

# NATION'S GREAT FLEET LIES IN READINESS IN HIDDEN HARBOR

The news of the participation of the American torpedo-boat destroyers in the search for submarines off the British coast, first made public Wednesday night, makes the following article taken from the Kansas City Star of timely interest:

A one motorist wound slowly through the wilderness, a wilderness so complete it seemed almost an uninhabited country. The road, a sandy and shell strewn lane, probably had never been touched by the hand of man. In the beginning it probably had been a trail which through the years had been widened by increasing travel. But even increasing travel has failed to place it much above the commonplace of an abandoned road.

After a mile of jarring, bouncing travel at snail pace, during which no one passed on the road, and a dilapidated farmhouse was seen only at rare intervals, and then suddenly at the end of this infernal forest the calm placid water of what appeared to be a lake burst into view.

There, resting lazily at anchor, dotting the surface as far as the eye could reach, were the nation's warships, the great first line fleet of the United States recently mobilized ready for war.

Somewhere on the Atlantic coast of the United States. That's all that can be told at present.

A staff correspondent of the Kansas City Star was the newspaper man permitted to visit the great fleet since it had been mobilized, and the long motor-car trip that was followed by the discovery of the fleet in a hidden, out of the way part of the nation, occurred last Friday morning.

At the edge of this wilderness is a clearing perhaps five hundred feet down to the water's edge. At one point has been built a wharf, where stores are loaded for the fleet, and where the ships' small boats receive and disembark their passengers and these passengers are, with few exceptions, officers and blue-jackets. Each ship is stocked with food and supplies enough to last six months.

At the rear of the wharf sheds have been built where peddlers of ter peanuts, candy, cigars, cooling beverages, etc., to lure the dimes from the pockets of the sailor boys. Still farther back on the hill a half-dozen buildings form a town and in these the wives and families of some officers live, just to be near the fleet until it is called away. It might be called a hiding place, this retreat of the battleship fleet. Few persons, even within a few miles, know it is there. And those that do know respect the wishes of the government and keep silent.

The lone motorist stopped his car at the edge of the clearing and walked to the wharf. He was met at intervals by blue-jackets armed with revolvers, men that appeared to be policing the zone. High on the docks were piled huge loads of provisions ready to be transported to the ships. Jackies were working in drives. Others on shore leave were wandering around restlessly. Skimming over the water were dozens of fleet little gasoline launches and cutters, taking parties of jacksies to and from the various ships.

At a point two hundred yards from the wharf lay the Pennsylvania, the new super-dreadnought, flagship of the fleet. Stretched away on either side of her lay twenty-seven other fighting vessels, all with steam up ready for the word that may send more than one of them to the bottom of the sea. Every hour of the day and night they are kept ready to steam away at a minute's notice. There will be no delay when the word comes.

In this great fleet are the nation's best fighting ships.

The visitor was permitted to visit the Pennsylvania and boarded a cutter to make the trip out to the flagship. A speedy trip of four or five minutes and a climb up the gangway and he stood on deck viewing a floating city of fourteen hundred men, the largest ship in the navy in commission.

Shortly after noon the bugle sounded and the crew lined up in squads to go to school. They have a school on every ship in the navy for two hours in the afternoon. Another call sounded and the squads marched away to begin their studies.

On the main deck aft squads were learning to load and fire the five-inch guns. Each man had his place, and was doing his particular part of the work. Above a squad was learning the mysteries of steering the ship. Men long in the service explained the steam and electrical devices, either of which controls the ship. Further along others were learning the wig-wag system of signals. Other squads were being trained to handle the batteries of 34-inch guns.

Almost every available foot of deck space was used in the work of

training men, while in the machine shop, carpenter shop, engine room, coppersmith's shop, etc., other young men were busy at their trades.

At the same hour every other ship in the fleet was at school.

The men are anxious to get away to war. They want to seek out and fight the German fleet, the sooner the better. But they must wait for each of those big ships carries about a thousand men; each is worth many millions of dollars, and each would be absolutely at the mercy of a submarine unless it had protection.

## ONE MAN ROBBED OF \$3

Russian Thieves, Seeking Share in New Freedom, Considerate

Petrograd, May 17.—A mass meeting of thieves was held recently at Rostoff on the Don to demand a share in the new freedom and a chance to turn over a new leaf. The chief of the new militia and the president and several members of the Council of Workmen and Soldiers' Deputies were present on invitation.

