

TO CO-OPERATE IN GARDEN WORK

A mass meeting has been called by the colored people of New Orleans for Friday, June 1, at 8 o'clock, at the colored Pythian temple. The object of this mass meeting is to stimulate and create general interest among the colored people to co-operate with the Orleans Parish Food Preparedness commission in the development of gardens in the parish.

The meeting promises to be one of more than ordinary importance, as the leading colored men of the city have evinced great interest in the move, as is shown by the accompanying executive committee, embracing the leading clergyman, society and social leaders.

Mayor Behrman and other prominent men identified in this work will attend and address the meeting.

The executive committee is composed of the following: Walter L. Cohen, Rev. H. H. Dunn, Albert Workman, E. O. Moss, Joseph Jones, S. W. Green, Prof. Albert Wicker, F. B. Smith, J. Madison Vance, T. P. Woodland, Sylvester Post, L. B. Vigne, L. J. Joubert, Rev. J. L. Wilson, Rev. E. W. Wittenberg, Frank Farrell, H. E. Braden, Mrs. H. V. Fezer, Mrs. S. F. Williams, Miss M. D. Coghlin, Rev. Alfred Lawless, E. J. Lamotte, Alexander Paul, Levi Morris, L. M. Spruzins, V. P. Thomas, Rev. W. K. Hopes, W. E. Robinson, Prof. T. W. Shorrod, Rev. E. L. Brown, Rev. D. F. Taylor, Rev. Jackson Acex, Rev. T. F. Robinson.

Should Make Your Reservation Now

Have you made your reservation for the Jefferson highway luncheon in honor of the distinguished Canadian party coming to New Orleans, led by Hon. T. C. Norris, the premier of Manitoba?

That is the question being asked the business men of New Orleans by members of the good roads bureau of the Association of Commerce, who are anxious to show the premier of Manitoba and his official party of Canadians that New Orleans business men are enthusiastic over the completion of the Jefferson highway, and feel highly gratified to have such a distinguished party travel 2,240 miles, over a highway which was "born" in New Orleans, and which New Orleans men have helped in making it the first national highway to be made completed.

Every member of the New Orleans Association of Commerce and similar organizations should be present at this luncheon, which will be held Friday, June 1, at the St. Charles hotel, and will be "pay-as-you-enter," cost one dollar. Reservations are being received daily, and requests for separate tables for local and out-of-town groups are being listed. This evidence that not only the business men of New Orleans realize the importance of a national highway, extending the entire breadth of the United States, but that the residents of the adjoining cities, who have already feted these distinguished visitors, desire to accompany them to New Orleans and assist the New Orleans business men in welcoming them to New Orleans, the southern terminus of the Jefferson highway.

Besides the Canadian officials, Mr. J. D. Clarkson, the general manager of the Jefferson highway, and a number of "big" men from Winnipeg are making the trip. They were joined by governors and mayors, business men and residents of the cities and towns along the highway, and the New Orleans business men will have the honor of welcoming into their midst two governors, a half-dozen mayors and a still larger number of important business men of Texas and Louisiana as guests of New Orleans for the five-day stay of the Jefferson highway party.

Suitable entertainment has been arranged so that the good roads enthusiasts will not only see New Orleans, but also its surrounding territory. The program includes a trip to commercial New Orleans, showing that New Orleans is the second port of the United States, and improving and developing its facilities to handle greater exports and imports, and that she is in a position to handle all the trade that the Mississippi valley, through which the Jefferson highway passes, can ship via New Orleans.

Last you forget—make your reservation for the luncheon, to be held Friday noon, June 1, St. Charles hotel, cost \$1, pay-as-you-enter, right now.

Seven Plain Rules on Registration

1. There is only one day for registration—June 5, 1917.

2. Every male resident of the United States who has reached his 21st and has not reached his 31st birthday must register on the day set, June 5, 1917. The only exception are officers and enlisted men of the regular army, the navy, the marine corps and the national guard and naval militia while in the service of the United States, and officers in the officers, reserve corps and enlisted men in the enlisted reserve corps while in active service.

3. Registration is distinct from draft. No matter what just claim you have for exemption you must register.

4. Registration is a public duty. For those not responsive to the sense of this duty the penalty of imprisonment, not fine, is provided in the draft act.

5. Those who through sickness shall be unable to register should cause a representative to apply to the county or city clerk for a copy of the registration card. The clerk will give instructions as to how this card should be filled out. The card should then be mailed by the sick person, or delivered by his agent, to the registrar of his voting precinct. The sick person will inclose a self-addressed stamped envelope for the return to him of his registered certificate.

