How Government Orders

END OF YEAR AT ST.MARY'S AGADEMY

The St. Mary's Dominician Academy at St. Charles avenue and Broadway graduated the largest class in its entire history at the anmual commencement yesterday.

The degree of bachelor of arts was conferred on Misses Helen Joy Wells, discille Meyer, Lucienne Matie Lavedan, Edna Marie Meyer, Elizabeth Santier, Rose Mary Conley and Sarah Mae McKenna,

High school diplomas were given Lo Misses Heloise Felicie Lalande, Margarét Mary Ray, Ida Carmel Kildeen, Mildred Mary Graham, Addie Julia Gianelloni, Margaret Black-

Certificates of promotion to the first year high school were awarded to Misses Lorraine Tillotson, Margaret McKenna, Mollie Beauvais, Elizabeth Cahill, Dorothy Reames, Claire Wattingly, Hazel Breaux, Agnes Rapier.

The Mother M. Antonius Memorial medal for deportment was given to Miss Saráh Mae McKenna; gold medal for Christian doctrine to Misses J. Jeanmard and Clara Thoman; drawing, Miss Jeanmard; mental philosophy, Miss Edna Meyer: mathematics, Miss Lucille Meyer; English essay, Miss L. Lavedan; oramatic art, Miss L. Lavedan; elo- gram calling him to El Paso. The cution, Miss Helen Weils; domestic wife later was notified he had been science, Miss Addie Gianelloni; spelling, Miss Marie Barco; silver medal for catechism, Miss Loretta Conlin; silver medal for spelling. Miss H. Lynch; silver medal for elocution, Miss Catherine Hutchinson; silver medal for domestic science, Miss Beatrice Dugas.

In the music department the following received medals:

For sacred singing, Misses S. M. McKenna and Helen Wells, drawn by Miss Wells; interpretation and empression, Miss L. Derouen; technique. Miss J. Jeanmard; prize for theory, Miss I. Killeen; the Mrs. Nellie Vaughan O'Reilly memorial medal, Miss I. Killeen; silver medal for memorization, Miss Margaret Ray; silver medal for application, Miss A. T. Vallalaz; silver prize for memorization, Miss H. Koerner; silver medal for concert work, Misses L. Koerner and I. Derouen; prize For concert work, Misses M. Ray and H. Lalande, drawn by Miss Lalande. Certificate of promotion to the

seventh grade was awarded to Miss L. Derouen; premium for application, Miss L. Koerner; certificate of promotion to the sixth grade, Misses Louise Scheyd and Edna Meyer: premiums for grade work in fourth grade, Misses Naomi Reso and M. B: aud. Certificates of promotion to the

fourth grade was awarded to Miss Hazel Breaux; premium for application, Miss Marie Barco; premium for grade work in second grade, Misses Helen Day and Ivy Poche.

Premium for grade work in the first grade awarded to Misses Gladys Rossner, Katherine Lehon, Grace Molloy, Mamie Gagliano, Ida Comez.

In the violin department certificates were awarded Misses L. Pollet and G. Breaux; premium for second grade work, Miss Yvonne Ryscamp; preparatory grade, Miss C. Le Birm. Ry. ref. 68..... 97% 98% Blanc.

Prizes in the art department Edison 1st Mtg. 5s... 10014 were awarded Misses A. Gianelloni and Mary Reymond.

Silver medals for excellence in Fifth grade class work was won by Little Rock Ry. 6s.... *100 *103 Miss Elsie Zollinger; sixth grade, Miss Rita Cahill; seventh grade, Miss Julia Chenet; eighth trade, Miss Lorraine Tillotson.

Silver medal for excellence in

first year high school work was N. O. City gent, mtg.... 403 *1044 mwarded Miss Minnie Stauley; sec- N. O. Ry. Light 4½5... * 78% * 78% ond year high school, Miss Clara St. Charles R. R. 4s.... 87 Thoman; third year high school, Miss Florence Englert; fourth year Jugh school, Miss Heloise Lalande. Gold medal for excellence in

junior college class was won by Miss J. Jeanmard; the alumnae medal for excellence in senior class was awarded Miss Helen Joy Wells.