Practically all branches of thievery were represented and several of the most accomplished members made speeches, in which they outlined the difficulties confronting them and declared it was impossible to return to honest pursuits without the help of the community.

The speakers complained that recently the population had risen against them and, in some instances, went so far as to lynch some thieves. Chief of Militia Ratinikoff asked for help and support by the people in aiding the efforts of the thieves at reformation. During the meeting one of the bystanders complained he had been relieved of his purse containing \$3. The thieves roundly protested it was not the work of a professional and took up a collection to reimburse the victim.

## TEN MILLION FROM 21 TO 31

Uncle Sam Has Big Force Available Between Age Limits

Washington, May 17.—Ten million men in the United States will be subject to the selective conscription July 1, within the ages agreed upon in the conference report on the War Army Bill, Director Rogers of the census bureau has announced. This number of men between the ages of 21 and 31, inclusive, represent very nearly 10 per cent of the total estimated population of between 103 and 104 million July 1, 1917.

The War Department began distribution of ten million registration blanks through which all males of the Nation within the prescribed ages will be card indexed. These blanks went to sheriffs and mayors of hundreds of communities. Men who are absent from their home states will be required to procure cards wherever they may be, and mail them to the county clerks. Distribution of the cards is expected to be completed within a few days.

New York state leads in the country in available material for war with approximately 1,068,000 men subject to selective service. Pennsylvania is next with 874,000 and Illinois third with 639,500. Missouri will have 315,600 men; Kansas 175,900; Oklahoma 113,500 and Nebraska 129,400.

## HAPGOOD STUNG FOR SIX CENTS

Washington, May 17.—By agreement of lawyers on both sides the local supreme court awarded a verdict of six cents damages and costs to Henry Lane Wilson, ex-ambassador to Mexico, in his libel suit against Norman Hapgood. Mr. Wilson sued on an article dealing with the killing of President Madero of Mexico, the usurpation of Huerta and Mr. Wilson's alleged connection with events in the Mexican capital at that time.

## SUMMER SCHOOL FEATURES

Will Include Kindergarten, Red Cross and Playgrounds Work

A course in kindergarten work will be added to the Tulane summer school this year. The summer school will open June 11 and will have many added features, one of which will be the kindergarten course, which is something Tulane has not had in several years.

In addition to this courses will be given in Red Cross work and a special course in playgrounds work. Indications are that the course in Red Cross will be one of the most successful conducted by the school.

## PAVING HALTS CAR SERVICE

A temporary discontinuance of car service on Burgundy, Dauphine and Royal streets will be ordered, according to an ordinance introduced before the commission council at this week's meeting. The discontinuance of the car service is asked during the time that these streets are being paved.



CHARLES A. FARWELL.

# CHARLES A. FARWELL, LEADER IN SUGAR INDUSTRY, PASSES AWAY

The funeral of Charles A. Farwell, millionaire leader in the sugar industry, will be held from his former residence, 2126 Prytania street, this afternoon at 3 o'clock. Interment will be in the Firemen's Cemetery. Delegations from many lodges and business firms will attend the funeral.

Mr. Farwell, who had been in ill-health for some time, was about 67 years of age at the time of his death. Besides being connected with the sugar industry, he was prominent in many of the civic activities of New Orleans.

Active pallbearers will be: George Leahy, master Louisiana Lodge; Wynne G. Rogers, high priest Orleans Delta Chapter, R. A. M.; J. C. Murphy, representing the Sugar Exchange; H. T. Howard, Whitney Bank; Fred W. Matthews, Charity Hospital; C. H. Hamilton, Carnival Association; Martin Behrman, city of New Orleans, and W. R. Irby, friend.

The honorary pallbearers are: R. C. Martin, Jr., F. L. Armstrong, Louis P. Rice, J. P. Ford, D. M. Cozack, Charles T. Somat, Wm. B. Grant, Charles Weinberger, Col. George Soule, Dr. R. Matas, Dr.

