

PROVIDING FOR TIN CAN SUPPLY

The steps that have been taken to increase the supply of tin cans for the coming packing season were announced Monday by Secretary Redfield. They consist principally in speeding up the manufacture of the tins...

The greatest saving in tins can be effected by using substitute containers for non-perishable goods, and the Department of Commerce, through the Bureau of Foreign Domestic Commerce, is now preparing suggestions along this line.

Economy in the manufacture of tin-plate and tin cans is of prime importance, and manufacturers are making special efforts to prevent waste in the mills and factories.

The present high price of tin is attributed to the unusual demand of the last two or three years, combined with the present difficulty of getting the supplies from the Straits Settlements and from the tin refineries in Europe.

CIVIL DISTRICT COURT

Theodore Dumas vs. Josephine Morales, provisional seizure, \$125; Widow Louise Muller vs. Oliver S. Jourdan, provisional seizure, \$133; State of Louisiana ex rel. Daisy Tarlaze vs. Henry William Tarlaze, habeas corpus; Miss Maria Cabos vs. Jean Castaing, confession of judgment, \$30.43; John P. Sullivan vs. George W. Springer, confession of judgment, \$4,000; John B. Marshall vs. Standard Company, Inc., damages, personal injuries, 2,000; Oakdale Improvement Company vs. E. M. Bonnoval et al., claim, \$1,500; Charles Bruning vs. Mike D. Gemille, Sam D. Gemille and Salvador Larosa, note, \$605.62; Mrs. Francis J. Droila vs. Francis J. Droila, husband, separation bed and board; Tutorship of the Minors Lydia E. Hilda L. Beatrice G. and Edward F. McGinnis, in the matter of E. W. Rischow and others, insane persons; authorization of Mrs. E. E. Meyer, to borrow; Archie Noe vs. Lucie V. Ruel, separation bed and board.

Successions. William Mayer, Mrs. Susanna Miller Iverson, widow of George Iverson; Mrs. Eugenie Abadie, widow of Jean Mailhies; Roseline Bowa, Mrs. Alvaro Quiroga, Paul Mandella, Belthazer Howe.

FLAG FOR FIRST REGIMENT

Paris, May 2.—The women lace workers of Velay have united in making a lace flag with the colors of the United States and intend to give it to the first American regiment that comes to fight on French soil. General Lafayette came from the region of Velay and the old chalet in which he lived there still stands.

WHAT PROSPECTIVE OFFICERS WILL BE TAUGHT AT FORT LOGAN H. ROOTS

In view of the large number of young men from New Orleans and Louisiana who are preparing to enter the officers' training school, to open at Fort Logan H. Roots, near Little Rock, on May 14, the following article describing the course of instruction given to the first class of civilian officers at Fort Leavenworth, Kansas, will be of general interest.

Three months ago this class of nearly 350 young men, with the exception of those who came up from the ranks, were scattered over every State in the Union as civilians. They ranged from shoe clerks to professional men, from struggling college students to idle sons of multi-millionaires.

These men are the first who took advantage of the greatest military opportunity ever offered to civilians. Any man between the ages of 21 to 40, who possesses a good education and a sound body, is eligible to apply for a lieutenancy, carrying with it a salary of \$1,700 a year.

But while a shoe clerk may become an army officer in three months, he probably will absorb more days of instruction under Uncle Sam's military experts than he has done in any one year of his life before.

The basic principle of the plan is to teach the provisional officers as much of the rudiments of military knowledge as is possible in three months. The young men must be given a firm base upon which later to add their training by experience and private study.

After the students have completed the course they are assigned to stations exactly like the regular officers. If at the end of two years they have shown they are adapted to a military career their provisional title is discarded and they become permanent officers.

Because of the intensiveness of the teaching, most of the instruction is necessarily more or less theoretical. It is impossible in such a limited space of time to give practical illustrations of all the work which must be covered.

All the work taken by the students is divided into seven classes. First of these divisions are the theoretical subjects: Engineering, military art, military law and military sanitation. Those classes are practical are: Equitation, infantry drill, army regulations and artillery drill.

Most spectacular of all the work of the young lieutenants is equitation. Under the direction of a cavalry officer they are taught riding, jumping and cross-country running. Less than 20 per cent of the provisional officers have had any previous experience in equitation, and yet they must be taught as much in twenty lessons as would usually be learned by an enlisted man in ninety.

At first the men are taught in riding halls, but later they are taken out on the reservation. The system of equitation used is similar to that adopted by the French army, and is the same is taught at the Mounted Service School at Fort Riley, which is attended by representatives from nearly every army in the world.

