

CUBA, THE EVER FAITHFUL ISLE

"The Ever-Faithful Isle," applied to Cuba, is a phrase which seems destined to be revived with great enthusiasm in view of the island republic's declaration of war, seconding the high attitude of justice and humanity assumed by the United States of America, bound to Cuba by so many ties of commerce, treaties and cordial fraternity," as President Menocal declared in his recent proclamation.

"It was the Spaniards who first applied the term 'Ever-Faithful Isle' because of the loyal attitude of the Cubans at the time of the overthrow of the Spanish Bourbons by Napoleon," says to-day's war geography bulletin of the National Geographic Society. "And now, in the face of a great crisis, Cuba, faithful and unhesitating, casts her lot with the country which made her free."

"While Cuba's army of 11,000 men and 44 officers and her total unorganized available military strength of 450,000 may not seem of vast importance in a struggle where fighting men are counted in millions, nevertheless the declaration of war against Germany will doubtless be of vast relief to those strategists of the United States army and navy whose duty it is to foresee lurking danger. Had Cuba seen fit to remain neutral, and had her neutrality been carelessly maintained her 2,500 miles of coastline, indented by numerous bays and gulfs, would have been a constant menace to the United States as possible bases for hostile submarines and raiders. In fact, it might have been necessary for our government to maintain a considerable fleet to patrol these waters, whereas now there will be active and intelligent co-operation on the part of the island authorities."

"Cuba has an area approximating that of the State of Pennsylvania, with a population equal to that of Wisconsin. Its greatest length is 760 miles, while the width varies from 25 to 100 miles. It is traversed by 2,300 miles of railroads, supplemented by 200 miles of electric railways. The length of its cart roads and highways is scarcely more than half as much as its railway lines."

"Both copper and manganese, extremely valuable in the manufacture of munitions, are mined in considerable quantity in the vicinity of Santiago de Cuba, while 6,000 workmen are employed in the iron mines which furnish the United States with an average of 50,000 tons of ore every month."

"Under the treaty signed July 2, 1903, the United States acquired coaling stations in the Bay of Guantanamo on the southeast and Bahia Honda on the northwest at an annual rental of \$2,000, but with Cuba as an ally instead of a neutral the splendid harbor of Havana, one of the finest in the world, as well as those of Santiago de Cuba, Cienfuegos, Matanzas and numerous others will be at our disposal."

"Cuba is separated from the mainland of the United States by the Straits of Florida, 100 miles wide, and from Mexico by the Yucatan Channel, 130 miles wide. "The attitude of the island republic is particularly pleasing to the United States in contrast to the harassments of the Mexican situation."

INVENTS MOTORCYCLE WIRELESS FOR ARMY

New York, May 3.—Every motorcycle messenger in the United States army will be equipped with a private wireless outfit, with a radius of from fifty to one hundred miles, if the invention of Frank E. Evans, captain in the Marine Corps, stationed on recruiting duty in New York, receives favorable consideration by the Ordnance Board.

Captain Evans' outfit weighs less than twelve pounds, and can be set up to receive messages in from one to two and a half minutes. It consists of a sending and receiving apparatus, a dynamo attached to the rear wheel and a 100-foot aerial constructed on the order of a steel fishing pole.

It is claimed for the invention that constant communication can be maintained with friendly air scouts and field stations.

DRUNKS TO RAISE CROP, IS PENNSYLVANIA MAYOR'S ORDER

Lockhaven, Pa., May 3.—The mayor of this city has solved, partially at least, the problem of the threatened food shortage. Recently, when a stranger was arrested for drunkenness and could not pay the city fine "His Honor" sentenced the man to dig a plot of ground in the rear of the Ross library, which will be cultivated. The mayor feels sure he will get enough of this class of labor in the next few months to take excellent care of the crop.

PRESIDENT OF THE FARMERS UNION WRITES ABOUT FARMING PROBLEM

In these war days the farm has about equal importance with the battlefield, and as many eyes scan the government crop forecast as watch the casualty reports. A word on the farm problem from Charles S. Barrett, one of the leading agricultural authorities of the nation, is, therefore, of special interest.

KEEPING FARMERS ON THE FARM

By Charles S. Barrett, President of the Farmers' Union of America.

(Written especially for the International News Service.)

The American people are much stirred up just now about the keeping of enough people on the farms to feed the nation, and there is much searching for ways and means as to the best means to use.

Few seem to grasp the real truth. If the farm population is decreasing relatively to the rest of the population it is because the farms are not properly keeping the farmers.

