

RAILROAD SCHEDULES

UNION STATION. FREE STOPPERS ALLOWED AT NEW ORLEANS ON ALL RAILROAD AND STEAMSHIP TICKETS. AFFORDING TOURISTS AN OPPORTUNITY TO SEE THE CITY. Illinois Central. Depart. 8:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati. Arrive. 12:30 noon—Chicago, St. Louis, Louisville and Cincinnati. 1:30 p. m.—Fast Mail, Chicago, St. Louis, Louisville and Cincinnati. 3:00 p. m.—Northern Express. 8:10 a. m.—McCormack Accommodation. 8:30 a. m.—The Merry Widow. 10:10 p. m.—Wenner Motor Car leaves Union Station 8:30 p. m. to San Francisco, Phoenix, Yavapai and Mississippi Valley. Depart. Arrive. 7:30 a. m.—Delta Express. 5:30 p. m.—Baton Rouge Limited. 8:35 p. m.—Memphis Fast Express. 7:35 a. m.—Bayou Sara and Woodville. 9:30 a. m.—Baton Rouge Special. 7:45 a. m.—Destrehan Motor Car leaves Union Station 8:30 a. m. to St. Louis and 11:25 p. m. Southern Pacific Lines. Depart. Arrive. 6:15 a. m.—TEXAS LOCAL for Houston and all stations intermediate. 5:10 p. m. (1:30 a. m.—SUNSET LIMITED for San Antonio, El Paso, New Mexico, Arizona, California, Texas and Florida. 8:00 p. m. 12:30 noon—SUNSET MAIL for Houston, Galveston, Austin, Waco, San Antonio, Dallas, San Antonio, El Paso, Apache Trail, California and intermediate points. 8:45 p. m. Gulf Coast Lines. (Union Station) Arrive. 9:30 p. m.—California Special. For Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston. 7:55 p. m. 8:30 a. m.—Texas Daylight. For Baton Rouge, Opelousas, Thibodaux, New Orleans, Brownsville and North Texas. 7:55 p. m. 9:30 a. m.—Houma and other Texas points. 7:55 p. m. LOUISVILLE AND NASHVILLE R. R. (Station Foot of Canal Street) Arrive. Depart. 9:30 p. m.—N. Y. & N. O. Limited. 7:30 a. m. 8:30 a. m.—Birmingham & Cincinnati. 8:55 p. m. 9:30 p. m.—Birmingham & Cincinnati. 7:05 a. m. 8:30 a. m.—Louisville & Cincinnati. 8:35 p. m. 9:30 p. m.—Pensacola & Jacksonville. 7:05 a. m. 8:15 p. m.—Mobile Accommodation. 11:45 a. m. 5:00 p. m.—Montgomery Accommodation. 7:05 p. m. 3:25 p. m.—Gulf Coast Accommodation (daily except Sunday). 8:50 a. m. 7:30 a. m.—Sunday Gulf Coast Excursion. 8:35 p. m. LOUISIANA SOUTHERN BRANCH (Station St. Claude and Elysian Fields Sta.) Arrive. Depart. 7:00 a. m.—Point a la Hache. 4:30 p. m. 1:30 p. m.—Point a la Hache. 9:00 a. m. (Daily) 7:30 a. m.—Point a la Hache. 6:30 p. m. 6:00 a. m.—Shell Beach. 9:00 a. m. (Daily) 5:00 p. m.—Shell Beach. 8:00 p. m. (Daily, except Sunday) 7:00 p. m.—Shell Beach. 7:00 p. m. (Sunday Only)

