Coffee	Magazine and Gravier Sts.

Dittmann Chas. S. Jr.	Chas. Dittmann Co.	Coffee	Magazine and Gravier Sts.
Domergue, E. J.	Covington Whse. & Com. Co.	Warehouse & Commission	Covington, La.
Douglas, W. C.	Armour Packing Co.	Provision & Cold Storage	Magazine & St. Joseph Sts.
Douglas, Wm. H.	Wm. H. Douglas	Drayman	405 Decatur St.
Duhn, S. J.		Freight Broker & Fwdg Agent	1016 Hennen Bldg.
Dumser, Ad.	Pres. Metropolitan Bank	Banking	Poydras and Camp St.
Dunbar, Jas. V.			3300 Chartres St.
Dwyer, John	John Dwyer	Wholesale Grocers	519 Poydras St.
Dwyer, W. H.	Dwyer Bros. Co., Ltd.	Wholesale Notions	516 Canal St.
Edwards, J. H.		Coffee Broker	320 Magazine St.
Eiseman, Ludwig	K. & E. Neumond & Co.	Grain Drying	2218 Decatur St.
Ellis, C. H.	United Fruit Co.	Tropical Fruits and S. S.	321 St. Charles St.
Elling, Robt.	The Daily States Pub. Co.	Newspaper	408 Camp St.
Fabacher, Lawrence	Jackson Brewing Co.	Brewers	Jefferson & Decatur Sts.
Fallon, Paul O.	L. C. Fallon & Co.	Coffee	630 Gravier St.
Farwell, Chas. A.	Milliken & Farwell	Commission Merchants	620 Canal St.
Ferguson, Joseph V.	Joseph V. Ferguson & Co.	Hay and Grain	433 Natchez St.
Ferguson, T. J.	Finlay, Dicks & Co.	Wh'se. Drugs and Chemicals	Magazine and Lafayette.
Ferguson, W. J.	Marshall J. Smith & Co.	Marine Insurance	309 Baronne St.
Finkenaur, Eugene	The N. K. Fairbank Co.	Lard and Soap	204 Godchaux Bldg.
Flaspoller, Aug. H.	Aug. H. Flaspoller's Son	Wholesale Grocers	322 Tchoupitoulas St.
Flaspoller, Henry H.			1229 State St.
Forcheimer, Hans	Hugo Forcheimer	Lumber & Log Exporter	917 Whitney Bldg.
Fox, C. B.	C. B. Fox	C. S. Prod. & Grain Exporter	1212 Hibernia Bldg.
Frank, Leon	L. Frank & Co.	Commission Merchants	Poydras & Commerce Sts.
Fulton, J. H.	Commercial National Bank	Banking	Carondelet & Common Sts.
Gannon, Jno. J.	Hibernia Bank & Trust Co.	Banking	Carondelet & Gravier Sts.
Gaillardanne, L.	Frank Barker Co., Ltd.	Commission Merchants	523 Decatur St.
Garic, Wm. M.	Wm. M. Garic	Rice Brokerage	217 N. Peters St.
Gehl, Henry	Empire Rice Mill	Rice Mill	St. James & Tchoupitoulas.
George, E. T.	Seaboard Refining Co.	Cotton Seed Products	907 Perrin Bldg.
Gibbons, Jno. T.	Jno. T. Gibbons	Hay and Grain	231 Poydras St.
Gibbons, Jno. T., Jr.	Jno. T. Gibbons	Hay and Grain	231 Poydras St.
Godchaux, Albert	Leon Godchaux Clothing Co.	Clothiers	Canal and Chartres Sts.
Godchaux, Jules	Leon Godchaux Co., Ltd.	Sugar, Molasses and Rice	Canal and Chartres St.
Godchaux, Estate, Leon,			
Rep. by Chas. Godchaux.	Leon Godchaux, Co., Ltd.	Sugar, Molasses and Rice	Canal and Chartres Sts.
Godchaux, Frank A.	La State Rice Milling Co.	Rice	411 Whitney Bldg.
Goldsmith, Jake F.	Burkenroad-Goldsmith Co.Ltd.	Wholesale Grocers	525 S. Peters St.
Grabenheimer, Hy.	Hy. Grabenheimer	Wholesale Grocer	529 Magazine St.
Grima, Geo.	Bernard & Grima.	Sugar, Molasses and Rice	223 Magazine St.
Grunewald, Theo. H.	Hotel Grunewald	Hotel	Grunewald Hotel.

Name.	Firm.	Business.	Address.
Grossman, Ad.	J. Grossman's Sons	Whiskies, Wines, Liquors, etc.	523 Magazine St.
Gulf Refining Co. of La.	Rep. by J. L. James	Petroleum Oil	941 Maison Blanche.
Gumbel, Ferd.	Ferdinand Gumbel & Co.	Cotton and Com. Merchants	812 Perdido St.
