

WORLD PROGRESS OF WOMEN'S VOTES

By International News Service.
Columbus, O., May 14.—Woman suffrage is rapidly sweeping the whole world. Mrs. Carrie Chapman Catt, international suffrage president, said in a comprehensive review before the Mississippi Valley Suffrage Conference here yesterday. Her speech, in part, was as follows:

"There are eleven American commonwealths in which the term 'universal suffrage' is not a parody. The name of this distinguished galaxy of states, in chronological order of their bestowal of full suffrage upon women, are: Wyoming, Colorado, Idaho, Utah, Washington, California, Arizona, Kansas, Oregon, Montana and Nevada. Add to the eleven the vast territory of Alaska, where also suffrage is, in fact as in word, universal.

"There are besides these, eight States where women have the right to vote for the President of the United States. They are: Illinois, North Dakota, Ohio, Indiana, Arkansas (at primaries), Rhode Island, Michigan and Nebraska. There are six states in which women have municipal suffrage. Five of them are on the Presidential suffrage list: Illinois, North Dakota, Indiana, Arkansas (at primaries) and Nebraska. The sixth is Vermont. There are thirteen other states in which women have school suffrage alone, and there are four in which they have the right to vote on taxation or bonding propositions.

"In 1917 seven states got into line under the suffrage banner.

"Abroad there are six countries that have full suffrage—seven, if you include the little Isle of Man, which may justly be called also the Isle of Woman, full suffrage having obtained there for thirty-six years. They are New Zealand, Australia, Finland, Norway, Iceland and Denmark. In 1914 the women of British South Africa were granted the municipal franchise, and that same year the women of Iceland got full suffrage. In 1915 another Scandinavian country, Denmark, gave her women full suffrage. Canada's year of great grace was 1916, when four of her chief provinces, Manitoba, Alberta, Saskatchewan and British Columbia voted in woman suffrage. On our southern border the province of Yucatan did equally well by Mexican women. In 1917 Ontario took the steps that insured women the right of the franchise.

"In England women are about to receive the parliamentary franchise. Old-time friends and former foe are now alike enthusiastic for votes for women. In France the Commission on Universal Suffrage favorably regards the Flandin Women Suffrage measure. In Italy the minister of justice has presented to the chamber a bill whose object is to allocate every law by which woman's judicial capacity is curtailed on the hypothesis that she is a creature of natural disability to be held in subjection of man. Russian women are to be counted in as people in the extension of universal suffrage to the Russian people.

"Today," Mrs. Catt said, "we stand up in the vanguard of what may prove the greatest test of endurance yet put upon our republic. Women, the greatest force our nation possesses for the creation of public sentiment, are asked to mobilize their forces in aid of a government which has wronged them.

"Our nation is engaged in the defense of democracy, for the right of those who submit to authority to have a vote in their own government. The hearts of women would beat more happily could they feel that our own government had been true to the standard it now proposes to unfurl upon an international field."

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NO SOVEREIGN U-BOAT REMEDIES

By International News Service.
Through its news sources in Europe the International News Service has received an important communication by Admiral Sir J. Jellicoe, until recently commander of the British grand fleet, in which he discusses the submarine menace and other sea warfare problems. He declares there is no single sovereign remedy for the U-boat, but it is to be noted that at the time he made the statement he knew nothing of the new American inventions now being developed.

By Admiral Sir J. Jellicoe
Nobody knows better than those in the navy that the navy cannot win a war by themselves. The navy's business, so far as the army is concerned, is to hold the ring; to get the army to its destination; to keep open its communication and carry its supplies; and to see that its operations are not interfered with. But the navy cannot win the war; the war has to be won on shore. We cannot get at the Germans. Their ships stop inside their ports, and if they come out to fight they will not go back again, I hope.

The other directions in which the navy exerts its power during the war are: First, its business is to defeat the high sea fleet wherever it appears; secondly, to sink enemy submarines wherever they are found as difficult a task, I suppose, as was ever put before the navy; thirdly, to keep open the communications to this country for our food supplies and munitions; and, fourthly, to stop supplies getting into the enemy's country, and to see that an enemy ship which gets afloat has a very short life.

