BRAZIL PREPARED IN EVENT OF WAR

Washington, D. C., April 30.—The possibility that Brazil may follow the example of the United States and enter the war against Germany, as indicated in recent cable dispatches from South America, gives timely interest to the following war geography bulletin issued by the National Geographic Society from its headquarters in Washington:

"Should Brazil, like the United States, be forced into war with Germany her peace-time nucleus of an army (2,000 men) will be supplemented by a well-organized and thoroughly trained police force of 20,000 men equipped for military service. The strength of the South American republic's reserve army is in excess of half a million men, while the total available unorganized strength of the nation is 4,300,000 from a population slightly less than one-fourth as large as that of the United States.

"For nine years Brazil has had in in force a universal military service law, every Brazilian between the ages of 21 and 45 being affected. The terms of service under this law require two years in the ranks, followed by seven years in the army reserve, seven years in the territorial army, and eight years in the national guard. Reservists are called up for four weeks' training annually and are given rifle practice once a month. The territorial army's training varies from two to four weeks a year.

"The total available unorganized military strength of Brazil exceeds by half a million men the total organized military strength of Italy at the time the latter country entered the world war. The war strength of the country is twice as great as that of Portugal, five times greater than that of Norway, exceeds that of Greece, of Servia, and of Bulgaria. Its reserves and regular army constitute a fighting force half as large as the total war strength of all the other countries of South America combined.

"Of the South American republics only the three A B C powers have navies of appreciable strength. The personnel, officers and men, of Brazil is equal to the combined strength of Chile and Argentina. The pride of the Brazilian navy are her two modern dreadnoughts of 19,000 tons displacement and with an armament of twelve 12-in guns each. Contracts were under consideration for the building of a sper-dreadnought with 15-inch guns at the time the European war began and the naval construction yards of the belligerent powers found their hands full supplying the needs of their own governments. Two old battleships, laid down in 1898, and two protected cruisers, of 3,000 tons displacement each, comprise the remainder of Brazil's major fighting ships, supplemented by five torpedo boats, four destroyers, a mine ship, and three submarines.

"The country has three naval arsenals—at Rio de Janeiro, Para and Ladario de Matto Grosso, the last-named a river arsenal.

"The infantry is equipped with Mauser rifles, while the field and horse artillery use a Krupp gun. The military budget for 1915 amounted to $36,000,000.

"If Brazil should be drawn into the war vortex it would mark the entry into the lists against autocracy of the third largest republic in the world, for in extent of territory the South American nation is exceeded only by Russia and the United States, already engaged in the conflict. The republic of China, which is fourth in area (Mongolia and Tibet not included), has already severed diplomatic relations with the imperial German government.

"In studying the trend of events in Brazil it is interesting to note that one of the most significant movements during 1916 was the organization of the League in Favor of the Allies, formed by many of the leading men of the nation to express sympathy with France and her allies. At the close of the year there was agitation for the taking over of all the German shipping in Brazilian ports."

TURNED IN FALSE ALARM

Police are looking for the culprit who turned in a false alarm from fire box 634, at Cherokee and Hampson streets, yesterday. This is the second case of its kind within a week. Early Sunday morning two men were arrested for pulling the key of a box at Gravier and Carondelet streets.

The automobile of A. G. Crockett, 1900 St. Charles avenue, which was stolen from in front of his residence several hours before, was found abandoned at Sixth and Franklin streets by Patrolman Bourgeois of the twelfth precinct station yesterday morning. Nothing was taken from the car. The identity of the thief is not known.

CZAR'S GREATEST MISTAKE WAS IN LETTING RUSSIA GROW SOBER

By International News Service.

London, April 30.—That the banishment of vodka from Russia was one of the principal causes of the Czar's downfall, was the statement here to-day of a prominent man who has just returned after witnessing the revolution. He said:

"Reflection on the recent changes in Russia and a growing sense of perspective only serve to increase the feeling that the revolution was one of the most astonishing, almost miraculous events in modern history. Even now it is difficult to say exactly how it came about.

"One thing is certain. The reactionaries, led by the Czarina and Protopopoff, the Minister of the Interior, were bent on promoting a disturbance in Petrograd and elsewhere. Not only had a state of famine been deliberately engineered in Petrograd, but Protopopoff had appointed a prefect of Petrograd with instructions to organize disturbances.