Gumbel, Henry E.	S. Gumbel Co., Ltd.	Commission Merchants	838 Gravier St.
Hagerty, W. P.	Importers Coffee Co.	Coffee	527 Tchoupitoulas St.
Hailey, H. C.	The Bradstreet Co.	Mercantile Agency	209 Morris Bldg.
Hamburg American Line.	Rep. by Chas. Harrington	Steamship	523 Whitney Bldg.
Hardie, Frank G.	Crescent Warehouse, Inc.	Warehouse	St. Joseph & Commerce Sts.
Hardin, Jeff D.	Jeff D. Hardin	Produce Receiver	316 Magazine St.
Harral, E. B.	E. B. Harral	Coffee	300 Magazine.
Harris, R. S.	J. & M. Schwabacher, Ltd.	Wholesale Grocers	501 Poydras St.
Harrison, W. J.		Rice	209 N. Peters St.
Harry Bros. Co. of La.	Rep. by J. S. Cave	Tank & Culvert Manfctrs.	Carrollton Ave. & I. C. R. R
Haspel, Simon	Haspel & Davis	Rice Millers	2221 N. Peters St.
Hearne, J. W.	N. O. Coffee Co.	Coffee, Sugar, Molasses	Celeste & Tchoupitoulas.
Heaslip, Lawrence F.		Drayage	120 N. Peters St.
Hendren, W. H.	Texas Transport & Term. Co.	Steamship Agents	1200 Whitney Cent. Bldg.
Henican, J. P.	C. P. Ellis & Co.	Cotton	225 Carondelet.
Heyn, Jno. M.	Ross & Heyn	Steamship Agents	225 Carondelet St.
Hibernia Insurance Co.	Rep. by P. E. Burke, President	Insurance	305 Camp St.
Hickey J. Alex.	Fredk Leyland & Co Ltd.	Steamship	225 Carondelet St.
Hoehn, Emile.	Hoehn & Dieth	Wholesale Millinery	535 Iberville St.
Hoffman, D. H.	Southern Coffee Mills	Coffee	610 Tchoupitoulas St.
Holmes, D. H. Co. Ltd.	Rep. by Mr. F. W. Evans, Mgr	Merchants	819 Canal St.
Honor, John B.	John B. Honor Co., Ltd.	Contracting Stevedores	227 S. Front St.
Hortman & Sivewright	Rep. by Mr. D. Sivewright	Provisions	214 Metropolitan Bldg.
Howe James.		Sugar & Molasses	211 Godchanx Bldg.
Hudson, W. O.	Marine Oil Co.	Oils	509 Canal-La. Bldg.
Huey, E. K.	N. O. Acid & Fert. Co	Fertilizers	802 Maison Blanche Bldg.
Illinois Central R. R. Co.	Rep. by R. C. Perkins	Transportation	Howard Ave & Rampart.
International Harvester Co.	Rep. by J. L. Keefer	Agricultural Implements	506 Tchoupitoulas St.
Irby, W. R.	W. R. Irby Branch	Tobacco Manufacturers	400 S. Peters St.
Iron Warehouses Co.	Rep. by James J. O'Rourke	Warehouse	861 Fulton St.
Israel, Leon & Bros.	Rep. by Sam. Israel	Coffee, Rice, Sugar	500 Magazine St.
Jackson, Stonewall	Standard Warehouse Co.	Warehouse	Canal La. Bldg.
Jahncke, Ernest L.	Jahncke Nav. & Imp. Co.	Dredging and Towing	814 Howard Ave.
Jahncke, Walter F.	Jahncke Nav. & Imp. Co.	Dredging and Towing	814 Howard Ave.
Jennings Naval Stores Co.	Rep. by F. L. Dusenbury	Naval Stores	519 Magazine St.
Jervey, W. E.	Southern Cotton Oil Co.	Cotton Seed Oil	908 Whitney Cent. Bldg.
Karst, Chas.	Columbia Brewing Co.	Brewers	520 Elysian Fields St.

Kearny, Warren.....	J. Watts Kearny & Sons.....	Building Materials.....	419 Gravier St.
Keiffer, Carl M.....	Keiffer Bros.....	Shoe Manufacturers.....	524 Canal.
Kelleher, J. J.....	United Fruit Co.....	Gen'l. Freight Agent.....	321 St. Charles St.
Kelly, Thos. J.....	Kelly & Zoeller.....	Provisions & Dairy Products.....	Natchez & Tchoupitoulas.
Kirkpatrick, Nevins.....	Nevins Kirkpatrick.....	General Merchandise.....	320 Magazine St.
Klotz, Bernard, Jr.....	Klotz Cracker Factory, Ltd.....	Manufacturers.....	612 Tchoupitoulas St.