When the war started the submarine menace was comparatively small. In the early days the principal menace was to our fleet. As the war progressed the Germans commenced to use their submarines in utter disregard to every principle of international law and of humanity, and the departure from international law has led to a new and difficult situation. At one period the German submarines attacked our merchant ships on the surface. In order to meet that menace we armed our ships defensively.

The enemy is now forced to attack under water, and although that has limited very much the activity of the submarine, the counter to that attack is much more difficult than to surface attack. In order to give security, we want not men, but large numbers of small craft. I should like to say that what the navy wants is for every man who takes part in the building of ships to do the utmost that lies in his power to carry out his work, because a fleet of small craft prevents losses, and the building of merchant ships replaces those lost.

There is no one sovereign remedy for the submarine. The methods for dealing with them are a combination of devices, and fresh schemes are daily introduced.

The process of a submarine diving and a submarine sinking are much the same in appearance, and therefore you are never certain whether she dived voluntarily or involuntarily. You know that the dive has been involuntary when some survivors are picked up. But number of cases of that sort are not great, because when a submarine is attacked she gets all hands inside as soon as possible, ready to dive. At the same time, while it is a fact that the submarines are by no means getting off so free, there is undoubtedly a serious time before our country, and economy in food consumption should be the order of the day.

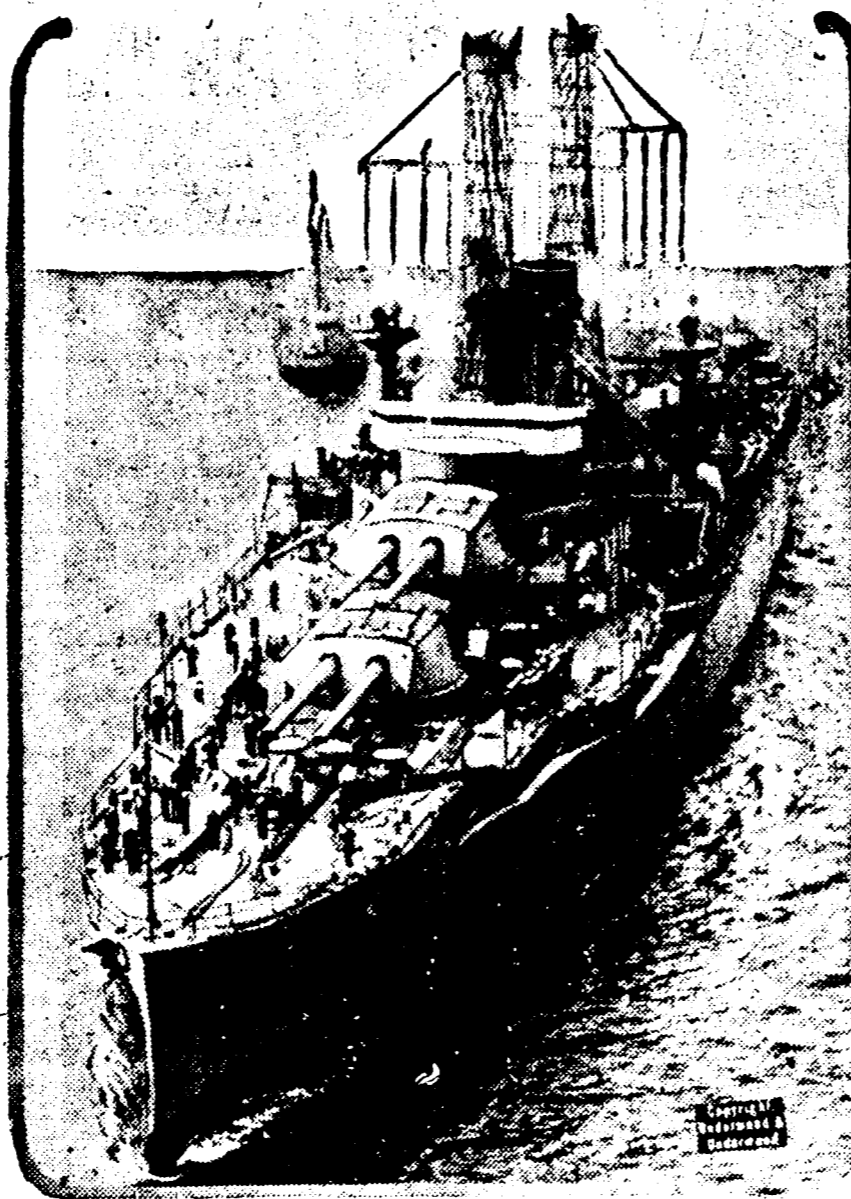
URGES 'LOYALTY DAY' NAME FOR DRAFT START
By International News Service.
Madison, Wis., May 14.—Wisconsin's "war senator," Roy P. Wilcox, of Eau Claire, is urging Governor Philipp to issue a proclamation designating registration day under the conscription law as "Loyalty Day."