Every provisional officer is required to take the first twenty lessons in equitation, for in every regiment of infantry there are a certain number of mounted officers. Those students who are detailed to the cavalry branch are given what might be called post-graduate lessons. These include fighting with sabers on horseback, and also mounted pistol practice.

Every provisional lieutenant is given a complete course in the elements of troop sanitation and health. Through a series of lectures the officer provides the officers with enough technical knowledge to enable them to apply simple fundamentals of health preservation in caring for their troops.

Special attention is given to camp location and sanitation and prevention of the most common diseases. They are also taught how to instruct their troops in personal hygiene, and how to recognize outbreaks of contagious diseases even when deprived of the skilled medical advisers.

Engineering is the one subject required in the provisional training school which is intended to supply a minimum instead of a maximum of knowledge. The instructors consider their science too technical and complicated to warrant any attempt to "cram" the raw students.

The class just graduated had but little instruction in field engineering because of delay by the government in securing textbooks.

In topography the students received a more complete course. Their work was limited to such as they would be able to perform in time of war.

Rough map making formed the principal part of their practical instruction. They learned first to produce working scales to be used in making rapid map sketches. Measurements allowed them in this work such as would always be at hand, such as estimating distances by pacing or the known speed of a horse.

One of the first questions which strikes the average person when he considers the experiment of placing over regular soldiers men whose experience is limited to three months of schooling is whether the officers will have enough practical knowledge of their work to command the respect of their subordinates.

This aspect of the training of the provisional lieutenants has been faced by the instructors, with the result that a course of study fully as intensive as the theoretical training is given.

Officers are required to actually perform practically every duty of non-commissioned officers and privates. They have to shoulder a gun and mount guard; they must drill and march and hike like the very best "buck" private, and they learn the science of trenching by taking hold of a pick and shovel and digging.

They are taught the use of rifles, pistols and bayonets by actual practice. Hours are spent on both indoor and outdoor ranges, where expert riflemen teach them to shoot. Special emphasis is placed on rifle training.

Another intensely practical part of the work done is the use of flag and semaphore signaling codes. In mastering this kind of communication the men leave textbooks behind and practice on the parade grounds under the eyes of experienced signal officers.

Records of the class just graduated show that a noticeable percentage comes from military families. The roster contains names which have been known in army circles for generations. Many an officer's son, who through lack of influence or other cause found West Point an impossible goal, has turned to the probational battalion for entrance on a career of danger and romance.

THE IMPATIENCE OF YOUTH

Alighting from a Coliseum street car at Poydras and St. Charles streets yesterday before it came to a full stop, August Laborde, 64, 1218 Race street, fell into the street. He received a fracture of the left shoulder and was driven to the Charity hospital in an automobile operated by Philip Crumhorn, 8225 Burch street.

MAY LAST A GENERATION

St. Louis, May 2.—Dr. John Schwegel, Austro-Hungarian consul in St. Louis for more than two years, left Sunday for New York on his way back to Austria. Doctor Schwegel told newspaper men the entrance of the United States into the war made it a complete world conflict which might last longer than the present generation. He predicted South America and the Far East would become actively embroiled later.

"We may still see," he said, "the most surprising realignment. The question of moment is what Russia is going to do. I do not believe a nation can conduct a successful revolution and carry on a war at the same time."

Doctor Schwegel predicted that as a result of the war the United States would have the largest merchant marine in the world, and that Germany was helping toward this end by her U-boat policy.

GEN. GOETHALS IS BUSY AND SILENT

Washington, May 1.—The busiest person in the capital today is Gen. George Washington Goethals, army engineer by choice but now master shipbuilder for the United States in its campaign against the German submarine. Without ceremony General Goethals took hold of a program for building the wooden cargo carriers which are to be turned out and sail the seas by winter in such number as to baffle the submarine campaign.

Technically, General Goethals will not be an employee of the government. But in point of purpose and authority, he will be one of the six most important individuals helping the President. General Goethals will have the title of general manager of the private corporation that the shipping board is creating to build, finance and, if need be, to operate the wooden ships.

Organization of this private corporation is under the law of the District of Columbia. The government will be the sole stockholder. But if the public desires to lend its aid to this part of the war against Germany it can buy the 50-million-dollar bonds which will be issued soon by the Treasury Department.

General Goethals' office is through the day with shipbuilders from Maine, from the Puget Sound country and from the great lakes. Lumbermen from the Pacific slope and from the South are there also. The pressure on him, as well as on the members of the shipping board, is intense. The task of building the new wooden fleet and working on the problem of utilizing the German fleet, perfecting plans for taking over ships building here for foreign account and stimulating steel construction has placed a strain on the board which has made the appearance of Goethals a grateful relief.

