

# DON'T LET YOUR GROUND LIE IDLE

The following advice issued by the Department of Agriculture is especially appropriate for New Orleans reading at this time:

Make every square yard of fertile, sunny soil produce food for your family.

Make your ground work for you and the nation. Idle ground is waste; this is no time for waste or idleness.

You can raise some vegetables for your family no matter how small a piece of ground you have.

If you can't raise all your own vegetables, at least raise some.

All idle ground utilized in the production of vegetables means more food for those who have no ground at all.

Somebody has to raise everything you eat—do your share.

Keep your soil working all season:

1. Hasten early crops by starting seed in boxes in the house, in hotbeds and cold frames if the weather prevents outdoor planting.

2. Get your ground ready for planting as soon as the soil is dry enough to work.

3. Plant for early crops as soon as the weather permits. Make successive plantings of lettuce, radishes, beans, and other short season crops.

Start new crops between the rows of plants that are soon to be removed.

5. As fast as the ground is cleared of one crop start a new crop.

6. See that your garden toward fall is full of potatoes, beets, turnips, cabbage and other staple foods that can be stored for the winter.

Your children, too, can help. Boys and girls can help to make the soil in your gardens, back yards and vacant lots produce food for the family. Last year they raised in their gardens and helped to can more than 4,000,000 packages of valuable food.

Save all surplus fruits and vegetables. If your garden at any time produces more than you can use immediately do not allow the surplus to spoil.

Can surplus beans, peas, corn, tomatoes, beets, spinach, pumpkin, and squash for winter use.

Can or preserve apples, peaches, pears, cherries, quinces, berries and other cultivated and wild fruits.

Every can of vegetables or fruit and every jar of preserved food means that you have saved food materials that would have otherwise been wasted.

Can or store root crops, cabbage and other vegetables properly so that they will keep well and supply you with food when the garden ceases to produce.

Learn how to grow and can vegetables. The U. S. Department of Agriculture, Washington, D. C., or your state agricultural college or county agent will give you explicit directions for raising vegetables, and will tell you simple methods for canning vegetables and fruit at home with ordinary home utensils.

## FRUITS AND BERRIES

The New Orleans post office is in receipt of the following notice from Washington:

"As the season is approaching during which berries and soft fruits will be offered for dispatch by parcel post, the attention of all postmasters is invited to the provisions of section 475, Postal Laws and Regulations, as amended March 13, 1914, regarding the manner in which articles of this nature should be packed before being accepted for transmission in the mails.

It has been found that these articles, while apparently solid and firm when offered for mailing, quickly ripen and become soft and when slightly crushed tend to liquefy, causing wrappers to break and other goods enclosed in the sack or pouch to be damaged. Such articles should be shipped in a container of sufficient strength to prevent their being crushed and be prepared so that nothing can escape from the package. All parcels containing such goods should be carefully inspected to determine whether or not they are sufficiently wrapped for safe transmission. All such parcels should be marked perishable, and if of such bulk or weight that they can not be safely inclosed in sacks or pouches with other mail, they should be forwarded outside the bags."

## ANOTHER VICTIM OF OVERTURN

The funeral of Joseph L. Bruno, the second victim of the auto accident in St. Bernard, took place last evening from his home. John Datta, a third member of the party, is not expected to recover. John Bruno and Frederick Perrin, though severely injured, will live.

# DESCRIBES THE TAKING OF THE LONG FOUGHT FOR BAUPAUME RIDGE

It is now nearly a month since the English took Bapaume. Since then America has gotten into the war and the terrific fighting that marked the beginning of the great backward movement of the Germans still continues.

News gets stale quickly in war times, but the description by Philip Gibbs in the London Chronicle of the English troops entering the town March 17 with shamrocks in their buttonholes is worth reading any time. It is not a thoughtfully written article, for it was dispatched from the front on the day the troops went in. Naturally, there was no time for labored literary composition in the piece, which follows:

Today quite early in the morning our troops entered Bapaume. Archiele le Petit and Biefvillers also fell into our hands, and the enemy is in retreat across the plains below the Bapaume Ridge.

