

SOCIETY TEACHES FARMERS' WIVES

Dressed in nobby sport suits and wearing platinium wrist watches, several of New York's ultra-society women are touring Long Island to teach farmers' wives how to can and preserve their surplus food-stuff. They are the Pauline Reveres of the Long Island food reserve battalion, seeking to arouse the rural population to the perils of food shortage and the need of conserving for next winter all the food in excess of what is actually needed during the summer.

Clams, eclaires, real turtle soup and similar dishes which soothe the palates of the wealthy have been abandoned by these rich women for rhubarb. But they are lecturing on rhubarb, but they are lecturing on how to make cans in which the rhubarb has been placed, airtight. Cannery experts from the Long Island experiment station do the talking, and at the proper moment the lecturers direct the attention of the audience to the airtight experts. Freight cars make up the canning special. The women give the rhubarb lecture in the freight cars. To the rear of the train is attached the private car of Ralph Peters, president of the Long Island railroad. The women ride in that. Over the doors of the freight cars, in blazing red letters, are these words: "Preserve or Perish! Can or Collapse!"

In these freight cars, when the train stops at a country station, are the following from New York's select: Mrs. William K. Vanderbilt, Jr., Mrs. Arthur Scott Burden, Mrs. William Lambear, Mrs. Watson Webb and Mrs. Ralph Peters. Also, from the experiment station are Mr. and Mrs. H. B. Fullerton and Mrs. A. Louise Andrea.

CONSERVATION HEAD BOOSTS LOUISIANA FISH AS FOOD

The state department of conservation has issued the following: The salt water fish of Louisiana have their part to play in reducing the high cost of living is the theme expressed in the economic bulletin No. 3 just issued by the department of conservation, a copy of which has been sent this paper. The bulletin deals with the salt water fish of the state, the principal species, how they may be angled for and how they may be prepared for the table, this last told in a number of famous Creole recipes.

In sending out this bulletin Commissioner M. L. Alexander says: "The state of Louisiana has been blessed, along with other valuable resources, with an abundance of fish life. The importance of fish as a food looms large today when the high cost of living has become a matter of grave national consideration, and the department of conservation deems it a timely topic for a bulletin setting forth the palatability, the nutritive value and, above all, the economy of this valuable food of the sea."

rub with dry salt, using a level tablespoonful to each pint jar of fish. Fill the jars with the pieces packed as tightly as possible, put on the rubber ring and place the caps on the jars loosely, so that the steam can escape. Put no water in the jars. Cook in a pressure cooker for one and one-half hours after steam pressure registers 15 pounds, or the temperature 250 degrees. Tighten the caps of the jars and permit cooling. Use the cooker as directed by the makers. There are several kinds on the market and the bureau of fisheries, Washington, D. C., will furnish addresses of manufacturers on application.

Large fish having soft fins, small scales and thin skin should be scaled but not skinned. Remove the head, split down the belly to the vent and remove the viscera. Make a cut on each side of the backbone inside the body cavity, cut the bone in two as far back as it can be reached and remove the cutoff portion, then make a deep cut along one side of the backbone for the remainder of its length and remove the tail. If the fish are too large to go into the container, cut them to the proper length. The cheeks and the portion between the jaws, including the tongue, of many large fishes are excellent when boiled, and they may be preserved by removing the eyes and gills and packing the heads, after splitting them lengthwise, in the same container with the rest of the fish.

NEW RESTAURANTS IDEA OF ORDERS

From the European Edition of the New York Herald: London—Bills of fare in London restaurants are an innovation these days. Patrons are asked to order as little as possible, rather than a large amount. There are small notices printed or pasted here and there in all restaurants, warning especially against the consumption of bread, meat and potatoes.

In "Ye Olde Cheshire Cheese," in Fleet street, one of the oldest chop houses in London, and famous because it was frequented by Doctor Johnson and Boswell, the bill of fare contains this notice: "Each customer at luncheon or dinner is entitled to two ounces of bread and one ounce of flour. It therefore follows that a customer who has the celebrated pudding or pie cannot have pancake, unless he foregoes bread. It equally follows that a customer who has the pie or pudding cannot have both bread and toasted cheese, unless he foregoes the toast usually served therewith."

KERENSKY, TYPE OF LEADERS OF THE FRENCH REVOLUTION

From Current Opinion: What lends to the personality of Alexander Feodorovich Kerensky its special interest for the press of Europe just now is the fact that he alone is a member of the two governments now holding sway at Petrograd. He is in the Lyoff ministry comprising the provisional government and he is also an officer of the council of workmen and soldiers which achieved the revolution. Which of these bodies is to prevail depends upon the outcome of the contest between the extremists and the moderates, according to the Paris Temps, and Kerensky has been the solitary link between them.

His diplomacy, his knowledge of the Russian character, his decision, his boldness and his ability to inspire confidence—to say nothing of an amiable capacity to ingratiate himself with whatever faction chances to be in the ascendant—fully account for his unique yet trying position. He has leaped into international renown within the last two months and the French press, at any rate, has confidence that his future is to be brilliant. His influence is suggested by the circumstance that he was able to veto the plan to retain the Romanoffs after a popular election. Russia, according to Kerensky, must become a republic and a very democratic one at that. He will hold a seat in the constituent assembly which is to frame the new government, and his amazing genius, as the French newspaper quoted observes, will make his policy the dominant one there.

leap upon a table at a moment's notice and get attention. He makes the happy remark that puts all in a good humor, he brings forward a practical suggestion at just the right time, he waves an arm dramatically at the crisis and cries: "Follow me!" He loves uproar, clamor, and he can quiet it with a word. There is a touch in him of Camille Desmoulins, leader of the French revolution. Kerensky, by the way, shares Robespierre's fondness for oranges, and there are times when he roars with the lung power of Bantou.

