

END OF YEAR AT ST. MARY'S ACADEMY

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

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

High school diplomas were given to Misses Heloise Felicie Lalande, Margaret Mary Ray, Ida Carmel Killen, Mildred Mary Graham, Ashlie Julia Gianelloni, Margaret Blackmar.

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 department was given to Miss Sarah Mae McKenna; gold medal for Christian doctrine to Misses J. Jeannard and Clara Thoman; drawing, Miss Jeannard; mental philosophy, Miss Edna Meyer; mathematics, Miss Lucille Meyer; English essay, Miss L. Lavedan; dramatic art, Miss L. Lavedan; elocution, Miss Helen Wells; domestic 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 expression, Miss L. Derouen; technique, Miss J. Jeannard; prize for theory, Miss L. Killen; the Mrs. Nellie Vaughan O'Reilly memorial medal, Miss L. Killen; 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 L. 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 Schevy and Edna Meyer; premium for grade work in fourth grade, Misses Naomi Reso and M. Braud.

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 Rosner, 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 G. Le Blanc.

Prizes in the art department were awarded Misses A. Gianelloni and Mary Raymond.

Silver medals for excellence in fifth grade class work was won by Miss Elsie Zollinger; sixth grade, Miss Rita Cahill; seventh grade, Miss Julia Chenet; eighth grade, Miss Lorraine Tillotson.

Silver medal for excellence in first year high school work was awarded Miss Minnie Stanley; second year high school, Miss Clara Thoman; third year high school, Miss Florence Englert; fourth year high school, Miss Heloise Lalande.

Gold medal for excellence in junior college class was won by Miss J. Jeannard; 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 Lehon, Marjorie Hall, Edith Koerner, Helen May Lafantz, Aida Marie Gomez, Katherine Baker, Claire Brooks, Katherine Lehon, Grace Molloy, Mary Agnes Puhiere, Lucette Costello, Hilda Dressel, Katherine Sanderson, Florella Edling, Helen Rice, Ethel Miller, Hazel Hutchinson, Louise Gramal, Elsie Zollinger, Monita Campbell, Helen Lynch, Helen Cahill, May Rice, Rita Cahill, Rose Nielson, Mildred Conice, Florestine Kugler, Mary Mukony, Ellen May Lalande, Miriam Hubert, Genevieve Ardoin, Gladys Rosner, Julia Chenet, Emelda Gugel, Antonette Mayer, Agnes Miller, Mabel Le Bourgeois, Loretta Conlin, Catherine Hutchinson, Bernice St. Dizier, May Major.

Certificates of promotion to the second year high school were awarded to Misses Minnie Stanley, Praline Wilkinson, Naomi Ohenei,

SEARCHING FOR 3 "MRS. CLARKS"

Further information regarding the career of John V. Clark, who, during a temporary engagement as 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 a Mann act warrant.

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

"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 telegram calling him to El Paso. The wife later was notified he had been killed in Juarez, but an investigation disproved this and his trunk was traced here. A relative of Mrs. Clark of New Orleans took Clark in custody personally and guarded him for two days until a formal warrant was made."

NEW ORLEANS STOCK EXCHANGE Daily Bids and Offers STOCKS

Table with columns for Bid, Asked, and various stock symbols like C. C. Slaughter Hse Co., D. H. Holmes Co., etc.

BONDS

Table with columns for Bid, Asked, and various bond symbols like Am. Cities Co. 5-6s., Birn. Ry. ref. 6s., etc.

Security—Aml. Price. Between 40 a. m. and 1:45 p. m. N. O. Ry. & L. Co. 4 1/2s. \$3,000 78 1/2 N. O. Ry. & L. Co. 4 1/2s. \$5,000 78 1/2

How Government Orders for Lumber are Supplied

In a little room of one of the great office buildings of New Orleans sits a man on whose shoulders rests much of the giant task of directing the location, assembling and distributing of the millions of feet of lumber needed for a nation at war.