I had the honor of going into Bapaume myself this morning, and the luck to come out again, and now, sitting down to tell the history of this day—one of the greatest days in this war—I feel something of the thrill that came to all of us when the enemy fell back from the Marne and retreated to the Aisne.

Bapaume is ours after a short, sharp fight with its last rear guard post. I don't know how much this will mean to people at home, to whom the town is just a name familiar only because of its repetition in dispatches.

To us out here it means enormous things—above all, the completion of result of a great series of battles, in which many of our best gave their lives so that our troops could attain the ridge across which they went today, and hold the town which is the gateway to the plains beyond.

I have had many strange and memorable walks in war, but none more wonderful than this, for really it was a strange way this road to Bapaume, with all the tragedy and all the courage of this warfare, and all the ugly spirit of it on every side.

I walked through the highway of our greatest battles up from Pozieres past Courcellette, with Martiniquich to the right, past the ruins of Le Sars. Thence the road struck straight towards Bapaume, with the gray pyramid of the Butte de Warlencourt on one side and the frightful turmoil of Warlencourt village on the other.

I did not walk alone along this way through the litter of many battles, through its muck and stench and corruption under a fair blue sky, with wisps of white cloud above and the glitter of spring sunshine over all the white leprous landscape of these fields.

Soldiers were going the same way toward Bapaume. Some of them wore sprigs of shamrock in their buttonholes, and I remembered it was St. Patrick's Day. Some of them were gunners and some were pioneers, and some were generals and high officers, and they had the look of victory upon them and were talking cheerily about the great news of the day.

The enemy had ruined the road in several places with enormous craters, to stop our progress. They were twenty yards across, and very deep, and fearful pitfalls in the dark. Past the ruins of La Barque, past the ruins of Ligny-Thilloit and Thilloit, went the road to Bapaume. Behind me now on the left was Loupart Wood, the storm center of strife when I went up to it a few days ago, and GreVillers beside it, smashed to death, and then presently quite suddenly I came in sight of Bapaume.

It was only a few hundred yards away, and I could see every detail of its streets and houses.

A street along the Bapaume Road went straight into the town and then went sharply at right angles, so that all the length of Bapaume lay in front of me. The sun was upon it shining very bright and clear upon its houses. It was a sun picture of destruction, Bapaume was still standing, but broken and burnt.

In the middle of Bapaume stood the remnant of the old clock tower, a tower of brown brick like the houses about it, but broken off at the top, only two-thirds of its former height, and without the clock which used to tell us the time miles away when we gazed through telescopes from distant observation posts, when we still had miles to go on the way to Bapaume. On the right of the old tower the town was burning, not in flames when I entered, but with volumes of white smoke issuing slowly from a row of red villas already gutted by fires lighted before the Germans left.

A colonel came riding out of Ba-

pau. He was carrying a big German beer jug, and showed me his trophy, leaning down over his saddle to let me read the words: Zum Feldgrauen Hillfe.

"Is it pretty easy to get into Bapaume?" I asked.

"Harring the heavy stuff," he said. "They're putting over shells at the rate of two or three a minute."

They were, and it was not pleasant, this walk into Bapaume, though very interesting.

It was when I came to an old farmhouse and in the shell of a place—on the left of the road (Duhamel Equarriseur, telephone No. 30) that I knew the full menace of this hour was above and about. The enemy was firing a great number of shells into Bapaume.

They came towards us with that rushing, howling noise which gives one a great fear of instant death, and burst with crashes among the neighboring houses. They were high explosives, but shrapnel was bursting high, with thunderclaps which left behind greenish clouds and scattered bullets down.

I went through the outer defenses of Bapaume, walking with a general who was on his way to the town, and who pointed out the strength of the place. Lord! It was still horribly strong, and would have cost us many lives to take by assault. Three belts of wire, very thick, stood solid and strong, in a wide curve all round the town. The enemy had dug trenches quite recently, so that the earth was fresh and brown, and dug them well and perfectly. Only here and there had they been broken by our shell fire, though some of the dugouts had been blown in.