There will never be any trouble about keeping any number of farmers on the farm as long as the farms are keeping the farmers. But when farmers cannot make a decent living, when they see the stuff that they sell for \$1 passing into the hands of the consumer at \$3, and when they see other classes prospering while they are not, then all the wisdom of a Solomon or strength of a Samson cannot keep them on the farms—they are going to move.

So our friends in the cities need to get busy. And one of the first things they must learn is to properly place the farmer. Heretofore the farmer has been to the city dweller merely as the ox that treadeth out the corn, and he has gone contrary to Scripture and muzzled the ox.

The ox must be unmuzzled and allowed a living share of the product of his labor.

He must be recognized not only as a business man, but as the foundation business man of the whole

masses, and must be given as fair a deal as other business men are accorded.

This has not been the rule. A little simple and elementary truth would be helpful. Every man who produces, who buys, who sells, is a business man. Differences are only of degree.

If the miller who grinds the grain, or the butcher who packs the meat are business men, then the farmers who grow the grain, who raise the hogs and cattle are also business men.

Enlist him, then, where he belongs, in the ranks of the country's business men, and co-operate with him in shaking off the parasites who have fattened on his labor, and we will soon see farming recognized, as Washington put it, "the most ancient, the most honorable, and the most useful occupation of men."

Incidentally, it is not amiss to mention "diversification," which is now so often in the mouths of our people. This is very gratifying to us of the National Farmers' Union. We fathered the word and the idea which it denotes. For fourteen years we have preached it in season and out, to the Southern cotton farmer and the Western grain farmer, and naturally we are grateful at the great accession of converts to our doctrine.

True, we would have preferred that this conversion should have come by way of their heads rather than their stomachs, but we are hopeful that it will prove genuine and be permanent. It must not be forgotten, however, that diversification implies working capital, and so we come again to the point where this business man who produces the food by which we live must be treated as a business man and have free access to money on decent terms, in order that he may produce more and greater variety, and thus be able to care better for himself, and have more to spare to those of us who are non-producers.

PATTEN DROPPED BECAUSE VIEWS WERE OBNOXIOUS TO INTERESTS

When Prof. Simon X. Patten, professor of political science at the University of Pennsylvania, and a world authority on economic matters, was notified that he would be dropped by the university at the close of the present fiscal year the reason was given that he had reached the "retirement age of 65." The public was directly informed that the action was taken because of Doctor Patten's participation in pacifist meetings in Philadelphia.

Neither of these was the real reason, according to charges made by Doctor Patten and his friends and voiced in the Philadelphia Public Ledger. The real reason was the antagonism of the vested interests represented by the university trustees to Doctor Patten's economic teachings.

"The coal and railroad and oil interests have got Patten at last. They have been waiting a long time to obtain a favorable opportunity for dropping him because they don't like his views," one of Doctor Patten's friends stated. "His connection with the pacifists gave them their chance. They could base their action on the ground of patriotism and get away with it, whereas their action was taken from the most un-patriotic of motives—that of suppressing free thought and free speech."

The Public Ledger states that the trustees of the university have been "gunning" for Patten a long time on the theory that only by his removal can the fount and origin of the doctrines against vested interests, which are said to be rife in the Wharton School of Finance of the university, be suppressed. The trustees regarded the younger professors as disciples of Doctor Patten and they blamed him for the Scott Nearing episode—an episode singularly like this one in that a professor was dropped because of his remarks against certain capitalistic tendencies.

"The young fellows are the cube; Patten is the old lion," one of the trustees is quoted as having said. "You cannot deal with the Nearings until you have reckoned with the source of the Nearings."

Doctor Patten has been connected with the university since 1891. He is rated as one of the foremost American economists, and not a few of the social welfare laws of various states are said to have been inspired by his writings and teachings.

In refuting the statement of the university trustees that he was dropped because of the age limit, Doctor Patten has made public his contract with the school. This contract provides that he is to hold the professorship "without limitation of time."

STOMACH PUMP FOR GEORGIA DRINKERS

Macon, Ga., May 3.—A stomach pump has been added to the equipment of the detective department of the city of Macon with a view to aiding in the detection of violators of the "bone-dry" prohibition law.

City Detective Ed. Newberry secured authority from the Chief of Police to purchase a stomach pump and got City Physician O. C. Gibson to instruct him in its use. He proposes to apply the stomach pump on every person arrested and whose breath has any evidence of the odor of whiskey.