"So generally was this known to the police that when an influential personage reached Petrograd on a train on the morning of the day when the disturbances were to occur, finding no conveyance at the station and calling to a policeman to get him a carriage, he received this reply? 'It is not yet midday, and it does not begin until 2 o'clock.'

"What 'it' meant was apparent when at the hour appointed thousands of police agents dressed as workmen appeared in the streets and began to demonstrate. At first the people looked wonderingly at these demonstrations, and took no part in them. It was only when the police agents stationed in attics and other points of vantage began to fire upon the genuine crowds that the masses began to react.

"It should be said that agents of the secret police had already visited munition factories and ordered the men to cease work. In one factory where the reply was made that work for the war could not be stopped the agents answered that the factory would be dynamited. The workmen then threatened that they would complain to the government. The agents withdrew laughing.

"Outside Petrograd and especially to the north I saw shocking proofs of the wickedness of the late government in attempting to create an artificial famine. At one place a huge building was crammed with sacks of flour, but the roof had been taken off and snow had covered the flour and the damp had ruined the whole stock.

"When a delegate of the Duma announced to the peasants the fall of Czardom and explained that henceforth they would enjoy political liberty, they said: 'Then if we are free we shall no longer have to see our cattle die.' Inquiry revealed the fact that in that district 1,700 head of cattle had been collected by the authorities and had starved to death. Every peasant wha attempted to bring food to the famished beasts had been cashed away by the guards. This was within a comparatively short distance of Petrograd, where meat was at famine prices.

"The most astonishing feature of the whole revolution was the revelation of the weakness of the Czar's hold upon the people, peasant and workman alike. He was nothing to them, hardly even a name. I visited several parts of the country after the revolution and found nowhere regret at the abdication of the Czar.

"It is true that one peasant woman whom I saw wept when she heard of the abdication of the Czar. 'How shall we now say our prayers?' she asked tearfully. It was explained to her that she could pray for the Duma. This substitution of the Duma for the Czar in prayers is now widespread in Russia.

"In one respect it must be said the reactionaries saw clearly. They always claimed that the Czar had ruined himself by decreeing the abolition of the vodka traffic. None but a sober people could have carried out the Russian revolution. Had the populace of Petrograd and other cities been besotted with drink they would never have understood or been able to defeat the reactionary plot nor would the revolution have been so remarkably free from sanguinary excesses on a large scale.

"The police, on the other hand, were victims of drink. They had seized the vodka by order of the government, but had kept a plentiful supply for themselves. Thus the revolution was in part a struggle between drunken reactionaries and sober citizens, and sobriety triumphed.

"The revolution naturally has been attended by some wavering and uncertainty. The extremist section of the Committee of Workmen and Soldiers may cause trouble, but the bulk of the workmen are thoroughly patriotic and clear sighted. They answer the extremist proposals by saying: 'We will listen to you after the war.'

"The same applies to the men in the trenches. Many soldiers said to me: 'Now we can go and bayonet the Germans without feeling some one pulling us back.'"

DANCER, FAVORITE OF RUPPRECHT, LIVES HIGH

By International News Service.

Paris, May 1.—Refugees arriving in Paris from the Department of the Nord state that when Prince Rupprecht of Bavaria was quartered at X—— he was a constant frequenter of a certain cabaret, to which he was attracted by the charms of a young dancer.

The prince had the region scoured for jewels and dresses for the object of his adoration.

One of this dancer's weaknesses was her mania for changing her residence. Every few weeks she would move from one house to another.

People in possession of houses which caught her fancy were forced to move in all haste, for fear of incurring the wrath of the prince, preparing the dancer's new abodes.

A whole retinue of paperhangers and decorators were employed in while, to gratify her extravagant tastes, large numbers of jewelers and dressmakers were constantly employed.

When the prince was recalled his dancer-lover was removed to Brussels, as the authorities considered that "she knew too much."

An old woman refugee tells a story of how the church plate confided to her keeping was lost through her trust in a German officer.

In a burst of confidence she told the officer, who was billeted at her house, that she had charge of the plate and some church ornaments.

