



Official Bulletin



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GEORGE CREECH, CHAIRMAN

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No. 8.

INVESTIGATIONS ORDERED BY THE TARIFF COMMISSION

The United States Tariff Commission, at the request of the chairman of the Ways and Means Committee of the House of Representatives, has filed a completed report upon "interim" legislation. Heretofore, when increases in rates under revenue acts were anticipated, importers have rushed their products into the channels of trade in advance of the final passage of the acts, with a consequent loss of revenue to the Government, and yet with no corresponding benefits to the consumers who finally purchased the articles at prices determined by the increased duties.

The report shows the need of interim legislation to provide that articles finally subjected to duties shall be assessed from the date of the report of the bill from the Ways and Means Committee, or from a date to be fixed by presidential proclamation. The report also seeks to demonstrate the necessity for safeguards to protect outstanding contracts which might be injuriously affected by such legislation. This report of the commission is now in the hands of the Ways and Means Committee and has been ordered printed for immediate circulation.

Summary of Investigations.

A summary of the other investigations ordered by the commission follows:

1. The commission has ordered an investigation into tariff administration. The administrative customs laws are being compiled and a tentative revised code is being prepared in cooperation with the Customs Division of the Treasury Department. This work of revision will be based on suggestions from attorneys and agents who are intimately concerned with the administration of the customs laws and others who may proffer helpful suggestions.

2. The commission has ordered an investigation into foreign trade relations, commercial treaties, and bargaining tariffs. This investigation includes a foreign investigation to be conducted by Commissioners Culbertson and Costigan. These commissioners will leave in June for Japan, China, Russia, Great Britain, Italy, and France, for the purpose of studying the problems on the ground. Simultaneously the investigation will be carried on in this country so that as quickly as possible all available information bearing on commercial treaties and international relations may be made available for the President and the Congress.

3. The commission has ordered an investigation into Schedule A of the tariff act, which deals with chemicals, oils, and paints.

(Continued on Page 3.)

EXECUTIVE ORDER.

Whereas section 4 of the Red Cross Convention signed at Geneva July 6, 1906, to which the United States is a party, provides:

Belligerents will keep each other mutually advised of internments and transfers, together with admissions to hospitals and deaths which occur among the sick and wounded in their hands. They will collect all objects of personal use, valuables, letters, etc., which are found upon the field of battle or have been left by the sick or wounded who have died in sanitary formations or other establishments, for transmission to persons in interest through the authorities of their own country. (35 Stat., pt. 2, 1885, 1891.)

And whereas the charter of the American Red Cross of January 5, 1905, in section 3, paragraph 4, provides:

That the purposes of this corporation are and shall be—

Fourth. To act in matters of voluntary relief and in accord with the military and naval authorities as a medium of communication between the people of the United States of America and their Army and Navy, and to act in such matters between similar national societies of other Governments through the Comité International de Secours and the Government and the people and the Army and Navy of the United States of America. (33 Stat., 600.)

Now therefore, in order that the said conventional provision shall be carried out in good faith by the United States, it is ordered that the executive departments of the United States shall furnish to such representative as may be designated by the American Red Cross lists of all alien enemies now interned in the United States, to the end that the said lists may be forwarded to the International Red Cross at Geneva, in pursuance of the said recited provision of the charter of the American Red Cross.

WOODROW WILSON.

The White House,
May 9, 1917.

URGENT NEED OF SHIPS FOR COAST DEFENSE IS OUTLINED

The Navy Department has urged upon the consideration of the House Committee on Naval Affairs its urgent need for ships for the coast-defense fleet and has suggested legislation to enable the department to commandeer those it requires at a reasonable price. A number of the finest yachts in the country have been tendered to the Government by the owners for use during the war, either free or on a nominal lease, and numerous vessels of other types, including smaller boats, have been bought or leased; but a great many more are needed. The owners of a number of the vessels that are sought by the Navy are asking exorbitant prices for them. About 200 yacht owners have refused to sell their vessels to the Government at prices to be fixed by the Board of Appraisal, and several have refused to sell at any price.

Letter of Mr. Roosevelt.

In setting forth the emergency thus created and the department's views as to steps necessary to meet it, Assistant Secretary of the Navy Roosevelt has written a letter to Chairman Padgett, of the House Committee on Naval Affairs, from which the following excerpts are quoted:

"The present war is showing that the submarine is a weapon that has an important bearing on the final result. As developed by the Germans, there is at present a decided menace to England's ability to keep itself and allies supplied with food. One of the most effective methods to overcome this menace has been found to be small surface craft armed to destroy a submarine.

"In providing the ships for the organization for the defense of our coast it has been found that with the exception of a few of the owners of yachts and motor boats it is impossible to get needed vessels, either for lease or purchase, other than at an exorbitant sum.

Six Hundred Vessels Inspected.

"The department has inspected approximately 600 privately owned vessels. Of these approximately 500 have been found suitable. The owners of 192 have entered into agreement to turn their boats over upon notification and have been so notified. The numbers are approximate because they are changing daily.

"Two weeks ago an emergency arose that required the purchase of vessels suitable for mine sweeping. There have been obtained 34 vessels at prices away beyond reason. Owners of most of the tugs and fishermen boats suitable for this work absolutely refused to consider

(Continued on Page 2.)

either lease or purchase; others asked outrageous prices. As an example, a fishing vessel was appraised for \$30,000; the owner would not sell for less than \$112,000. The \$30,000 was more than the cost of the vessel.

"The owners will not sell except at a price that would amount to the cost of a new boat plus the estimated amount of income for two years, plus a good profit. They will not lease because they are busy handling freight or expect to make money on fishing; some owners of pleasure craft and all brokers, because they want to make as large a profit as possible.

No Attempt to Lease Large Vessels.

"No attempt has been made to lease or charter large vessels, as it has been realized that interference with the coastwise traffic must be avoided if possible. However, should submarines appear off the coast, coastwise trade will practically stop and owners will then try to get rid of vessels at an exorbitant price.

"We must prepare to combat this menace on our coasts and to do so we must have the boats to drill the men who are to use them.

"If we do not have this power, when the emergency arises there will be all kinds of efforts to get the necessary material together and it will be too late.

"These are the two solutions: (1) Buy the vessels at unreasonable prices; (2) Commandeer the vessels and pay the owner a reasonable price."

LIST OF VESSELS OFFERED.

A partial list of the vessels offered by owners on free or nominal leases is as follows:

NAME OF BOATS AND OWNERS.

First naval district.—Malay, Mrs. Samuel Weld; Sayonara II, Charles Blum; Venture, Mrs. G. F. Silsbee; Cherokee, Mrs. J. S. Kennedy; Mist, Content, and Etta M. Burns, Edward Morrell; Rush, Norman H. White, jr.

