# FRENCH OFFICERS CAN TRAIN RAW AMERICAN TROOPS IN

By Kenneth MacDougall.

International News Service. ments that long training of Ameri- and the rest of the world? can troops here before sending them | The greater the delay, the greater question:

tary training obsolete?

available by draft are useless un- rocking chair" war. less there are officers to teach them at least the rudiments of military

men than any other nation in the world. Marshal Joffre's idea of sending American troops to France to be trained there back of the flighting line, by French and British officers, is food for thought.

Such training, according to his figures, would fit our militia and regular army for active service; within six weeks from the time of their arrival.

formation has passed. The simple school of the soldier in which is, laught squad formation, followed by Not in the Actual Operation of the squad's relation to the company and backed by the knowledge of the rifle, is all that men in good physieal training need for the present type of warfare.

business is better off for the co- Long Island.

trained years in the difficult evolu- its system fee's sure women can do tions of the old military system, much work done by men, The new system does not call for All roads made it plain that no made to realize that war is not the tion of trains. romantic display of the past. It is The Lehigh Valley stated women the long, hard waiting game broken are being given preference in the der attack.

Here men find that it is more or Jess up to themselves to lessen the schances of death by exertising care. not to needlessly expose themselves To danker, and, above all, to obey -orderà.

It has already been pointed out that in case we do send an army abroad in the near future we will have to use the British army rifle because of manufacturing conditions. We will have to strain every gresource to properly equip our troops: yet, once equipped, they can De trained in shorter lime under actual war conditions in France.

What officers we have need war experience. Most of these, even in the regular army, have never been in action. They do not realize what they are up against, that modern warfare is absolutely a contractetion to the teachings of the past. Our own General Staff is not

Sabove our as set by the present confliet. They are still figuring as of Syore, and with few exceptions are nen of the old school. Their chief objection against an

early expeditionary force is the fact that each trained man sent abroad will deprive us of from one to two shundred trained men inside of two S'ears.

The establishment of efficers' training camps shows they believe they can fit candidates in three months' intensive training to command other men. If this is possible, why is it not also possible to train Trecruits up to a stage where they Scan be finished off by veternal French or British officers in a like Speriol of time?

France has offered us the valuable help of her officers. That knocks the pint from under the Wa Department theory of not enough officers to start training. It also: Opens up the way for observation of: real warfare while undergoing the Tinishing touches of training. It will also awaken the nation to a #ull realization of the fact that America is in the war, and in to win. If the nation as a whole **knew** just how sorely put France is at the present time, I think all hesitancy would be wiped away in

🙉 flash. The Germans are by no means whipped. They have a lot of reserve strength left, and if by any chance they succeed in their efforts for victory the United States will have to finish by fighting Germany

alone. There have been many lives lost In this way. Will the lives of our allies have been spent in vain? Or

will the objections of a non-military nation be evercome by the sound New York, May 5 .- The very evi- puvice of a nation that has for two dent need for American troops on years known modern warfare as no the French front has been indicated nation outside the conflict could and By Field Marshal Joffre. His state- which now stands between Germany

to the front is unnecessary are evi- the sacrifice later on. Does the dentity inspired by his realization of fire department wait until every the delects of our present military piece of apparatus is on the scene establishment. They are in direct before they fight a fire? Then why contrast to the views held by our should we wait until we have a General Staff, which opens up the million men ready for action before we lend our much needed aid to Are American methods of mili- France? One hundred thousand men on the fighting line by the middle It begins to look very much as if of summer may have the moral ofthey were. The crying need in this feet of five million, for it will country at the present time is offi- hearten the Allies and show Gercers. Our millions of men made many that we are not in favor of a

# France, on the other hand, probably has more officers per thousand EMPLOY WOMEN

WILL TAKE PLACE OF MEN CALLED FOR ARMY SERVICE

### the day of the pretty military MOSTLY FOR CLERICAL LABOR

Trains Situation That Railroads and Industries Must Face

New York, May 5.-Many big East. There is no army in the world as ern railroads have started making democratic as the French. Offi- arrangements to employ women to cers of the old school, who were replace men called to arms by the gods of siscipline, are no longer draft. Among the roads which are popular. Officers and men have but taking these steps are the New Haone thought-France. They are ven Lehigh Valley, Erie, New York fighting as a business, and any good Central, the Pennsylvania and the

operation of employer and employe. The Central Railroad of New Jer-Thus the present war has in a sey has not made any plans, but by measure applished the need for men experiments already conducted in