Until he has fully mastered the particulars of this complex situation, General Goethals will do no talking. He is not much of a hand at talking, anyhow. But the stimulus his presence lends is evident in the office of the shipping board. Things are on the jump and the inspiring psychological effect that Chairman Denman had counted on in retaining Goethals is unmistakably already in operation.

LONDON GREETS AFTERMATH OF WAR

London, May 1.—Lowering dusk and a whining, raw wind; dense crowds, a gray ambulance line drawn up in the train shed, a suppressed feeling of emotion—this is how London welcomes back home her wounded from the "great push."

It was so Saturday night. Coster women squawked like parrots when the boys arrived; the Londoners cheered and threw flowers; dinners grew cold in a thousand households—but the wounded were greeted with the welcome of triumphant heroes. By the time the train arrived the audience had grown to two long rows five or ten deep in the train shed, and thousands more outside.

The first ambulance came limping out of the shed, seeming to tip toe through the rows of craning necks. Coster women ripped through the crowd shrilling their cry of "violet! sweet violet! and daffodils for the wounded," peddling with both hands.

Peering into the shadowy interior of the creeping ambulance, a crowd saw six men lying on swinging cots with a number of people stooping over examining the symptom card of one. Flowers rained out of the crowd, gently pelting the wounded. Violets and daffodils, poorly aimed, fell under the wheels, but no matter. Their intentions were good. Two wounded men propped themselves up and nodded in response to the welcome. One had been wounded in the face and only one eye and a portion of his nose were showing through the bandages. Yet he seemed to smile with that one eye.

Just off the fringe of the throng a little cubbyhole of a rigar store was enjoying a rush of business. Two clerks shoved out cigarettes in twenty-fives and fifties. "Gimme hundred Virginias," one white whiskered man demanded. He grabbed four packages and pushed back to his place on the curb, extracting handfuls to throw at the wounded men.

Ambulances were filing past quietly in regular intervals of half a minute, their headlights flashing on the shiny pavement. Some had a "sitter"—a man whose wounds permitted him to sit up on the stretcher. The sitters waved back

LEADER OF ANTI-SUFFS WRITES ON THEIR HIGH MORAL PURPOSES

As the suffrage cause has been ably presented in this series of Five-Minute Talks by national leaders, the International News Service is now glad to give the other side a chance to express itself in the following exclusive article by Mrs. John Balch, of Boston, president of the Women's Anti-Suffrage Association of Massachusetts.

By Katherine T. Balch. "Wherever we work we win!"

That is the slogan of the women who are banded together the country over in opposition to woman suffrage, and from personal experience I know it to be true.

Outside of Massachusetts and a few other Eastern States there was little if any organized opposition to "votes for women" prior to 1912. From 1896 to 1910 no State was added to the suffrage column, every referendum on the question ending in defeat for the cause.

The result was the growth of a false sense of security among the women of the country—a feeling that anything so obviously fallacious as woman suffrage could not grow, that the common sense of the people would prevent its further extension without any organized movement to combat it.

In 1910 we began to reap the fruit of the public indifference or overconfidence thus engendered.

With a small percentage of the voters participating, Washington in that year joined the suffrage States. The following year, in a special election, in which also a small percentage of the regular voters took part, California adopted suffrage by a majority of 3,587, and in 1912, with an equal display of indifference, Oregon, Arizona and Kansas became double suffrage States.

With these suffrage gains came the realization that we were allowing suffrage to win by default. At last our women were aroused, and the result was the beginning of a campaign of organization and education which has grown into a mighty force. Public sentiment, overwhelmingly with us, has been crystallized and stirred to action; and not only has the advance of suffrage by popular vote been stopped, but the suffragists have actually been driven from the field of popular appeal to that of the legislative lobby and the political club.

Except in the sparsely settled States of Montana and Nevada, where there are two men to every woman, and where we had scarcely the semblance of an organization, there has not been a victory for full suffrage since 1912. The only other suffrage "victories" have been victories for statutory suffrage—victories achieved in defiance of the people; victories in flagrant violation of representative democracy; victories for intimidation and bandishment—for a bold and bullying feminine lobby over weak and shameless legislators.

On the other hand, our victories have been popular victories—victories for and by the people—and they have been big and constant. As a result of organization and education, States having an aggregate population of more than 40,000,000 have recently rendered tremendous popular verdicts against woman suffrage.