George Bol, Wm. P. Burke, E. H. Bright, G. B. Gillis, E. W. Loh, Felix P. Vaccaro, Levering Moore, F. H. G. Fry, Pearl Wight, William Hor, G. L. Somat, J. W. Reynolds, Dr. Paul Reiss, Dr. Joseph Hume, S. P. Wainley, Sr., E. W. Ridd, Geo. O. Allain, Guy Hopkins, W. H. Dwyer, Abe Brittin, Pat McGill, George Clay, Nelson Whitney, Walter Stauffer, Dr. A. L. Metz, Jos. B. Chaffe, Theodore Lyons, R. N. Gourdin Smith, Crawford H. Ellis, Alfred LeBlanc, Henry V. Beer, John M. Parker, John W. Norman, Major Martin Glynn, Capt. T. J. Woodward, Capt. B. C. Rea, R. M. Murphy, Edgar Grima, J. B. Simmons, Chas. F. Buck, Charles Gochaux, Dr. C. J. Landfried, Dr. King Logan, John T. Gibbons, Sr., J. Thornwell Witherspoon, A. W. Norman, C. G. Berton, R. E. Milling, M. J. Sanders, Charles A. Delery, William Porteous, P. B. Williams, Frank B. Hayne, John Fitzpatrick, Dr. H. B. Burns, Hunt Henderson, R. H. Downman, William Montgomery, George Nott, D. D. Curran, Thomas S'oo, Gov. R. G. Pleasant, L. R. Gilreud, Chap Hyams, Irwin Jamison, William Stauffer, Sr., E. H. Reynes, E. H. Saunders, Capt. R. McPerrin, W. Mason Smith, Paul Gelpi, Robert Moore and C. Lee McMillan.

# FOOD THIEVES THE KAISER'S ALLIES

Washington, May 17.—Sensational charges that a lobby of "food gamblers, some of them men of immense wealth," already is at work in Washington seeking to defeat the administration food control bills, were made in a formal statement by Assistant Secretary Vrooman of the Department of Agriculture.

"Allies of the Kaiser—unpatriotic and disloyal—who should be made to feel the loathing contempt of every patriotic American," are some of the characterizations applied by Mr. Vrooman to "food speculators, food cornerers and food gamblers."

Mr. Vrooman's statement follows: "Never in the history of the world have business men shown as much patriotism and unselfishness as have been manifested since the war began by the business men of America.

"However, this attitude has not been universal. There are food speculators, food cornerers and food gamblers, some of them men of immense wealth and others of very small means, who to-day are taking advantage of war conditions to exploit their fellow-citizens to the full extent of their ability.

"These men are allies to the Kaiser and are doing their utmost to defeat the patriotic purposes of the nation. Wherever they are seen, in high places or in low, they should be condemned and made to feel the loathing and contempt of every patriotic American. These men will be taken care of in due time by national, state and municipal legislation, but until such legislation can be enacted the only effective power that can be brought against them is the power of an outraged public sentiment.

"I am told that some of these men are actually in Washington to-day, conducting a lobby against the request of President Wilson that Congress empower him and his Cabinet to take the necessary means to mobilize the agricultural resources of this nation for victory. They are urging every specious, theoretical and imaginary argument against the granting of war powers to the President and his Cabinet."

# PUT RAILROADS IN EFFICIENT SHAPE

Chicago, May 17.—Plans for putting into effect the order of the subcommittee on national defense of the American Railway Association to the railroads of the country to revise passenger service so as to avoid duplication and reduce the number of trains over competing roads between the same cities are progressing steadily, according to railway officials here.

It is estimated that when the plans are put into operation there will be effected a saving of one-third in the number of passenger trains operated, and that a consequent increase in the number of freight trains can be made by the release of passenger locomotives.

It is said railroad officials welcome the order to revise schedules as it allows them to do away with much unnecessary competition in passenger service between the larger cities and along the more traveled routes.

An instance of unnecessary frequent passenger service between cities, where the traffic did not warrant the number of trains operating, was pointed out in the case of train service to St. Paul from Chicago in the evening. Between these points seven different roads operate fifteen passenger trains between 6 o'clock and midnight.

Sixteen Chicago and Kansas City six roads operate six trains leaving Chicago between 6 o'clock and 6:30 over virtually the same routes.

## SEND TROOPS BIBLES INSTEAD OF TOBACCO

By International News Service. Hammond, Ind., May 17.—Soldiers and sailors who receive comfort kits from Hammond will find klink-klink Bibles in them in the place of pipes, tobacco and cigarettes. Hammond has so decided after a vigorous word battle between the "Bible-ists" and the "pipe-ists" the town's ministry proving the factor that won the day for the former by lining up solidly against nicotine.