"I have had any number of people ask me this morning to interpret the bone-dry prohibition law," said Detective Newberry. "I have told them that my construction of the law is that if they even smell of whiskey they are violators, and, in order to make sure that my olfactory organ does not deceive me in the odors, I have purchased a stomach pump and added it to my equipment. I propose to handcuff those whom I think have been drinking and after that has been done I will apply the stomach pump. If I find as much as a drop of whiskey I will hold them for violating the prohibition law."

A NEW FRENCH BALLOON

Le Caquot Is in High Favor for Observation Purposes

Paris, May 3.—Among the latest triumphs of the French aerial service is a new observation balloon known as Le Caquot. At the beginning of the war observers other than those in airplanes utilized kite balloons of the German Drachen type, called by the French soldiers "sausages." There are still some of these in use at the front, but Le Caquot is much preferred.

In shape it resembles a great tadpole, and can remain in the air unless the wind exceeds sixty-five to seventy-five feet a second. It takes fifty experienced men to maneuver it, for as soon as it leaves the shed great attention must be paid to the wind currents so as to save the envelope from being torn. Attached to the balloon is a wicker car, in which the observer is installed with his maps, charts, arms, barometers and telephone, the latter fixed over his ears so as to leave his hands free. He is also provided with glasses and a white silk parachute for an emergency.

When a balloon attains an altitude of from two thousand to three thousand feet the windlass to which the cable is fixed is drawn by horses or motor car at a moderate pace to a point near the enemy lines, where a refuge excavated in the soil has been prepared. This accomplished, the observer transmits his instructions by telephone. Two anti-aircraft posts are established near by to keep off German airplanes. If the balloon is menaced the crew brings it down from five thousand feet in seven to ten minutes.

Observers frequently pass from fifteen to eighteen hours in the restricted space of the balloon cars, communicating with the batteries by telephone, but even strong men are unable to pass more than three days at a time at this exhausting occupation, constantly exposed to the enemy's fire.

LENS WEST FRONT FIGHT OBJECTIVE

Lens, the ancient French city of 27,000 inhabitants in the neighborhood of which the English and Canadian troops are now making phenomenal gains in their spring "push," is the subject of the following war geography bulletin issued to-day by the National Geographic Society from its headquarters in Washington:

"Lens is in the center of one of the richest coal regions of northern France (Pas-de-Calais). It is surrounded by 200 square miles of coalfields which prior to the war yielded 15,000,000 tons of fuel and which gave employment to 25,000 men. In addition to this great industry the city itself had numerous steel and iron foundries, engineering works and steel cable manufacturing plants."

"The city is twelve miles north of Arras by rail and some eighteen miles southwest of Lille. On the line between Arras and Lens is the village of Vimy, which gives its name to the famous ridge over which the contending armies have been fighting for nearly two years. To the northwest is Calais, seventy miles distant by rail. The Deule or Souchez river flows through the town, thereby, with the Lens canal, affording water transportation northward into Lys."

"The town, which was formerly fortified, was captured many times during the wars which devastated Flanders during the thirteenth, sixteenth and seventeenth centuries, but the event which gives it an enduring place in the chronicles of the past was the victory won in this vicinity by the Great Condé, Louis II de Bourbon, or the due d'Enghien as he was styled in early life. Here the Condé defeated the Spaniards in 1648 and gained his great military prestige which had suffered through the machinations of his jealous enemies at the French court. Enghien was at this time only 27 years old, but for five years he had been recognized as one of the two greatest captains of his day, an estimate which history has ungrudgingly confirmed."

"In the battle of Lens Enghien's star seemed at first to have set, for at the very beginning of the combat panic seized his own regiment and it was only by the commander's personal disregard of danger and his coolness that the tide was turned and a great victory achieved. "Lens is the hub of a number of small branch railways which spread out over the coalfields."

SHARK HUNTING TO GET NEW IMPETUS

New York, May 3.—Shark hunting promises to become a general and profitable industry along the coast of the Eastern states, since shoe manufacturers have discovered, by exhaustive experiments, that leather tanned from the hides of "man-eaters" is highly applicable for the purposes of ordinary footwear.

New York fishermen are preparing to carry on the hunt on a gigantic scale if the "sea tigers" come north this spring. While the industry in its infancy does not promise to be over highly remunerative, boat owners are confident with specialized methods catches of sufficient size to warrant exclusive attention to it will be their reward. In addition to the leather properties of the shark it produces an oil that is said to be the slowest drying lubricant known. It is also used in the manufacture of certain brands of waterproof paint.