He advised her to hide them in a certain place in the cellar. Soon afterward he left the district, and the old woman found on examining the hiding place that the plate had gone also.

A woman who placed her valuables in a cupboard on the advice of a German officer had a similar experience.

After this man's departure she discovered that he had sawn a hole in the back of the cupboard and removed everything.

GRADUATE CLASS EARLY TO WORK ON FARMS

By International News Service.

Madison, Wis., May 1.—Three hundred students of the University of Wisconsin will drop their courses within a few days and go to work on farms.

The faculty of the agricultural school will allow all juniors and seniors full credits for their work o fthe semester, providing they go to work immediately on a farm to assist in the general increase of production in time of war.

Lower classmen will be allowed similar privileges should they prove their services in demand. Professors of the agricultural school will devote their time to farm organization and instructive work in twenty-five counties of the state.

KNOWS NEW YORK BETTER NOW

But a Visitor From New Hampshire Doesn't Care for the Metropolis.

New York Letter to the Pittsburgh Dispatch: Visitors, as a rule, like New York City from the first glimpse of it, but there is John W. Sandler of Columbus, N. H. He has lost all interest for the gay little burg. Mr. Sandler is a guest at the McAlpin Hotel. He is unfamiliar with New York and its ways—excepting highways now. The other day a friend called him on the phone and told Mr. Sandler to meet him at the Hotel Astor for lunch. When Mr. Sandler asked how to get to the Astor his friend tolkt him to ask any taxicab driver to take him there and he would have no trouble.

The engagement was for 1 o'clock and Mr. Sandler not knowing that the Astor was but ten blocks away, got ready for the trip at 10:30. At 11 he hailed a passing taxicab and asked the chauffeur whether he knew where the Astor was and whether Mr. Sandler could reach it by 1 o'clock. The chauffeur cocked one eye and calculated—than decided that if they did not encounter a block or blowout they could just make it by 1 o'clock. For the next two hours Mr. Sandler rode all over the world he said. Through parks, along rivers, through slums, over bridges and along country roads—in fact $8.20 worth. He arrived at the Astor at four minutes after 1, and after stating that he liked the hotel, but thought it rather inconvenient, told his friend of the wild ride. At present Mr. Sandler is speaking to no one.

GREAT SPEED OF THE AEROPLANES

By International News Service.

London, May 1.—An aviation expert, writing in the Sunday Observer, dwells on the enormous speed made by the latest flying models. He says:

"Without mentioning by name any British or any enemy type, it may be stated that aeroplanes capable of a speed of nearly 150 miles per hour in calm air are in existence. It is likely, too, that certain machines of heavy 'loading' (which is not the same thing as great total weight) and small head resistance in a steep dive attain a speed of 250 miles per hour.

"Certain dangers are encountered by very high-speed machines. The dangers were anticipated years ago, and to some extent, at any rate, they are provided for in building. These fast craft have their own degree and problems of instability, and they are no whit easier to fly or safer than slow craft.

"A diving speed of something more than 200 miles per hour having been attained, it seems likely that an entirely new phase is entered upon, requiring very careful consideration.

"It may be interesting to compare the speed of mechanical flight with that attained in other locomotion, artificial or natural. There is no doubt that mechanical flight has beaten everything, but this victory has only been attained within the past few months. The nearest competitor appears to have been an electric train on special speed trials at Zossen, near Berlin, in October, 1903, the speed being 130 1-2 miles per hour. Nothing approaching this is reached on steam railways by which the maximum of speed probably has never reached 100 miles per hour.

"The mono-rail system, although it gives prospect of greater speed, has not yet been put to this use. The Bachelet 'leviated' train would, it was claimed, travel at more than 200 miles per hour.

"Motor cars on the track have not reached the speed of the Zossen trials, and record motorboat speed is still well under a mile a minute. Birds are far behind, it being doubtful whether the independent speed of the swiftest birds, such as teal and quail, is up to sixty miles per hour."

CIVIL DISTRICT COURT.