Second naval district.—Magistrate, H. S. Vanderbilt; Patrol No. 2, Joel Fisher; Raccoon, Francis E. Fabyan; Mauna Loa, A. C. James; Gula Gula, J. D. Newman; Dawn, Francis Farril, jr.

Third naval district.—Arroyo, A. M. Huntington; Corsair, J. P. Morgan; Aloha, A. C. James; Noma, Vincent Astor; Harvard, G. F. Baker, jr.; Scout, August Belmont; Kanawha, John Borden; Sultana, Mrs. E. H. Harriman; Vedette, F. W. Vanderbilt; Tarantula, W. K. Vanderbilt, jr.; Gem, William Ziegler, jr.; Taniwha, H. B. Anderson; Florence, A. W. Alker; Mohican, Robert Perkins; Abalone, Arnold Schlaet; Adroit, F. H. McAdoo; Minerva, Mrs. H. S. Bowen; Merito, B. C. Dunlop; Perfecto, J. J. Phelps; Edith II, C. M. Ward; Sunbeam III, R. B. Roosevelt; Seneca, Johnson Lighterage Co.

Fourth naval district.—Zenith, C. Longstreth; Arawan II, C. Longstreth; Petrel, A. I. Dupont; Nirvana II, J. H. Merrick; Nedeva II, E. T. Stotesbury; Little Aie, J. P. Wetherill; Absegame, Allen K. White; Ponce, Philip I. Dupont; Elf, Louis Eisenlohr; Miramar, C. J. Eisenlohr; Sybilla III, J. S. Betz; Chipper, I. C. Wetherill.

ESTIMATE OF THE NUMBER OF MEN IN THE UNITED STATES WHO WILL BE SUBJECT TO SELECTIVE CONSCRIPTION

According to a statement issued to-day by Director Sam. L. Rogers, of the Bureau of the Census, Department of Commerce, there are estimated to be in the United States at the present time, in round numbers, 10,000,000 men between the ages of 21 and 30, inclusive. This number represents very nearly 10 per cent of the estimated population of the country—between 108,000,000 and 104,000,000. The table below shows, for the United States, for the States, and for the leading cities, the total population on April 15, 1910, and the number of males between the ages of 21 and 30, inclusive, on that date and on July 1, 1917. The figures for the later date are estimated on the assumption that the annual numerical increase since 1910 in each State and city has been the same as the average annual numerical increase between 1900 and 1910.

State.	Population Apr. 15, 1910.	Males, 21 to 30 years, both inclusive.	
		Apr. 15, 1910 (actual).	July 1, 1917 (esti- mated).
United States..	91,972,266	8,898,280	10,078,900
Alabama.....	2,138,093	189,852	209,900
Arizona.....	204,354	26,895	34,700
Arkansas.....	1,574,449	139,665	158,600
California.....	2,377,549	284,205	362,000
Colorado.....	799,024	88,539	109,500
Connecticut.....	1,114,756	108,932	123,600
Delaware.....	202,322	18,928	20,100
District of Columbia..	331,069	33,592	37,400
Florida.....	752,619	78,328	95,300
Georgia.....	2,009,121	230,149	255,400
Idaho.....	325,594	37,922	51,800
Illinois.....	5,638,591	578,402	639,500
Indiana.....	2,700,876	241,612	253,600
Iowa.....	2,224,771	199,490	199,000
Kansas.....	1,690,949	160,657	175,900
Kentucky.....	2,289,905	193,479	202,200
Louisiana.....	1,656,388	152,553	171,000
Maine.....	742,371	60,174	63,000
Maryland.....	1,285,346	114,616	121,500
Massachusetts.....	3,366,416	316,923	355,400
Michigan.....	2,810,173	261,691	288,100
Minnesota.....	2,075,708	199,688	244,700
Mississippi.....	31,797,114	159,247	175,100
Missouri.....	1,293,335	303,132	315,600
Montana.....	376,053	58,352	73,300
Nebraska.....	1,022,214	119,408	129,400
Nevada.....	81,875	12,233	16,500
New Hampshire.....	480,572	35,701	38,800
New Jersey.....	2,537,167	252,741	300,200
New Mexico.....	327,301	32,079	41,500
New York.....	9,113,614	929,661	1,088,000
North Carolina.....	2,206,287	176,190	194,400
North Dakota.....	577,056	67,112	49,000
Ohio.....	4,767,121	452,158	498,300
Oklahoma.....	1,657,153	154,581	213,500
Oregon.....	672,785	84,377	108,100
Pennsylvania.....	7,665,111	773,910	874,000
Rhode Island.....	542,610	52,298	60,300
South Carolina.....	1,515,400	126,439	137,100
South Dakota.....	583,888	65,563	80,500
Tennessee.....	2,127,789	184,938	195,080
Texas.....	3,826,842	362,678	420,200
Utah.....	373,351	38,903	46,200
Vermont.....	335,956	28,687	39,400
Virginia.....	2,061,612	173,722	188,400
Washington.....	1,141,990	155,489	217,400
West Virginia.....	1,221,119	122,443	141,600
Wisconsin.....	2,333,860	211,977	229,500
Wyoming.....	145,965	27,995	35,400
<i>Cities of more than 500,000 population in 1910.</i>			
New York, N. Y.....	4,766,883	519,066	624,700
Chicago, Ill.....	2,185,283	236,096	300,800
Philadelphia, Pa.....	1,549,008	153,391	171,800
St. Louis, Mo.....	687,029	75,962	84,900
Boston, Mass.....	670,585	67,949	77,800
Cleveland, Ohio.....	590,663	67,102	82,900
Baltimore, Md.....	538,485	54,148	57,600
Pittsburgh, Pa.....	533,905	61,275	67,200

FEDERAL ECONOMY BOARD STUDIES BAKERS' PROBLEMS

The commercial economy board of the Council of National Defense issues the following statement:

A study of some of the problems of bakers in the marketing of bread was begun early this month by the commercial economy board of the Council of National Defense. The object of the study, it is officially stated, is to assist bakers in finding out whether more economical methods are not practicable.

A preliminary inquiry by the board's agents has indicated that bread distribution is now more costly than the bakers feel it ought or needs to be. They are forced to maintain expensive services because their competitors do so and because the retailer and the consumer have learned to expect these services. Practically all the bakers thus far consulted believe that by cooperative action certain of these costly services might be eliminated to the advantage of both bakers and consumers.

Following the preliminary inquiry, the board on May 9 sent out a letter and a series of questions to some 500 bakers in all parts of the country. Among other things, information is asked concerning returns of unsold bread. "The board," said the letter, "has been informed that bakers frequently take back from retailers considerable quantities of unsold bread that is not used for food. The board wishes to learn immediately the extent of this practice, and for what purpose the bread that is taken back is used."