6. Any person who expects to be absent from his voting precinct on registration day should apply as soon as practicable for a registration card to the county clerk of the county where he may be stopping, or if he is in a city of over 30,000, to the city clerk. The clerk will record the answers on the card and return it over to the absentee. The absentee should mail this card to the registrar of his home voting precinct so that it will reach that official by registration day. A self-addressed stamped envelope should be inclosed with the card to insure the return to the absentee of a registration certificate.

7. Registration booths will be open from 7 a. m. to 9 p. m. on registration day, June 5, 1917.

TO RESUME BREAD PROBE MONDAY

It is a very practical matter, having already been secured through Commissioner Harold Newman's "bread probe," and when the investigation is continued Monday it is expected that highly important data will be secured. The main purpose of the probe, namely, to find out if the people of New Orleans are getting all the bread they could use for their money, cannot be attained until Commissioner Newman has complete figures on the cost of production and the number of loaves of bread that can be made from a barrel of flour.

The two important achievements in connection with the probe have been the securing of a pledge from the bakers that they would not discontinue the manufacture of a five-cent loaf of bread, and the further pledge that not only would they make a ten-cent loaf to weigh at least as much as two five-cent loaves, but that they would add a couple of ounces extra weight.

Commissioner Newman hopes to secure at tomorrow's hearing the additional data he requires before he can determine whether or not an excessive price is being exacted for bread by the local bakers. This is the main charge brought against the bakers by the union labor representatives, and is a charge which the bakers indignantly deny.

"The old city bread ordinance of 1867, providing a minimum weight for loaves of bread in accordance with the price of flour, may be amended," declared Commissioner Newman yesterday. "The question of the manufacture of a five-cent loaf has already been settled. It is also settled that it is more economical for the bakers to make a ten-cent loaf than two five-cent loaves, and that the consumer should have the benefit of this economy in the shape of a couple of ounces extra in the ten-cent loaf.

"With regard to the question as to whether the bakers here are not giving the weight they should in a loaf of bread, this matter is so complicated that I will have to secure complete data of manufacturing costs before I can decide one way or the other. Should I find that prices are too high we will amend the bread ordinance so as to raise the specified minimum weight of the loaf."

SHOE QUESTION MOMENTOUS ONE

Difficulty of Securing High Boots Probably Will Affect Length of Skirts.

PARIS ABANDONS NARROW TOE

American Women Said to Be Last in Civilized World to Cling to Pinched Vamp and Exaggerated French Heel.

New York.—The fashion in shoes has been unusually important for three years, but now it has taken on renewed vigor. Women and manufacturers are vitally concerned with what to wear, and how high or low it should be.

The recent shipment of shark's skins to this country to supply the deficiency in leather is interesting. The manufacturers say that the effect of shoes made out of the man-eaters that threatened and frightened us on the New Jersey coast last summer will be good and that women will not complain that leather is no longer to be easily had, because they will be satisfied with the new things.

Cloth is also being substituted. Canvas is readily used with a bit of leather in the way of strapping as a sop to an old tradition that shoes must be of certain hides. Brocade, silk, tussah, cotton are all called to the colors to serve the country in time of need. Leather shoes are mounting in price, naturally, and yet there is no disposition on the part of the manufacturers to make any other kind of shoes at a low price. All labor is too high for any material reduction to be possible.

The difficulty is to get worker and leather, and dire prophecies are made concerning both if the war continues well into the future.

The French lengthened their skirts for spring and summer to meet the difficulty of procuring high boots, they said, and, therefore, the American woman is considering well the questions which are put before her by the shoemakers and the dressmakers.

The shoe and the skirt. There is no separating the two issues. It would seem, for a woman who has been used to wearing the very short skirt will certainly be hampered if she can no longer find the shoes to meet the situation.

As so many questions were asked concerning the situation, and as it was evident that Paris was the source of both fashions, that is, the lengthened gown and the new types of shoes, I sent there for the best information to be had, so that women who read could make up their minds as to their own course through expert knowledge.

No matter how good our workmanship in shoes in this country, we may have to go to France for ideas, just as in other days France came to us for the short vamp, the Cuban heel.

For evening the smartest thing is the strapped yellow slipper of broad-edged silk (generally yellow and white) or else the slipper is laced across with ribbons, then wound about the leg above the ankle, flet fashion.