BOOTLEG WHISKEY REACHES \$7 A QUART
By International News Service.
Oak Creek, Col., May 14.—The new state dry law that limits the importation of liquor by individuals to two quarts a month has been keenly felt in this coal mining district. This section has been over-ridden with bootleggers ever since the anti-saloon law went into effect, a year ago last January. The price of the contraband article of whiskey has varied, but usually did not exceed \$3 a quart. But the price suddenly has shot skyward until sales at \$7 a quart are now being narrated.

WISCONSIN PROMISES INCREASED CROP YIELD
By International News Service.
Madison, Wis., May 14.—Practically every county in the state has now organized in co-operation with state council, the necessary steps to be taken to increase the food production have been accomplished with a great degree of efficiency. That the Wisconsin farmers have responded to the appeal for increased acreage, of foodstuffs is made known in a report compiled by the State Agricultural Commission and delivered to the State Council of Defense.

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UNITED STATES BATTLESHIP TEXAS



TO DEMONSTRATE USE OF CUT-OVER PINE LANDS

Members of the Federal Farm Loan bank, and men prominent in civic affairs will be the guests of Conservation Commissioner M. L. Alexander in a trip to Boutonville tomorrow to inspect the stock farm of Aboulton Bros. Governor R. M. Pleasant has been extended an invitation to be present. The Conservation yacht will leave the half-way house at 8 o'clock in the morning. Bouton Bros. have one of the largest stock farms in the state, and the purpose of the trip is to show the land bank commissioners just what can be accomplished in an agricultural way on Louisiana cut-over pine lands.

LOCAL PRESBYTERIANS ARE AFTER NEXT YEAR'S ASSEMBLY

Efforts to land the 1918 Presbyterian Assembly for New Orleans will be made when the assembly meets at Birmingham, Ala., Thursday. Rowland George H. Cornelison, pastor of the First Presbyterian Church here, will invite the delegates to come to this city next year. Among those from New Orleans who will attend the assembly are: Rev. A. H. Ziemer, of the Claiborne avenue church; Rev. D. B. Gregory, of the Garyville church; W. K. Seago, an elder of the Napoleon avenue church; and J. D. Hill, an elder of First church.

NOTABLE PRODUCTION AT THE DIAMOND THEATER

When the time came to cast "The Vicar of Wakefield," now showing at the Diamond theater, Mr. Froelich Wards intimated a desire to have some say in the selection of his "stage wife." "Deborah, I fear, was of a quarrelsome disposition," he said. "But I hope you will select for the role a lady who will only add me while the camera is in operation." Then he suggested Miss Carey Hastings for the part, and never regretted it. The cast members, used by Mr. Wards in "The Vicar of Wakefield" are 40 years old, and are said to be the only ones of their kind in existence today.

ACCUSED OF BETTING

Walter A. Keenan, 2929 Magazine street, and Daniel Burton, 3405 St. Charles avenue, were arrested yesterday by Corporal Mahon and Patrolman Acomb, of the third precinct station, on a charge of violating Act 128 of 1908 by accepting bets on race horses. They were called from Iberville and Royal streets.

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INSPECTION OF CAMP NICHOLLS

A formal inspection of Camp Nicholls will be made tomorrow by the state board of health, and Dr. Oscar Dowling has asked the city health authorities to participate in the inspection. Representatives of the state and city boards, and Major H. C. Cole, of the camp, will make a general investigation of health conditions in compliance with a request from the war department.

A special effort will be made to eliminate flies and mosquitoes from the soldiers' camp, and to compel surveyors of food to maintain sanitary premises. Disorderly establishments will not be permitted in the neighborhood of the camp.

Y. M. C. A. FOR CAMP NICHOLLS

Work on a Y. M. C. A. building at Camp Nicholls will be started this week. This statement was made yesterday by Dr. A. O. Brown, secretary of the New Orleans Association. Soldiers will be provided with writing material and everything will be done to make them feel at home.