Each baker is asked to state the average number of 5-cent, 10-cent, and other priced loaves he delivers daily and the average number of each price returned. He is also asked whether the bread taken back is resold; if so, to whom; for what purposes it is used; whether, in the present emergency, he thinks the practice of taking back unsold bread should be discontinued; and what objections he sees to the discontinuance of the practice.

Deliveries are taken up in the following questions: "How many deliveries do you make each day?" "Number of wagons?" "Automobile trucks?" "In the present emergency should bakers make only one delivery a day?"

The questionnaire then concludes: "In order that all wastes, no matter how small, may be eliminated, can you suggest any other economies in the baking business or in the distribution of bread?"

While the board has sent the questions directly to only a limited list of bakers, it would be glad to have answers from others. Communications to the board should be addressed: "Commercial Economy Board, Munsey Building, Washington, D. C."

After the information and suggestions have been gathered the board probably will recommend certain economies to the bakers.

FUNCTIONS OF THE COUNCIL OF NATIONAL DEFENSE STATED

In order to clear up the misunderstanding which apparently still exists in some quarters as to the organization and functions of the Council of National Defense, the relations between the council and the Advisory Commission and between the council and the Government, W. S. Gifford, director of the council and the Advisory Commission, to-day made the following statement:

"The Council of National Defense was created in an act approved on August 29, 1916. The council consists of the Secretaries of War, Navy, Interior, Agriculture, Commerce, and Labor. The chairman of the council is the Secretary of War. The purpose for which the council was created is stated in the act as 'The coordination of industries and resources for the national security and welfare.'

The Advisory Commission.

"To advise the council in carrying out those duties the law provided that the President appoint an Advisory Commission, consisting of not more than seven persons, each of whom should have special knowledge of some industry, public utility, or the development of some natural resource, or be otherwise specially qualified, in the opinion of the council, for the performance of the duties which the act enumerates. The law further provided for the employment of a paid director to serve both council and Advisory Commission.

"The Council of National Defense, therefore, is an organized Government body consisting of six Cabinet officers with a paid director, and is responsible to the President for action in accordance with the law, while the Advisory Commission is a body of seven civilians appointed by the President, who serve in an advisory capacity without compensation.

Work of the Commission.

"The act creating the council further stated that the council 'shall provide for the work of the Advisory Commission to the end that the special knowledge of such commission may be developed by suitable investigation, research, and inquiry and made available in conference and report for the use of the council; and the council may organize subordinate bodies for its assistance in special investigations, either by the employment of experts or by the creation of committees of specially qualified persons to serve without compensation, but to direct the investigations of experts so employed.'

Duties of Council.

"As stated by the act, the duties of the Council of National Defense are as follows:

"To supervise and direct investigations and make recommendations to the President and heads of executive departments as to the location of railroads with reference to the frontier of the United States, so as to render possible expeditions, concentration of troops, and supplies to points of defense; the coordination of military, industrial, and commercial purposes in the location of extensive highways and branch lines of railroad;

the utilization of waterways; the mobilization of military and naval resources for defense; the increase of domestic production of articles and materials essential to the support of armies and of the people during the interruption of foreign commerce; the development of seagoing transportation; data as to amounts, location, method, and means of production and availability of military supplies; the giving of information to producers and manufacturers as to the class of supplies needed by the military and other services of the Government, the requirements relating thereto, and the creation of relations which will render possible in time of need the immediate concentration and utilization of the resources of the Nation.'

PROTECT MINE FIELDS.

Ship Masters Asked to be Sure Steersmen Are Loyal.

William C. Redfield, Secretary of the Department of Commerce, has issued, under date of May 5, through the Bureau of Navigation, the following order to United States shipping commissioners and collectors of customs:

"In view of the information concerning mine fields in protected areas of ports of the United States, the Canal Zone, etc., which men at the wheel acquire by passing through them, you should impress upon masters of ships the importance of putting the wheel in charge only of men whose reliability and loyalty is unquestionable."

GUARD FISH STATIONS.

The following notice has been sent by Commissioner of Fisheries to the directors of the bureau's laboratories at Woods Hole, Mass., and Fairport, Iowa, and to the superintendents of the stations at Gloucester, Mass., and Boothbay Harbor, Me.:

"By direction of the Secretary you are instructed to observe special precautions for the protection of the Government property in your custody. If you deem it advisable, you may close the station to all persons not connected with the service, and you may make arrangements for employing a watchman, especially at night."

LIBERTY LOAN CONFERENCE.

Treasury officials handling the liberty loan spent to-day in conference at which every phase of the new loan was discussed. The preparation of a form of subscription blank and many questions which have come up since Secretary McAdoo's statement announcing the denomination and maturities of the loan was issued were taken up. A statement will be issued shortly covering most of the questions that have arisen. Telegrams and letters containing offers to subscribe continue to pour into the office of the Secretary of the Treasury, but so much other detail work has arisen since the announcement of denominations and maturities of the liberty loan bonds that the small force of clerks employed have not had time to tabulate them. As soon as the application blanks are issued the clerks will begin the work of tabulating the actual subscriptions which will then flow in.

PARKS TO STAY OPEN.

Secretary of the Interior Lane has announced that all national parks, during this season, will be open to visitors as usual, contrary to recent persistent rumors that they would be closed.

Investigations Ordered by the Tariff Commission.

(Continued from Page 1.)

The Sugar Situation.

4. The commission has ordered an investigation into the sugar situation, both cane and beet, for the purpose of bringing up to date the information contained in the reports of the Bureau of Foreign and Domestic Commerce and the Federal Trade Commission. This investigation will be confined to a limited number of representative establishments.

5. The commission has ordered an investigation of wool and other phases of the sheep industry for the purpose of studying the conditions of production and distribution the world over since 1910.

6. Conferences have been held with some experts in the silk industry and suggestions have been requested, but no investigation in this field has yet been undertaken.

7. The Tariff Information Catalogue, a division established by the commission, will, when completed, be a comprehensive and up-to-date source of information upon all items enumerated in the tariff acts. It will take some time to complete this division, but the aim is to have on file ultimately information upon the imports, exports, production, origin, methods of production, and uses of all articles enumerated in the tariff acts. The purpose of this division will be to place at the immediate disposal of Members of Congress, members of the press, and the public generally accurate detailed information upon any item which may figure in any tariff controversy.

The United States Tariff Commission, created by the act of Congress approved September 8, 1916, was organized on April 1, 1917. It now has offices on the third floor of the Woodward Building and is proceeding with several definite lines of work.