Kohlman Bros. & Sugarman.....	Rep. by Sig. Kohlman.....	Produce Merchants.....	Poydras & Tchoupitoulas.
Koenig, Jules C.....	Jules C. Koenig.....	Wholesale Liquors.....	413 Camp St.
Kohnke, E. F.....	E. F. Kohnke.....	Flour.....	506 S. Peters St.
Kohn, Weil & Co.....	Rep. by Jos. Kohn.....	Hats, Caps, etc.....	500 Canal St.
Krower, Leonard.....	Leonard Krower.....	Wholesale Jeweler.....	Canal & Exchange Place.
Lacoste, P. V.....	P. V. Lacoste.....	Hides and Produce.....	521 Decatur St.
La Cour O.....		Planter.....	840 Common St.
Lafaye, J. Hy., Jr.....	J. Hy. Lafaye & Sons.....	Manufacturers Agents.....	429 Natchez St.
Lafaye, W. Edgar.....	J. Hy. Lafaye & Sons.....	Manufacturers Agents.....	429 Natchez St.
Lanaux, A. T.....	T. Lanaux Sons.....	Commission Merchants.....	525 Conti St.
Landau, B.....	S. & J. Katz & Co.....	Wholesale Notions.....	417 Camp St.
Langenberg Hay & Grain Co.....	Rep. by C. S. Leach, Jr., Mgr.....	Hay & Grain.....	Priour & St. Louis Sts.
Layman, L. M.....	L. M. Layman.....	Commission Merchant.....	320 Magazine St.
Leach, Neal M.....	Traffic Manager T. & P. Ry. Co.....	Transportation.....	Whitney Central Bldg.
Le Blanc, Alfred.....	Alfred Le Blanc, Agent.....	Steamship Agent.....	814 Gravier St.
Lebourgeois, J. C.....	Lebourgeois & Bush.....	Commission Merchants.....	1020 Hibernia Bldg.
Legendre, Emile.....	Emile Legendre.....	Planter.....	1010 Hennen Bldg.
Lemle, Emanuel.....			N. O. Board of Trade.
Leona Rice Mill Co.....	Rep. by E. Aurich.....	Rice Mill.....	328 Magazine St.
Leonhardt, A. F.....	A. F. Leonhardt & Co.....	Grain and Hay.....	332 Magazine St.
Lever, J. B.....	J. B. Lever Co., Ltd.....	Commission Merchants.....	802 Perdido St.
Levy, Isaac.....	Levy's Rice Mill.....	Rice Miller.....	436 Julia St.
Levy, Jake.....	Levy's Rice Mill.....	Rice Miller.....	436 Julia St.
Levy, L.....	Newburger & Levy.....	Cotton.....	832 Common St.
Leverich, Henry.....	Hall Baker Grain Co.....	Grain Exporters.....	625 Whitney Cent. Bldg.
Liberty Oil Co.....	Rep. by Louis P. Samsot Treas.....	Oils.....	517 Gravier St.
Lichtenstein, I. M.....	H. Lichtenstein & Sons.....	Cotton and Com. Merchants.....	843 Union St.
Lochte, Henry.....	The Henry Lochte Co., Ltd.....	Wholesale Grocers.....	319 Tchoupitoulas St.
Loeb, Leopold.....	Levy, Loeb & Co.....	Wholesale Dry Goods.....	214 Camp St.
Louisiana Ry. & Nav. Co.....		Transportation.....	709 Gravier St.
Louisiana State Rice Mill Co.....	Rep. by J. J. Long.....	Rice Milling.....	411 Whitney Central Bldg.
Louisiana Sugar Co., Ltd.....	Rep. by Jules M. Burguieres.....	Sugar and Rice.....	605 Hibernia Bldg.
Louisville & Nashville R. R.....	Rep. by G. S. Burnam.....	Transportation.....	St. Charles & Common Sts.
Lynch, P. P.....	Peter F. Pescud.....	Insurance.....	835 Gravier St.
Lyons, Theo. H.....	I. L. Lyons & Co., Ltd.....	Wholesale Drugs.....	Camp and Gravier Sts.
Mackie, Albert.....	Albert Mackie Gro. Co., Ltd.....	Wholesale Grocers.....	Julia & Tchoupitoulas Sts.
Mackie, Chas. W.....	Albert Mackie Gro. Co., Ltd.....	Wholesale Grocers.....	Julia & Tchoupitoulas Sts.

Name	Firm.	Business	Address.
Mansfield, Walter P.	The Union Oil Co.	Sales Manager.	Gretna, La.
Manson, Chas.	T. J. Henderson	Sugar & Coffee.	235 N. Peters St.
Manson, J. J.	Manson Bros.	Salt.	113 Tchoupitoulas St.
Mapp, Jno. J.	Natl. Enam. & Stamping Co.	Tinware Manufacturers.	S. Peters and Calliope Sts.
