

# War Has Not Checked N.O.'s Commercial Progress

# Year's Progress of Port of N. O.

# New Orleans Markets the Product of Great Section

A. H. Burden, manager of the Merchants and Manufacturers Bureau, relates the progress during the year of that organization as follows:

The year 1917 has proved the most successful from every viewpoint in the history of the Merchants and Manufacturers Bureau of the Association of Commerce.

In the early part of the year the successful reorganization of the Association of Commerce brought greatly increased membership and more complete co-operation.

The increase in the bureau membership from 300 to upwards of 600 active members was of great value to the market. It means that practically every jobber and manufacturer of any importance is now a member, and consequently the merchant who visits the city to make his purchases is provided a wide range of firms and lines from which he can supply his needs.

Business in the wholesale and manufacturing trade of New Orleans was never better. Conditions in the surrounding country indicate a continuance of the prevailing prosperity. The crop outlook is excellent and excellent prices will be received for both agricultural and mineral products.

Indicative of the prosperity existing in New Orleans trade territory is the success of the buyers' convention held this year—the spring convention in February and the fall convention in the latter part of August.

"A much more prosperous year than we expected," is the consensus of reports by officers of local home-stead and building and loan associations in their contribution to the September 1 resume. One year ago when it was becoming apparent that the United States might be forced into the world war, the associations prepared for a dull period. Contrary to expectations, they have experienced one of the most prosperous years in their existence.

As in all other lines of business, the various associations have had different experiences during the last twelve months, and in some respects the opinions of their representatives are at variance. On some points, however, they all agree. All report that during this period money has been excessively plentiful. The result has been a keen demand for the various classes of stock, and prompt and heavy payments by borrowers.

New Orleans so far in the great war has passed through one of the most successful business periods in its history, as indicated by the bank clearings which for the first eight months of 1917 exceeded those of the same period of the preceding year by about \$285,000,000, and by the reports from banks and other financial and commercial institutions. In spite of the various uncertainties and of new problems financiers said the year has shown unusually satisfactory results. In some particulars the city has taken a distinctly advanced position, especially in the matter of the remarkably successful handling of the Liberty Loan campaign. New Orleans showed itself the most efficient portion of the South. The banks not only gave freely of the services of their officials and employees, but contributed out of their own funds thousands of dollars for the expenses of the campaign. The result was a large over-subscription. High prices of sugar, rice and cotton have contributed to the big

commercial and banking business and general business of all kinds is said to have been the best the city has known in many years, although it has not been engaged to so large an extent as Northern cities in manufacturing war materials. The fact that crops in Louisiana and nearby territory, while not as good as had been hoped for, still will be large and will be disposed of at profitable prices, makes the outlook for the business year beginning bright.

The most important industrial development was the purchase by Morris & Co., of the Crescent City Slaughter House Company's plant and the Union Stock Yards, with the subsequent announcement that a cold storage branch will be erected at Howard and Tchoupitoulas streets at \$250,000 to take care of distribution of the company's product in New Orleans and tributary territory. Morris & Co. are planning to make the city one of the important live stock markets of the country. Reports recently have been persistent that another large packing company is seeking an entry into this field.

It took a world war to make the South a shipbuilding section, but when the word was given the result surpassed the wonderful things which Aladdin performed by rubbing his magic lamp. A year ago a large vessel had not been constructed south of Newport News. Now the total of shipbuilding under way in the South from Baltimore to Galveston amounts to \$370,000,000, of which \$90,000,000 is being built at the New port News yards and \$280,000,000 in new shipbuilding yards which have been developed in the last ten months, and most of them within the last five months.

Most of this work is under way in New Orleans territory. The gulf coast is echoing the sound of the triphammer and saw, piecing together America's new merchant marine. It is adding business to the South, giving more money to this section and furnishing employment to every able-bodied man. It has built up business in a great territory of which New Orleans is the real commercial center. Through but four ships are being built in New Orleans—steel oil tankers, at the Violet plant—the Crescent City is being benefited by the work, as it is here great quantities of the additional supplies must be obtained.

The largest shipbuilding plant in the immediate New Orleans territory is located at Orange, Tex., where twenty-one ships are in course of construction. Even closer are the Jahneke Shipbuilding Company's yards at Madisonville, where four vessels are being built; the Salmen yards at Slidell, and plants at Slidell, and plants at Pascagoula and Gulfport. Mobile, only four hours away, and Pensacola and Tampa are also active with shipbuilding activities.

**The Whale's Appetite.**  
A whale's appetite is phenomenal. His chief diet consists of jellyfish. He has simply to open his mouth and paddle along leisurely in order to take in jellyfish by the wagon load. Such is the method adopted by the whalebone whale. The sperm whale, on the contrary, captures huge squids weighing often several tons. Like his brother the whalebone whale, he must be constantly on the lookout for food; otherwise he would starve. As many as fourteen seals have been taken from a thirty foot "killer."

The fiscal year ending June 30, 1917, was by far the most prosperous year in the history of the port in the volume of exports and imports. Statistics issued through the office of the collector of the port show that New Orleans exported from July 1, 1916, to June 30, 1917, domestic merchandise valued at \$301,335,809, a gain of nearly \$100,000,000 over the same period of the previous year, while imports were valued at \$105,346,158, compared to \$89,261,318 during the year 1915-16.