Organization is Tentative.

On account of the unsettled conditions created by the war the commission has thought it advisable not to project any elaborate statistical inquiries. For the same reason it has adopted a form of organization which is tentative.

In planning the organization of the Tariff Commission and framing its work the members of the commission have had the expert advice of the Bureau of Efficiency and the assistance of other departments and branches of the Government with which they are required, under the law, to cooperate.

The law creating the Tariff Commission provides that the clerical staff of the commission shall be appointed from the registers of the Civil Service Commission. The Tariff Commission, however, has requested the Civil Service Commission to cooperate with it also in the selection of special experts, field agents, and other employees of the commission.

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	(Six months.....)	3.00

EXECUTIVE ORDER.

I hereby create a Committee on Public Information, to be composed of the Secretary of State, the Secretary of War, the Secretary of the Navy, and a civilian who shall be charged with the executive direction of the committee.

As civilian chairman of the committee I appoint Mr. George Creel.

The Secretary of State, the Secretary of War, and the Secretary of the Navy are authorized each to detail an officer or officers to the work of the committee.

WOODROW WILSON.

April 14, 1917.

LETTER TO PRESIDENT.

The President's action in creating the Committee on Public Information was based on the following letter signed by the Secretaries of State, War, and Navy:

APRIL 13, 1917.

DEAR MR. PRESIDENT: Even though the cooperation of the press has been generous and patriotic, there is a steadily developing need for some authoritative agency to assure the publication of all the vital facts of national defense. Premature or ill-advised announcements of policies, plans, and specific activities, whether innocent or otherwise, would constitute a source of danger.

While there is much that is properly secret in connection with the departments of the Government, the total is small compared to the vast amount of information that it is right and proper for the people to have.

America's great present needs are confidence, enthusiasm, and service, and these needs will not be met completely unless every citizen is given the feeling of partnership that comes with full, frank statements concerning the conduct of the public business.

It is our opinion that the two functions—censorship and publicity—can be joined in honesty and with profit, and we recommend the creation of a Committee of Public Information. The chairman should be a civilian, preferably some writer of proved courage, ability, and vision, able to gain the understanding cooperation of the press and at the same time rally the authors of the country to a work of service. Other members should be the Secretary of State, the Secretary of War, the Secretary of the Navy, or an officer or officers detailed to the work by them.

We believe you have the undoubted authority to create this Committee on Public

MISSION TO RUSSIA.

The Department of State authorizes the following:

The members of the special diplomatic mission of the United States of America to Russia are as follows:

Elihu Root, of New York.
Charles R. Crane, of Illinois.
John R. Mott, of New York.
Cyrus McCormick, of Illinois.
Samuel R. Bertron, of New York.

James Duncan, of Massachusetts.

Charles Edward Russell, of New York.

Maj. Gen. Hugh L. Scott, United States Army.

Rear Admiral James H. Glennon, United States Navy.

PENSION BUREAU RULING.

Provisions of Act of March 4, 1917, Extended to "Tyler's Rangers."

Commissioner Saltzgaber, of the Bureau of Pensions, Department of the Interior, has made the following ruling:

"The provisions of the act of March 4, 1917, are extended to the surviving officers and enlisted men of the organization known as Tyler's Rangers, recruited at Black Hawk, Colo., 1864, for services against the Indians."

"No provision is made for the widows of the officers and men above referred to; consequently claims filed on behalf of such widows will of necessity be rejected.

G. M. SALTZGABER,
"Commissioner."

PATROL SHIP INSPECTION.

Mr. George Uhler, Supervising Inspector General, Steamboat-Inspection Service, of the Department of Commerce, has sent the following instructions to United States supervising, local, and assistant inspectors:

"As it is probable that requests will be received by you from the special board for patrol vessels for the examination of vessels suitable for this purpose, you are directed to cooperate at once, upon receipt of such requests, to the fullest extent in this work.

"At this critical time results are desired, and therefore there must be no delay in your hearty cooperation."

Information without waiting for further legislation, and because of the importance of the task and its pressing necessity, we trust that you will see fit to do so.

The committee, upon appointment, can proceed to the framing of regulations and the creation of machinery that will safeguard all information of value to an enemy and at the same time open every department of government to the inspection of the people as far as possible. Such regulations and such machinery will, of course, be submitted for your approval before becoming effective.

Respectfully,

ROBERT LANSING.
NEWTON D. BAKER.
JOSEPHUS DANIELS.

CONFER ON GREATER SAFETY FOR SHIPS IN WAR ZONES

Secretary Redfield, of the Department of Commerce, authorizes the statement:

"The executive committee of the board of supervising inspectors of the Steamboat-Inspection Service is now in session, considering the question of furnishing greater safety for ships entering the war zones. The committee has not reached final conclusions as to the means or methods of attaining this result, but will undoubtedly meet the situation. This committee is composed of Gen. George Uhler, Supervising Inspector General; Capt. Henry M. Seeley, supervising inspector of the second district, New York; and Capt. E. E. O'Donnell, supervising inspector for the fifth district, Boston.

"A study of the list of Americans who have lost their lives on ships entering the war zones develops that only two have been killed by gunfire or like violent means or torpedoing. The others were drowned. Owing to exceptional conditions to be met with in these hostile areas, it is thought necessary to increase the safety and life-saving appliances and equipment of all vessels plying those waters. Just what these additions to the life-saving equipment now in use will be, will be announced later. Ships not entering the zone of hostilities are adequately equipped, and the new rules to be promulgated will not apply to them. Announcement will be made shortly of the findings of Gen. Uhler's committee."

TRACING SEDITION CASES.

Department of Justice Accepts Two Offers of Aid.

The Department of Justice has authorized the following statement:

"Attorney General Gregory has received from the American Protective League, a patriotic organization maintaining branches throughout the United States, and from the Pittsburgh Press Club offers of cooperative service in protecting the country against violations of the sedition laws and other acts inimical to the general welfare. In accordance with his policy of encouraging all patriotic citizens to assist in this work, the Attorney General has directed the officials and agents of the Department of Justice to cooperate with the league and the Press Club.

"The Protective League will secure information and conduct investigations of complaints which do not appear to require immediate investigation by agents of the department.

"The Pittsburgh Press Club has perfected an organization, covering 27 counties in western Pennsylvania. It will cooperate with the United States attorney and other representatives of the department as an intelligence bureau, obtaining quickly such information as may be desired by the department in the communities covered by it, and give publicity to such statements as the department may desire to disseminate."