RAILROAD SCHEDULES

TRANS-MISSISSIPPI STATION. Texas and Pacific. Depart. Arrive. 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. 4:45 p. m.—Torrans Local. 10:45 a. m. 7:45 p. m.—The Cannon Ball for Alexandria, Monroe, Shreveport and North Texas. 6:30 p. m. '00 Sunday only Torrans Local leaves at 7:00 p. m. TRAMWAY STATION. Southern Railway System. (New Orleans & Northeastern Railroad) Arrive. Depart. 7:30 p. m.—N. Y. & Washington. 9:40 a. m. 8:30 p. m.—Cincinnati & Aberdeen. 9:40 a. m. 4:45 p. m.—St. Louis & Chicago. 9:40 a. m. 8:15 a. m.—Cincinnati & Asheville. 9:50 p. m. 8:15 a. m.—St. Louis & Chicago. 9:50 p. m. 5:00 a. m.—Meridian Accommodation. 4:40 p. m. 4:45 p. m.—Meridian Local, Hattiesburg. 8:10 a. m. (Sunday Excursion) 7:15 a. m.—Carriers and Mt. Points. 7:35 a. m. New Orleans Great Northern. (Daily Except Sunday) Arrive. Depart. 7:05 a. m.—Jackson, Columbia, Tylertown, Bogalusa, Polson. 6:45 p. m. 4:30 p. m.—Columbia, Bogalusa, Tylertown, Polson. 3:45 a. m. 7:35 a. m.—Jackson, Columbia, Tylertown, Bogalusa. 8:05 p. m. 6:00 p. m.—Polson, Columbia, Tylertown, Bogalusa. 10:30 a. m. (Sunday and Wednesday Excursions) 7:35 a. m.—Folsom, Covington, Abbeville, Spring, Mandeville, Forest Glen, Lacombe, Oak Lake, Hyeola, Bon Pointe. 8:05 p. m. Louisiana Railway and Navigation Co. No. 1 No. 2 5:00 p. m. Lv. Shreveport. Ar. 7:30 a. m. 8:45 p. m. Lv. Alexandria. Ar. 8:30 a. m. 10:05 p. m. Lv. Alexandria. Ar. 2:10 a. m. 1:10 p. m. Lv. Mansura. Ar. 12:50 a. m. 8:45 a. m. Lv. Angola. Ar. 9:08 p. m. 8:48 a. m. Lv. Bayou Sara. Ar. 9:08 p. m. 8:05 a. m. Ar. Baton Rouge. Lv. 8:00 p. m. 8:05 a. m. Ar. New Orleans. Lv. 5:00 p. m. No. 3 No. 4 2:00 p. m. Lv. Angola. Ar. 12:01 p. m. 2:48 p. m. Lv. Bayou Sara. Ar. 11:00 a. m. 4:00 p. m. Lv. Baton Rouge. Ar. 10:00 a. m. 7:05 p. m. Ar. New Orleans. Lv. 6:35 a. m. NEW ORLEANS AND LOWER COAST RAILROAD COMPANY. WEEK DAY TRAINS: Arrive. Depart. Leave. 7:00 a. m.—HERO LOCAL. 8:30 p. m. 8:05 a. m.—Lower Coast Special. 6:55 p. m. 4:05 p. m.—Buras Mail. 9:45 a. m. 'On Saturday leaves at 5:00 p. m. SUNDAY TRAINS. Arrive. Depart. Leave. 8:05 a. m.—Buras Excursion. 7:45 p. m. 8:00 p. m.—Buras Excursion. 9:45 a. m.

DENIES TALE OF TEUTON CRUELTY

Philadelphia, June 22.—Denying emphatically the story printed in some of the New York papers that he had said commanders of German submarines are shooting crews of captured vessels and taking off all women aboard, Captain Charles E. Penniwell, master of the Francis M., sunk off the straits of Gibraltar May 18, gave the first full description of the sinking of his American schooner. "Laden with 40,000 cases of naphtha, the Francis M.," he said, "was making her way about 200 miles from Gibraltar when, without warning, the U-boat opened fire. The gunner was evidently ordered to miss purposely, as none of the shots hit their mark. When we got the small boats ready the firing stopped.

Wanted the Papers "The U-boat then came up to within a few feet of our lifeboats; the German captain demanded our ship papers. I answered that the papers were in the schooner. This apparently satisfied the German, who ordered us to pull away. "No harm was offered to any of us." The commander of the U-boat was so keen about getting the ship's papers, I learned later, because it was tangible evidence that he had destroyed the vessel and would entitle him to a certain bonus. The Germans later set fire to the schooner. "After drifting two days we were picked up by the Spanish ship Antonio and taken to Cuba, Spain, coming back to this country on the passenger steamer Lopez."

Wants to Sail Again Undaunted by the sinking of the Francis M., Captain Penniwell is waiting at his home here for another chance to try his luck with the Kaiser's U-boats. Asked about the statement he is alleged to have made that commanders of German submarines are shooting the crews of captured vessels and taking off all women aboard, Captain Penniwell said it was "all faldorol."

To Drive Shingle Roofs From 5 Louisiana Cities

Announcement has been made by the state fire marshal of Louisiana, W. M. Campbell, that, in co-operation with the fire insurance companies, his department has inaugurated a campaign which has for its object the general modification of building ordinances in Louisiana and the total elimination of single roofs from the five principal cities of the state, outside of New Orleans, which has already forbidden them. Fire prevention committees are being formed in all of the parishes and many of the smaller towns of the state, these committees generally consisting of five or six men in a community, selected by the mayor, and working under the direction of a deputy fire marshal, all of whom are officially appointed by the state fire marshal and vested with legal powers.