We have demonstrated that while suffrage thrives on indifference and misinformation, wherever we can reach the voters with the facts and arguments, suffrage is doomed. Is it any wonder that the suffragists are, as one of their greatest leaders has expressed it, "tired of appealing to the voters with their secret ballot?"

The voters cannot be cajoled or intimidated to vote for suffrage. With the politicians it is different; and so, to the politicians, the suffragists have turned in disappointment and desperation.

One thing more! Because we are known as anti-suffragists a good many people think our movement is merely an opposition movement. Nothing could be farther from the truth. It is essentially a constructive movement. It is not what we are fighting against, but what we are fighting

for, that is the real substance and inspiration of our work.

The North fought in the Civil War to preserve the Union as the citadel of human freedom. We regard the woman suffrage movement as an obstacle in the path of progress, a force ending to destroy the things vital to our highest civilization. Our immediate purpose is to remove this destructive force, but our ultimate purpose is the direction of women's thoughts and energies into those channels where they can be of highest service to society and to the race. We are fighting for freedom—freedom for the great mass of women from hampering political entanglements, that they may attain their greatest development in natural and unselfish service for humanity.

Through the back of the car a doctor was seen herding over a wounded man. A little homely woman in the front rank covertly roused the sign of the cross and then smiled up at her son, whose face was disfigured and whose sleeve was marked with the gold stripes, showing he had been wounded "doing his bit."

FOREST SAVERS TO MEET IN URANIA

A bulletin issued from the office of M. L. Alexander, state conservation commissioner, announces that the Louisiana Forestry Association will hold its 1917 meeting at Urania, La., Saturday May 19th, when a distinguished gathering of citizens and officials of the State will discuss forestry and its kindred matters.

Urania has been selected as the gathering place as it is the scene of the modern reforestation measures practiced by the state, through the Department of Conservation in collaboration with the Urania Lumber Co. The delegates attending the meeting will, therefore, be able to see at first hand just what is being accomplished on the 30,000 acre reserve besides discussing silvicultural matters.

The senior class of the Yale Forest School is presently at Urania and the instructors and pupils will be in attendance and will also discuss forestry matters with the members of the Louisiana Forestry Association and the visitors, when the school camp is visited.

M. L. Alexander, commissioner of conservation; Major J. G. Lee, of the forestry school of the Louisiana State University; Professor Geo. Williamson, of the Natchitoches Normal School; State Forester Foster, of Texas; Professors H. H. Chapman and Harold C. Bryant, of the Yale Forest School; Henry E. Hardtner, president of the Urania Lumber Co., and many others will be in attendance and speak on forestry matters.

The attendance of everyone interested in the forests of this state is earnestly requested.

MEASLES EPIDEMIC IN BRITAIN

London, May 2.—Deaths from measles reached eighty-eight a week in London this spring. In England and Wales the annual death list from this disease has steadily increased for several years past and is now more than 14,000. The disease is chiefly fatal under insanitary conditions, and the death rate among poor children is four times that among the wealthier classes.

cavalry with 1,579 officers and men and 1,541 horses, one field signal battalion of 250 officers and men, one aero squadron of 173 officers and men and twelve airplanes. Without wagon trains the total would be 24,801. With wagon trains it would be 28,235, and with motor trains 28,331 officers and men.

NINE MILLION IS LATEST ESTIMATE

Figures made public by the National Geographic Society show the cost of equipping a military contingent for service abroad. Based on estimates made two years ago, to equip fully a complete American division of 28,235 men would cost \$7,636,550.

"But since that time," says a statement issued with the War Department's consent, "the cost of materials has advanced so greatly that a conservative estimate requires the addition of 20 per cent to this amount, making the total in excess of 9 million dollars. And this saving effected by the Council of National Defense in providing for the purchase by the government of munitions and equipment at a profit to the manufacturers not to exceed 40 per cent, which is far less than the profits ordinarily realized on materials sold in the world markets."

"As reorganized for the war with Germany, an infantry division of the United States army will number 65 per cent more men than a division of the German army as now made up of 17,000 men and 4,000 horses. The new United States division at maximum strength will be composed of 28,235 men and 6,834 horses and 4,875 mules."

An American division on this basis would consist of three infantry brigades of 18,579 officers and men, one field artillery brigade of 4,000 officers and men, one regiment of

RAILROAD SCHEDULES.

Table with multiple columns for different railroad lines and stations, including Union Station, Illinois Central, Southern Pacific Lines, and Louisiana Southern Branch. It lists departure and arrival times for various routes.