In the preparatory department the following received premiums: Misses Angelina Lehon, Margaret Lebon, marjorie Hall, Edith Koernet, Helen May Lafrantz, Aida Marie Gomez, Katherine Baker, Claire Phooks, Katherine Lehon, Grace Molloy, Mary Agnes Publere, Ly-Inette Costello, Hilda Dressel, Katherine Sanderson, Floretta Ebling, N.O. Ryl & Lt. Co. 41/2s. \$5,000 78% Helen Rice, Ethel Miller, Hazel Hutchinson, Louise Gramal, Elsie Zol-Tinger, Monita Camphier, Helen Lynch, Helen Cabill, May Rice, Rita *Calaill, Rose Nielson, Mildred Counce, Florestine Kugler, Mary Mulqueeny, Ellen May Lalande, Miriam Hubert, Inez Ardoin, Gladys Rossner, Julia Chenet, Emelda Guget, Antoinette Mayer, Agnes Miller, Mabel Le Bourgeois, Loretta Conlin, Catherine Rita Skiffington, May Braud. Mutchinson, Bernice St. Dizier, May

Certificates of promotion to the second year high school were awarded to Misses Minnie Stanley. Pcatina Wilkinson, Naomi Obenet,

Major.

Further information regarding the career of John V. Clark, who, dur- the location, assembling and distriing a temporary engagement as bution of the millions of feet of teacher here last spring, married Miss Caroline Brewer, a teacher in this city, is contained in the following dispatch from Los Angeles:

"Evidence gathered by the department of justice against John V. Clark, former superintendent of schools at Dundee, Ill., it was learned today, caused search to be made for three 'Mrs. Clarks' mentioned in correspondence found on Clark when arrested ten days ago, Clark now is in custody at Jackson, Miss., where he was taken on Mann act warrant.

"It was alleged Clark took Miss Caroline Brewer from New Orleans, where the two taught in the same school, to Gulfport, Miss., where they were said to have been mar-

"Letters to Clark, it was alleged, mentioned a wife at Muskogee, Okla,, a Mrs. Katherine H. Clark of Chicago and a Mrs. Julia V. Clark of Terre Haute, Ind.

"Clark, it was said, left his bride at Gulfport upon receipt of a telekilled in Juarez, but an investigawas made.

| NEW ORLEANS STOCK EXCHANGE | | | |
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| D. H. Holmes Co., Ltd. | 145 | | 1 |
| Equitable R. E. Co., Ld. | | | 10 |
| Lakeview Land Co | | • • • | 1 |
| Maison Blanche Co. pd. | 110 | | l |
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| Mortg. Securities Co | . 98 | 404 | 8 |
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| " " com. | | 12 | 10 |
| N. O. Land Co | 18 | ¢ | 1 |
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Memphis St. Ry. 5s., * 87% * 89

Meridian ref. mtg. 5s. 94

Nashville Ry. 5s 971/4 ...

N. O. Carrollton 5s... *103

tures prior to 1920. 100

1920 maturities 101

Premium Bonds 330

Public Imp. 1950 * 93%

Public Imp. New * 92

Liberty Bonds 100

Government Bonds-

'Less than \$5,000

Security-

City Fours 9514 * 9514

SALES

Between 40 a. m. and 1:45 p. m.