Campbell Explains Position Mr. Campbell states that he will not attempt anti-shingle campaigns in towns of less than 10,000 population. In this connection he said: "What we desire to do is to eliminate shingles in the large area dwelling districts. I am not trying to work a hardship on anybody or any interest. The state of Louisiana needs all the resources of her great lumber interests in large dwelling areas. "The state fire marshal's office is interested in seeing that the manufacture and sale of wooden shingles continues, and there is plenty of opportunity for the shingle makers to dispose of all of their product in the smaller communities. We are not going to extend our fight for the present to the rural districts and small towns."

Value of Paint on Shingles Mr. Campbell announced that he was advocating the use of ordinary paint on all shingle roofs in rural districts, in order to prevent shingles becoming "fuzzy." The manufacture of a successful fire-retardant paint, he thought, would be "the greatest thing in the world" from a standpoint of fire prevention.

Hearing at Baton Rouge July 10 Before final action is taken on the ordinances a hearing will be given all interested persons, the date for

FIGHT BEGUN ON LIABILITY ACT

In addition to a state-wide fight that is being carried from Winnfield, La., by Attorney Huey P. Long in an effort to repeal the employers' liability act, suit has been filed alleging the act to not apply in any case where the laborers have not especially consented and agreed to work under the provisions of the statute, and further assailing the act as unconstitutional for more than ten different reasons. The petition alleges that the act is a special law affecting trade and labor; that the compensation as fixed by the law is unreasonable and oppressive to labor; that the article of the civil code which allows full pay for injuries is not repealed in whole or in part, and that the act attempting to prevent recovery for actual injury sustained cannot operate without such a repealing clause.

MARKET QUOTATIONS BOARD OF TRADE QUOTATIONS Butter and Cheese Butter, per lb.—Choice creamery, 42c; fancy creamery, 45c; fancy dairy, 34c; choice dairy, 36c. Cheese, per lb.—Western twin cream 25 1/2c; Young American full cream, 26 1/2c; singles 26c; domestic Swiss, 25-1/2c; 4oz round Swiss, 75c; Limburger, per piece, 30c.

Poultry and Eggs Poultry, per lb.—Hens, mixed, 19 1/2c; 20c; roosters, per dozen, \$5.00; 5.25; young chickens, mixed, 28c; 30c; turkeys, hens, 20c; 21c; young gobblers, 20c; 21c; old gobblers, 20c; 21c; ducks, 16c; 16 1/2c; geese, 26c; 26 1/2c. Eggs, per doz.—Louisiana fresh, 22 1/2c; 23c; Louisiana candled, 20c; 21c; Western, 34c; 35c.

Vegetables New Potatoes—Louisiana Reds, per hamper, \$2.50; 2.50; Louisiana Whites, per hamper, \$2.25; 2.30; White, per bbl., No. 1, \$8.50; No. 2, \$7.00; per bushel, 80 to 90-lb. sacks, \$2.75; 2.85. Potatoes—Oregon, per bushel, \$2.75. Cabbage—Louisiana, 61-inch crate, 125-lb. net headed stock, untrimmed, \$1.50; 1.75. Garlic—Louisiana, large heads, double string, 100 heads, 50c; medium, 30c; small, 10c; 15c. Onions—Louisiana, new crop, Bermudas, per hamper, 50c; 55c; Groole, per 75-lb. sacks, \$1.75; 2.00. Celery—Louisiana, per crate, 3-5 doz., 50c; Florida, large crates, 4 to 6 doz., \$2.25; 2.40. Eggplants—Florida, \$3.00; 3.25. Peppers—Louisiana, per hamper, \$1.00; 1.25. Artichokes—California, half-hamper, \$2.75; 3.25. Lettuce—California, per crate, Iceburgs, \$2.00; 2.25. Beans, per lb.—Northern White, 15c; Northern Pink Kidney, 14c; Lima, 15c; Pink, 12c. Peas, per lb.—Green, 12c; Lady.