Long before the hour when most of the city is asleep this man each morning may be found at his desk carefully scanning papers, telegrams, 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 Washington.

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 bewildering array of figures. These are stock lists of lumber at mills. Several stenographers are engaged near by.

All day, and frequently far into the night, men are coming and going from this office.

This is the headquarters of the Southern Pine Emergency bureau, the most distinctively war trade organization evolved since the outbreak with Prussianism.

The man directing the operation of the bureau is W. J. Sowers, a lumber and traffic expert, who has given up active participation in his manufacturing interests to devote his entire time to supplying the government's requirements for wooden ships and army cantonments.

Two Billion Feet of Lumber Needed

The present crisis has produced the greatest immediate demand for lumber in the world's history. Estimates prepared by the lumber committee of the advisory committee of the Council of National Defense show that 2,000,000,000 feet may be used for purposes directly connected with the war within the next twelve months. Construction of the sixteen cantonments which will house the new army will absorb a large amount of the government's lumber purchases. The cantonments will require about 500,000,000 feet. Second in the quantity of lumber required comes the wooden shipbuilding program, now estimated at 400,000,000 feet. Enormous storage warehouses to be built at Tidewater, enlargements of army posts, erection of marine barracks, materials for aviation schools and a multitude of other needs will consume millions of additional feet.

"Two billion feet sounds like a colossal figure," says the Council of National Defense, "and it is a big figure, but should give no apprehension that it will stir up the markets or cause a shortage of lumber. Actually this will not exceed 5 per cent of one year's lumber production 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 lumber needed for his particular purposes. We have the forest resources, and without doubt the producing capacity. If there is any 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 ordinary course of business.

Because of its immense volume and varied adaptability, as well as its special suitability as shipbuilding material, the greater part of this lumber to be used by the government will be Southern pine.

How Bureau Came into Existence

Out of the early confusion attending the government's efforts to obtain 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 attention to handling government orders, and offers a striking illustration of the ability of American business to readily adapt itself to an extraordinary situation.

When Congress, on April 2, declared a state of war with Germany, the nation found itself suddenly confronted with the most gigantic 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 that of supplying our allies with food, an undertaking which was seriously menaced by the ravages of the world's tonnage resulting from activities of Tenthon submarines.

Evolution of the Wooden Ship Idea The steel yards were burdened with orders which would keep them busy for months. What could be done to make up the growing deficiency in the world's merchant marine? Wooden ships! 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 and capacity of Southern pine mills; what proportion of their output might be diverted to the government's needs, and what mills were prepared and willing to undertake furnishing the government with materials, and at what prices. Immediately telegrams and circulars were hurried to mills in every part of the Southern pine belt. Within five days there was sent to Washington a detailed census of the resources and mill capacity of the Southern pine producing territory.

MAY CREATE NAVAL STORES MARKET

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, which will provide official New Orleans in connection with the Board of Trade. This market, if established, will provide official New Orleans quotations on all naval stores products. The directors authorized the naval stores committee to proceed 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 dissatisfaction with the Savannah market has become pronounced, and it 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 yesterday morning, Anthony Tridoco, proprietor of a saloon and grocery at 2021 Baronne street, discovered he had been robbed of money and two revolvers, amounting to \$39, during the night or early morning hours. Entrance was effected by forcing open a rear window.

Manufacturers Called to Washington

Shortly afterward a number of leading manufacturers were called to Washington by the shipping board and war department to name prices, and for further co-operation. At the capital these lumbermen, in conference with the government architects, went thoroughly over the plans which had been drawn for the nation's fleet of wooden ships. Timber specifications were found in a number of cases to be unsuitable for manufacture by Southern pine mills, and the shipping board agreed to make changes which would greatly facilitate a prompt supply of timbers.

Similar co-operation was given the engineers of the war department in their efforts to evolve an ideal plan for the design and construction of cantonments, which are groups of buildings for the housing of soldiers. The lumbermen, who had long been familiar with the building of lumber camps, were able to offer numerous valuable suggestions in regard to the kind of timbers to be used in these buildings, and how the greatest possible service might be obtained, with a minimum amount of lumber and at minimum cost.