Marshall, F. C.	F. C. Marshall & Co.	Coffee Importers.	204 Girod St.
Mary, Paul E.		Brokerage.	320 Magazine St.
Martinez, W. J.	W. J. Martinez & Bros.	Wholesale Shoes.	123 Magazine St.
Mason, G. F.	N. O. Naval Stores Co.	Naval Stores.	1417 Whitney Cent. Bldg.
Matthew, Frank J.		Painter and Decorator.	419 Carondelet St.
Matthews, Chas. R.	Chas. R. Matthews.	Broker.	417 Tchoupitoulas St.
Matthews, Geo. B.	Geo. B. Matthews & Sons.	Grain and Flour.	430 S. Front St.
Matthews, Geo. B., Jr.	Geo. B. Matthews & Sons.	Grain and Flour.	430 S. Front St.
Mattingly, J. M.	S. Locke Breaux.	Rice.	808 Perdido St.
Mayer, Carl & Co Ltd.	Rep. by Wm. Mayer.	Commissioner Merchant.	926 Gravier St.
Menge, J. H., Jr.	J. H. Menge Sons, Ltd.	General Merchandise.	Common & Tchoupitoulas.
Meyer, Berdolph.	Berdolph Meyer.	Brokerage and Commission.	415 Natchez St.
Meyer, Richard Co. Ltd.	Rep. by A. R. Lafonta.	Steamship Agent.	1101 Hibernia Bldg.
Milam-Morgan Co., Ltd.	Rep. by G. M. Milam.	Grain and Feedstuffs.	319 Arcade Place.
Miller, Fred N.	W. A. Gordon & Co.	Merchandise Brokers.	535 Tchoupitoulas
Missouri Pacific Ry. Co.	Rep. by W. H. Reed, G. A.	Transportation.	712 Common St.
Mobile & Ohio R. R.	Rep. by E. A. Bynum.	Transportation.	720 Common St.
Moller, Carl.	American Naval Stores Co.	Naval Stores.	1417 Whitney Cent. Bldg.
Moore, Lucas E, Stave Co.	Rep. by Lucas E. Moore.	Stave Merchants & Exporters.	826 Common St.
Morgan, H. G., Jr.	Milam, Morgan Co., Ltd.	Grain and Feedstuffs.	319 Arcade Place.
Morris, P. S.	Standard Oil Co.	Oils.	Jackson & Claiborne Aves.
Morrow, W. K.	Standard Milling Co.	Rice Millers.	Houston, Texas.
Murphy, Jno. H.	John H. Murphy Iron Wks.	Manfrs. Iron and Machinery.	643 Magazine St.
Murray, C. M.	C. M. Murray.	Rice.	N. O. Board of Trade.
Myles Salt Co., Ltd.	Rep. by B. B. Myles.	Salt.	722 Whitney Central Bldg.
McCloskey, Bernard.	McCloskey & Benedict.	Attorneys at Law.	1203 Hibernia Bldg.
McCloskey, Henry B.	McCloskey Bros.	Prov., Coffee, Sugar, Rice, etc.	Poydras & Magazine Sts.
McCloskey, Hugh.	McCloskey Bros.	Prov., Coffee, Sugar, Rice, etc.	Poydras & Magazine Sts.
McCloskey, Joseph.	McCloskey Bros.	Prov., Coffee, Sugar, Rice, etc.	Poydras & Magazine Sts.
McEvoy, Thos. J.	Thos. J. McEvoy.	Hay and Grain.	740 Fulton St.
Nathan & Fettis.	Rep. by Edw. Nathan.	Freight Brokers & Fwd. Agts.	715 Hennen Bldg.
Nelson & Co.	Rep. by J. W. Redmond.	Merchants.	507 S. Peters St.
Newburger, Joseph.	Newburger Cotton Co.	Cotton Merchants.	Memphis, Tenn.
Newman, A. B.	S. Pfeifer & Co.	Prov. and Dairy Products.	431 Poydras St.
Newman, H & C. Co. Ltd.	Rep. by Geo. Oliver.	Commission Merchants.	930 Gravier St.
Newman, Hart D.	Hartwig D. Newman.	Stocks, Bonds, Securities, etc.	811 Common St.
New Orleans Brewing Co.	Rep. by J. M. Frankenbush,	Brewery.	Jackson Ave and Tchoupi- toulas St.

Pres.

New Orleans Butchers Co-Op.			
Ab. Co.		Slaughter House	N. Peters and Alabo Sts.
New Orleans Export Co.	Rep. by Chas. Monsted	Cotton Seed Products	613 Hennen Bldg.
New Orleans & Northeastern			
R. R.	Rep. by R. H. Tate	Transportation	839 Gravier St.
New York & Porto Rico SS Co.	Rep. by Mr. S. H. DeMilt	Steamships	704 Interstate Bldg.