SAFETY OF THE COUNTRY JUST NOW IS IN THE HANDS OF THE FARMERS

Milford, Pa., May 2.—The following appeal to the farmers of the United States has been issued by Gifford Pinchot:

"In this great time, when every citizen must do his part, the President has made his chief appeal to the men who live on the land. He is right in doing so, for the safety of our country just now is in the hands of our farmers. What I mean is not merely our safety and the safety of our allies in the matter of food. I mean that the safety of the United States against foreign invasion hangs on the decision of the farmers of the forty-eight states."

"The two great weapons in this war are arms and starvation. The war against German arms will be won or lost in France—the war against starvation will be won or lost in America. The Kaiser cannot whip the French and English armies and the English navy while England has food. But it is still possible that the German submarines may be able to keep food enough from reaching England to starve her into submission."

"If the submarines win, the first item in the Kaiser's terms of peace will be the English fleet. With the English fleet in his possession, the Kaiser will be master of the world. "What will happen to us then? Every man who stops to think knows the answer. We shall have money, food, labor, land, everything that is desirable in the world except the power to protect what we have. Experts estimate that it will take nine months to get ready to make a German army of even 150,000 men, with modern artillery. Under such circumstances would the Germans treat us better than they have already treated Belgium and France?"

"Even if the armies of our allies should crush the German military

power this summer, before the shortage of food can reach the point of want, the world would still need vast quantities of American food. But if they do not, only one course can make us safe, and that is to grow food enough on our farms for ourselves and our allies, and to put ships enough on the sea to carry the food, in spite of the submarines, to the men who are fighting our fight."

"If the war lasts beyond this summer, it will be the American farmer who will win or lose the war, who will overcome militarism and autocracy, or allow them to spread and control the world, ourselves included."

"This is no fancied picture, but sober fact. Many a man will make light of it until he comes to think it over, but I venture to say that few will treat it lightly after careful thought. It is no more possible than the great war itself appeared to be only a few days before it began."

"It is true that we can greatly increase the available food supply of our grain now used in making liquors and by reducing household waste. But when these two things are done, and done thoroughly, they will not be enough. The final decision will still rest in the hands of the men who raise our food in the first place."

"The clear duty of the nation is to guarantee the farmers a fair price for their crops when grown and a reasonable supply of labor at harvest. The clear duty of the farmer is to raise food enough to win this war for democracy against Kaiserism."

"No such responsibility has ever rested on any class of men since the world began as rests to-day on the farmers of America."

PARATYPHOID INJECTION FOR INTERNED GERMANS

Atlanta, May 3.—The German prisoners at Fort McPherson are being drawn up in squads of twenty-five daily and "shot" with a hypodermic syringe containing the paratyphoid injection that has proved so efficacious in preventing that disease.

Those of the 800 recruits at the fort who have been treated have suffered slightly from the temporary illness that accompanies the immunizing process, but not one of the prisoners has experienced more than the usual transient effects.

RAILROAD SCHEDULES. UNION STATION.

FREE STOP-OVERS ALLOWED AT NEW ORLEANS ON ALL THROUGH AND STEAMSHIP TICKETS, AFFORDING TOURISTS AN OPPORTUNITY TO SEE THE CITY.

Illinois Central. Depart. 8:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati. Special. 10:00 a. m.—Chicago, St. Louis, Louisville and Cincinnati. 12:30 noon—Panama Limited. 11:30 a. m.—To Chicago and St. Louis. 7:30 p. m.—East, Mail, Chicago, St. Louis, Louisville and Cincinnati. 10:45 a. m.—Local Mail. 4:00 p. m.—Northern Express. 8:10 a. m.—McComb Accommodations. 10:00 a. m.—N. Y. and Washington. 7:30 p. m.—Cincinnati & Asheville. 9:40 a. m.—St. Louis & Chicago. 9:05 p. m.—St. Louis & Chicago. 9:05 p. m.—Meridian Accommodations. 10:45 p. m.—Meridian Accommodations. 4:45 p. m.—Meridian Accommodations. 8:10 a. m.—Meridian Accommodations. 8:10 a. m.—Meridian Accommodations. 7:15 a. m.—Meridian Accommodations. 7:35 p. m.—Meridian Accommodations. (Daily Except Sunday)

Leviathan Railroad and Navigation Co. No. 1. 5:00 p. m. Lv. Shreveport. Ar. 7:30 a. m. No. 2. 8:45 p. m. Lv. Shreveport. Ar. 9:35 a. m. No. 3. 10:08 p. m. Lv. Alexandria. Ar. 2:10 a. m. No. 4. 1:10 p. m. Lv. Mansura. Ar. 12:52 a. m. No. 5. 2:55 a. m. Lv. Angola. Ar. 9:08 p. m. No. 6. 8:48 a. m. Lv. Bayou Sara. Ar. 9:08 p. m. No. 7. 5:02 a. m. Ar. Baton Rouge. Lv. 8:00 p. m. 8:02 a. m. Ar. New Orleans. Lv. 5:00 p. m. No. 8. 2:00 p. m. Lv. Angola. Ar. 12:01 p. m. 7:48 p. m. Lv. Bayou Sara. Ar. 11:30 a. m. 4:00 p. m. Lv. Baton Rouge. Ar. 9:45 a. m. 7:05 p. m. Ar. New Orleans. Lv. 6:55 a. m.