Out of these initial efforts has grown the Southern Pine Emergency bureau, which is now actively engaged in the sending of lumber materials to all parts of the United States, where and when desired.

The bureau constantly maintains a record of stocks on hand at mills. It follows the policy, in so far as possible, of placing orders with mills nearest points of destination, thus insuring prompt deliveries and shortest hauls.

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 wooding ship building program has not yet been gotten definitely under way, the bureau is even now prepared to furnish shipbuilding materials, 150 million feet of which have already been ordered to be held until called for. The assembling 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 expected to begin within a few days. These timbers will be sent direct to points where shipbuilding is to be undertaken.

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 of Eply, Miss, where he had since been engaged until recently called on to perform service for the country in his present capacity.

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 small visibility, these wooden craft

FOREST FIRES IN SO. MISSISSIPPI

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. Automobiles 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.

Farmers are co-operating to keep the fires from their farms and fences.

WOULDN'T FACE NAMESAKE

Chicago, June 21.—Adam Bullett did 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 agree with Adam, and so there will probably be one more bullet for the European struggle, as he was arrested and will be forced to register.

RAILROAD SCHEDULES

Table with columns for Depart, Arrive, and various railroad lines like Union Station, Illinois Central, etc.

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY WEEK DAY TRAINS

Table with columns for Leave, Arrive, and various train routes like Baton Rouge, Bayou Sara, etc.

LOUISVILLE AND NASHVILLE R. R.

Table with columns for Depart, Arrive, and various train routes like Memphis, Nashville, etc.

GULF COAST LINES (Union Station)

Table with columns for Depart, Arrive, and various train routes like Mobile, Gulfport, etc.

LOUISIANA AND MISSISSIPPI BRANCH

Table with columns for Depart, Arrive, and various train routes like Natchez, Vicksburg, etc.

COMPAGNIE GENERALE TRANSAQUATIQUE LIGNE FRANCAISE

Table with columns for Depart, Arrive, and various train routes like New York, Bordeaux, Paris, etc.

DEPARTS HERBODMAIRES

Table with columns for Depart, Arrive, and various train routes like Point a la Hache, etc.

RAILROAD SCHEDULES

TRANS-MISSISSIPPI SYSTEM

Table with columns for Depart, Arrive, and various train routes like Alexandria, Shreveport, etc.

TERMINAL STATION

Table with columns for Depart, Arrive, and various train routes like New Orleans, Baton Rouge, etc.

New Orleans Great Northern (Daily Except Sunday)

Table with columns for Depart, Arrive, and various train routes like Jackson, Bogalusa, etc.

Louisiana Railway and Navigation Co.

Table with columns for Depart, Arrive, and various train routes like Shreveport, Bogalusa, etc.

NEW ORLEANS AND LOWER COAST RAILROAD COMPANY WEEK DAY TRAINS

Table with columns for Leave, Arrive, and various train routes like Baton Rouge, Bayou Sara, etc.

SUNDAY TRAINS

Table with columns for Leave, Arrive, and various train routes like Baton Rouge, Bayou Sara, etc.

SOUTHERN RAILWAY SYSTEM

Direct Route to New York Cincinnati Birmingham

Tickets and detail information at CITY TICKET OFFICE, 211 St. Charles St. Telephone: Main 3512 and Main 4722 J. R. Wells, Division Passenger Agent

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 a Bogalusa

Wagon-salon pour les excursions de dimanche a Covington. Depart de la gare Terminal a 7:35 a. m. Arrive de retour a 8:05 p. m.

Pour de plus amples details, informez-vous aupres de l'agence des billets, ou telephones Main 4722 ou 488.

Large advertisement for Southern Railway Excursion featuring a \$1.00 round trip to Galveston and Houston via the Louisiana Railway and Navigation Co. Includes details on fares, departure times, and ticket office information.