Niebergall, I N	Tropical Trading Co.	Exporters	1002 Whitney Bldg.
Noll, Albert P	Teutonia Insurance Co	Fire & Marine Insurance	217 Camp St.
Norris, A. F	A. F. Norris	Coffee	230 Poydras St.
O'Keefe, J. D. N. O. Dry Dock & Ship Build-			
		ing Co.	1402 Whitney Bldg.
Orme, Gordon S.	Gordon S. Orme	Rice	209 N. Peters St.
Page, A. H. A. H. Page & Co., Ltd S. S. Brokers & Agents 220 Hennen Bldg.			
Patterson, C. T.	C. T. Patterson Co., Ltd.	Mill Supplies	Julia & Tchoupitoulas Sts.
Penick & Ford, Ltd	Rep. by J. B. Ford	Sugar and Molasses	1100 Whitney Cent. Bldg.
Perkins, Bishop C		Sugar	223 S. Peters St.
Pescud, Peter F	Peter F. Pescud	Insurance	835 Gravier St.
Peters, Henry		Contracting Stevedore	3036 Ursuline Ave.
Pfeifer, Simon	S. Pfeifer & Co.	Prov. & Dairy Products	431 Poydras St.
Pitcher, Horace L	Horace L. Pitcher	Manufacturers' Selling Agent	412 Gravier St.
Pitkin, W. M.	A. Baldwin & Co., Ltd	Hardware	Camp and Common Sts.
Plant, George	H. Vogeman Line	Steamship Agents	1119 Whitney Cent. Bldg.
Porch, James W	Lukens Iron & Steel Co	Iron and Steel	806 Gravier St.
Posner, A. C.	Natl. Blow Pipe & Mnfg. Co.	Manufacturers	738 Dryades St.
Postlethwaite, A. H.	Allen & Postlethwaite	Rice	N. O. Board of Trade
Pradat & Douglas	Rep. by Thos. Douglas	Weighers and Gaugers	331 N. Front St.
Purcell, Alex H.	Hard & Rand	Coffee	422 Gravier St.
Rahm, Philip Rice Milling Machinery 200 Decatur St.			
Rapier, Thos. G.	The Picayune	Newspaper	326 Camp St.
Renshaw, H. S. & Co.	Rep. by H. S. Renshaw	Export Commission	207 Metropolitan Bldg.
Rice, Louis P	Louis P. Rice & Co.	Harness and Saddlery Mfg	230 Decatur St.
Rickert, F	Rickert's Rice Mill	Rice Milling	210 Girod St.
Rickert, Frank M	Rickert's Rice Mill	Rice Milling	210 Girod St.
Rickert, Fred. W	Rickert's Rice Mill	Rice Milling	210 Girod St.
Rodd, C. M.	C. M. Rodd	Grain Broker	309 Cotton Exchange Bldg.
Rogers, Jas. M.	M. A. Rogers & Co.	Grain and Hay	219 Metropolitan Bldg.
Ross, W. P.	Ross & Heyn	Steamship Agents	225 Carondelet St.
Ruffner McDowell & Burch	Rep. by J. A. Fallon	Coffee	318 Magazine St.
Ruffner McDowell & Burch	Rep. by L. D. McDowell	Coffee	318 Magazine St.
Sanders, M. J. Fredk. Leyland & Co., Ltd Steamships 225 Carondelet St.			
Saxon, W. L.	The Smith Bros Co., Ltd	Wholesale Grocers	510 Poydras.

Name.	Firm.	Business.	Address.
Schneidau, P. M.	Paul M. Schneidau, Agent	Coal and Towing	325 Carondelet St.
Schlieder, E. G.	American Brewing Co.	Brewery	728 Conti St.
Scherck, Louis	H. T. Cottam & Co., Ltd.	Wholesale Grocers	Girod and Tchoupitoulas.
Schreiber, Henry B.	Henry B. Schreiber & Bro.	Hay and Grain	212 Poydras St.
Schwabacher, Max.	Max Schwabacher-Levy Co., Ltd	Wholesale Grocers	529 Poydras St.
Schwartz, L. E.	Schwartz Bros. & Co.	Wholesale Dry Goods	100 Magazine St.
Sinnott, J. B.	The Smith Bros. Co., Ltd.	Wholesale Grocers	510 Poydras St.
Sirera, W. B.	H. T. Cottam & Co., Ltd.	Wholesale Grocers	Girod and Tchoupitoulas.
Sloo, Thos.	Whitney, Sloo Co., Ltd.	Harness & Saddlery Mnfrs	733 Tchoupitoulas St.
Smith, Geo. K.	Simonds Mnf. Co.	Mill Supplies	Gravier & Tchoupitoulas.