Ruby Frigerio vs. Warren Joseph Kenny, divorce; H. T. Cottam & Company, Ltd., vs. Gus. Hotstream, Jr., note $221.87; Miss Susie M. McEvoy vs. Mrs. Cevelia Hart, wife of George Edward Demack, petitory action; H. H. and W. H. Thomas vs. Mr. and Mrs. Payne J. Lott, provisional seizure, $1,030; Le Grande Capers, Farr vs. Mrs. Rosalie Leone Farr, seperation bed and board; Anthony Lamia, Jr., vs. Vincent Lamia and als., partition; Mrs. L. G. Pelloat vs. Mrs. S. Levy, provisional seizure, $240; Emancipation of Charles Hartmann; In Re Venire Facias, one hundred and twenty-five names to serve as jurors for term beginning May 14th, 1917.

Dr. Carroll W. Allen vs. Julius J. Rive, claim $250; Mrs. Ernestine O. Delahoussaye vs. Succession of Moses Raymond et als, to rescind sale; Nic Mazza, for his minor son, vs. Wm. A. Bisso, damages $5,000; Anthony Taormina vs. E. Decuers, note $100, and 10 per cent attorneys fees; Mrs. M. Martin vs. Paul J. Martin, divorce; M. Funk vs. Paul Catalano, claim and confession of judgement $600; New Orleans National Bank vs. J. Israel and C. S. Searing, note $378.65; New Orleans Nat. Bank vs. Wm. A. Guillemet and Wm. McCausland, note $2,300; New Orleans National Bank vs. Wm. A. Guillemet, note $2,000; John Holsthenike vs. New Orleans Railway & Light Co., damages, personal injuries $10,190; Emancipation of Frederick Chateau, Jr.

Successions.

Raymond B. Scudder, Gustave Moses and Henrietta Levy, his wife, and Bernhard Ferdinand Moses; Mrs. Henrietta Roder, widow by first marriage of Henry D. Engelman, and widow by second marriage of Joseph Schwartz.

Mrs. Elizabeth Waller, deceased wife of Frank T. Bohne, petition to consolidate; Victor Vignes.

PINCHED FOR BANDBOOKING

George Lambert, 329 North Tonti street, was arrested yesterday at Carondelet and Canal streets by Corporal Smith and Patrolman Kaufman on a charge of operating a hand book on race horses. The officers say they saw Lambert write the name of a horse while in company with another man who walked away as they approached. The slip, according to the police, is being held for evidence.

WHY GASOLINE PRICE IS HIGH

Washington, April 27.—Domination of the gasoline industry by Standard Oil interests, the Federal Trade Commission reported to the Senate, has been largely responsible for high gasoline prices of the last two years.

The report, written after an exhaustive investigation into the entire petroleum industry, declares interlocking stock ownership prevents any real competition among the various Standard Oil companies, and the commission recommends legislation to permit reopening of the oil trust case to obtain modifications of the Supreme Court's dissolution decree.

No conclusive evidence was found, it is stated, that collusion exists among the Standard companies in violation of the decree, but the commission's findings have been transmitted to the Attorney General.

Prices are declared to have been raised arbitrarily, although natural causes contributed. Pronounced inequalities were found in different parts of the country.

The principal findings of the commission are:

"That in most marketing territories the Standard companies are dominant.

"That the Standard companies have maintained a distribution of territory in marketing gasoline and that no substantial competition in the chief petroleum products exist among the Standard companies.

"That the absence of competition is due to a community of stock ownership.

"That the facts disclose advances in prices of gasoline and differences in price corresponding to Standard marketing territories which could not be explained except under the conditions charged.

"That the combination of pipe lines with other branches of the industry has tended to establish and perpetuate monopoly.

"That there is no conclusive evidence of collusion among the Standard companies in violation of the dissolution decree."

The commission recommended these measures as necessary to remedy conditions:

"A law providing for the reopening of anti-trust cases on the application of the Attorney General by a bill of review for the purpose of obtaining such modifications of decrees as are required by new conditions.

"Legislation to abolish in certain cases common stock ownership incorporations formerly members of combinations dissolved under the Sherman law.

"Effective limitation of common ownership of stock in potentially competitive corporations by withdrawing the power of voting and control.

"Legislation which, while recognizing common ownership, would fix upon such common owners the responsibility for the acts of each of the several subsidiary companies which prevent competition.

