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TODAY'S SCHEDULE NATIONAL LEAGUE Chicago at Brooklyn, (two) cloudy Pittsburgh at Philadelphia (two) St. Louis at New York, cloudy. Cincinnati at Boston, cloudy.

MERICAN LEAGUE Philadelphia at Chicago, cloudy. New York at St. Louis, clear. Washington at Detroit, cloudy. Boston at Cleveland, cloudy.

SOUTHER LEAGUE TO THE New Orleans at Nashville clear. Birmingham at Memphis, clear. Mobile at Chattanooga, clear. Atlanta at Little Rock, clear.

AMERICAN LEAGUE. Results Vesterday. At Detroit 1; Washington 8. 2nd: Detroit 10; Washington 2. At Cleveland 4, Boston 3, At Chicago 2; Philadelphia 5. At St. Louis 1; New York 2.

Standing of the Clubs. Won. Lest. 98

Cleveland 42 New York 36 Detroit 37 Washington 31 St. Louis30 Philadelphia27 NATIONAL LEAGUE. Results Yesterday. At Boston 0; Cincinnati 4.

At Brooklyn-Chicago, wet grounds.

At New York 3; St. Louis 2. 2nd: New York 3; St. Louis 2. At Philadelphia-Pittsburgh, 1ain. Standing of the Clubs. Won. Lost. Pct

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Beston Pittsburgh

> American Association, At Minneapolis 2; Milwaukce 1. At Columbus 0; Louisville 4. At St. Paul 4; Kansas City 0. (Only three played.)

international League. At Newark-Richmond, rain. At Rochester 2; Montreal 1 At Buffalo 9; Toronto 10. At Providence 9; Baltimore 2.

Southern Association. At Memphis 3; Birmingham 0. At Little Rock 6: Atlanta 3. At Nashville 6; New Orleans 6; (11 innings, darkness.) At Chattanooga 6, Mobile 3.

NEW YORK-DAY-BY-DAY. (O. O. McIntyre).

(Special Correspondence to The Dis

patch.) New York, July 10.- This is the time of year when Broadway is supposed to be deserted except for the chorus girls and their patient brothers-the chorus men. Those who have limousines are lolling about in the Berkshires or the White Mountains or the mountain fastnesses of tains or the mountain fastnesses of "The 1916 Condition Report issued in the Union Depot, which is in the Maine. It is the day of the visitor. by the Census Bureau May 25th (first heart of Atlanta, until 7:00 A. M., if School teachers from Kansas City, report) was 77.5—September 25th (the

Broadway from being deserted. Every train disgorges its quota of wide-eyed out-of-towners who want to

the school journal. and have some of the romance folted which would practically mean a crop out of her by his bombastic attitude, failure.

But Broadway isn't such an uninter- "Can cotton come back? Judging

all right for summer.

the cutest but the best.

some tidy sums. from National, Nev., and not one of his cars had arrived—the poor thing.

four or five thousand. Down in front of the Winter Garden, George Monroe, who never goes sons of his own, was fanning himself to J. J. Shubert very earnestly—and

perhaps he is just loitering about until the papers are signed. In front of the Knickerhocker ting into a low-neck hack. It struck table cotton famine all over the world me that it must not be very much of acount of America's shortage. a hardship to live at the Knicker-

Just flits in and out—as it were. Across the street in front of the (which is the case every year) for Broadway theatre little Joe Weber, divers and sundry reasons—the bolla cane on his arm, was talking to weevil menace, the greatest enemy none other than Mr. Lillian Russell cotton has ever known—the general who in private is known as Alexander deterioration to be expected from dif-Moore, the Pittsburgh editor. Both ferent causes and according to the Weber and Moore could leave town law of average—as stated—the postif they wished, but they evidently tion of cotton appears almost appal-

find the city comfortable. restaurant now-there was an inter- lators and planters in the buying and esting group which included Bud selling of cotton. Prices will fluctu-Fisher, Oliver Morosco, Frank Tin- ate up and down most violently and ney, Effingham Pinto—a name, not a one must have a strong heart and well

table water-and Dave Mallen. but apparently unmindful of the cruel the end supply and demand only will fate that kept them in town. Tinney rule and will rule supreme. Governhas a summer place at Freeport, L. ment interference may close the Cot-I. To be fashionable he calls it Free- ton Exchanges of the world, but durport-Freeport.

THE HIGHEST GOOD

tomorrow, when the mid-summer not only has been reached, but passed gat ering of the Pikes Peak Ocean to Ocean Highway Association assembles for a two-day session. Added interest is given to the meeting owing to the fact that a majority of the delegates will drive their own cars to the summit of the famous be bringing 40 cents per pound if not "Sentinel of the Rockies" over the 50 cents. If the law of average holds new Pikes Peak automobile road, the good this year, as it has in the past

come before the meeting will be the inte. tion and an experience of the property of the state of th

Interesting Question Raised With Satisfics to Support It-Can It Come Back?