Smith, Terrence	Terrence Smith	Contracting Stevedore	319 Carondelet St.
Smith, Wm. Mason	Wm. Mason Smith & Co.	Cotton	843 Union St.
Socola, A.	Socola Rice Mill.	Rice Milling	600 Decatur St.
Socola, Wm.	Socola Rice Mill.	Rice Milling	600 Decatur St.
South Atlantic S. S. Line.	Rep. by F. B. Pearce	Steamships	820 Common St.
Southern Pacific Co.	Rep. by Chas. S. Fay	Transportation	Metropolitan Bank Bldg.
Standard Brewing Co.	Chas. Wirth, President	Brewery	524 S. Johnson St.
Stearns, H. D.	Johnson Iron Works, Ltd.	Machinery & Mill Supplies	Julia and Delta Sts.
Steckler, Jos.	J. Steckler Seed Co., Ltd.	Seeds	512 Gravier St.
Steele, The J. H. W. Co.	Rep. by J. D. Hardin, Jr.	Steamship & Fwdg Agents	1105 Whitney Bldg.
Stern, Edgar B.	Lehman Stern & Co. Ltd.	Commission Merchants	839 Gravier St.
Stewart, Carnal & Co., Ltd.	Rep. by Bernard Meyer	Coffee	430 Gravier St.
St. Louis & San F. R. R. Co., Rep. by Roy Terrell	St. L. & San Fran. R. R. Co.	Transportation	Common & St. Charles
Swedish Iron and Steel Corp., Rep. by Marcel Rey, Vice-Pres. & Manager		Iron and Steel	Race & Tchoupitoulas Sts.
Swift, & Co., Ltd.	Rep. by Reynolds Keith	Provisions	Julia & Magazine St.
Tete, Chas. F.	Chas. F. Tete	Factor and Broker	216 Godechaux Bldg.
Texas & Pacific Ry. Co.	Rep. by H. W. Bechtell, G. A.	Transportation	207 St. Charles St.
Tietjen, W. H.	Jac. Trautman & Co.	Rice	401 Magazine St.
Thiroux, A.	A. Thiroux	Rice	N. O. Board of Trade.
Thompson, Geo. P.	The Smith Bros. Co., Ltd.	Wholesale Grocers	510 Poydras St.
Thompson, W. B.	Thompson W B & Co.	Commission Merchants	808 Perdido St.
Trautman, Jac.	Jac. Trautman & Co.	Rice	401 Magazine St.
Trautman, Jos.	Jac. Trautman & Co.	Rice	401 Magazine St.
Trautman, W. J.	Southern Rice Mill. Co.	Rice Milling	325 N. Peters St.
Vaccaro, L.	Vaccaro Bros. & Co.	Tropical Fruits & S. S.	303 Interstate Bldg.
Vila, Delfin	Sevilla & Villa	Steamship Agents	219 Varieties Place.
Warriner, M.	Elder Dempster & Co.	Steamship Agents	823 Gravier St.
Warriner, R. A.	Elder Dempster & Co.	Steamship Agents	823 Gravier St.
Washburn Crosby Co.	Rep. by W. D. Currie	Flour	436 Gravier St.

Waterman, J. S.	J. S. Waterman & Co.	Hay and Grain	315 Gravier St.
Watt, T. R.	Fulton Bag & Cotton Mills	Bags and Bagging	Gaiennie & S. Peters Sts.
Weinberger, Chas.	Fruit Dispatch Co.	Tropical Fruit	708 Union St.
Weis, S. W.	Julius Weis & Co.	Cotton	817 Gravier St.
Weiss Frank Co., Ltd.	Rep. by Chas. A. Weiss	Wholesale Grocers	517 Tchoupitoulas St.
Wellington, Jno. A.	Sharp & Doehme.	Manufacturing Chemists	516 Common St.
Werlein, Philip	Philip Werlein, Ltd.	Pianos & Musical Instruments	605 Canal St.
West, Fredk. J., Inc.	Fredk. J. West, Inc.	Coffee	320 Magazine St.
Westfeldt, Thos. D.	Westfeldt Bros.	Coffec	528 Gravier St.
Westfeldt, G. R.	Westfeldt Bros.	Coffee	528 Gravier St.
Wexler, Sol.	Whitney-Central Natl. Bank	Banking	Gravier & St Charles Sts.
Wharton-Davies, E. H.	E. H. Wharton-Davies	Cotton Seed Products	204 Carondelet St.
Wiegand, Geo. A.	Geo. A. Wiegand & Co.	Prov. and Dairy Products	523 Poydras St.
Wight, Pearl			1402 Whitney Cent. Bldg.
Woodward, M. T.		Coffee Broker	320 Magazine St.
Woodward Wight Co Ltd.	Rep. by Mr. W. E. Priest	General Merchandise	Howard Ave & Constance St.