A young man in the early thirties, neither tall nor short, his figure characterized by a stoop that comes from much poring over books, brown hair brushed straight up the forehead, lined and seamed; a sharp nose, a chin almost as sharp in the tapering effect of it; quick, restless, steel gray eyes, and lips that are compressed with a very obvious decision—such is the personal impression of Kerensky conveyed by the London Chronicle. He wears a gray sack suit even on formal occasions. The piercing expression of the face seems to betray nearsightedness, and the hands wander restlessly to a pencil in the vest pocket as this man talks. It is not easy for him to sit still. In the middle of a conversation he will leap out of his chair and pace restlessly to and fro. It is not easy to understand, as Kerensky talks nervously and in a low tone, upon what his great reputation as an orator is based. One must hear him in the Duma or when he confronts a labor group to comprehend that. In his earnestness he will advance upon an interlocutor and seize the lapel of his coat.

Kerensky, in the Duma, launches a torrent of words, swiftly, yet each distinct and telling. At the height of the deluge it ceases. He folds his arms and gazes about him in that tense, strained, alert fashion. A pin could be heard to fall. Then he fires his terrific shot—an epigram it may be or a charge of turpitude or a crushing citation of what Peter the Great said or what Pushkin said—and the sensation that ensues is immense.

TRAINING SCHOOL TO GRADUATE 28

Diplomas to twenty-eight graduates of the Isadore E. Newman manual training school will be presented tonight. The commencement will be held in the assembly hall of the school. Those who will be graduated are: Samuel Theodore Alcus, Jr., Eugene Albert Aschaffenburg, D. Beach Carre, Jr., Clarence A. Cohen, Abraham Davidson, Albert Develle, Edward William Feibleman, Louis M. French, William Bress Gregory, Harold Rose Harper, Virginia Nina Harris, George Johnston, Bloom Kalin, Marcel Livaudais, Rawley M. Penick, Helen Mariette Root, Victor Romain, Louis Leucht Rosen, Simon Bernard Schwartz, Louis Leroy Swartzkopf, William Bell Wisdom, Alfred Hayes White and Samuel I. Zadeck.

WOMAN SUFFRAGE NEAR IN ITALY, SAYS BOSELLI By International News Service. Rome, June 6.—Replying to a letter from General Mirabelli, formerly under-secretary of war and one of the most eloquent advocates of woman suffrage, Premier Boselli says there is no longer any doubt that the time is ripe for granting to Italian women the right to vote in municipal and all other "administrative" elections.

"As to their participation on an equal footing with men in political elections," the premier says, "my opinion is that we should first wait for the results of their participation in the administrative elections. I believe, however, that sooner or later even political suffrage must be granted to them."

RAILROAD SCHEDULES. UNION STATION. FREE STOPPERS ALLOWED AT NEW ORLEANS. ON ALL RAILROAD AND STEAMSHIP TICKETS, APPLYING TOURISTS AN OPPORTUNITY TO SEE THE CITY.

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RAILROAD SCHEDULES. LOUISIANA AND NASHVILLE R. R.

RAILROAD SCHEDULES. LOUISIANA SOUTHERN BRANCH GULF COAST LINES.

VITAL STATISTICS

- Births: Mrs. Adam Dupart, 4824 Perrier street, a girl. Mrs. Lawrence Taurier, 4858 Tchoupitoulas street, a girl. Mrs. Ed Jackson, 3301 Washington avenue, a boy. Mrs. Frank Lambert, 2632 Eagle street, a boy. Mrs. Paul Marchand, 1310 Hospital street, a girl. Mrs. Joseph Morales, 1406 St. Peter street, a girl. Mrs. Alfred Margin, 1926 Sixth street, a girl. Mrs. Rudolph Nickolas, Charity hospital, a girl.

OFF FOR THE FRENCH PORTS

One Hundred New Orleans Negroes Leave to Help France. One hundred New Orleans negroes who shortly will go to France to work in aiding the army unload its supplies and do other work of a governmental nature paraded through the streets of New Orleans last night. The men are a picked bunch from the dock front and they have been formed into a military organization.

LOAN BANK PROTECTIVE SOCIETY

Senator E. M. Stafford has been elected president of the Farmer's Association for the protection of the Federal Farm Loan Bank which recently was organized at Baton Rouge.

BENEFIT AT COUNTRY CLUB

A Red Cross benefit entertainment will be held at the Country Club tonight. Card games and dancing will constitute the evening's amusement.

NEW DIRECTOR B. M. R. A.

John T. Pender, painter and a member of the Sewerage and Water board, has been elected a director of the Business Men's Racing Association. He succeeds Arthur Dell'Orto, resigned.

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SOUTHERN RAILWAY SYSTEM (New Orleans & Northeastern R. R.) Direct Route to New York Cincinnati Birmingham Tickets and detail information at CITY TICKET OFFICE, 211 St. Charles St. Telephone: Main 342 and Main 4792. J. R. Wells, Division Passenger Agent

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NEW ORLEANS GREAT NORTHERN RAILROAD EXCURSIONS (Trains de Plaisir) Tous les Dimanches et Mercredi A LA PAROISSE DE SAINT TAMMANY Le climat le plus salubre des Etats-Unis. Trains de plaisir à Bogalusa "LA VILLE MAGIQUE DU SUD" Wagon-salon pour les excursions de dimanche à Covington. Départ de la gare Terminal à 7.35 a. m. Arrivée de retour à 8.05 p. m. Pour de plus amples détails, informez-vous auprès de l'agence des billets, ou téléphonez Main 4792 or 688.

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