(Special to The Disputch.) of this city:

cover and so it is with a weakly cotton plant.

"Here are some figures to prove it cannot. They are taken from the government records bearing on such matters and fully confirm the fact that it is a very unusual thing indeed for cotton to regain what it has once lost, even under the most favorable circumstances:

"Cotton Crop Conditions for Fight

ŀ		πı	O	n		U	C	P	,							ons i	or	Eign
	Years:															191 2		
•	"Year 1916					- A 2					May					25th. Sep		t. 2
	1916		**													77.5	- 47	56
•	1915					٠.										80.		60.
•	1914														• •	74.3	*?	73.
3	1913															79.1		61.
٠.	1912															78.9	T (a	69
)	1911			٠												87.8		71.
ı	1910									į.						82.		65.
•	1909															81.1		58.
f	L cerps	ha	3	1	o.	10			٧,		-	a			-	Por	ont	ton

clerks from Detroit, family parties last report) for 1916 was 56.3. Loss from Knoxville and other points keep from May 25th to September 25th, use of the Union Depot, convenient

"From the reports above we see at be thrilled and dare Miss Manhattan a glance a sharp deterioration occurto thrill them. There is the hopeful red to the growing crop each year, miss from Syracuse, romantic to her for the respective years 1916 to 1909, finger tips, who has brought with her inclusive, show a decline of 21.2a story that she read before the High 19.2-.8-15.1-9.3-16.7-16.1-22.6, or School club and got it reprinted in an average decrease of 15.1 points. If the deterioration for this year She has brightened it up for the equals the average (15.1) for the last auspicious moment when she will eight years, we will have on Septemswoop down on some dyspeptic editor ber 25th a condition of only 54.4,

esting place after all. I strolled from by figures for the past eight years the Columbus Circle to the Flat Iron chances are decidedly that it cannot. building the other afternoon. The Last year (1916) at this time-accordfirst person I recognized was DeWolf ing to Washington-we started out Hopper bowling along in a semon car, with an indicated yield of 14,200,000 his hat off, and an opened-at-the-throt-bales of 500 pounds each, exclusive of tle silk shirt flopping in the breeze. linters, the season ending with an in-He looked as though Broadway was dicated crop of only 11,400,000, exclusive of linters, which means a loss of Down along Automobile Row there 2,800,000 from the original estimate. seems to be much activity. At the The 1917 outturn, based also on the last moment many have decided that government July report, indicates for they cannot go through the torridithis year a crop of 11,600,000, exclusweather withou: a pedestrian annoy- ive of linters. Suppose we lose from er, and so the salesmen are showing now on in the same proportion we lost them just why their car is not only last year—sny 2,800,000 bales—this would mean a startling small crop of in one shop I saw George N. Far-ish, of the National Leasing Com-season of 1917-18. If only one-half of pany. I used to know him years ago this amount is lost—say 1,400,000 before he had money. Incidentally bales the crop would be 10,000,000. he says people are always knowing Although all conditions point to such him "when"—and it has cost him a calamity happening, let us hope the weather will be so ideal and favorable He had just blown into the village in character as to create a miraculous

improvement to the growing plant. "Reviewing present conditions and So he was out before lunch picking forecasting prospective ones as a reup one. It was a simple little contrivisult, the cotton situation is a serious ance that probably only cost him one, and those interested in the trade should supply their needs at once. The very maximum crop, to my mind, will prove to be not over 10,500,000 near the Chicago stock yards for rea- bales for 1917-18, with the chances against it reaching these figures. If with a palm leaf fan. He was talking the prognostication proves true, we are likely to have prices for cotton unheard-of by this generation. It would not be surprising to sell first In front of the Knickerhocker cost in America at 50 cents per pound.

James B. Logan, who lives there and. It seems we are destined for a veri-

"The government makes the prelimbocker the year around. And yet a inary acreage (of date of July 2, 1917) few moments later the man who 34,600,000 acres in round figures works under Maxfield Parrish's paint- against 36,000,000 last year (1916), or ing of "Old King Cole" told me that a decrease in its first report of some Regan spends very little of his time 4 per cent from last year. Taking inin New York in the summer time. to consideration the more or less acreage that will be abandoned ind the city comfortable.

ling. In view of these circumstances there will be much activity and comold Kaiserhof it is the United States petition among mills, dealers, specufortified financially to withstand the They were in their shirt sleeyes, drastic changes in the market, but in ing these rejuvenated times will not prevent the cotton raiser coming in to his own; for he alone will control the situation; his crop will be a small ROOADS MEETING ON one his price will be of his own mak-

Colorado Springs, Colo., June 10.- "On March 15, 1917, my letter in The highest good roads meeting ever The Charlotte Observer predicted May held in the United States will be and July cotton in New York would staged on the summit of Pikes Peak sell at 25 cents per pound. This price tomorrow, when the mid-summer not only has been reached, but passed highest in the world.