Wright, J. W. C.	N. O. Furniture Mfg. Co.	Manufacturers Furniture	5205 Front St.
Wuerpel, A. C.	Metropolitan Bank	Banking	Poydras & Camp Sts.
Wylter, Julius	Consumers Brew. Co.	Brewery	Clio & Liberty Sts.
Yazoo & Miss. Valley R. R. Co.	Rep. by R. C. Perkins	Transportation	Howard Ave & Rampart
Ziegler, Chas. W.	Schmidt & Ziegler, Ltd.	Wholesale Grocers	Howard ave. & Fulton St.
Zoeller, Louis W.	Kelly & Zoeller	Provisions & Dairy Prod	Natchez & Tchoupitoulas.

VISITING MEMBERSHIP.

Name.	Firm.	Business.	Address.
Allen & Friedrichs.....		Freight Brokers & Fwd. Agts.....	840 Gravier St.
Atlantic Fruit & S. S. Co.....	Rep. by A. E. Martin.....	Steamship & Importing.....	504 Interstate Bldg.
Bacas, P. A.....		Real Estate.....	333 Bourbon St.
Ballard, Marshall.....	N. O. Item.....	Newspaper.....	210 Camp St.
Barker, Frank L.....	Frank Barker Co., Ltd.....	Commission Merchants.....	523 Decatur St.
Beck, W. C.....	W. C. Beck.....	Hay and Grain.....	539 Magazine St.
Benoist, Lee.....	Bertron, Griscom & Co.....	Bankers.....	208 Carondelet St.
Bickford, W. S.....	Crescent City Carbonate Co.....	Mineral Waters.....	1735 Religious St.
Bluefields Fruit & S. S. Co.....	Rep. by Chas. DeLerno.....	Fruit Importers & Steamships.....	704 Whitney Bldg.
Bush, R. G., Jr.....	LeBourgeois & Bush.....	Commission Merchants.....	1020 Hibernia Bldg.
Central Ice & Cold Storage Co.....	Rep. by W. H. McGaw.....	Ice Manfctrs. & Storage.....	Julia and Basin Sts.
Chicago R. I. & P. R. R. Co.....	Rep. by O. C. Turlington.....	Transportation.....	Whitney Central Bldg.
Commander, A. & Co.....		Wines, Liquors Etc.....	322 Magazine St.
Connaughton, A. J.....		Freight Broker.....	816 Perdido St.
Consumers Biscuit Co., Ltd.....	Rep. by J. S. Fineran.....	Mfctrs. Crackers & Cakes.....	521 S. Front St.
Crescent River Port Pilots.....		River Pilots.....	1016 Hennen Bldg.
Cudahy Packing Co.....	Rep. by W. H. Arnold.....	Prov. and P. H. Products.....	Calliope and Pilie Sts.
da Ponte, H.....	H. da Ponte & Co.....	Exporter.....	715 Whitney Central Bldg.
Deeves, Miss Lilly.....	W. H. Deeves.....	Merchandise Broker.....	320 Arcade Place.
Delta Duck Club.....	Rep. by Jno. Dymond, Jr.....		339 Carondelet St.
Faust, Wm. C.....	N. O. Transfer Co.....		840 Common St.
Feahney, Estate Chas.....		Grocers.....	S. Rampart & Poydras Sts
Gelpi, Paul & Sons.....	Rep. by J. J. Gelpi.....	Wholesale Liquors.....	227 Decatur St.
Glover, Geo. J.....		General Contractor.....	1022 Whitney-Central Bldg.
Glover, H. C.....			Bay St. Louis, Miss.
Goldsmith, Ralph.....		Rice.....	200 Tchoupitoulas St.
Graham-Boswell Co., Ltd.....	Rep. by D. R. Graham.....	Manufacturers Agents.....	416 Gravier St.
Graham, Thos.....	P. Graham & Co.....	Provisions & Dairy Products.....	406 Magazine St.
Hammond, W. J., Co., Ltd.....	Rep. by C. S. Schaefer.....	Steamship Agents.....	421 Hibernia Bldg.
Harvey, James C.....	Harvey-Faust Brokerage Co.....		St. Louis, Mo.
Higinbotham, H. T.....	Merchants Railway Claim Agency Ltd.....		704 Hennen Bldg.
Hyatt Sta. Manfet. Co., Ltd.....		Manfet. Stationers.....	407 Camp St.
Lascelles, A. S. & Co.....	Rep. by B. Delvalle.....	Rice Exporters.....	203 N. Peters St.

Leonhardt, E. A.	With Westfeldt Bros.	Coffee	538 Gravier St.
Low, Clarence F.	Liverpool & London & Globe Ins. Co.	Insurance	Common & Carondelet Sts.
Manion & Co.	Rep. by J. E. Manion	Plumbers Supplies	622 Baronne St.