Some of the best bootmakers show the little old-fashioned slipper, cut low with just one strip over or above the instep. This is for afternoon and evening wear, for it is equally pretty in black and white satin. Over the toes is a tiny chou of satin or leather. This model is extremely simple, in keeping with the new clothes and it will be in fashion for a long time.

The toe of all footwear is neither round nor pointed; just a healthful, sculptural cut. The heel for evening slippers is high and curved, but half an inch shorter than the original Louis XVI, which means that heels are quite moderate and simple.

Paris Gives Up Buttons. It took Parisienne a long time to give up their dearly beloved buttoned shoe, but once relinquished they have taken to the laced article with enthusiasm.

For elegance they admit the buttoned model is the best, but the other article now appears so feminine to them that it is sure to remain.

Frenchwomen of the old school cling to buttons on shoes, and dealers and makers have ceased trying to persuade them that the laced shoe is better than the other. When buttons are used here they are half size and fastidious women who can afford it have the buttons of cut jet.

The delicate shades of gray, pink, biscuit and beige for low shoes appear in the windows. The beige and gray will sell well because of their harmonizing tone. The tan and russet, too, look very encouraging, and women will be investing in this shoe on the first bright day.

With the russet and tan the heel is Cuban, and the newest low shoe is rather high over the instep and laced. The tie variety does not appear to be fashionable, though there are many women who prefer narrow ribbon to laces in their shoes. All leather is varnished and suggests patent leather, though in many cases this is due to the finish. Gun metal has never taken here, probably because it is hard to keep clean in the constant rain and slush.

An Increase in Pockets. Pockets are one of the details which are assuming added importance. They have become increasingly familiar during the last few months, figuring on redingote and gown.

TOITURES. Frenches, pilloles "V" en caoutchouc. Toutes en metal galvanise. Fourreaux et poches a butte.

A New Worry. Reminding a man that worry will shorten his days merely gives him something new to worry about.

so long and at which Americans laughed; now our American women are the only ones on the civilized parts of the planet who indulge in the medieval toe balanced on an exaggerated French heel.

What Paris is doing today and how she has met the difficulties presented is clearly and interestingly told in the story which follows:

The last installment of American shoes for spring arrived during the winter, and the French article cut after the latest throbs of the American market is now being placed in the windows here.

Long Vamp Disappears. It is faithful in all main points to its model, but the long vamp so loved



In this house gown of blue and silver the satin skirt is draped with chiffon, with yoke and bodice of silver and blue stripes beaten flat. Belt of violet velvet. Sleeves of blue chiffon.

In France up to a dozen years ago has disappeared, probably forever, for French women, always wide awake to anything that heightens or detracts from their good points, have learned that the long vamp not only adds inches to the foot, but is uncomfortable unless the shoe be two sizes too large.

Every American model that came to Paris a year ago showed the extremely long, narrow shoe, but Paris bootmakers shortened the vamp when copying it for their trade. The shoe that is a la mode today and will be for the summer is the half-vamp with arch under the foot, and the Cuban heel, if a boot, then it will be the black with colored top bordered in the patent leather around the lacings at the top, and the seam at the back will be covered. The top part is of cloth or covert, and the color beige, gray or white.

If the shoe is low, it will be of the new kind of patent leather with a long tongue that extends above the instep and posed over the toes will be a wide black buckle—steel, if for afternoon, imitation black enamel if the best, but there are a hundred variations.

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City Transfers of Real Estate

FIRST DISTRICT. Nathan S. Stern to Ra-No Paint Co., Ltd., lot, Perdido, Broad, White and Gravier, \$2,500; terms.

Mrs. Amelia Boyd et al. to Dr. Jacob Barnett, lot, Carondelet, Baronne, Euterpe and Polymnia, \$3,000; cash.

Congregation of the Mission to Mrs. Anna M. Meyer, portion, Cleveland, Palmyra, Prieur and Roman, \$3,500; cash.

SECOND DISTRICT. New Orleans Land Co. to Chas. J. Jumonville, two lots, Rosemary place, Milne, Taylor and Homedale, \$1,000; terms.

Louis F. Barbier to New Orleans Land Co., two lots, Taylor, Homedale, Rosemary and Woodlawn place, \$1,000; cash.

E. Dufriere to Magnolia Realty Co., lease of property No. 2700 St. Peter for five years, ending May 31, 1922, at \$40 per month.