N. O. Rv. & Lt. Co. 11/28 \$3,000 781/3

May Fallo, Esther Bark, Hilda Quinn

Julie Rault, Helen Koerner, Hazel

Ardoin, Winnie Mae Young, Irene

Certificates of promotion to the

third year high school were award-

es to Misses Clara Thoman, Claire

Fraering, Naomi Reso, Anna Rault,

Certificates of promotion to the

fourth year high school were

avarded to Misses Florence Englert,

Katherine Kenny, Rita Hayes, Gla-

dys Breaux, Frieda Pfister, Louise

Reymond, Catherine Murphy,

Amt. Price

N. O. City Lake 5s.... *104

Miscellaneous-

City Bonds-

N. O. Land Co. 6s, ma-

N O. Land Co. 68, ma-

Street Railroads-Amer. Cities Co., pfd. 22% " com. ... N. O. Ry. & Lt. Co. com. 45 BONDS Street Railroads-Am. Cities Co. 5-6s... * 961/4 * 963/ Canal & Claiborne 6s.. '117 Houston 1st Mtg. 5s . . . * 971/2 100 Knoxville Ry, ref. 5s., * 86 L. Rock Ry. 58..... 100

ordinaryy course of business, ing material, the greater part of this lumber to be used by the government will be Southern pine.

Out of the early confusion attending the government's efforts to obtion to handling government orders.

nary situation. When Congress, on April 2, declared a state of war with Germany the nation found itself suddenly duty in its history.. The richest country in the world, yet few of its vast resources were organized and prepared to render their most effective service in the work of putting the country in a state of defense. Aside from the formation of a great army, the most pressing immediate task confronting the authorities was Scheyd, Anna Lou Murphy, Mary that of supplying our allies with food, an undertaking which was se-

In a little room of one of the great triously menaced by the ravages of office buildings of New Orleans sits the world's tonnage resulting from

man on whose shoulders rests activities of Tenton submarines. much of the giant task of directing Evolution of the Wooden Ship Idea

lumber needed for a nation at war. Long before the hour when most | done to make up the growing defiof the city is astir this man each ciency in the world's merchant mamorning may be found at his desk rine? carefully scanning papers, tele-Wooden ships!

grams, letters and over-night reports. By means of a long-distance telephone at his elbow he is in constant touch with lumber manufacturers throughout the South, and in direct communication with the government departments at Washing-

Through an open door to a larger apartment adjoining this private office may be seen a number of men at work looking over immense sheets of paper on which appear a are stock lists of lumber at mills. Several stenographers are engaged lear by.

ing from this office.

This is the headquarters of the Southern Pine Emergency bureau, tars were hurried to mills in every the most distinctively war trade organization evolved since the outbreak with Prussianism.

of the bureau is W. J. Sowers, a lumber and traffic expert, who has tion disproved this and his trunk given up active participation in his was traced here. A relative of Mrs. | manufacturing interests to devote Clark of New Orleans took Clark in his entire time to supplying the custody personally and guarded him government's requirements for for two days until a formal warrant | wooden ships and army canton- | board and war department to name

next twelve months. Construction tate a prompt supply of timbers. sume millions of additional feet.

"Two billion feet sounds like a co- imum cost. lossal figure," says the Conneil of National Defense, "and it is a big ligure, but should give no apprenension that it will stir up the martets or cause a shortage of lumber. Actually this will not exceed 5, per ent of one year's lumber producion of this country. It can readily be seen, therefore, that no lumber user need fear that he will be unable to get the kind and size of H follows the policy, in so far as lumber needed for his particular purposes. We have the forest rescurces, and without doubt the pro- thus insuring prompest deliveries ducing capacity, If there is any and shortest hauls, difficulty at all it will be that of transportation, and we believe that transportation conditions now being adjusted will finally enable the carrying on of normal industrial operations with small variation from the

Because of its immense volume and varied adaptability, as well as its special suitability as shipbuild-

How Bureau Came Into Existence

tain lumber materials' there has been evolved a system of interlocking co-operative business by which shipments are made with the greatest facility, and deliveries and grades guaranteed, the government by this means obtaining material at prices even slightly below those prevailing in the domestic market. The bureau represents the entire mobilized resources of the Southern pine industry, whose manufacturers produce 38 per cent of all the lumber normally used in the United States. It is essentially a war institution, devoting its entire attenand offers a striking illustration of the ability of American business to readily adapt itself to an extraordi-

for Lumber are Supplied

The steel yards were burdened with orders which would keep them busy for months. What could be

When the shipping board decided on the building of wooden ships as one of the solutions of the problem of undersea piracy, it was confronted with the problem of how best to secure a prompt supply of materials. Quick action was necessary if the plan was to be gotten under way without serious delay.