May & Ellis, Co., Inc.	Rep. by F. May	Importers Laces, etc.	217 Chartres St.
McClure, Robt. C.	New Orleans Import Co.	Tea & Spices	Natchez & Tchoupitoulas.
McInnis, A. H.		Broker, Grain & C. S. Products	320 Magazine St.
Mergenthaler Linotype Co., Ltd.	Rep. by Fred. W. Bott	Linotype Machines	Lafayette & Baronne Sts.
Montes, Avelino, S. S. Co.	Rep. by Daniel P. Mena, Agt.	Steamship Agents	511 Godchaux Bldg.
Muller Furn. Manf. Co.	Rep. by J. F. Muller	Furniture Manufacturers	200 N. Derbigny St.
McFarlane, F. C. & Son		Ship Chandlers	Julia and Church Sts.
New Orleans & Great North- ern R. R. Co.	Rep. by M. J. McMahon, G. F. A.	Transportation	Whitney Central Bldg.
New Orleans Chair Co.	Rep. by B. H. Connart	Chair Manufacturers	425 Celeste St.
New Orleans Cold Storage & Warehouse Co.	Rep. by Harry H. Marks		Gaiennie & Front Sts.
New Orleans Live Stock Ex- change	Rep. by T. J. Perrin, Secty.		Stock Landing.
New Orleans Roofing & Metal Works	Rep. by A. S. White	Manufacturers	Scott & St. Louis Sts.
New Orleans Tent & Awning Co.	Rep. by H. R. Pedarre	Manufacturers	420 Camp St.
Orleans Manufacturing Co.	Rep. by N. E. Shirer	Coffin Manufacturers	636 S. Peters St.
O'Kelley, Jno. G.	With Woodward-Wight Co., Ltd.	General Merchandise	Howard Av. & Constance St.
O'Rourke, R. E.		Forwarding Agent	628 Audubon Bldg.
Otis Manf. Co., Ltd.	Rep. by H. A. Otis, Pres.	Lumber	Peters Ave. and Levee.
Pollock, L. C.		Merchandise Broker	319 Poydras St.
Porteous, W. A.	Western Union Tel. Co.	Manager	St. Charles & Gravier Sts.
Ramoneda, John	Ramoneda Bros.	Stave Exporters	2533 Tchoupitoulas St.
Ruch, Herbert H.		Meats, Vegetables, etc.	No. 1 Poydras Market.
Salmen, Fritz	Salmen Brick & Lbr. Co. Ltd.	Manufacturers	716 Common St.
Salomon, M. W.	M. W. Salomon & Co.	Ship Chandlers	St. Charles Ave. & Clie St.
Schmedlje, August	Anheuser-Busch Brew. Co.	Branch Depot	113 Gravier St.
Schuck, H. P.	The Nitrate Agencies Co., Inc.	Importers	307 Perrin Bldg.
Seeberg, Rolf	R. Seeberg Ship Chand. Co.	Ship Chandlers	Common & Tchoupitoulas.
Seymour, Wm. D.		Manufacturers Agent	516 Magazine St.
Smith, John A.		Com. of Freight & Transp.	N. O. Board of Trade.
Stauffer, Walter R.	Stauffer, Eshleman & Co., Ltd.	Hardware	511 Canal St.

Name.	Firm.	Business.	Address.
Steege Printing & Pub. Co.		Printing & Lithographing, etc.	938 Lafayette St.
Stern Foundry & Mchy. Co.	Rep. by Nathan Stern	Mchy. & Mill Supplies.	St. Thomas & Chippewa Sts.
Stewart-Carnal Co., Ltd.	Rep. by A. W. Berdon	Coffee	430 Gravier St.
Streiffer, M.		Ship Supplies	2317 Tchoupitoulas St.
Tacea, Albert.	With H. T. Cottam Co., Ltd.		P. O. Box 297.
Texas Co., The.	Rep. by L. A. Jung	Petroleum Oil.	810 Whitney Bldg.
Thomson, James M.	New Orleans Item	Newspaper.	210 Camp St.
Thompson, J. W.		Sand and Gravel.	209 Hibernia Bldg.
Thompson, T. P.		Life Insurance.	213 Hibernia Bldg.
Tupper, Allen.		Building Material, Etc.	625 S. Peters St.
United Warehouse Co.	Rep. by Jos. R. Behrens	Warehouse	815 Fulton St.
Williams, Richardson & Co., Ltd.		Wholesale Dry Goods.	209 Magazine St.
Wilkins, A. C.	Southern Rice Growers Assn.	Rice	Jennings, La.
Wimberly, R. L.	Wimberly & Reiber	Merchants	St. Joseph, La.
Woolworth J. W. & Co.	Rep. by F. S. Dean, Mgr.	Department Store	737 Canal St.

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