The Board of Port Commissioners has greatly broadened its plans and gone ahead with a comprehensive project for bettering the port's facilities. The great public grain elevator was completed and a big annex is now almost completed. Plans were formulated for greatly increasing the cotton warehouse. The board has made new purchases of real estate near the river front with a view to the erection of a warehouse system for such commodities as sugar, rice, coffee and flour. In June the old waterworks property, comprising a large square, was purchased at a cost of \$85,000. Last month the board acquired six entire squares of ground, bounded by Chartres, Kentucky, Dauphine and Convent streets, paying \$11,000. Large contracts were let for rebuilding and improving the docks, some of which were badly damaged by the September, 1915, storm.

New Orleans port facilities are unexcelled by those of any other city in the world. Ships may be loaded and unloaded as quickly and cheaply here as any other port; also they may be docked rapidly and with a minimum of expense.

The development of the port facilities has resulted through the wise policy of making the river front the property of the state, and the operation of the docks by a board of port commissioners who serve without salary. Not only has this board brought the docks for general merchandise up to an almost unlimited first-class capacity, but in addition have made immense progress in building huge, modern, concrete cotton warehouses and grain elevators.

Not only is the cotton warehouse the largest in the world, but New Orleans also is working rapidly to the point where it will have the largest elevator capacity for grain. Scarcely had the public grain elevator with its capacity of 1,025,000 bushels been completed a few months ago before it was filled. To meet the demand, the Dock Board contracted for a second elevator or unit adjoining the first. It will have a capacity of 3,370,000 bushels, and a large force of men is working night and day to complete it by October 1. Every ounce of energy possible is being exerted to have this unit finished before the great grain movement gets well under way, and there appears but little doubt of its being ready within thirty days.

The rice business in New Orleans in the year ending August 4 was prosperous, the latter portion of the year showing record prices and a strong demand, which took practically all of the old crop at sight. Receipts of rice, as shown in the tabulation, were larger than those of the preceding season and the distribution of clean rice amounted to 1,000,000 pockets more than the year before. The highest price received for rough rice was \$7.57 and the lowest \$2. The highest price received for clean rice was \$4.18 a pound and the lowest 2.3-8c.

The report of the movement at New Orleans, prepared by the Board of Trade, for 1916-17, follows:

	Rough Sacks	Clean Receipts Pockets
August	221,968	38,062
September	288,260	89,025
October	253,135	214,282
November	233,176	275,189
December	113,261	186,995
January	20,991	210,637
February	93,154	159,616
March	146,502	203,963
April	64,833	287,775
May	11,966	267,356
June	10,632	88,588
July	9,987	50,306
Totals for seasons:		
1916-17	1,578,218	2,090,807
1915-16	1,350,131	1,283,203
1914-15	1,260,199	904,161

The new rice crop has been arriving slowly as shown by the figures of Monday at the Board of Trade, when receipts were 98,868 sacks this season, compared with 173,276 for the same period last year. The rice did not begin to arrive until well into August. It is generally agreed that the rice crop will be short this season. In Louisiana a shortage of at least 20 per cent is predicted and in Texas as high as 60 per cent is mentioned. Arkansas is said to be likely to make an average crop.

The past season has been the most remarkable in the history of the cotton trade since the Civil war period. Prices have ruled at a higher level than has been known since the season of 1869-70, when the highest price per pound was 32c. This year, although the average price for middling for the whole season was 18.41c, middling cotton sold during July as high as 25.56c in Texas and 26.75c in Georgia.

According to the annual report of Secretary Hester of the New Orleans Cotton Exchange the commercial crop last season was 12,940,933 bales, and the annual growth 12,966,000 bales. The commercial crop is the amount of cotton actually marketed or brought into sight, while the actual growth is arrived at by deducting the cotton carried over from the previous season and adding the cotton carried over in

the year to an appreciably large figure.

New Orleans continued to be a great factor in the coffee market during the season just closed. There was some falling off in the totals, due to the scarcity of shipping, but the season was a prosperous one, notwithstanding. The total receipts for the past season were 2,075,999 bags as against 2,355,092 in 1915-16 and 2,238,731 in 1914-15. Deliveries for the past season totaled 2,020,629 bags. The loss in imports was entirely in Brazilian shipments, the receipts from other countries showing a considerable gain.

On ne risque pas plus de rire sous un bombardement que de trembler, et c'est plus beau.

UN ARTILLEUR.  
Penser, c'est bien; agir, c'est mieux.

**WILL POWER.**  
No one likes the dead eyed man whose face shows that he has tasted the drags in the bottom of the cup of experience, but William Maxwell, writing in Callier's, says there is an attraction in the level eyes of the man who has seen the drags and pushed the cup away.


**Maine's First Hotel.**  
Maine's first public hotel was built in 1654. Waddock's Ordinary, erected near Old Orchard, according to a Saco historian, is entitled to the distinction. The old tavern was erected by Henry Waddock and stood almost within sight of the large summer hostleries which fringe the crescent shaped beach at Old Orchard.

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