In this situation the shipping board appealed to the Southern pine manufacturers, asking for information as to the number, size, location bewildering array of figures. These and capacity of Southern pine mills: what proportion of their output dissatisfaction with the Savannah might be diverted to the government's uses, and what mills were All day, and frequently far into (prepared and willing to undertake the night, men are coming and go- | furnishing the government with materials ,and at what prices.

Immediately telegrams and circupart of the Southern pine belt. Within five days there was sent to Washington a detailed census of the The man directing the operation resources and mill capacity of the Southern pine producing territory.

Manufacturers Called to Washington

Shortly afterward a number of leading manufacturers were called to Washington by the shipping prices, and for further co-opera-Two Billion Feet of Lumber Needed tion. At the capital these lumbermen, in conference with the gov-The present crisis has produced ernment architects, went thoroughthe greatest immediate demand for ly over the plans which had been dow. lumber in the world's history. Es- drawn for the nation's fleet of timates prepared by the lumber wooden ships. Timber specificacommittee of the advisory committions were found in a number of tee of the Council of National De-leases to be unsuitable for manufacfense show that 2,000,000,000 feet ture by Southern pine mills, and the may be used for purposes directly shipping board agreed to make connected with the war within the changes which would greatly facili-

of the sixteen cantonments which | Similar co-operation was given will house the new army will ab- the engineers of the war department are required to destroy the modest sorb a large amount of the govern- in their efforts to evolve an ideal 3000 ton wooden freighter. Size ment's lumber purchases. The can- plan for the design and construc- and draught of the wooden vessels tonments will require about 500,- tion of cantonments, which are will enable them to traverse nar-000,000 feet. Second in the quantity groups of buildings for the housing from waters and make smaller ports of lumber required comes the of soldiers. The lumbermen, who wooden shipbuilding program, now had long been familiar with the estimated at 400,000,000 feet. Enor- building of lumber camps, were able will be valuable aid and welcome. mous storage warehouses to be built to offer numerous valuable suggesat Tidewater, enlargements of army tions in regard to the kind of timposts, erection of marine barracks, bers to be used in these buildings,

Out of these initial efforts has grown the Southern Pine Emergency bureuau, which is now actively engaged in the sending of lumber materials to all parts of the

The bureau constantly maintains a record of stocks on hand at mills. possible, of placing orders with mil's nearest points of destination.

Orders Filled in Record Time

The bureau represents a distinct departure of the methods of handling big business. Its efficiency was strikingly demonstrated a few weeks ago when its first government order was received for 1.700.-000 feet of southern pine lumber for Leon Springs, Texas. This complete order was filled in record time. Since the bureau has supplied the government with lumber for a number of other points, principally for army barracks.

Although the government's wooden ship building program has not yet been gotten definitely under way, the bureau is even now prepared to furnish shipbuilding materials, 430 million feet of which have already been ordered to be held until called for. The assemb- | DEPARTS | HEBDOMADAIRÉS ling and cutting of the giant logs which will be used for wooden fleet is already under way in anticipation of calls for delivery, which are exnected to begin within a few days. These timbers will be sent direct to l points where shipbuilding is to be endertaken.