anything but the rudimentary men would be displaced by women knowledge of sekliering. Then unless actually drafted. The womthe frent. Men are keyed up and actually engaged in physical opera-

at times by vicious lunge and coun- hiring of new employes in departinents where they are able to do Work, as the management exnects many men soon will be called to the colors. The Lebigh is already employing women as car cleaners, and has made some experiments with them as train dispatchers. The New York Central also is employing

women as car cleaners. Between three hundred and four hundred men employes of the Grand Central Terminal are members of the national guard and are momentarily expecting a summons to duty. All arrangement are being rushed to put women in their places. Somehave already left and women are doing their work.

The Erie offices stated an actual: famine in male clerical labor was already being faced. Women are being called in wherever possible.

"They may also be used to sell and collect tickets," said one official. "This is a situation every railroad and every industry must face. We might as well get ready in time." [

Aujourd'hui-Toute La Semaine. SPECTACLE EXTRAORDINAIRE Le célèbre roman d'amour de

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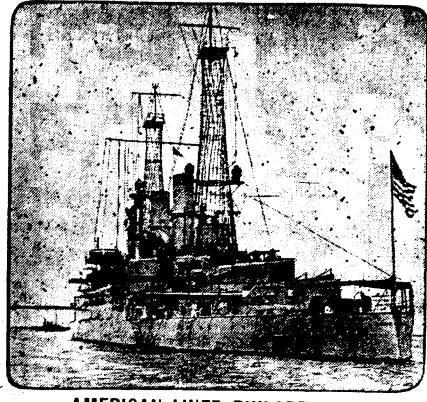
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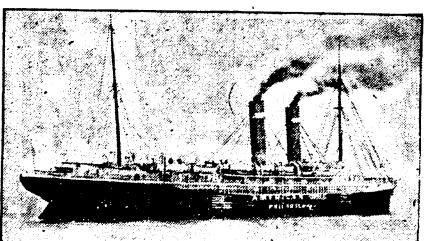
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Recommende per Les Médecins Européens.)(Chez Tous les Agents aux Etate-Unis: E. FOUGERA & CO., Inc., New York.

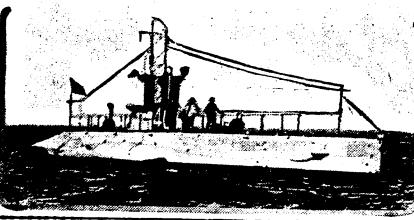
## UNITED STATES BATTLESHIP SOUTH CAROLINA DE



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UNITED STATES SUBMARINE L-3



reatest clean-ups in the history of wild finance was discussed here as initely learned upon first examinainvestigators under the state in-tion. But is was estimated that a surance commissioner. J. Denny beach higher figure probably would O'Neil, delved into the boks of the be reached, it was said. iPffsburg Life and Trust Company.

a set of dummy directors.

Bir seye, his son, Kellogg Birdseye, ington Life and Trust Co.

George Montgomery, Robort Moore and Affred Leury, all of New York, 210,000 tons to be domehod this and for W. D. McQueston and a man winter and more than 900,000 tens named Watson. The addresses of launched and completed in 1918. the litter are not known. They are harge I with conspigacy to defraud.

Pittsburg, Pa., May 7,-One of the so far known was realized by the in an emergency be used for deep illeged schemers could not be def

In its April statement, the com-Commissioner O'Neil sail shortly pany c'ainled assets of 24 million before noon that it was evident the dellars with insurance in force agconcern has been wrecked. Within gregating 118 million dollars. It had two days, he said, a group of New strong men at its head and was in York promoters, headed by Chrence excellent financial condition. For Birdseye, an attorney, got control several years, h wever, the compaof the big concern and milked it for my had had a "white elephant" on 1,900,000 through the operations of its hands in the shape of several pieces of valuable New York real Warrants have been issued for estate deeded to if by the Old Wash-

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CREAT AMOUNT OF WORK AT U.S. SHIP YARDS

## TWO MILLION TONS BUILDING

Besides Great Fleet of Wooden Ships on Government Account-Mak-

ing a World's Record

By International News Service, New York, May 5.—The first of he wooden fleet "to bridge the Atantie" will probably be launched on the Passaic civer at Newark, N. J., about August 1.