Just outside Bapaume, on the southeast side, is an old citadel built centuries ago and now overgrown with fir trees which would have given a great field of fire to German machine gunners, and I went afterwards into sniper's posts, and stood at the entrance of tunnels and bomb proof shelters, not going down or touching any of the litter about because of the danger lurking there in dark entries and in innocent looking wires and implements.

There was a great litter everywhere, for the German soldiers had left behind large numbers of long handled bombs and thousands of cartridges, and many tools and implements.

Before getting into Bapaume crossed the railway line from Arras, through Biefvillers, which was now on fire. They had torn up the rails here, but there was still the track, and the signal boxes, and signs in German.

In Bapaume. Nur 10 k. m.

That is to say the speed of trains was to be only ten kilometers an hour into the station.

As I entered Bapaume I noticed first, if my memory serves, the Hotel de Commerce, with "garage" painted on a shell-broken wall, and immediately facing me an old wooden house with a chute for flour. Many of the houses had collapsed as though built of cards, with all their roofs level with the ground. Others were cut in half, showing all their rooms and landings, and others were gutted in ways familiar to English people after Zeppelin raids.

Higher up on the right, as I have said, rows of red brick villas were burnt out, and smoke was rising in steady volumes from this quarter of the town. The church, a white stone building, was also smouldering. There were no Germans in the town, unless men are still hiding there. The only living inhabitant was a little kitten which ran across the square and was captured by our patrols, who now have it as a pet.

There were other men living early in the morning, but they are now dead. It was a company of German machine gunners who held out as the last rear guard. They fired heavily at our men, but were quickly overpowered. The first message that came back from the entering troops was laconic:

"While entering Bapaume we came across a party, the whole of which was accounted for. The mopping up of Bapaume is now complete."

I did not stay very long in the town. It was not a health resort. High explosives were crumpling every part of the town, and the buildings were falling. Pigeons were flung about horribly, and when I came out with the general and another officer a flush of them came flying at us and burst very close, flinging up the ground only a few yards away.

The roadway of pave had been hurled up in huge chunks of stone, and shrapnel was again breaking to

# HATE TO DESTROY PRINCES JOBS

London, April 19.—The house of lords has received very coldly the "enemy princes bill," which the Lloyd George cabinet has pledged itself to enact, depriving three German princes of their British titles. Viscount James Bryce, former British ambassador to Washington, is one of those opposing the bill.

The bill applies to only three German noblemen, who happen to be possessors of English titles, technically giving them the right to seats in the house of lords. They are the duke of Cumberland and Albany and Prince Albert of Schleswig-Holstein.

The title of the duke of Cumberland was awarded over a century ago to the fifth son of King George III. He became king of Hanover in 1837. That of the duke of Albany was awarded by Queen Victoria in 1881 to the father of the present holder, who is also duke of Saxe-Coburg-Gotha and a reigning prince of a German state. Prince Albert of Schleswig-Holstein is a grandson of Queen Victoria. His title is merely a nominal dignity, and when the present holder's father was born Schleswig-Holstein belonged to Denmark.

The duke of Cumberland has been an invalid for more than two years, and has taken no part in the war. However, he is known as a hater of the Prussian government and all its doings. His son was in the German army at the beginning of the war, but after a short time his health broke down, and nothing has been heard of him for a long time. The duke of Albany, however, has been in active service with the German army ever since the war commenced. Prince Albert of Schleswig-Holstein is also an officer in the German army. His brother was killed, fighting for Britain, in the Boer war. His mother lives in England.

The bill as presented to the house of lords does not affect succession to estates or property, and can scarcely be held up as a serious punishment to the three princes, none of whom has ever shown the slightest inclination to exercise his right to vote in the English house of lords. In fact, most of the speakers in the house of lords regard the matter as of small importance, although apparently demanded by a considerable body of British public opinion.