THIRD DISTRICT. Harvey H. Ruth to Leopold Levy (two lots, Pleasure, Tour, Humanity and Frenchmen, \$500; cash.

Chas. H. Kelly to Anthony Larino, lot, Andre, Caffin, Prieur and Roman, \$200; cash.

Same to Wesley Green, lot, same square, \$200; cash.

Same to Robert Page, lot, same square, \$200; cash.

Edouard F. Henriques to Raoul E. Lartigue, lot, Tonti, Miro, Lamanche and Gaffin, \$125; cash.

Home Builders' Realty Co. to Louis Gaspard, two lots, Lilly, Elaine and Molothian, \$20; cash.

FOURTH DISTRICT. Arthur W. McDaniel to Mutual Building and Home-Steal Association, lot, Scott, Palmyra, Pierce and Banks, \$1,500; cash.

Purchaser to vend r. same property, \$1,500; terms.

FIFTH DISTRICT. Joseph A. Blythe to Orleans Riverside Realty Co., four lots, Fillmore, Pierre, E. Ninth and E. Twelfth, \$60; cash.

SIXTH DISTRICT. Carondelet Realty Co. to Daniel Jackson, lot, General Taylor, Delachaise, S. Miro and S. Tonti, \$212; terms.

Peter Fabacher to James Long Wright, portion, St. Charles, Pine, Lowryline and Carrollton avenue, \$25,000; terms.

Isidore Singer to Pyramid Home-Steal Association, lot, General Taylor, S. Miro, Delachaise and Galvez, \$1,000; cash.

Purchaser to Mrs. Rachel Riley, same property, \$1,000; terms.

Union Home-Steal Association to William L. Brown et al., portion, Broadway, Ann, Esther and Audubon, \$3,300; terms.

Carondelet Realty Co. to Pyramid Home-Steal Association, lot, S. Miro, Delachaise, S. Tonti and General Taylor, \$400; cash.

Purchaser to Mrs. Rachel Riley, same property, \$700; terms.

SEVENTH DISTRICT. Mrs. Susan Barkley et al. to Alfred D. Danziger, lot, Hickory, Cohn, Fern and Burdette, \$500; terms.

Edwin Heaton to German-American Home-Steal, lot, Fern, Spruce, Cohn and Burdette, lot, Monroe, Green, Leonidas and Birch, \$1,800; cash.

Purchaser to vendor, same property, \$1,800; terms.

Mrs. Mary J. Perrin to Oscar C. Giroux, lot, Cohn, Leonidas, Monroe and Spruce, \$250; cash.

Mrs. Mary J. Perrin to Camilla Eugene, lot, same square, \$250; cash.

Daily Record of Building Permits

John Stewart, owner; Charles Pfister, builder; repairs and alterations residence, 1837 Napoleon; average, \$2,000.

Sam Latino, owner and builder; one-story boxed building, Prieur Painters, Franklin avenue and Roman, \$200.

W. W. Young, owner and builder; double one-story frame-styled residence, Orleans, Roosevelt place, Tati and Dumaine, \$1,200.

INDUSTRIAL HOMESTEAD ASSOCIATION. Misses Mary M. and Laura Gerlinger, portion, Thalia, Liberty, Franklin and Melpomene, \$200; mortgage.

Nathan S. Stern to Ra-No Paint Co., Inc., lot, Perdido, Broad, White and Gravier, \$1,300 cash, \$1,200 mortgage.

Pyramid Home-Steal Association to Rachel Levy lot, General Taylor, Miro, Delachaise and Galvez, \$1,000 mortgage.

Third District Building Association to Vincent Alvarez, lot, Marigny, Burgundy, Rampart and Elysian Fields, \$1,040; mortgage.

A. J. Johnson to Thos. W. Shepard, lot, Galiz, Willow, Jena and Clara, \$1,700; mortgage.

Aene Home-Steal to Allen H. Genes, lot, Jasmine, Verbea, L. Louis and Franklin avenue, \$500; mortgage.

German-American Home-Steal to Elwin Heaton, lot, Fern, Spruce, Cohn and Burdette, and lot, Monroe, Green, Leonidas and Birch, \$1,800; mortgage.

Union Home-Steal Association to Paul Baragona, lot, Dumaine, St. Ann, Royal and Bourbon, \$750; cash.

Pyramid Home-Steal Association to Mrs. Rachel Riley, lot, Miro, Delachaise, Tonti and General Taylor, \$700; mortgage.