Expects War to Bring Widespread Business Activity

There is no reason whatever for American business to become panic-stricken over the business future during the war, in the opinion of A. W. Shaw, chairman of the commercial economy board of the Council of National Defense. There must be readjustments in American business, in some cases perhaps really radical readjustments, to enable the Government and other absolutely necessary industries to get the men needed; but, carried out properly, with due care on the part of all business houses alike to eliminate any existing wasteful methods, the war may well serve a highly valuable purpose in bringing economy of business effort.

"The chief thing that business men must remember when they stop to consider the effect of the war," Mr. Shaw said in a statement given out with the approval of the Council of National Defense, "is that successful business depends primarily on the demand for goods, and the war is going to bring a bigger demand for almost all kinds of products than the country has ever before known. There will be no collapse of the market in any line. Business houses will have to worry not about customers but about systematizing their plants so that they can supply a larger trade with a smaller staff of employees.

An Industrial War.

"It must be remembered, of course, that the Nation will need to take men from their present normal employment not alone for the Army, Navy, and other branches of the military service but as well for the production of all forms of munitions and supplies which will be needed for the prosecution of the war. This is an industrial war, and American business must learn to increase its efficiency to fill the gaps left by war workers as well as fighters.

"No matter how much individual economy in consumption is practiced, British experience has shown that inevitably war wages increase the purchasing capacity of large classes of people, thus expanding the market on a broad scale. Besides this, the men who have been withdrawn from productive work have to be fed and clothed as usual, increasing the proportionate demand for goods from those left in business. Added to all this, the foreign demand will continue to grow as the war progresses.

Conditions in England.

"The balance sheets of British business can look forward. Selfridge & Co. (Ltd.), the London department store, showed at the end of the year 1916 a gain in profits over the previous year of £74,915, or approximately \$375,000. On January 1, 1916, the balance sheet showed a profit of £150,222, and on January 1, 1917, a profit of £225,177. This was in spite of the loss of 900 members of the staff who had gone to the front.

"Other London retail profit figures are instructive. Whitley's shows a gain in 1916 over 1915 of £15,000; Crowe-Wilson's one of £4,886; Dickins & Jones one of £24,100; Liberty & Co.'s profits jumped from £6,100 to £32,400 in the single year; Plummer Roddis gained £5,600; and Wallis & Co. climbed from £21,400 in

1915 to £130,700 in 1916. Other firms show similar records, gaining all the way from 5 to 50 per cent in their net profits.

"Whitley's gain was made in spite of a 40 per cent increase in many of the operating costs, and other firms had to face similar obstacles. Disorganization of staffs and difficulties in securing goods to sell were unable to overcome the combined effects of a greatly increased demand and a systematic attention to details of management and elimination of wastes.

America's Difficulties.

"Our own difficulties will not be as serious as those England had to face because of our much greater field of operations and larger resources, and there is no reason whatever for assuming that the American business man will not come out of the war with a better organized and more efficient business machine than the one with which he has entered it.

"It is to assist in making the readjustment to meet the new conditions quick and easy that the commercial economy board expects to be of the greatest service. To make our work count, it will be necessary to secure the active cooperation of the business men themselves in order to pool our common experience and place at the disposal of all the suggestions secured from the most efficient.

Canvass of Distribution Methods.

"We are now engaged in making a careful canvass of the distribution methods of many different kinds of business houses, securing through questionnaires and through personal investigation information as to their present business habits and suggestions from the managers themselves as to how existing waste in these methods can be eliminated and the organizations made more compact. As soon as we can determine the value of a general policy from the combined experience and suggestions of a particular industry, we shall proceed to place our conclusions before the whole industry through a publicity campaign of individual letters, articles in trade publications and other mediums. We are drawing heavily on the experience of British merchants in working out similar problems.

"It must be realized that business men in any one field must join in the common effort, because under competitive conditions it will naturally be impossible for one merchant to economize extensively without giving his competitors an unfair advantage. We expect the whole-hearted and patriotic cooperation of men in all branches of trade in solving the problem.

The Banking Business.

"Just as one concrete example I might cite the baking business. We have been getting many reports from master bakers in different parts of the country showing the present methods of distribution, particularly in the delivery systems, which show countless examples of waste through duplicated routes, returned bread, and similar avoidable losses. Many of these merchants have given us

TWO MEMBERS ARE ADDED TO DEFENSE ECONOMY BOARD

George Rublee, of New Hampshire, member of the special commission appointed by the President to investigate the effects of the Adamson Act and former member of the Federal Trade Commission, and Henry S. Dennison, treasurer of the Dennison Manufacturing Co., of Framingham, Mass., have been named as members of the commercial-economy board of the advisory commission of the Council of National Defense, according to an announcement by the council. A. W. Shaw, president of the A. W. Shaw Co., of Chicago, is chairman of the board, and the other members are Edwin F. Gay, professor of economics at Harvard University and dean of the Harvard Graduate School of Business Administration, and Wallace D. Simmons, president of the Simmons Hardware Co., of St. Louis. Dr. Hollis Godfrey, of the advisory commission, is a member ex officio.

The commercial-economy board was organized by the council to assist in the readjustment of distribution which the war will make necessary through securing the voluntary cooperation of business men in adopting more efficient methods and cutting down waste. One of its chief objects is to assist commercial houses in releasing employees for the Government service without dislocating business. In this work it intends to gather and redistribute the best experience of foreign and American business houses, making it available for all American business as the war progresses.

valuable suggestions as to plans for eliminating them, and as we tabulate their experience we shall place it before the whole baking industry, with an appeal to cooperate in placing the distribution system on a more efficient basis, which will require less man power and fill up the gaps left by the employees who join the Army or are needed for other lines of necessary work. Similar procedure is being carried out with department stores, dry-goods firms, groceries, and many other branches of trade.

"No merchant who faces the situation squarely, courageously, and imaginatively need fear the war readjustment. Whatever disorganization comes, can, with proper treatment, be passed over with comparative smoothness and speed."

DEPARTMENT ANNOUNCEMENT.

The waste of only 1 ounce of edible meat or fat every day by each of the 20,000,000 families in the United States means a daily waste of 1,250,000 pounds, and an annual waste of 456,000,000 pounds of valuable animal food, according to the Department of Agriculture. This, it is stated, would be equal to slaughtering 875,000 steers, or over 3,000,000 hogs, and allowing the meat to spoil.

Defensive Sea Areas Established by the President

EXECUTIVE ORDER.

In accordance with the authority vested in me by section forty-four of the act entitled "An act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, as amended by the act "making appropriations for the naval service for the fiscal year ending June thirtieth, nineteen hundred and eighteen, and for other purposes," approved March fourth, nineteen hundred and seventeen, I, Woodrow Wilson, President of the United States of America, do order that defensive sea areas are hereby established, to be maintained until further notification, at the places and within the limits prescribed as follows, that is to say:

MOUTH OF KENNEBEC RIVER.