"Segregation of ownership of pipe lines from the other branches of the petroleum industry.

"Congressional enactment to fix standards for gasoline.

"Federal collection and publication of accurate statistics and information concerning the industry."

Conditions in the gasoline industry as uncovered by the investigation are declared to be:

Gasoline marketing is divided into eleven territorial divisions, at least nine of which are said to be under Standard Oil domination.

Stockholders of the Standard companies to a great degree are the sam panies to a great degree are the same individuals or interests, with more than half of the stock of the various companies in their hands.

Leading officials of the Standard companies hold considerable in two or more companies.

Standard Oil refineries produced more than 60 per cent of the gasoline output in 1915, sold about 65 per cent of the total marketed and held more than 70 per cent of gasoline stocks.

VITAL STATISTICS

Births

Mrs. Moise Kahn, Hotel Dieu, a girl.

Mrs. Edward Campbell, 2033 Second street, a boy.

Mrs. John Gilmore, Presbyterian Hospital, a girl.

Marriages

Salvatore Miceli and Miss Marie Di Stefano.

John Simon and Lillian Manisan.

Oliver Woodlawn and Miss Celestine Zenn.

Carlyle Goodgame and Miss Anna Bonneau.

Joseph Nicks and Miss Bertha Jefferson.

Deaths

Henry Doyle, 1115 Governor Nicholls street.

Martin Marks, 70 years, 922 Eighth street.

William Mayer, 41 years.

WILL PLACE BAR ON GERMAN QUEENS

By International News Service.

London, May 1.—Although H. G. Wells' suggestion that Great Britain be made a republic has not been favorably received, there is apparent a certain prejudice against King George and his family because of their preponderant German blood. A widespread demand is voiced that British princes no longer go to Germany for wives.

There are many pretty and accomplished English girls suitable as consorts for British kings, runs the argument. The Prussians have used their marriageable daughters to build up a secret family system in the courts of many nations, and this must be checked.

The Weekly Dispatch voices this feeling in the following vigorous language:

"It is not enough to destroy Prussian militarism, whose existence must forever keep mankind chained to the prospect of war; there must also be destroyed the cunning appanages of that system, one of the most dangerous of which is the perpetuation of the tradition that in Germany alone is to be found the royal marriage market.

"For many years prior to the war it seemed to be taken for granted that when a European prince went a-wooing his gaze was turned in the direction of the Rhine, and certainly in the innumerable daughters of the hundred and one German princelings he had no lack of choice. If there were any hesitation German diplomacy paved the way to the altar.

"So far as Britain is concerned the German royal matrimonial emporium henceforth is a bankrupt and discredited concern, and the marriageable members of our royal family will be pleased to look for consorts nearer home. In time we hope to see firmly established the rule of British brides and bridegrooms for British royalties, the example being set by the Prince of Wales, who has never disguised his sympathy with this admirable policy.

"The machinations of the ex-Czarina and of the strong-willed Sophie of Greece have afforded us clear warnings of the risks of German brides. So far from identifying themselves with the interests of their adopted countries, they remain Germans at heart, ready and willing to obey the covert orders of Berlin. They may havve estimable qualities to compensate for these failings; if so they successfully conceal them, for history, with few exceptions, typifies them as scolding, fretful, neurotic and narrow-minded women, disdainful of the people by whose consent they share the throne.

"Bismarck openly boasted that he used these German brides as pawns on the political chessboard, and his brutal treatment of the Empress Frederick, Queen Victoria's daughter, was quite sufficient indication that an Anglo-German royal alliance was no solvent of the deep-rooted German hatred for this countr

"For the future the dowerless German fraueins must seek husbands from among their own decadent and barbarous stock."

RAILROAD SCHEDULES.

UNION STATION.

FREE STOPOVERS ALLOWED AT NEW ORLEANS ON ALL RAILROAD AND STEAMSHIP TICKETS. AFFORDING TOURISTS AN OPPORTUNITY TO SEE THE CITY.

Illinois Central.

