

Latest Market Reports

STOCK MARKETS

NEW YORK STOCKS
New York, June 15.—Equipments, motors and oils were the foremost features of today's restricted stock market.

Table of stock prices including American Beet Sugar, American Car & Foundry, American Locomotive, etc.

COTTON MARKETS

Wilmington (spot) 29
Charleston 29
Norfolk 29
Savannah 29

NEW YORK COTTON

New York, June 15.—While some what irregular, the cotton market made a general firm showing early today.

Table of cotton prices for July, October, December, January, and March.

NEW YORK SPOT

New York, June 15.—Cotton: Spot, steady; middling, 30.40.

NEW ORLEANS COTTON

New Orleans, June 15.—After a fall of one to two points around the opening call today on the good weather map, the cotton market steadied up and rose to a level 12 to 23 points over yesterday's close.

Table of New Orleans cotton prices for July, October, December, January, and March.

NEW ORLEANS SPOT

New Orleans, June 15.—Spot cotton, steady and unchanged. Sales on the spot, 542; to arrive, none.

CHICAGO GRAIN

Chicago, June 15.—Corn ascended rapidly today on reports of hot winds in the west. Opening prices, which showed from 1.4 to 1.3c advance with July at 1.42 1-2 to 1.43 1-8 and August 1.44 1-2 to 1.45 1-2 were followed by a decided additional upturn.

MONEY MARKET

New York, June 15.—Mercantile paper, four months 6 per cent, six months 6; sterling, sixty day bills on banks 4.72; commercial, sixty day bills 4.71 3-4; demand 4.7535; cables 4.76 7-16. Bar silver 99 1-2.

NEW YORK CLEARING HOUSE

New York, June 15.—The actual condition of clearing house banks and trust companies for the week shows that they hold \$69,596,530 reserve in excess of legal requirements.

NAVAL STORES

Spirits—53 cents.
Rosin—Nothing doing.
Tar—\$3.50 and 16 cents.
Crude—\$5.00, \$5.00 and \$4.00.

COTTON SEED OIL

New York, June 15.—The cotton seed oil market closed quiet. Spot, none. June, 20.00. July and August, 20.10. Sales, none.

Peace Treaty Signed

Amsterdam, June 15.—A provisional peace treaty has been signed by representatives of Russia and the Ukraine, according to a telegram from Kiev.

ONLY ONE SUB OFF AMERICAN COAST

(Continued from Page One.)
is now being pursued of fighting the submarines in the narrow seas.
'Well, I judge, both from official information and cable dispatches in the newspapers, that they have already failed in their purpose. It looks as though they had merely brought the war home to the American people, reminding them in this dramatic way that the seas are all one and that they have a common interest with us, and the other allies in conquering the power which invented this modern method of piracy. That represents another defeat for the Germans.
'We shall have to wait on events before judgment can be formed as to whether the enemy will persist in this

new policy. I am not inclined to take the business seriously. It cannot be serious in relation to the immense volume of sea traffic between the United States and Europe. But I must enter one caveat. The proper policy is, as I have said, centralization of effort in the decisive area, but that does not mean that no submarine can escape and cross the Atlantic. No such guarantee can be given.

'What then should be done? I see it is reported that American-coast bound traffic will be convoyed. If that be the case, the same principle will be adopted as has proved successful during the past year or so, but this will be a quite secondary effort, I imagine, since, according to the statement made by the naval secretary in Washington the American naval authorities are convinced that if the submarine is to be mastered it must be mastered in the narrow seas.

'American resources are developing rapidly and the two policies, I hope, may not prove incompatible, namely, co-operation in the main offensive with a measure of protection to local traffic.
'You know, of course,' the first sea lord continued, 'that for more than a year past American men of war have been operating from Queenstown. It also has been known for some time that there are American ships in the Mediterranean. I do not think it can be regarded as a secret from the Germans that American men of war are also acting against the enemy off the Gibraltar.

'This co-operation constituted a remarkable testimonial to the strategic insight of the American naval authorities, who have not hesitated to send battleships to join the grand fleet in the North sea.

'I wonder how many people realize that the decision of the American naval authorities in sending ships 3,000 or more miles across the Atlantic to defend American interests, represents a unique triumph of a fundamental strategic principle.'

Discussing the relations of the two navies, Admiral Weymss said:
'On the broad lines of strategic policy complete unanimity exists. Admiral Benson and Admiral Mayo have both visited us and studied our naval plans. No officers should have exhibited keener appreciation of the naval situation. I find it difficult to express the gratitude of the British service to these officers and to Admiral Sims for the support they have given us. Our relations could not be more cordial.

'The day-to-day procedure is of the simplest. Every morning I hold conference with the principal officers of the naval staff, and Admiral Sims is present as the representative of the United States fleet, joining freely in the discussion of the various subjects which arise. I need not add that I keenly appreciate his help. At sea the same spirit of cordial co-operation exists—extremely cordial. I should like to say we have, fortunately, a common language and common traditions, which have done much to assist us in working together.

'The American officers and men are first rate. It is impossible to pay too high tribute to the manner in which they settled down to this job of submarine hunting and to the intelligence, resource and courage they have exhibited.