Miss Blanche Michel to Emma M. Michel, lot, Baudin, Murat, Banks and Olympia, \$2,000; assumption.

Jos. N. Bruce to Wm. Dewey, lot, Fern, Burdette, Sycamore and Palmyra, \$300 cash, \$700 mortgage.

RAILROAD SCHEDULES. UNION STATION. FREE STOPPERS ALLOWED AT NEW ORLEANS ON ALL RAILROAD AM STEAMSHIP TICKETS. AFFORDING TOURISTS AN OPPORTUNITY TO SEE THE CITY.

Illinois Central. Depart. 4:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati. 8:45 p. m. Special. 11:30 a. m. 12:30 noon—Panama Limited. 11:30 a. m. 7:30 p. m.—Fast Mail, Chicago, St. Louis, Louisville and Cincinnati. 10:45 a. m. 8:00 p. m. 3:00 p. m.—Northern Express. 8:10 a. m. 5:40 p. m.—MeComb Accommodation. To Chicago and St. Louis. 3:00 a. m.—The Merry Widow. 10:10 a. m. 5:00 a. m.—New Orleans Station 8:30 p. m., 6:15 p. m., 9:30 p. m., and 11:25 p. m.

Southern Pacific Lines. Depart. 5:55 a. m.—TEXAS LOCAL for Houston and all station intermediate. 5:10 p. m. 11:30 a. m.—SUNSET LIMITED for San Antonio and El Paso. New Mexico, Arizona, Apache Trail and California. 8:00 p. m. 12:30 noon—SUNSET MAIL for Houston, Galveston, Austin, Waco, Fort Worth, Dallas, San Antonio, Del Rio and Intermediate. 7:50 a. m. 10:30 p. m.—TEXAS EXPRESS for Lafayette and all stations intermediate. 11:40 a. m. 8:15 p. m.—TEXAS EXPRESS for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points. 6:30 a. m. 11:30 p. m.—TEXAS EXPRESS for Houston, Galveston, Waco, Fort Worth, Dallas, San Antonio, El Paso, Apache Trail, California and all intermediate points. 6:10 p. m.

Gulf Coast Lines. (Union Station) Depart. 8:20 p. m.—California Special for Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston. 7:35 p. m. 8:30 a. m.—Texas Daylight for Baton Rouge, Opelousas, Eunice, Bremond, Houston, Brownsville and North Texas. 7:35 p. m. 8:30 a. m.—Far Houston, El Paso, Brownsville and other Texas points. 7:25 a. m.

LOUISVILLE AND NASHVILLE R. R. (Station Foot of Canal Street) Arrive. 9:35 p. m.—N. Y. & N. O. Limited. 7:30 a. m. 8:30 a. m.—Wash. & N. Y. Mail. 8:55 p. m. 9:35 p. m.—Birmingham Limited. 7:30 a. m. 9:30 p. m.—Birmingham & Cincinnati. 7:05 a. m. 8:30 a. m.—Asheville Express. 8:55 p. m. 8:30 a. m.—Louisville & Cincinnati Limited. 8:55 p. m. 9:15 p. m.—Pensacola & Jacksonville. 7:05 a. m. 5:00 a. m.—Mobile Accommodation. 7:05 a. m. 5:00 a. m.—Montgomery Accommodation. 7:05 a. m. 7:35 p. m.—Far Accommodation. 7:50 a. m. 7:30 a. m.—Sandy Gulf Coast Excursion. 8:25 a. m.

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY. WEEK DAY TRAINS: Leave. 7:25 a. m.—HERO LOCAL. 8:35 a. m. 9:05 a. m.—LOUISIANA SPECIAL. 8:55 a. m. 9:05 a. m.—Buras Mail. 9:15 a. m. 10:30 a. m.—SUNDAY TRAINS.

Compagnie Generale Transatlantique LIGNE FRANÇAISE. SERVICE POSTAL RAPIDE. NEW YORK-BORDEAUX-PARIS. Traversée Directe au Continent. DEPARTS HEBDOMADAIRES. Pour toutes Informations s'adresser F. J. ORFILA, AGENT GENERAL DU SUD des Chemins de Fer de l'Etat, Nouvelle-Orleans.

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Murs Carrelés. Châmbres de Cheminées, Bains, Porches, Etc., Ouvrages en Marbres de Tous Genres. ROGER DE ROODE. Phone Main 3260 308 rue Perdido.