NEW ORLEANS STOCK EXCHANGE Daily Bids and Offers STOCKS 1:45 P. M. Call. Miscellaneous—Bid. Asked. C. C. Slaughter Hse Co. 35 ... D. H. Holmes Co., Ltd. 145 ... Equitable B. E. Co., Ltd. ... Lakeview Land Co., Ltd. 100 ... Maison Blanche Co., Ltd. 110 ... N. O. Ry. & L. Co. 130 ... North Securities Co. 98 ... Natl. Realty Co., Ltd. 5 ... N. O. Brewing Co., Ltd. 40 ... N. O. Land Co., Ltd. 18 ... Oils, Mfg. Co., Ltd. 100 ... Sub. Realty Co., Ltd. 8 Banks—Bank of Orleans 300 ... Canal Bk. & Trust Co. 205 ... Citizens Bk. & T. Co. 148 1/2 ... City Bank & Trust Co. 471 ... Com. Inv. T. & S. Bk. 235 ... Commercial National 150 ... Gen. Amer. Natl. (Bk. of) 1 ... Germania Bk. & T. Co. 356 1/2 ... Hibernia Bk. & T. Co. 242 ... Metropolitan 150 ... New Orleans National 200 ... U. S. Sav. & S. Bk. 190 ... Wint. Ind. National 255 255 Street Railroads—Amer. Cities Co., Ltd. 22 1/2 ... N. O. Ry. & L. Co. 15 BONDS Ann. Cities Co. 5-6 1/2 96 1/2 ... Birm. Ry. ref. 6s. 98 ... Canal & Charlotte 6s. 117 1/4 ... Edison 1st Mtg. 5s. 100 1/4 ... Houston 1st Mtg. 5s. 97 1/2 ... Knoxville Ry. ref. 5s. 86 ... L. Rock Ry. 5s. 100 ... Little Rock Ry. 6s. 100 ... Memphis St. Ry. 5s. 87 1/2 ... Meridian ref. mtg. 5s. 94 ... Nashville Ry. 5s. 97 1/4 ... N. O. Carrollton 5s. 103 ... N. O. City Lake 5s. 104 ... N. O. City gen. mtg. 103 ... N. O. Ry. Light 4 1/2 78 1/2 ... St. Charles R. R. 4s. 87 ... Miscellaneous—N. O. Land Co. 8s. matures prior to 1920 100 ... N. O. Land Co. 6s. matures 1920 maturities 101 ... City Bonds—City Fours 95 1/2 ... 95 1/4 ... Premium Bonds 330 ... Public Imp. 1860 93 1/2 ... Public Imp. New 92 ... Government Bonds—Liberty Bonds 100 ... Less than \$5,000

TOILETURES. Grammatic, plumes, "T" on cushions. Toilet on metal galleons. Perfectionist at pedicure & hair. B. V. REDMOND & SON, 280-311-313 RUE DECAUVER, Phone Main 4628, 4627.

Compagnie Generale Transatlantique. LIGNE FRANCAISE. SERVICE POSTAL RAPIDE. NEW YORK-BORDEAUX-PARIS. Traversée Directe au Cap-Haitien. DEPARTS HERDOMADAIRES. Pour toutes informations s'adresser T. J. ORFILA, AGENT GENERAL DU SUD, 82 rue Commaire, Nouvelle-Orleans.

\$1.00 BATON ROUGE Every Sunday via Louisiana Railway and Navigation Co. Leave New Orleans 6:55 A. M. Terminal Station, Canal Street. CITY TICKET OFFICE, 709 Gravier St.

SOUTHERN RAILWAY SYSTEM. Direct Route to New York Cincinnati Birmingham. Tickets and detail information at CITY TICKET OFFICE, 211 St. Charles St. Telephone: Main 3442 and Main 4792. J. R. Wells, Division Passenger Agent.

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".

VOICE CULTURE AT TRAINING CAMP

There are a thousand and one little things that go to make up a first class army officer. Some of the students here have all the qualifications, some have a few and are learning the rest, and some have very few and are slow to learn.

There are some things, however, that cannot be taught. It must be numbered among the natural advantages possessed by the students. One of those things is a voice. You wouldn't think any particular species of voice would be required. But it is. The voice of an army officer must be clear, loud, distinct, commanding and sharp. The officer who gives his commands in a weak, apologetic manner, or who has a high, squeaky soprano voice is not wanted. If they are going to get any singers they must sing bass. Men with the voices of side show barkers are preferred.

The students take turns in being corporals and sergeants, and in giving commands. This is done to familiarize them with all branches of work. And the voices that developed? Occasionally a student would walk out in front of a platoon or squad of men and give a command in a low conversational, apologetic tone that sounded like he was at a back door asking for a hand-out. Some more would give orders in a high, weak-kneed, soprano voice that sounded like a door swinging on a pair of new hinges. Now and then a student would appear who would bark out his orders like a quarterback on a university football team. Then the men would put snap in their work. That is the kind of voice they like to hear. The better a barker an army officer is the better the men obey his commands.