Mr. Sowers, the director of the bureau, is a native of New Jersey. He entered the lumber business in January 1904, when he came south as auditor for a lumber company at Hattiesburg, Miss. In 1908 he entered business for himself as a manufacturer at Epley, Miss., where he had since been engaged until reconfronted with the most gigantic cently called on to perform service for the countr yin his present

What Wooden Freighters Can Do

A thousand wooden ships will mean a continuous ferry boat service across the North Atlantic to the eager ports of Britain, France and Italy. Relatively light low vessels, showing little top hamper, of smallest visibility, these wooden craft

MAY CREATE NAVAL

At a monthly meeting of the directors of the New Orleans Board of Trade last week the naval stores committee reported that it was considering plans for the establishment lished, will provide official New Orleans in connection with the Board's of Trade. This market, if established, will provide officail New Orleans quotations on all naval stores products. The directors authorized the naval stores committee to pro-

ceed with its plans. For a considerable time naval stores operators in the gulf territory have been dissatisfied with conditions prevailing on the Savannah market. A year or two ago a project to establish a New Orleans market was discussed by leading operators in this territory, but the matter was dropped. Recently the market has become pronounced. and if now seems probable that an official market will be established at New Orleans.

This project has been vigorously supported by the recently organized Turpentine and Rosin Producers' association.

UNPLEASANT MORNING

SURPRISE FOR TRIDOCO Upon opening his place of business vesterday morning, Anthony Tridaco, proprietor of a saloon and grocery at 3031 Baronne street, discovered he had been robbed of meney and two revolvers, amounting to \$39, during the night or early morning hours. Entrance was effected by forcing open a rear win-

will not be conspicuous targets for lucking submarines, and will be astonishingly effective from sheer

One torpedo well aimed van sink great steel ship of 10,000 tons but as much effort and explosives - and yet everywhere a carge of 3000 tons of foodstuffs or munitions

Bear in mind carefully that this

is an emergency fleet, a special fleet constructed for a war crisis and materials for aviation schools and a and how the greatest possible serv- nothing else. When the Civil war multitude of other needs will con- ice might be obtained, with a mini- broke out between the north and mum amount of lumber and at min-south, it was quickly realized that the deep, heavy steam sloops and frigates of the United States wer not adapted for service in the relatively shallow rivers, ports and pays of the Confederacy. Thereupon the mechanical genius of the United States, where and when de- Lorth contrived the ninety day gunboats-light, small raft, many of no more than 500 tons but capable of smart maneuvering armed with powerful artillery. These little vessels followed Farragut at New Orleans and Mobile Bay, and even lay in Porter's baltle line off Fort Fisher. When the war ended the ninety day gunboats were found too small and light for foreign cruises. and soon disappeared. But they had served the present need, and Uncle-Sam was able to write off their whole cost as a wise investment, 30 | 8 it is expected that it will be in the present case. If a thousand woode. freighters will break the German submarine blockade, they will have proved to be worth their price to the cause of the allies and America.

From "A Thousand Wooden Ships for War Trade," by Winthrop L.

Manyin in the American Review of Substantial Steel Parties.

5:00 a. m.—Montgomery Accomodation (daily except sunday)... 8:50 a. m.

7:30 a. m.—Sunday Gulf Coast Excursion... 8:25 p. m.

GULF COAST LINES.

(Station St. Claude and Elysian Fields Ste.)

Depart. Marvin, in the American Review of Reviews for May, 1917. ___

Compagnie Générale Transationtique LIGNE FRANÇAISE NEW YORK-BORDEAUX-PARIS Traversée Directe au Continent

Pour toutes informations s'adresser

T. J. ORFILA, AGENT GENERAL DU SUD 802 rm Commune, Nouvelle-Oricans

BATON ROUGE

Every Sunday

Louisiana Railway and Navigation Co.

Leave New Orleans 6:55 A. M., Terminal Station, Canal Street.

CITY TICKET OFFICE 709 Gravier St.

Reports received here indicate that forest fires are continuing in various parts of south Mississippi, but that damage is confined to woods, underbrush and dry grasses, Fires have been burning in some places a week or ten days.