Outer limit: Arc of circle with Pond Island Light as center, radius two (2) nautical miles.

Inner limit: A line east and west (true) through Perkins Island Light.

PORTLAND.

Outer limit: Arc of circle center Portland Head Light, radius two (2) nautical miles.

Inner limit: Line Portland Breakwater Light to west bastion Fort Gorges.

PORTSMOUTH.

Outer limit: Arc of circle with Whaleback Reef Light as center, radius two and one-half (2½) nautical miles.

Inner limit: A line south (true) from southwest point of Clarks Island.

BOSTON.

Outer limit: Line from Strawberry Point to Spouting Horn.

Inner limit: Line west tangent Sheep Island to wharf on east side of Long Island. Line from wharf west side Long Island to large wharf west side of Deer Island.

NEW BEDFORD.

Outer limit: Arc of circle, center the east point of reef off Clark Point, radius distance to Dumping Rocks Lighthouse.

Inner limit: Line between Butler Flats Light and Egg Island Beacon.

NEWPORT.

Outer limit: Arc of circle with Beaver Tail Light as center and radius of two (2) nautical miles.

Inner limit: Fort Adams fog bell to north tangent of North Dumpling. East and west line through Plum Beach Light.

LONG ISLAND EAST.

Outer limit: Line joining Watch Hill and Montauk Point Lights.

Inner limit: Line joining Plum Island Light and Mumford Point.

NEW YORK EAST.

Outer limit: Line joining Execution Rocks Light and east tangent of Huckleberry Island.

Inner limit: A line north (true) through Whitestone Point Light.

NEW YORK MAIN ENTRANCE.

Outer limit: Arc of circle center Romer Shoal Light, radius six (6) nautical miles.

Inner limit: Line west (true) from flagpole on wharf at Fort Hamilton.

DELAWARE RIVER.

Outer limit: East and west line through north end of Reedy Island.

Inner limit: East and west line through Finns Neck Rear Range Light.

CHESAPEAKE ENTRANCE.

Outer limit: Line parallel to that joining Cape Henry Light and Cape Charles Light and four (4) nautical miles to eastward thereof, and the lines from Cape Charles Light and from Cape Henry Light perpendicular to this line.

Inner limit: Line parallel to line joining Cape Henry Light and Cape Charles Light and three (3) nautical miles to westward thereof.

BALTIMORE.

Outer limit: Line from Persimmon Point to Love Point.

Inner limit: Line joining Leading Point Range Light (Rear) and Sollers Point.

POTOMAC.

Outer limit: Line from Marshall Hall wharf to south extremity of Ferry Point.

Inner limit: Line from River View wharf drawn west (true).

HAMPTON ROADS.

Outer limit: Line from Black River Light to point one (1) nautical mile east (true) of Thimble Shoal Light; then South (true) to shore.

Inner limit: Line tangent to end of wharf on west side of Old Point Comfort and Fort Wool.

WILMINGTON—CAPE FEAR.

Outer limit: Oak Island Life-Saving Station as center of arc, radius five (5) nautical miles.

Inner limit: Line joining south end of Fort Caswell and Smith Island Range Beacon (Rear).

CHARLESTON.

Outer limit: Arc of circle with Fort Sumter Light as center, radius six (6) nautical miles.

Inner limit: Line joining Charleston Light and Fort Sumter Light.

SAVANNAH.

Outer limit: Arc of circle with Tybee Island Light as center, radius ten (10) nautical miles.

Inner limit: Line across channel through southeast end of Cockspur Island.

KEY WEST.

Outer limit: Arc of circle with Key West Light as center, radius seven (7) nautical miles.

Inner limit: Line joining south tangent East Crawfish Key and south tangent of Fort Taylor.

TAMPA.

Outer limit: Arc of circle with Egmont Key Light as center, radius six (6) nautical miles.

Inner limit: Line tangent to southwest point of Mullet Key and east tangent of Passage Key.

PENSACOLA.

Outer limit: Arc of circle, center Cut (Front) Range Light, radius six (6) nautical miles.

Inner limit: South (true) from east corner of dock at navy yard, old dry-dock slip.

MOBILE.

Outer limit: Arc of circle with Fort Morgan Light as center, radius six (6) nautical miles.

Inner limit: Fort Gaines to Fort Morgan.

MISSISSIPPI.

Outer limit: Lucas Canal.

Inner limit: Bolivar Point.

GALVESTON.

Outer limit: Arc of circle with Fort Point Light as center, radius five (5) nautical miles.

Inner limit: Line joining Bolivar Point and Fort Point Lights.

SAN DIEGO.

Outer limit: Arc of circle with Point Loma Light as center, radius two (2) nautical miles.

Inner limit: Line joining Beacons Nos. 3 and 4.

SAN FRANCISCO.

Outer limit: Arc of circle with center at middle point of line joining Point Bonita Light and Rock at Cliff House, radius four (4) nautical miles.

Inner limit: Line from Bluff Point to Point Campbell on Angel Island and line from Quarry Point on Angel Island to extreme western point on Goat Island; also line from extreme western point on Goat Island to North Point, San Francisco.

COLUMBIA RIVER.

Outer limit: Arc of circle with center three (3) nautical miles south (true) from North Head Light, radius three (3) nautical miles.

Inner limit: Line from wharf at Flavel Tansy Point at right angles to axis of channel.

PORT ORCHARD.

Outer limit: Arc of circle, center Orchard Rock Spindle, radius two (2) nautical miles.

Inner limit: Line from Point White at right angles to axis of channel to opposite bank.

HONOLULU.

Outer limit: Arcs of circles centers Diamond Head Light and Honolulu Harbor Light, radii nine (9) nautical miles.

Inner limit: Line across channel at No. 7 fixed light.

MANILA.

Outer limit: Line through Luzon Point and Fuego Point.

Inner limit: Line through San Nicolas Shoal Light and Mt. Sungay.

The responsibility of the United States of America for any damage inflicted by force of arms with the object of detain-

Defensive Sea Areas Established by the President

ing any person or vessel proceeding in contravention to regulations duly promulgated in accordance with this Executive order shall cease from this date.

WOODROW WILSON.

THE WHITE HOUSE,
5 April, 1917.

REGULATIONS FOR CARRYING INTO EFFECT THE EXECUTIVE ORDER OF THE PRESIDENT ESTABLISHING DEFENSIVE SEA AREAS.

Whereas in accordance with section forty-four of the act entitled "An act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, as amended by "An act making appropriations for the naval service, for the fiscal year ending June thirtieth, nineteen hundred and eighteen, and for other purposes," approved March fourth, nineteen hundred and seventeen, defensive sea areas have been established by my order of April 5, 1917.