Depart. Arrive.
8:30 a. m.—Chicago, St. Louis, Louisville and Cincinnati Special ..... 8:45 p. m.
12:30 noon—Panama Limited ..... 11:30 a. m.
To Chicago and St. Louis
7:30 p. m.—Fast Mail, Chicago, St. Louis, Louisville and Cincinnati ..... 10:45 a. m.
6:30 a. m.—Local Mail ..... 4:00 p. m.
3:00 p. m.—Northern Express ..... 8:10 a. m.
5:40 p. m.—McComb Accomodation ..... 8.45 a. m.
9:00 a. m.—The Merry Widow ..... 10:10 p. m.
Kenner Motor Car leaves Union Station 6:30 m., 6:15 p. m., 9:30 p. m., and 11:25 p. m.

Yazoo and Mississippi Valley.

Depart. Arrive.
*:00 a. m.—Delta Express ..... 5:50 p. m.
8:20 a. m.—Baton Rouge Limited. 8:25 p. m.
*:35 p. m.—Memphis Fast Express 7:35 a. m.
4:15 p. m.—Bayou Sara and Woodville Passenger ..... 9:50 a. m.
8:00 p. m.—Baton Rouge Special 7:45 a. m.
Destrehan Motor Car leaves Union Station 5:30 a. m., 10 a. m., 6:15 p. m. and 11:25 p. m.

Southern Pacific Lines.

Depart. Arrive.
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, El Paso, New Mexico, Arizona, Apache Trail and California ..... 8:00 p. m
12:20 a. m. — SUNSET MAIL, for Houston, Galveston, Austin, Waco, Fort Worth, Dallas San Antonio Del Rio and intermediate ..... 7:50 a. m.
3:05 p. m.—LAFAYETTE LOCAL for Lafayette and all stations intermediate ..... 11:40 a. m
8:15 p. m.—TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points ..... 6:50 a. m.
11:30 p. m.—SUNSET EXPRESS, for Houston, Galveston, Waco Fort Worth, Dallas, San Antonio, El Paso, Apache Trail California and intermediate points ..... 6:45 p. m.

Gulf Coast Lines.
(Union Station)

Depart. Arrive.
8:00 p. m.—"California Special," for Grand Canyon, Los Angeles, San Francisco, Phoenix, Houston and Galveston ..... 8:35 p. m.
8:30 a. m.—"Texas Daylight," for Baton Rouge, Opelousas, Eunice, Beaumont, Houston, Brownsville and North Texas ..... 8:35 p. m.
8:20 a. m.—For Houston, Galveston, Brownsville and other Texas points ..... 7:15 a. m.

LOUISVILLE AND NASHVILLE R. R.
(Station Foot of Canal Street)

Depart. 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.
9:50 p. m.—Birmingham & Cincinnati ..... 7:05 a. m.
8:30 a. m.—Asheville Express ..... 8:55 p. m.
8:30 a. m.—Louisville & Cin. Limited ..... 8:55 p. m.
9:50 p. m.—Pensacola & Jacksonville ..... 7:05 a. m.
5:15 p. m.—Mobile Accomodation. 11:45 a. m.
5:00 a. m.—Montgomery Accomodation ..... 7:05 p. m.
3.25 p. m.—Gulf Coast Accomodation (daily except Sunday) ... 9:50 a. m.
7:30 a. m.—Sunday Gulf Coast Excursion ..... 8:25 p. m.

SEEKING FRIENDS OF JOSEPH GIECK

Does anybody know Joseph Gieck, 67 years old, who lived somewhere in the neighborhood of Dumaine and Chartres street? Anyone who does is asked to call at the Central police station and tell what they know of him.

For Joseph Gieck is dead. His body is being held at the city morgue while the police are trying to locate a friend or relative to know what disposition to make of it. If they don't find out in a day or two, Gieck will be laid to rest in Potter's field among the nameless dead.

Monday morning Gieck walked into the Charity hospital under the influence of liquor and seriously ill. All the doctors could learn from him was his name, age and that he lived somewhere near Dumaine and Chartres streets.

Gieck's condition grew worse. Yesterday morning about 10:50 o'clock he died.

All efforts of the police to locate his residence or people, if he has any, were futile yesterday.

So, if you knew Joseph Gieck you will save him from being put hurry to the Central station. Maybe to rest in a pauper's grave.