AUTO CAUSES A RUNAWAY

Driver Thrown Out and Received Scalp Wound
Frightened by an approaching automobile, two horses attached to a wagon of Boltmann and company, undertakers, ran into an auto truck at Jackson avenue and Prytania street, causing their driver, Casimer Broffield, 38 7/31 Plum street, to be thrown out. He received a lacerated scalp wound and was taken to the Toussaint infirmary.

Broffield was driving down Prytania street when the animals became frightened. He tried to stop them, but they got beyond control. The auto truck, in charge of John Becker, 207 Magazine street, was parked beside the curb.

CLIO CAR AND WAGON CLASH

Jumping the track at Magnolia and Washington avenue Sunday morning, a Clio car operated by Motorman R. J. Casse, 1028 Louisa street, ran into a wagon driven by William Gastner, 3100 Second street. Fred LeBlanc, 55 3028 Grand Route St. John, passenger on the car, was the only one injured. His hurt was slight.

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SUITS BROUGHT FOR INJURIES

Three suits for damages were filed in the civil district court yesterday, the New Orleans Railway and Light company being defendant in one and the Illinois Central railroad in another. The total sums asked amount to \$19,000.

William Sheridan in a suit against the Illinois Central for \$10,000 damages alleges that on September 9, 1916, he was employed by the Hammond Lumber company as assistant fireman; that he purchased a ticket from Hammond to Ponchartraine, and while standing near the track waiting for a train was accosted by Wiley Gray, a special agent of the railroad, who ordered him to move on as a loafer, and afterwards struck him over the head with a stick three times, and kicked him. He alleges that his hearing has been affected.

Mindy Solomon, an aged blind negro, is suing T. H. Elliott, of the Richland Dairy Products Company, for \$1,000 damages. She alleges that on March 24, 1917, she was using a street across Baronne street at Poydras by her young grandchild when she was struck and injured by an automobile truck owned by the defendant, and operating at the rate of twenty miles an hour.

Ernest Jackson asks that the New Orleans Railway and Light company be compelled to pay him \$5,000 damages as the result of an accident at Third and Free streets on February 19 last. He was driving a wagon, which was struck by a Louisiana Avenue car, Jackson alleges that the car was operating at an excessive rate of speed, that no warning was sounded for the corner, and the brakes were defective.

Suits filed in court yesterday were the following: Mindy Solomon, widow of Richard Taylor, vs. T. H. Elliott, damages \$1,000; William Sheridan vs. Illinois Central Ry. Co., damages \$10,000; Ernest Jackson vs. N. O. Ry. and Light company, damages \$5,000; Mrs. Pearl Bessler vs. Frank T. Ottendorfer, divorce; Milton P. Doullut et al. vs. Mary Bush et al., possession of premises; Succession of Henry G. Delachant, authorization of Mrs. Otto Schenhardt, to borrow succession of Louis Schmitt, administrator; Interdiction of John Klem, successor of Leon Marthe; E. Hollander and Co. vs. T. J. Hyman, claim on notes \$20,000; E. Hollander et al. vs. Harry Brooks, claim, \$11,000; Harry G. Bennett vs. George E. Forest claim, \$1,816.66; Edward Zeno vs. Azel James, divorce; Charles Emer et al. vs. Rodney Emer et al., \$10,000.

MR. THALMANN TO BE CONSUL

Paul F. Thalmann will be the next Swiss consul for New Orleans according to the announcement of Dr. Paul Ritter, Swiss minister at Washington, who came to New Orleans to appoint a consul for the port to represent his native land. Dr. Ritter left Sunday for St. Louis where he spent the day with Fritz Salmen before returning to his post at Washington.

STILL TIME TO PLANT GARDEN TRUCK, BUT YOU MUST HURRY

If you have not already planted a garden, there is still time even in this region to grow some food, say specialists of the U. S. Department of Agriculture. Not a day should be lost, however, in planting, as the most favorable planting period for most vegetables is past, and as the crops must be given an opportunity to become well established before hot weather sets in. Among the vegetables which still may be planted with good chances of success are beans, lima beans—both bush and pole, collards, cucumbers, muskmelons, watermelons, okra, squash and sweet potatoes.