It will be followed by others at dozens of yards in different sections of the country, until the government program of 1,000 wooden vessels of about 3,000 tons each is completed. It is likely this program will be steadily expanded also if the war continues to rage. In addition to the 3,000,000 tons

of the government carrying fleet. to be built in American shippards, Should the present movement continue, the United States will soon he the leading shipbuilding nation of the world; indeed, it will surpass all previous records by any

Including vessels built for Amer cian owners, foreign owners, undisclosed owners, and huilders' accounts, adapted for deep sea service, it is estimated that there are 614 in course of construction or contracted for, with an estimated tonnage of 2,394,131. These figures are exclusive of ships under construction for the Navy Department, oil and molasses tankers, vessels constructed for use on the Great Lakes and those under 500 tons.

Of this amount of tonnage more than 300,000 tons already have been launched, about 70,000 tons are scheduled to be launched this spring, about 177,000 tons to be launched during the summer, about

Of the vessels built for service on the Great Lakes, appreximately 70 .. How much more than the amount | 900 tens, a number of these could sea commorea

One of the 'arrest of the new riants will be birilt for the Baltimore Dry Dock and Shinbuildian C mnone, The Mans gall for the construction of one of the argest ehiphuilding and romais plants an the Atlantic coast. The company has an option on a site at Baltimore. The new claut will cost more than \$2,000,000 and will furnish cupleyment for 2,000 additional mon. On April t of this year there were in the United States 152 shipyards, marine engine and boiler shops, and

238 repair plants, including dry dockks and marine railways.

Some idea of what the shipbuildng capacity of Great Britain is may he gleaned from the fact that at the eginning of the war, exclusive of

Birds Trained to Fish.

As hawks were trained to hunt, a peculiar species of bird was trained to fish. The bird found to be most adaptable for the purpose was the cormorant an oceanic bird, similar to the pelican and feeding almost exclusive iv on fish. It is intermediate in size between a duck and a goose, and some of the thirty species inhabiting the world have beautiful plumage which has a sheen of green, blue and purple

Ruth's Discovery.

Ruth has a grandfather, but no grandmother. The last summer a little playmate had his grandparents come for a visit, and Ruth saw them. She hurried home, shouting at the top of her voice: "Mother, mother! John has a lady grandpe!"

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the plants in her colonies, she had 153 shippards, marine engine and

or new ships have swamped the housing for the tools and a power builders, The Bethlehem Steel Com- plant. oany in its various subsidiary yards is building more than 175 vessels.

In the case of the Hanlon Dry Dock and Shiphuilding Company, of Oakland, Cal., on January 1 its empleyes numbere 350. It has so many enlarging its plant to such an extent that by June 1 it will have 2,500 men at work.

On April 13 thirty-five shipbuild bers called at the office of the Fedand signed contracts for a large date the company expects to turn number of the 1,000 wooden vessels out one ship every ten days. The States government, under the direction of Major-General George W. and so on, as the contract state, Goethals, will have constructed.

wark Meadows, with a frontage of big lumber mills all over the counthe location of an immense shippard, eral authorities have requisitioned The land was controlled by Henry three billion feet from the Southern Ford, the automobile man, and he mills alone, principally Georgia, turned it over to the government Forida and Louisiana yellow pine. for a nominal sum.

no resthan 2,000,000 tons of steel or struction of the fleet of ships for builders' accounts, can be taken company began work on the plant war.

May t, as the contract with the government allows only thirty days for boiler shops, while her repair plants the work. The building of wooden mehided 572 dry dicks and marine ships does not require an elaborate plant. Practically all that is need-Since the first of the year orders | ed are the ways (a ship railway),

Ten ways, each 100 feet wide, with be constructed and there will be a space of sixty feet between the. ways, so that material may be easily handled. The ways will be so constructed that the vessets. contracts for vessels now that it is when the huil is accomplished, will slide into the Passaic river, which will be dredged to a sufficient depth at this point to float them.

Under the company's contract the first vessels must be completed by eral Shipping Board at Washington August 1 of this year. After this of 3,000 tons each which the United second vessels should be finished by August 11, the third August 21,

"as long as the war shall last." There has been leased to the gov- Incidental to the building of the ernment and to the Foundation Goethals fleet of wooden ships, it company, of this city, a tract of was 'carned to-day that the govfifty-five acres of land in the Ne- ernment is cornering the product of 1,650 feet on the Passaic river, for try. It is understood that the Fed-

All vessels building in American The Foundation Company has re- vards, regardless of whether for the American merchant marine. The over by this government in time of

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