BOUGHT STOLEN METAL

E. J. Crowley, junk dealer, 3225 Conti street, in the Juvenile court yesterday was fined $25 or 30 days by Judge Wilson on a charge of buying stolen metal from boys under 17 years old. He paid the fine.

SAW BESSIE PUT MONEY AWAY

Suspected of being implicated in the robbery of $120 from Bessie Washburn, 1307 Bienville street, yesterday, John Theolet, 22, 919 Poydras street, was arrested last night by Patrolman Perret and is being held pending investigation. The police say Theolet was the only one who saw Bessie Washburn put the money, in a place of concealment. Shortly afterward she discovered her loss.

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 ..... 7:20 a. m.
12:01 p. m.—Texas-Colorado Limited for Oklahoma, Colorado, Utah and California ..... 7:20 a. m.
4:45 p. m.—*Torras Local ..... 10.45 a. m.
7:45 p. m.—The Cannon Ball for Alexandria, Monroe, Shreveport and North Texas ..... 6:30 p. m.
*On Sunday only Torras Local leaves at 7:00 p. m.

TERMINAL STATION.
Southern Railway System.
(New Orleans & Northeastern Railroad)

Depart. Arrive.
7:30 p. m.—N. Y. & Washington.. 9:40 a. m.
7:30 p. m.—Cincinnati & Asheville 9:40 a. m.
4:45 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 Accomodation ..... 4:40 p. m.
4:45 p. m.—Meridian Local. Hattiesburg Local ..... 8:10 a. m.
(Sunday Excursion)
7:45 a. m.—Carriere and Int. Points ..... 7:25 p. m.

New Orleans Great Northern.
(Daily Except Sunday)

Depart. Arrive.
7:05 a. m.—Jackson, Columbia, Tylertown, Bogalusa, Folsom ..... 8.55 p. m.
1:20 p. m.—Columbia, Bogalusa, Tylertown, Folsom ..... 8:45 a. m.
(Sunday Only)
7:35 a. m.—Jackson, Columbia, Tylertown, Bogalusa ..... 8:05 p. m.
6:00 p. m.—Folsom, Columbia, Tylertown, Bogalusa ..... 10:20 a. m.
(Sunday and Wednesday Excursions)
7:35 a. m.—Folsom, Covington, Abita Springs, Mandeville, Forest Glen, Lacombe, Oaklawn, Hygeia, Bon Fouca ... 8:05 p. m.

Louisiana Railway and Navigation Co.

No. 1 — No. 2
3:00 p. m. Lv... Shreveport ..Ar. 7:30 a. m.
3:45 p. m. Lv..... Aloha .....Ar. 8.36 a. m.
10:08 p. m. Lv... Alexandria ..Lv. 2:10 a. m.
1:10 p. m. Lv.... Mansura. ..Lv. 12:52 a. m.
2:55 a. m. Lv..... Angola ....Lv. 9:08 p. m.
3:48 a. m. Lv.. Bayou Sara .Lv. 9:08 p. m.
5:05 a. m. Ar. Baton Rouge Lv. 8:00 p. m.
8:05 a. m. Ar. New Orleans Lv. 5:00 p. m.

No. 5 — No. 6
2:00 p. m Lv.... Angola ...Ar. 12:01 p. m.
2:48 p. m. Lv... Bayou Sara ..Lv. 11:09 a. m.
4:00 p. m. Lv. Baton Rouge Lv. 10:00 a. m.
7.05 p. m. Ar. New Orleans Lv. 4:35 a. m.

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY.
WEEK DAY TRAINS:

Leave. Arrive.
7:00 a. m.—HERO LOCAL ..... 6:55 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.

Leave. Arrive.
8:05 a. m.—Buras Excursion ..... 7:45 p. m.
5.00 p. m.—Buras Excursion ..... 9:45 a. m.

LOUISIANA SOUTHERN BRANCH GULF COAST LINES.
(Station St. Claude and Elysian Fields Ste.)

Depart. Arrive.
7:00 a. m.—Point a la Hache ..... 4:50 p. m.
(Daily Except Sunday)
5:00 p. m.—Point a la Hache ..... 9:00 a. m.
(Daily)
7:30 a. m.—Point a la Hache ..... 6:30 p. m.
(Sunday Only)
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)