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby authorize and promulgate the following orders and regulations for the government of persons and vessels within the limits of defensive sea areas, which orders and regulations are necessary for purposes of national defense:

I. In the neighborhood of each defensive sea area entrances have been designated for incoming and outgoing vessels, including, in the case of areas across which more than one channel exists, an entrance for each channel. These entrances are described in Article X of these regulations in conjunction with the areas to which they respectively pertain.

II. A vessel desiring to cross a defensive sea area shall proceed to the vicinity of the entrance to the proper channel, flying her national colors, together with International Code number and pilot signal, and there await communication with the harbor-entrance patrol. It is expressly prohibited for any vessel to enter the limits of a defensive sea area otherwise than at a designated entrance and after authorization by the harbor-entrance patrol.

III. Boats and other craft employed in the harbor-entrance patrol will be distinguished by the union jack, which will be shown from a position forward; they will also fly the usual naval pennant. At night they may show a vertical hoist of three lights—white, red, and white, in the order named.

IV. On receiving permission from the harbor-entrance patrol to enter a defensive sea area, a vessel must comply with all instructions as to pilotage and other matters that she may receive from proper authority, either before or during her passage across the area. It is understood that only upon condition of such compliance is the said permission granted.

V. No permission will be granted to other than a public vessel of the United States to cross a defensive sea area between sunset and sunrise, nor during the prevalence of weather conditions that render navigation difficult or dangerous. A vessel arriving off a defensive sea area after sunset shall anchor or lie-to at a distance of at least a mile outside its

limits until the following sunrise; vessels discovered near the limits of the areas at night may be fired upon.

VI. No vessel shall be permitted to proceed within the limits of a defensive sea area at a greater speed than five (5) knots per hour.

VII. All matters pertaining to fishery and the passage of small crafts within a defensive sea area shall be regulated by the senior officer of the harbor-entrance patrol.

VIII. These regulations are subject to modification by the senior officer of the harbor-entrance patrol when the public interest may require, and such notification as circumstances may permit will be issued regarding modifications thus made.

IX. Any master of a vessel or other person within the vicinity of a defensive sea area who shall violate these regulations, or shall fail to obey an order to stop or heave-to, or shall perform any act threatening the efficiency of mine or other defenses or the safety of navigation, or shall take any action inimical to the interests of the United States in its prosecution of war, may be detained therein by force of arms and renders himself liable to prosecution as provided for in the act to codify, revise, and amend the penal laws of the United States, approved March 4, 1909, as amended by "the act making appropriations for the naval service for the fiscal year ending June 30, 1918, and for other purposes," approved March 4, 1917.

X. The designated entrances to defensive sea areas referred to in article 1 of these regulations shall be as follows:

DEFENSIVE SEA AREA.

Designated entrances for incoming vessels.	Designated entrances for outgoing vessels.
Kennebec River, Me.: Seguin Island Light bearing west (true) distant 1 nautical mile.	In the channel between Perkins Island and Bald Head.
Portland, Me.: Portland Head Light bearing north (true) distant 2½ nautical miles.	In harbor north of Portland Breakwater Light.
Portsmouth, N. H.: At a point one-half nautical mile south (true) of Gunboat Shoal Buoy.	In the channel to the westward of Clark Island.
Boston, Mass.: Boston Light Vessel.....	In President Roads west of a line drawn north and south (true), one-half nautical mile west of Deer Island Light.
New Bedford, Mass.: Dumpling Rocks Light bearing northwest (true) distant 1½ nautical miles.	In the channel west of Egg Island Beacon.
Newport, R. I.: Beaver Tail Light bearing north (true) distant 2½ nautical miles.	In the channel west of Goat Island. In the channel northeast (true) of Plum Beach Light.
Long Island Sound, eastern entrance: Watch Hill Light bearing northwest (true) distant 5 nautical miles.	Bartlett Reef Light Vessel.
Long Island Sound, west end: Execution Rocks Light bearing southwest (true) distant 1 nautical mile.	In channel west of a line drawn north (true) from White-stone Light.
New York, southern entrance: Sandy Hook Light bearing west (true) distant 10 nautical miles.	In Narrows north of a line drawn west (true) from flagpole on Fort Hamilton Wharf.

DEFENSIVE SEA AREA.

Designated entrances for incoming vessels.	Designated entrances for outgoing vessels.
Delaware River: In the channel below Reedy Island.	In the channel off New Castle, Pa.
Chesapeake Bay entrance: Chesapeake Bay Main Ship Channel Entrance Buoy.	In the channel between buoys N. 2 and No. 3 Gas Buoy.
Baltimore, Md.: At Buoy No. C, entrance to Craighill Channel.	In channel on line between Leading Point and Sollers Point.
Potomac River: In channel off Dague Creek.	In channel off River View.
Hampton Roads: In channel 2 nautical miles to eastward and southward of Thimble Shoal Light.	In channel to north-westward of entrance buoy of dredged channel, Elizabeth River.
Cape Fear, N. C.: At a point ¼ nautical miles south-southwest (true) from bell buoy at entrance channel.	In channel near Beacon No. 2A, off Battery Island.
Charleston, S. C.: Charleston Light Ship....	Lower anchorage to westward of north and south line (true) through Fort Sumter Light.
Tybee Roads, Savannah, Ga.: ¼ nautical miles east of Whistling Buoy.	Quarantine anchorage.
Key West, Fla.: Sand Key Light bearing west-northwest (true), distant 5 nautical miles.	In channel of fixed red beacon to north-northwestward of Fort Taylor.
Tampa, Fla.: Whistling Buoy, at entrance to dredged channel.	Off quarantine station.
Pensacola, Fla.: Pensacola Light bearing north-northwest (true), distant 8 nautical miles.	East corner of dock at navy yard bearing northwest (true), distant one-half nautical mile.
Mobile, Ala.: Whistling Buoy at entrance bearing north (true), distant 2 nautical miles.	Near Buoy C.
Mississippi River: South Pass Gas and Whistling Buoy.	Buras Church.
Galveston, Tex.: Lighted Buoy No. 1 off South Jetty, bearing west (true), distant 2 nautical miles.	United States Quarantine Station.
San Diego, Cal.: Entrance Whistling Buoy	Between Beacons 5 and 6.
San Francisco, Cal.: San Francisco Lightship..	Off Quarry Point, Angel Island; and off light, Goat Island.
Columbia River: North Head Light bearing northeast (true), distant 6 nautical miles.	In channel to eastward of Tansy Point.
Port Orchard, Wash.: In Sound to eastward of line joining Restoration Point and east end of Blake Island and 1 nautical mile south (true) of Restoration Point.	To westward of Point White.
Honolulu, Hawaii: Honolulu Harbor Light bearing north-northeast (true) distant 10 nautical miles.	In harbor north of Honolulu Harbor Light-house.
Manila, P. I.: Peak of Corregidor Island bearing north-northeast (true) distant 12 nautical miles.	San Nicolas Shoal Light bearing south (true) distant 1 nautical mile.