The attitude of those opposing the measure was that the cabinet was meddling in the private affairs of the house of lords; that the bill was a mere sop to the man in the street, and that it might become an annoying and mischievous precedent, especially as nothing of the sort had ever been done in any previous war.

Both Lord Finlay and Lord Curzon, in supporting the bill, declared that none of the three princes could properly be charged with treason, or any similar crime.

Viscount Bryce was for postponing action. "The bill is not of very grave substance," he said. "Hitherto when the state has deprived a peer of his title and dignities, it has been for something in the nature of a crime. Nothing in the nature of a crime is alleged in this case."

Lord Lansdowne declared the bill all wrong. "The real object," he said, "is to satisfy a public clamor of doors. But I feel pretty sure that if we are to satisfy public clamor we shall have to go a good deal farther. There is, for instance, a good deal of disgust at the idea that persons fighting against us should be wearing British orders and decorations of all kinds. There are sixteen German dukes wearing the Order of the Bath."

The government's position in support of the bill was explained by Lord Curzon. "We must remember," he said, "what is the opinion of the man in the street. He can not see why anyone serving with the enemy should retain the titles and dignities of a British peer. He feels it an outrage upon his sentiments of patriotism and nationality."

The bill, after having passed its second reading, was placed in the hands of a special committee appointed at the suggestion of Lord Bryce, to examine the whole subject and recommend.

the right of us. I strook across country eastwards to see the promised land, and on the way to the near ridge turned and stared back at Bapaume in the glow of the sunset. Ours at last!

The fires were still burning in the other villages, and it was such a scene of war as I saw first when Luxmide was a flaming torch and Pervyse was alight in the beginning of the world conflict.

# NEW YORK BARGE CANAL MAY BE NUCLEUS OF A WATERWAY SYSTEM

By FRANK M. WILLIAMS, N. Y. State Engineer and Surveyor. (Written at the request of International News Service.)

With the time set for the opening of the New York State Barge Canal drawing near, the value of this new and modern waterway as a connecting link in a system of proposed canals extending throughout the Middle West becomes more and more apparent.

Furthermore, the economical and defensive value of such a system as that proposed is beginning to be realized in other than those sections immediately concerned.

The New York State Barge Canal will be opened this May from tide-water on the Hudson river, at Troy, to Oswego, on Lake Ontario, and Whitehall, on Lake Champlain.

The entire Barge Canal will be opened in May, 1918, which means that navigation will be established between Buffalo, on Lake Erie, and the Atlantic seaboard.

After this has been accomplished it is quite safe to say that renewed activity in connection with the proposed waterways in the Middle West will result in steps that are calculated to bring about the construction of these channels.

Of the numerous canal schemes that have been agitated since the Barge Canal was begun four are worthy of particular notice at this time.

Some of these have passed from the stage of agitation into that of preliminary surveys. All of them are in the region of the Great Lakes, and, if constructed, will in effect be extensions to New York's canal system.

Furthermore, their efficiency will depend in a large measure upon the Barge Canal, since it forms the outlet between them and the sea.

These four proposed canals are the Lake Erie and Ohio River Canal, the Lake Erie and Lake Michigan Canal, the Lake Erie and Lake St. Clair Canal, and the Lake Erie and Lake Ontario Canal. The Lake Erie and Ohio River Canal would extend from a point in the vicinity of Ashtabula, O., and run in a southeasterly direction to Pittsburg, Pa., where it would connect with the Ohio river. This would have a length of approximately 103 miles, would cost about \$50,000,000 and contain twenty-six locks and other structures such as movable dams, reservoirs, guard gates, etc.

The value of such a waterway as this is very apparent to all. It means that Pittsburg and its giant steel plants would be placed in direct water communication with New York and the Atlantic seaboard. It means that produce from the Eastern States could make its way south to West Virginia and Kentucky and the southern section of Ohio, Indiana and Illinois by utilizing this canal and the Ohio river. The economic value of such a waterway and the defensive value of it are beyond question very great.