# MAY MAKE LIBAU STARTING POINT

Libau, the Baltic seaport from which, according to recent advices, the Germans are threatening to make a drive against Petrograd, is described by the National Geographic Society's war geography bulletin issued to-day:

"With a population of 90,000, one-fifth of whom are Jews, Libau (Russian, Libava) is the chief commercial city of the Russian province of Courland," says the bulletin. "It is a well-built town, many of the houses being of stone, situated on a low-lying, sandy peninsula which separates the Baltic Sea from the Lake of Libau, the latter a body of water some twelve miles long and two miles wide, having an area of seventeen square miles. A channel connecting the sea and lake was dug in 1703 and the modern town has grown up on both banks of this artificial waterway. On the left bank, before the outbreak of the world war, there were numerous factories engaged in the manufacture of explosives, soap, furniture, agricultural machinery, matches and rope. There were also numerous grain elevators and sawmills, for Libau had railway connection with Russia's most productive wheat regions and forest lands.

"Although it is in a high latitude, less than 250 miles south of Petrograd, Libau is listed among the few practically ice-free ports of Russia. Large quantities of grain, lumber and ores were exported prior to the war, while the chief imports included coal and herring. The naval harbor of Emperor Alexander III, a short distance north of the commercial harbor, was strongly fortified, but it did not prevent the city from falling into the hands of the Germans many months ago.

"There has been a settlement in Libau for many centuries. At first it was only a fishing village, the seafarers being attracted by the excellent harbor. As early as the middle of the thirteenth century it had become a possession of the Livonian Brothers of the Sword. At the beginning of the fifteenth century it was burned by the Lithuanians, and 150 years later was given over in pawn to a Prussian duke. In 1701 Charles XII of Sweden captured it and assessed its citizens for the expense he incurred in fortifying it. It became a Russian town in 1795. Seventeen years later, Macdonald, who had won a marshal's baton on the field of Waterloo by piercing the Austrian center and saving the day for the French, occupied the place with the Prussian allies of Napoleon.

# GERMAN CROWN PRINCE LAUDS FRENCH BRAVERY, COURTESY

By International News Service. Berlin, May 17.—Otto Buschke, editor of the Volkzeitung, on a trip to the western front, went to the headquarters of the German crown prince, with whom he had an interview. He writes:

"The crown prince has his headquarters in a little chateau, which both in its interior and exterior is much simpler and less pretentious than the headquarters of other commanders in the Prussian army. We were greeted and welcomed by the officers of the staff, and after a few minutes the crown prince himself appeared. The Order Pour le Merite was the only decoration he wore. He shook hands with us most cordially, and invited us in to dinner, which was about to be served. The food was simple, beginning with a thick potato soup and ending with some sweets. The conversation at the table was spirited, but nothing regarding the war was touched upon.

"After dinner all the guests returned to the salon, and the crown prince did most of the entertaining. He was particularly interested in hearing about Berlin, and questioned us regarding life there in war time. Then he spoke of the wonderful work of his troops, saying that their patience and endurance went beyond belief, considering that for twenty-nine months the soldiers had been in the trenches under heavy fire.

"He told of the many things he had done to make the hard tasks of his men less onerous, and to give them some recreation occasionally. He spoke as only a soldier can speak of the bravery of the enemy, and he was magnanimous in his praise of the enemy's virtues. The French, he said, deserved particular credit considering the fact that they were living in trenches all these long months which could not be compared with the trenches of the Germans in cleanliness and modern hygienic appointments.

"He was bitter in denouncing the French for their inhuman treatment of German prisoners, but the next moment he dwelt fondly on the excellent behavior of the French in the territory occupied by the Prussians. He loved the French children for their courtesy and their nice manners.

"I made it plain in the very beginning," said the crown prince, "that we were not making war on the civil population, and I did everything to make the lot of these people lighter and easier to bear. A few months ago the wives of sixty French officers in Montigny were anxious to leave, and I made it my business to get the consent of his majesty to permit these women to go as they wished without hindrance.

"The crown prince wanted to know all about Berlin, and expressed regret that the high price of food caused inconvenience to the people. He wondered how many of the low-salaried officials were able to stand it. He was interested in the Berlin

theatres, and said it was his wish that any soldier on leave should visit the theatre freely, as he considered that one of the best methods of quieting his nerves and making him forget the horrors of war.

"Wherever possible," he added, "I have established a theatre near our front, and where it was not possible to have a theatre we always had a motion picture show. The soldiers appreciate this very much, and you have no idea how it has kept up their spirits and their courage."

"The crown prince showed himself familiar with all phases of European politics. He deplored France's hatred of Germany as being utterly wasteful. He considered the note of the Entente Powers to President Wilson as an indication of weakness, stating that the countries which went into war to crush Germany now find it absolutely necessary to drag in neutral nations to help them."