'They came on the scene at the opportune moment. Our men had been in the mill for many weary months. Possibly the American people, so far removed from the main theatre of the war, can hardly appreciate what it meant when these American officers and men crossed the Atlantic.

'They have been splendid, simply splendid. I have seen a number of the destroyers and conversed with a large number of officers. I also have had many reports and am not speaking of the aid the United States has rendered without full knowledge.

'Not only are the vessels well constructed and the officers and men thoroughly competent, but the organization is admirable. It was no slight matter for so many ships to come three thousand miles across the Atlantic to fight in European waters. The decision raised several complicated problems in connection with supplies, but those problems have been surmounted with success.

'This submarine business will not have any effect on a transport movement which, judged from the standpoint of a seaman, has no parallel in history. A year ago the enemy was boasting that his submarines would prevent American troops being moved to Europe. I do not know whether that statement was ever believed in Germany or whether it was merely puffed about in the belief that it would make the Americans nervous, but whichever it was, neither the transports nor the performances of the U-boats have affected the movement.

'That is a very remarkable fact which, judging by the German newspapers, is producing a great impression in Germany. Not so long ago the falling off in sinking of tonnage was explained by the enemy as being due to the fact that there were few ships to attack.

'And now in the fact of that statement, American troops are coming across the Atlantic week by week by tens of thousands and moving up to the firing line. At the same time, war supplies in great variety are being brought across the Atlantic with comparatively small losses and the food situation in the British Isles is actually more satisfactory today than it was a year ago. In spite of the submarines, we have got rid of queues. The people are contented and the general situation so far as it is influenced by the naval effort has improved although the enemy is making his maximum attack on every ship afloat, British, allied and neutral.

'Those results have been achieved by adherence to the only sound strategic principle—concentration of effort.'

Eastern league outfits have been soft for Bridgeport this season. But why shouldn't Bridgeport have easy sailing, with a Skiff in center field.

Do not forget that Dr. SETH ARNOLD'S BALMSAM is the best known remedy for all bowel complaints. Warranted by J. H. Hardin.—Adv.

VERNON UNDER ARREST WITH SIR JOSEPH JONES

Will Face Bow Street Court For Giving Information Useful to Enemy

London, June 15.—Charles Alfred Vernon, who is said to have been employed in an important capacity in the ministry of munitions, was charged in Bow street police court today with conspiring with Sir Joseph Jones, former lord mayor of Sheffield, who was recently arrested on the charge of having communicated information useful to the enemy.

The case was adjourned until next Wednesday, when the two prisoners will be arraigned together.

Sir Joseph Jones, a prominent steel manufacturer, was born and educated in Germany and became a British subject by naturalization in 1878. Yesterday the arrest of "a prominent official of the government offices" was reported from London. It has been asserted in London reports of the case that the alleged offense was committed before the war.

Are You Going to the big dance at Lumina tonight?—Adv.

Jimmy Austin, of the Browns, is hobnobbing with the 300 bunch of hitters this season, whereas last year the veteran hot-corner guardian was but 239 strong with the stick.

The Giants' record at home as compared with that made while visiting their National league brothers shows that McGraw's boys are regular home-loving folks.

Are You Going to the big dance at Lumina tonight?—Adv.



OCEANIC HOTEL advertisement for Wrightsville Beach, featuring 'Now Open Write For Reservation' and 'Unexcelled Cuisine'.

SEASHORE HOTEL advertisement for Wrightsville Beach, N.C., featuring 'The most popular hotel at the safest and most attractive resort on the South Atlantic Coast'.

For Sale Quick ONE CARLOAD COWS advertisement for fresh milch cows.

SALE OF REAL PROPERTY STATE OF NORTH CAROLINA. By virtue of the authority conferred in a certain mortgage deed made by...

FORECLOSURE SALE By virtue of the power of sale contained in a certain mortgage deed made by Stacy Adams to the Wilmington Home-stead and Loan Association...

NOTICE OF SALE OF LAND. By virtue of the power of sale contained in a certain mortgage deed dated March 14th, 1916, made and executed by Nannie Anderson to J. D. Edwards...

MORTGAGE SALE By virtue of the power of sale contained in a certain mortgage deed made by Lottie Perkins of Wilmington, N. C., to W. M. Cumming...

MORTGAGE SALE By virtue of the power of sale contained in a certain mortgage deed made by Lottie Perkins of Wilmington, N. C., to W. M. Cumming...

FORECLOSURE SALE By virtue of the power of sale contained in a certain chattel mortgage from J. H. Johnson and J. P. Creley to the City of Wilmington, N. C., to C. W. Cummings...

GREENFIELD PARK DEVELOPMENT COMPANY. COMMISSIONER'S SALE By virtue of a decree of the superior court, made on the 30th day of April, 1918...

"SANS-SOUCI" SAUSAGE advertisement for pure pork sausage.

CAROLINA PACKING COMPANY advertisement for various meats.

ATLANTIC COAST LINE advertisement for train services.

White House Coffee advertisement for best grocers.

Suburban Schedule advertisement for train services.

WEEK-DAYS advertisement for train schedules.

IN EFFECT SATURDAY, JUNE 8, 1918. advertisement for train services.

FREIGHT advertisement for train services.

SUNDAYS advertisement for train services.

Advertisement for train services including freight and passenger schedules.