The fire continues to spread along the Louisville and Nashville railroad track between Biloxi and Gulfport and near Beauvoir, but no serious damages has been done. Automobilists report that it is difficult to make their way along some of the country roads on account of the thick smoke and the burning trees and underbrush near highways.

the fires from their farms and

WOULDN'T FACE NAMESAKE

Chicago, June 21.-Adam Bullet be forced to register.

RAILROAD SCHEDULES

UNION STATION.

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

r. m.—Chicago, St. Louis, sville and Cincinnati 12:30 noon—Panama Limited..... To Chicago and St Aouts

30 p. m.—Fast Mati, Chicago,
St. Louis, Louisville and Cin-

Wenner Motor Car leaves Union Station \$ 30 m., 6:15 p. m., 9:30 p. m., and 11:25 p. m. Yazoo and Mississippi Valley. Depart. Arrive.

5:30 a. m., 10 a. m., 6:15 p. m. and 11:25 p. m. Southern Pacific Lines.

Noon — SUNSET MAIL, for Houston, Galveston, Austin, Waco, Fort Worth, Dallas San Antonio Del Rio and intermediate

i. Dallas, San An tonio, El Paso, Apache Trail California and intermediate

8.20 a. m.—"Texas Daylight." for Baton Rouge, Opelousas, Eu-nice, Beaumont, Houston, Brownsville and North

Brownsville and other Texas points 7.25 a. m

. 8:55 p. m. 9:50 p. m.—Pensacola & Jackson-

8:00 a. m.—Shell Beach

Farmers are co-operating to keep

lid not think his name was a particularly good one for a soldier and so, although he is 26 years old, he did not register. But two prosaic detectives did not aggree with Adam, and so there will probably be one more bullet for the European struggle, as he was arrested and will

Illinois Central.

3:00 p. m.—Northern Express... 8:10 a. m. 5:40 p. m.—McComb Accomoda-

intermediate 3:05 p. m.—LAFAYETTE LOCAL for Lafayette and all stations

Gulf Coast | inex

p. m.—"Califort is Special." for Grand Canyon, Los An-geles, San Francisco, Phonis, Houston and Galveston

7:55 p. m Texas 3:20 a m.—For Houston, Galves-

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

(Station Foot of Canal Street)

Depart.

9:35 p. m.—N. Y. & N. O. Limited 7:39 a. m.

8:39 a. m.—Wash. & N. Y. Mail. 8:55 p. m.

9:35 p. m.—Birmingham Limited 7:39 a. m.

9:50 p. m.—Birmingham & Cincin

nati 705 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 & Jacksop.

| 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 s. m. |
| (Daily) |
| 7:30 a. m. — Point a la Hache | 6:30 p. m. |
| (Slinday (Daily)

each (Daily)

RAILROAD SCHEDULES.

TRANS-MISSISSIPPI STATION.

n p. m.—Texas-Colorado Li-mited for Alexandria, Shreve-port, Dallas, Fort Worth and El Paso

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

New Orleans Great Northern. (Daily Except Sunday) Depart.

part. a. m.—Jackson, Columbia, Tylertown, Bogatusa, Foisom 20 p. m.—Columbia, Bogalusa, Tylertown, Folsom

Louisians Rallway and Navigation

10:98 p. m. Lv... Aloha ... Ar. 1:10 p. m. Lv... Alexandria ... Lv. NO. 5 2:00 p. m I v... Angola ... Ar. 12:01 p. m. 2:18 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. 6:55 a.m.

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

Jeave. 15 a. m.—Buras Excursion 7:15 p. m.

SOUTHERN RAILWAY SYSTEM

(New Orleans & Northeastern R. R.)

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Wagon-salon pour les excursions de dimanches à Covington. Départ de la gare Terminus à 7:35 a m. Arrivée de retour & 8:05 p. m. Pour de plus simples détails, informez-vous auprès de l'agence des billets, ou téléphonez Main 4792 or 488.



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