LOUISIANA SOUTHERN BRANCH GULF COAST LINES. (Station St. Claude and Elysian Fields Sts.) Depart. 7:30 a. m.—Point à la Hache. 4:50 p. m. (Daily Except Sunday) 7:00 a. m.—Point à la Hache. 9:00 a. m. (Daily) 7:30 a. m.—Point à la Hache. 6:30 p. m. (Daily) 6:00 a. m.—Shell Beach. 9:00 a. m. (Daily) 8:00 p. m.—Shell Beach. 8:00 p. m. (Daily Except Sunday) 7:00 p. m.—Shell Beach. 7:00 p. m. (Sunday Only)

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY. WEEK DAY TRAINS: Leave. 7:00 a. m.—HERO LOCAL. 6:55 p. m. 8:05 a. m.—Lower Coast Special. 6:55 p. m. 4:05 p. m.—Baton Rouge. Lv. 9:45 a. m. *On Saturday leaves at 5:00 p. m. SUNDAY TRAINS: Leave. 8:05 a. m.—Buras Excursion. 7:45 p. m. 9:00 p. m.—Buras Excursion. 9:45 a. m. LOUISIANA SOUTHERN BRANCH GULF COAST LINES. (Station St. Claude and Elysian Fields Sts.) Depart. 7:30 a. m.—Point à la Hache. 4:50 p. m. (Daily Except Sunday) 7:00 a. m.—Point à la Hache. 9:00 a. m. (Daily) 7:30 a. m.—Point à la Hache. 6:30 p. m. (Daily) 6:00 a. m.—Shell Beach. 9:00 a. m. (Daily) 8:00 p. m.—Shell Beach. 8:00 p. m. (Daily Except Sunday) 7:00 p. m.—Shell Beach. 7:00 p. m. (Sunday Only)

AVOID SWEEPINGS OF TARRIED STREETS

Those who use street sweepings to fertilize gardens should avoid manure that contains oil or tar. Either of these substances is harmful to plants, specialists in the United States Department of Agriculture warn. Sweepings from tarred pavements or oiled roads are likely to contain them. Oil droppings from motor cars often mix with such waste, also. If sweepings are collected with some care and before rain or water from street sprinklers have reached them and washed out the elements of fertilizing value, they can be used advantageously.

In connection with the spread of the city gardening movement, now popular throughout the country, the Department of Agriculture believes a warning in regard to oil and tar damage should be given. A specialist in the Bureau of Chemistry cites an instance of damage due to a garden near Silver Spring, Montgomery county, Maryland, in which unsorted-street sweepings from the District of Columbia were used. This garden, according to the specialist, was ruined by the tar products in the fertilizer, and it was necessary to remove the top soil and resurface the entire plot with new soil. It is suggested by this official that with some attention to detail it might be possible to collect sweepings from streets that are not tarred and perhaps from other public places.

GERMAN MEASLES SIGN STIRS PATRIOTIC GUILT

Waynesboro, Pa., May 3.—When a health officer posted a house here with a "German Measles" placard, a little girl after he had left came out of the house and proudly covered the word "German" with a small American flag.

NEW ORLEANS GREAT NORTHERN RAILROAD EXCURSIONS

(Trains de Plaisir) Tous les Dimanches et Mercredi A LA PAROISSE DE SAINT TAMMANY Le climat le plus salubre des Etats-Unis. Trains de plaisir à Bogalusa "LA VILLE MAGIQUE DU SUD" Wagen-salon pour les excursions de dimanche à Covington. Départ de la gare Terminus à 7:35 a. m. Arrivée de retour à 8:05 p. m. Pour de plus amples détails, informez-vous auprès de l'agence des billets, ou téléphonez Main 4792 or 488.

SOUTHERN RAILWAY SYSTEM

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BATON ROUGE TOUS LES DIMANCHES

Via EDENBORN LINE Louisiana Railway & Nav. Co. Départ de la Nouvelle Orléans, 6:55 A. M. Gare Terminus, rue Canal Bureau des billets en ville 709 rue Gravier