## BLAME IT ON CONAN DOYLE

Author's Story Said to Have Suggested Submarine Blockade

From the St. Louis Star: Sir Arthur Conan Doyle wrote a story prophetic of the submarine blockade of England. The German secretary of the navy, Admiral Capelle, speaking in the Reichstag, credits Sir Arthur with having suggested the present scheme of U-boat warfare. This is a warning against sensational newspaper or magazine articles concerning the vulnerability of the United States. Such articles are written primarily to arouse the country to a sense of its danger, but the ideas set forth are just as likely to furnish the enemy with weapons to use against us. They recall the story of the man standing on his horse to pick apples, who was so rash as to express aloud the thought: "Gee, what would happen to me if someone said 'Goddap!'" They might precipitate the calamity dreaded.

Sir Arthur wrote his story with no evil intentions, but he probably wonders whether or not he did actually help to place Great Britain in her present predicament. He may appreciate the publicity, but he must experience some very unpleasant moments. German efficiency probably would have worked out the U-boat system without any prompting, if by just using Sir Arthur to give John Bull a sly dig. It may even go further and blame the intricacies of its insidious spy system upon the astute Sherlock. At any rate Sir Arthur is enjoying the distinction of being one prophet who has honor in his own country—if honor it is.

## THREE MORE WHITE WAYS

New Orleans plans to have three more white ways in the business district, which will cover forty squares, according to plans of Commissioner Lafave. Eight hundred high-power double-bracket electric lights will be installed along Barron, Carondelet, St. Charles and Camp streets from Howard avenue to Canal street.

An ordinance providing for this has been introduced in the council, and it is believed that work will begin on the new white ways within a short time. Ornamental poles will be placed on the trolley poles and these poles will be spaced to ninety feet apart.

The lights will be about sixteen to a square, and they will be more spaced than any used in the city. It is pointed out that the maintenance and operation of these lights will be cheaper than the average lights, and in addition much will be saved because it will mean the elimination of many robberies which have heretofore taken place on these streets.

## TENOR PSEPPE BOYS COMING TO NEW ORLEANS

One hundred and ten boys of the Junior Pseppé who have been attending the training school at Corpus Christi, Tex., will be in New Orleans May 21 and give a street parade. Major Pseppé, in charge of the school at Camp John Paul Jones, has stated that the boys will arrive over a special train on the Gulf Coast lines. The course of instruction will have been completed by that time and the students will be taken on a sight-seeing tour to the various cities of the United States.

## MURDER CHARGES DISMISSED

Seattle, Wash., May 17.—At the request of Prosecutor Black of Snohomish County, Superior Judge Ronald has dismissed the charge of first degree murder against thirty-seven men held in the Snohomish county jail at Everett and who were participants in the so-called free speech expedition to Everett November 5, last, as a result of which seven men were killed. Of the seventy-three men originally charged with murder, one, Thomas H. Tracy, has been tried and acquitted, twenty-two were released and thirteen are still in jail.

## EMINENT MEMBER OF BAR DEAD

Out of respect to Judge Harry H. Price, an eminent member of the bar of Louisiana and one of the oldest practitioners therein, who died Thursday morning, Judge C. T. W. Ellis, presiding judge of the civil district court, after paying a fee in tribute to the memory of the deceased, ordered an adjournment and the setting apart of a page of the minutes of the court in recognition thereof, on motion of Mr. W. O. Hart.

Judge Price was judge of the first city court from 1888 to 1892, and on Friday morning at 10 o'clock the present judges of that court, Henry Renshaw, Val. J. Stenzel and Arthur Landry will sit on banc, and after brief memorial services will adjourn the court.

The flag on the courthouse will fly at halfmast during the hours of the funeral, from 10:30 a. m. to 12 o'clock noon.

## SOPHIE WRIGHT HIGH LOYAL

Ninety Five Girls Tell President They're For Him

Ninety-five students of the Sophie B. Wright Girls' High School were out on Monday and they wired President Wilson assurances of their loyal support during the crisis. The message was sent through Senator Broussard and follows:

"In view of the present national crisis we, the students of the Sophie B. Wright Girls' High School, of New Orleans, La., believing in America first, free and efficient, stand squarely in support of action by the government in defending the Republic and its institutions of democracy. (Signed) "KATHERINE FRENCH MAHER, "Secretary of Senior Class, "Sophie B. Wright Girls' High School "New Orleans, La."