The Lake Erie and Lake Michigan Canal would extend from a point near Toledo, O., thence across the northwestern section of that State and the northeastern section of Indiana, passing through Fort Wayne and entering the State of Michigan at its southwestern extremity, and entering Lake Michigan in the vicinity of St. Joseph.

The value of this route is very evident. First, it would serve to establish a direct channel between Chicago and the Atlantic seaboard. Second, it would be a safe route, as it would eliminate a long trip up Lake Michigan, and thence down Lake Huron to Lake Erie. Lake Huron would, if this canal is constructed, be eliminated, and it would not be necessary to use the St. Clair river or be at all dependent upon Canada, as is at present the case. Third, the fact that the long trip is eliminated would serve to reduce freight rates and it is estimated that these would be about one-fifth per ton less than at present.

The canals in Illinois which would be improved are the Illinois and Michigan and the Illinois and Mississippi. The Illinois and Michigan extends from Chicago to Hennepin, where it connects with the Illinois and Mississippi and thus runs across country to Rock Island. There it joins the navigable Mississippi river. Such a waterway would make a direct route between the Atlantic seaboard and the Mississippi river and would place New York in direct water communication by a modern waterway with Iowa and the Mississippi Valley. Furthermore, it would connect Rock Island, with its great government arsenal, with the East.

The fourth canal would run from Duluth, Minn., in a southerly direction, to Minneapolis and St. Paul, and its value would consist of placing the great grain shipping port of Duluth and the Canadian port of

Port Arthur in direct inland water communication with the Mississippi river, eliminating a trip on Lake Superior.

Under this proposed system of canals the United States would have a water route almost entirely within its borders and forming a network of navigable waterways connecting the entire Middle West, Great Lakes and Southwestern States in one grand system extending from the Gulf of Mexico northward to the head of Lake Superior, or branching from the Mississippi river and running eastward to New York and the Atlantic seaboard. Under this arrangement a boat from Duluth could, if it were desired, or in the event of war with Great Britain, make its way to New York with grain without once passing through Canadian controlled waterways, as it must do under present conditions.

Furthermore, our grain centers, our steel industry and manufacturing centers would be linked together by a water route extending between the East and the West. This would serve to eliminate much congestion of freight on the railroads in the event of war and would leave them free for the more important military usages, such as the transportation of troops and munitions to the front or mobilization points, leaving the canals to take care of the wants of the civilian population.

The economical value of this system is indeed great. We already have a situation whereby the railroads have been forced to place an embargo on certain types of freight. If the canals proposed were constructed and in operation such an embargo would not be necessary. It is likewise true that freight could be moved on these waterways at rates that would be much lower than those at present demanded by the various railroad lines connecting the points such a canal system would reach.

New York State has done its share, and has, at the cost of \$150,000,000, which it has borne alone, undertaken the construction of a modern and up-to-date canal system which is calculated to be of immeasurable value to the Middle West and Great Lakes, as well as the State of New York itself.

If the very best results are to be obtained, however, it is for the States concerned in bringing about these improvements to undertake the work and follow the example of the Empire State.

## SOCIAL COMMITTEE Y. M. C. A.

For the coming year, Mr. A. T. Terry, president of the Young Men's Christian Association, has appointed as its social committee, Mr. W. O. Hart, chairman; H. F. Hinricks and Rev. B. P. Robertson, and the committee will arrange from time to time in the parlors of the association, social evenings for the benefit of the members, their families and friends, and the public in general.

There is always considerable conversation in this country, or any other democracy, in deciding upon a course. But it is the people, not the agitators, that do the talking. And when the hour for talking is past and the decision is made everyone stands shoulder to shoulder to put it through.

In a Kaiser's land the people listen and do what they are told. If there is talking, it means slumbering rebellion which may break forth into revolution. The Hohenzollerns cannot understand our way, for it has been the voice of democracy which they have been hearing, and which they have mistaken for discord.

## FACTS REGARDING THE GREAT DAWNING STRUGGLE

The United States is the eleventh nation to enter the fight against Germany. We are the fifteenth nation in the war.