SOUTHERN RAILWAY SYSTEM. (New Orleans & Northeastern R. R.) Direct Route to New York Cincinnati Birmingham. Tickets and detail information at CITY TICKET OFFICE, 211 St. Charles St. Telephone: Main 3112 and Main 1772. J. R. Wells, Division Passenger Agent.

Le Rhumatisme. Pour être guéri on buvant de Team minéral de tous "FAMOUS". Les prix sont raisonnables. Livraisons partout. R. L. VIGUIERE, agent, 400 rue Sud Ramparts. Phone, main 4580.

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MISS. BREAKS ALL DIPPING RECORDS

All previous records for the number of cattle dipping vats in use and the number of cattle dipped for tick eradication in a single month were surpassed in April by Mississippi, according to reports reaching the Bureau of Animal Industry of the U. S. Department of Agriculture. During this month 892,504 head of cattle were dipped in the state 12,266 vats.

During the period several vats in Mississippi were dynamited by persons antagonistic to the tick eradication work being carried on by the Federal government, the state, and the counties. The fact that such a record number of dippings were made in the face of this antagonism, however, leads officials of the Department of Agriculture to believe that the vandalism defeated its own aims by awakening interest in the work on the part of law abiding citizens and by strengthening their determination to free their territory from quarantine. The destruction failed to bring about even the temporary suspension of activities in the immediate localities, since cattle were driven greater distances and dipped in less conveniently located vats.

Thirty-two counties remain under quarantine in Mississippi. The eradication work is well organized in practically every one of these counties and is progressing satisfactorily, field inspectors report.

RAILROAD SCHEDULES.

TRANS-MISSISSIPPI STATION. Texas and Pacific.

Depart. 6:35 a. m.—Alexandria Local. 3:15 p. m. 12:01 p. m.—Texas-Colorado Limited for Alexandria, Shreveport, Dallas, Fort Worth and El Paso. 7:30 a. m. 12:01 p. m.—Texas-Colorado Limited for Oklahoma, Colorado, Utah and California. 7:30 a. m. 1:45 p. m.—Torras Local. 10:45 a. m. 7:45 p. m.—The Cannon Ball for Alexandria, Shreveport, Shreveport and North Texas. 8:30 p. m. on Sunday only Torras Local leaves at 7:00 p. m.

TERMINAL STATION.

Southern Railway System. (New Orleans & Northeastern Railroad) Depart. 7:30 p. m.—N. Y. & Washington. 9:30 a. m. 7:30 p. m.—Cincinnati & Asheville. 9:40 a. m. 1:45 p. m.—St. Louis & Chicago. 9:40 a. m. 8:15 a. m.—Cincinnati & Asheville. 9:05 p. m. 8:15 a. m.—St. Louis & Chicago. 9:05 p. m. 5:00 a. m.—Meridian Accommodation. 4:40 p. m. 4:45 a. m.—Meridian Local, Hainesburg Local. 8:10 a. m. 7:15 a. m.—Carriere and Mt. Point. 7:25 a. m.

New Orleans Great Northern.

(Daily Except Sunday) Arrive. 7:05 a. m.—Jackson, Columbia, Tylerstown, Bogalusa, Folsom. 5:55 p. m. 4:20 p. m.—Columbia, Bogalusa, Tylerstown, Folsom. 8:45 a. m. 7:35 a. m.—Jackson, Columbia, Tylerstown, Bogalusa. 6:05 p. m. 6:00 p. m.—Folsom, Columbia, Tylerstown, Bogalusa. 10:30 a. m. (Sunday and Wednesday Excursions) 7:35 a. m.—Folsom, Covington, Abita Springs, Mandeville, Folsom, Bogalusa, Tylerstown, Louisiana Railway and Navigation Co. 8:05 p. m. 3:30 p. m. Lv. Shreveport. Ar. 7:0 a. m. 8:42 p. m. Lv. ALOHA. Ar. 8:36 a. m. 10:08 p. m. Lv. Alexandria. Lv. 9:10 a. m. 8:15 p. m. Lv. Mansura. Lv. 12:58 a. m. 2:55 a. m. Lv. Angola. Lv. 9:08 p. m. 8:48 a. m. Lv. Baton Rouge. Lv. 9:08 p. m. 3:05 a. m. Ar. Baton Rouge. Lv. 8:00 p. m. 8:05 a. m. Ar. New Orleans. Lv. 5:30 a. m. No. 5. 2:00 p. m. Lv. Angola. Ar. 19:01 p. m. 2:40 p. m. Lv. Baton