One of the important matters to 1917-18 will be a nine."

report of the committee on western Warning against violation of the extension of the highway from Utah maximum price agreement estabextension of the highway from Ctan through Nevada and California to the Pacific Coast. When the western extension question is finally arranged, ernment officials was issued today by the Pikes Peak Ocean-to-Ocean High-way will have an independent organic ters. It was amounced that thus far taken from coast to coast along its there had been no violations so far

THROUGH SLEEPERS TO ATLANTA AND ASHEVILLE.

Commencing Sunday, July 8th, the Atlantic Coast Line will inaugurate a through sleeping car line between Wilmington and Asheville, via Florence. Sumter and Columbia, in connection with the Southern Railway System, upon the following daily schedules:

LV. WILMINGTON 3:45 P. M. LV. Chadhourn 5:30 P. M. Ar. Florenge 7:30 P. M. Charlotte, N. C., July 10.-The fol- Lv. Florence 7:55 P. M. lowing interesting letter has been Lv. Sumter 9:25 P. M. "Individuals have been known to Ar. Spartanburg 3:20 A. M. come back—so have corporations and Ar. Tryon 4:50 A. M. many commercial enterprises—sick Ar. Saluda 5:15 A. M humanity comes back, regaining Ar. Flat Rock 5:35 A. M. health and strength—but it is a rare Ar. Hendersonville 5:50 A. M. exception for sick vegetation to re- AR. ASHEVILLE 7:00A. M. Returning: Leave Asheville 4:10 P. M., arrive Wilmington 12:50 noon.

This Sleeping Car service, which will be operated until Sept. 16th, will afford comfortable accommodations for bassengers visiting the Mountains of North Carolina. The old established through sleeping

car line between Wilmington and Atlanta will be continued via Augusta, in connection with the Georgia Railroad, upon the following schedules: LV. WILMINGTON 3:45 P. M Lv. Florence 7:55 P. M. Lv. Sumter 9:30 P. M. Ar. Orangeburg 10:53 P. M. Ar. Augusta (East. time) . 1:35 night AR ATLANTA (Cent. time) 6:10 A. M. Returning: Leave Atlanta 8:35 P. M. arrive Wilmington 12:50 noon.

Passengers may remain in this car, they so desire, and on account of the earlier arrival of this train, and the connections may be made with through Observation, Dining, Sleeping car-Coach trains which leave from same station for Chicago, Cincinnati, St. Louis, etc.

For fares, tickets, etc., apply to T. C. WHITE, Gen. Pass., Agt., Wilmington, N. C. ATLANTIC COAST LINE, The Standard Railroad of the South.

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ATLANTIC COAST LINE RAILROAD COMPANY,

Office of the Treasurer. Wilmington, N. C., June 30th, 1917. The Board of Directors of Atlantic clared a dividend of three and one-half per cent on the Common Capital Stock of that Company, par ble at the office of the Treasurer, Wilmington, N. C., on Tuesday, July 10th, 1917, to such stockholders as shall be registered on the books of the Company on Tuesday, June 19th, 1917, at three o'clock P. M.

JAMES F. POST.

SEABOARD AIR LINE RAILWAY

The Progressive Railway or the Sauli Effective Nov. 12th, 1916. DEPARTURE OF TRAIN SEROM

WILMINGTON. o. 15- 3:55 P. M.—Train for Charlotte and intermediate Points PULLMAN PAR-LOR CAR, WILMINGTON TO CHAR-

No. 19-5:00 A. M.—Train for Charlotte and Intermediate Points. SLEEPING CAR BETWEEN WILMINGTON AND CHAR-LOTTE. Open at 10:00 P. M. for Passen-

ARRIVAL OF TRAISS AT WILMINGTON
No. 14-12:30 P. M.—Train from Charlotte
and intermediate Points. PULLMAN
PARLOR CAR BETWEEN CHARLOTTE
AND WILMINGTON.
No. 20-12:10 A. M.—Train from Charlotte
and Intermediate Points. SLEEPING
CAR BETWEEN CHARLOTTE AND
WILMINGTON. PASSENGERS MAY
REMAIN IN SLEEPER UNTIL 7:00

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