As a result of the voice training at least four students were excused from further participation in training. They were not told their voices kept them from being competent officers, but some other reason was found for their discharge, which read "By request."

It isn't admitted officially that the students with high, squeaky, weak, monotonous voices are not wanted, and there is nothing in the records to show that any were discharged for that reason. But they have been, and if you should get one out behind the barn and talk confidentially to him, he probably would admit that that was the reason he left the training camp.

Food Possibilities of the Home Canning Industry

Washington, June 22.—The gigantic possibilities of the home-canning industry in the United States this summer, when it is so eagerly hoped that the production of the vegetable gardens everywhere will be vastly increased over the normal output, are set forth in a bulletin issued by the National Geographic Society from its Washington headquarters. The bulletin is a part of a communication to the society from William Joseph Showalter.

"One-fourth of our country's diet consists of vegetables—products of the truck garden, and yet, next to Australians, Americans are the world's greatest meat-eaters. Our census returns show that we produce, exclusive of potatoes and sweet potatoes, vegetables to a value of \$216,000,000. "The tomato takes first rank, with a \$11,000,000 production to its credit; the onion contributes exactly one-half as much to the total as the tomato, while corn makes a successful bid for third place, with a production valued at \$5,000,000, and watermelons at \$1,000,000 more to the total. Green beans and green peas are \$1,000,000 crops. These figures deal almost entirely with the production that gets to the city market and not with the vegetables raised for consumption on the farm.

"There is probably no farm-house in all the land so poor as to be without its vegetable garden and its truck patch, and between the dried beans, corn, peas, etc., and the canned cucumbers, beets, tomatoes, ketchup and what not, the thrifty rural housewife takes her family into the winter with the assurance that there will be no dearth of vegetables.

"The food administration of the government is now pleading with the women everywhere to increase their output of canned goods so that the amount of vegetables which ordinarily goes to waste may, this year as never before, be decreased to a positively irreducible minimum. "If the products of the vegetable garden figure extensively in the world's diet, they play no greater role than the products of the orchard, the vineyard and the berry patch. The total yield of these, according to the last census, is worth \$222,000,000 a year.

"Orchard fruits are produced in America to an annual value of \$140,000,000. We produce a bushel and

a half of apples per capita, a third of a bushel of peaches, two quarts and a half of strawberries, and other things in proportion. Grape vines and citrus trees yield \$22,000,000 worth of fruit a year, while our berry crop is valued at \$29,000,000. "While most of our fruits and vegetables come to us in their natural state or canned, the country annually produces millions of dollars worth of dried fruits—a production which figures more largely in other parts of the world than in our own. "It is only a little more than a century since the first jar came into use. Before that the only way of keeping the fruits and vegetables that are now canned was to dry them or put them away in sugar or salt. The invention of the modern process of canning is credited to Nicholas Appert, a Frenchman. He method was to put the food to be preserved in glass jars, set them in boiling water, and when the contents were thoroughly heated, seal the jar. "Although Napoleon gave Appert twelve thousand francs for his work, he simply had built on foundations well laid by Spallanzani nearly half a century before. The apparatus used by Appert in his canning processes was very crude, but his discoveries laid the foundation for one of the most important industries of modern times, one which has proved a boon to the urban population of the earth, and one which in the present emergency is being depended upon, to a large extent, to prevent the world from starving. "While Napoleon Bonaparte paid for the discovery of the canning process, England was quick to take up the discovery and to utilize it for her own purposes. About 1815 Ezra Gaggert brought to the United States a process for canning salmon, lobsters and oysters. This process was gradually extended to pickles, jellies, and sauces. "Only the first centennial has passed of William Underwood's invention of a process of canning tomatoes, and it is only 78 years since Isaac Winslow learned how to can corn at Portland, Maine. Today the glass jars of Appert have been succeeded, except in the household canning art, by the tin can, and many wonderful machines have been devised to save labor in the canning industry. "There are hulling machines

which will take green peas out of the pods at the rate of 1,000 bushels a day; there are separators which will grade the peas according to size; there are corn-cutters which remove the grain from the cob at the rate of 4,000 ears an hour, and silking machines which will work at equal speed; and there are automatic machines which will fill 12,000 cans a day."

SOUTHERN RAILWAY SYSTEM EXCURSION \$12 Round Trip GALVESTON and HOUSTON JUNE 24th Limit July 1 Tickets Good on All Trains For Full Information, Tickets, Reservations, Southern Pacific Lines 227 St. Charles Street—CITY TICKET OFFICE—Phone M. 4027 Ask for "Apperle Trail" Book