If you have already started a garden, but have not planted the crops named, you should lose no time in getting the seed in.

There is, of course, considerable variation within the region for which this advice is given. It may well be that the possibility of planting successfully certain of the crops mentioned has passed in the more southerly sections. The advice is based on the latest frost dates for the section, and the variations in weather conditions from year to year also may influence planting periods.

The following cultural suggestions are made for the crops which may yet be planted with fair chances of success throughout most of this region:

Beans—Plant in rows two and one-half feet apart for either horse or hand cultivation, and three to four inches apart in the rows. A quart of seed is sufficient for a hundred-foot row.

Lima Beans, Pole—Plant in hills three to four feet apart for horse or hand cultivation. A half pint of seed is sufficient for a hundred-foot row. Bush limas should be planted in rows two and one-half feet apart for hand cultivation, or three feet apart for horse cultivation. Space the seeds six to ten inches apart in the rows.

Cucumbers—Plant 8 to 10 seeds in a hill, spacing the hills 5 feet apart each way, and then to two or three plants; or sow the seed in rows four to five feet apart. When planted in rows, the plants should be spaced fifteen inches apart, but the seed should be sown much thicker, the plants being thinned later. A half ounce of seed is sufficient for a hundred-foot row.

Squash—The bush varieties should be planted in hills four feet apart each way, and the running varieties eight to ten feet apart each way. One-half ounce of seed is sufficient for a hundred-foot row of either the bush or running varieties.

Muskmelons—The culture of the muskmelon is the same as the cucumber except that the plants are usually given more space. Plant eight to ten seeds in a hill, spacing the hills six feet apart each way. Another method is to sow in drifts six feet apart and thin to six to eight plants, eighteen to twenty-four inches apart.

Watermelons—The culture of the watermelon is the same as the muskmelon except that the plants require more space. Plant watermelons in rows eight to ten feet apart and thin to single plants three

feet apart in the rows, or plant in hills eight to ten feet apart each way. An ounce of seed is sufficient for a hundred-foot row or for a dozen hills.

Okra—The rows should be three to four feet apart for the dwarf varieties and four to five feet apart for the tall kinds. Sow the seed a few inches apart and thin the plants, to 18 inches to two feet apart. Seven ounces of seed is sufficient for a hundred-foot row.

Sweet Potatoes—It is desirable to have a row or two of sweet potatoes in the home garden. Set the plants in ridges 3 to 4 feet apart. Space the plants fourteen to eighteen inches apart. About seventy-five plants will be required for a hundred-foot row.

Brussels sprouts—Brussels sprouts may be planted in the garden where they are to grow or in a seed bed for transplanting. They should be grown in rows at least two feet apart and about an equal distance apart in the rows. The sprouts will not appear until late fall.

Onion Seed—Onion seed are planted like onion seed in drills from fifteen inches to two feet apart for hand cultivation, or two and a half feet apart for horse cultivation. The plants should be thinned to about four inches apart in the rows.

Parsley—Parsley is sown in a single drill a row 600 in length will be sufficient for a family.

Collards—Sow in drills eighteen inches apart for hand cultivation and thirty inches apart for horse cultivation. Thin to stand fourteen to eighteen inches apart in the row.

CRAWFORD H. ELLIS IS APPOINTED TO NAVAL BOARD

Acceptance of appointment as a member of the Naval Advisory Board has been announced by Crawford H. Ellis, vice president of the United Fruit Company at New Orleans. It will be his duty as a member of the board to handle all maritime matters and traffic out of New Orleans and other Gulf and South Atlantic ports. The board will cooperate with the National Defense Committee and look after transportation of tonnage to the allies from American ports.

POTOMAIN POISON SUFFERER

Mrs. Blanche Bondevix, 3607 Tulane avenue, was awakened by groans early yesterday morning and found her daughter, Mrs. Addie Laroette, 19, who slept in the next room, seriously ill. The young woman was taken to the Charity hospital, where doctors said she was suffering from pottomaine poison and was in a serious condition.

AUTO AND CAR COLLIDE

Henry Gohl, 60, 825 Carondelet street, was slightly injured Sunday afternoon when his automobile was run into by a Prytania car at Fourcher and Prytania streets. According to the police, he drove over the tracks as the car was approaching. Motorman Joseph Labarthem, 5013 Coliseum street, operated the conveyance.

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