America entered the fight on the last day of the 15th week of the war. All of our wars have been declared in April, except the War of 1812, which started in June.

This is the seventh war of the United States. It is nineteen years this month since we declared war upon Spain. This is the first war in which America and England will fight on the same side.

War followed sixty-four days after Germany's note breaking her pledges to the United States.

The so-called eight "great powers" are now all at war.

This will be our first war against a combination of countries.

The first, third, fourth, fifth, sixth and seventh strongest navies are ranged against Germany. The German navy stands second, and the Austrian eighth.

The United States brings in 112 million people against the Central Empires.

We have averaged one war in every twenty and two-sevenths years.

## MARRIED IN THE HOSPITAL

Sheppard Perrin, of 1421 Napoleon avenue, was married Wednesday at Hotel Dieu to Miss Lella Joffron, of Marksville, member of a prominent family of Avoyelles parish. Mr. Perrin recently underwent a severe surgical operation. The date of the wedding had been previously set for April 18 and the young people decided not to change it, despite his illness.

# CANNOT ENROLL WOMEN REGUITS

Women of the South and Southwest, who so quickly and nobly responded to the announcement made by the Secretary of the Navy that the Navy Department had arranged to use their services in the yeomanry branch of the service for land duty in order that just that many more young men might be available for the country's military forces, unfortunately cannot be enrolled at the present or in the near future in the Eighth Naval District. This district comprising the States of Louisiana, Mississippi, Alabama, Tennessee, Texas, Oklahoma, New Mexico and the western part of Florida has small naval activities, requiring only a small number of clerks within its confines.

These positions have already been filled and it is therefore impossible to utilize the services which these patriotic women were so prompt to tender to their government in its time of stress.

The department has also instructed the naval authorities not to enroll nurses for naval war service, having made other arrangements for the care of its sick and wounded sailors and it is therefore impossible for the commandant of the Eighth Naval District to utilize the services of the women who desire to enroll as nurses.

The above statement was made in a communication received from the commandant of the Eighth Naval District, whose headquarters are at the Naval Station, New Orleans, Louisiana.

## THE LINEUP OF DEMOCRACY

Action of Bryan and Other Pacifists Will Surprise the Kaiser From the Omaha News.

Typically democratic and American is W. J. Bryan's announcement that he volunteers to serve the United States as a private. The nation is entering the world war. This viewpoint of the United States, as determined by President Wilson, is that it must exercise its might of democracy is to survive and autocracy is to disappear.

Since the die is cast, Mr. Bryan wastes no more breath or words over other methods of establishing social justice; he lines up with other citizens for the national conception of duty.

German rulers ultimately will find, but to their surprise, that the discordancy upon which they counted in this country is in fact not discordancy, but democracy.

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## DRIVE FOR RECRUITS ON BATTLE ANNIVERSARY

By International News Service.

New York, April 19.—This day, the anniversary of the Battle of Lexington, which took place April 19, 1775, is National Recruiting Day by order of many state governors and mayors. A concentrated drive to add to the army, navy and Marine Corps is being conducted. The suggestion for the special recruiting day came from the Mayor's Committee on National Defense of this city.

## BALKED AT FRIDAY THE 13TH

A California Bride-to-Be Was Not Consolated by Her Fiance From the Los Angeles Express.

Oakland, Cal.—Friday, April 13, would not do for a wedding date in the opinion of pretty Beth Jaeger, fiancee of Preston L. Higgins, secretary to the mayor.

Higgins admitted that his plan to be married on the fateful day had been upset by the refusal of his bride-elect to sanction the program.

"Thirteen has always been my lucky number," said Higgins. "And I sort of felt that I'd like to start on my honeymoon on Friday, the 13th. So I went ahead with the wedding arrangements on my own hook. Yes, sir, I even engaged the minister. But now it's all off—she would not stand for it."

Higgins declared that he was trying to effect a compromise. "Since I can't have the 13th for my wedding day I'll hold out strong for the 23rd," he said. "I've simply got to humor my superstitious."