The Secretary of the Navy will be charged with the publication and enforcement of these regulations.

WOODROW WILSON.

THE WHITE HOUSE,
5 April, 1917.

STATEMENT ON HOW FOOD SUPPLY MAY BE INCREASED

A statement on the part that fish may play in increasing the war food supply was issued by Secretary of Commerce Redfield to-day. The statement follows:

"The activities of the various bureaus of the Department of Commerce in the way of assisting the people of the United States to find new sources of reasonably priced foods are of practical and immediate benefit.

"For instance, the Bureau of Fisheries has called to notice some of the vast amount of excellent fish food long neglected in our waters. It brought the tilefish into notice. This fish is being caught now at a rate of more than 20,000,000 pounds per annum from Atlantic waters, from about Nantucket to an area east of Atlantic City. Market reports show this fish to be sold in New York and Philadelphia markets cheaper than the more generally known varieties. It stands shipment better than most of the standard fishes, and is now being sold over a large area of the country.

"The sable fish, or black cod, of the Pacific coast has not heretofore been utilized, and absolutely without reason. It is an excellent fish; the flesh is white, firm, and flaky, with a full, rich flavor, very free from bone, and it is a good shipper. Sable fish is abundant from San Francisco to Alaska, and particularly plentiful from Oregon northward. It is a deep-water fish, and averages 15 pounds in weight. This new food supply bids fair to attain wide popularity and use.

"The introduction of the sea mussel on the Atlantic coast as an article of diet is another instance of a new aquatic food the public is taking to with considerable zest, and is becoming deservedly popular.

"Much interest is being manifested all over the country in the idea of fish culture in artificial ponds by farmers and other owners of land where there is a proper water supply, and the Bureau of Fisheries is assisting hundreds of inquirers with advice and in furnishing young fish with which to stock ponds. Why shouldn't a farmer raise fish as well as chickens? Given proper fresh water supply and a reasonable space for a pond—and this does not necessarily mean a very large space—fish are easy to raise, and an astonishing quantity may be had in two or three years, with proper conditions and protection. They are of rapid growth. The 'fingerlings,' of the bass and sunfish families that are distributed to these ponds will attain half a pound weight in a year, and the second year will be spawning and of greater size. It is not a lengthy or expensive process to stock a pond with fish, and the results are well worth the effort."

MEDICAL RECRUITS.

Dr. Franklin Martin, of the Council of National Defense, at the request of the Surgeon General of the Army, urges that all medical men take notice that officers of the Medical Reserve Corps are being transferred to the Medical Officers' Reserve Corps. It is necessary upon accepting the new commission in the Medical Reserve Corps for each man to again take the oath.

REGISTRATION DISTINCT FROM THE DRAFT, STATEMENT BY WAR DEPARTMENT EXPLAINS

The War Department makes the following statements:

From many letters received daily the War Department learns that registration and selective draft are being confounded. These are separate and distinct processes. Registration is simply the enrolling of all male residents of the United States between the ages of 21 and 30, inclusive. Every male resident between the designated ages must register on the date set by the President's proclamation unless he is in the Regular Army, the Navy, the National Guard, or Naval Militia, actually in the Federal service.

The enrolling is done in each voting precinct by a registrar appointed for the purpose. The duties of the registrar are mandatory and are performed under the sanction of an oath. Nothing is left to his discretion. He is liable to heavy penalty, imprisonment with no alternative of fine, for making a false return or in any way being a party to or conniving at

practices or favoritism or evasion. A like penalty impends over the individual who fails to register.

The later process of selection will be made by lot from the names entered on the registration rolls. Full information as to exemptions and methods of selection will be published later. For the present it is all important that the primary duty of registration be impressed upon all who are subject to it.

Interpreters will be needed, especially in the foreign sections of our large cities, to assist in answering questions on the registration cards. Here is an opportunity for service by those who speak other languages than English. Schools and colleges, too, will find in this a patriotic function. The War Department requests that volunteers for this work offer their service at once to the sheriffs of their respective counties, or, if they live in cities of 30,000 or over, to the mayors.

ORDERS SENT DEPARTMENT COMMANDERS RELATIVE TO DISCHARGE OF GUARDSMEN

Copy of telegraphic instructions sent under date of April 3, 1917, to the commanding generals of the territorial departments in the United States with reference to the discharge of certain members of the National Guard in Federal service.

COMMANDING GENERAL,
SOUTHERN DEPARTMENT,
Fort Sam Houston, Tex.:

Following telegram to commanding general, Eastern Department, quoted for your information and such action as may be necessary:

"Reference your telegram March 26, 1917, Secretary of War authorizes discharge from service of members of National Guard who are officers or employees of Government departments, the loss of whose services would seriously hamper the bureaus of those departments; of Government contractors, and of such employees of Government contractors, such as superintendents, foremen, inspectors, or in other special skilled capacities on contracts for United States, loss of whose services would se-

riously hamper contractors in the fulfillment of contracts with the War and Navy Departments for characteristically or distinctively war material.

"Such Government employees will be discharged by division or department commanders upon receipt by them of proper certification by the heads of departments or independent bureaus, and in the cases of Government contractors, or above-mentioned employees of Government contractors, upon receipt by them of proper certificate of an officer of such contracting firm whose responsibility has been certified to by the chief of the supply bureaus of War or Navy Departments under whom contracts are being filled.

"The heads of the several Government departments or independent bureaus in Washington have been informed as to the action taken herein with reference to officers and employees of such Government departments and independent bureaus."

McCain.

(Similar telegram to commanding generals Central and Western Departments.)

INVESTIGATION OF ADVANCE IN THE PRICE OF U. S. FLAGS

The Department of Justice, in response to reports from all sections of the country of sharp advances in the price of United States flags since the development of the demand inspired by the declaration of a state of war, has begun an investigation to ascertain whether the advances result from price fixing, in violation of the Sherman Antitrust Law. Department officials say that in some instances, according to their reports, flag manufacturers have advanced prices a full 100 per cent.

The department is receiving scores of letters daily calling attention to acts which, in the opinion of the writers, constitute desecration of the flag through its use for advertising purposes. Lack of Federal legislation makes it impossible for the department to interfere in the majority of these cases.

While many of the States have enacted laws regulating the use of the flag, the constitutionality of which has been upheld by the Supreme Court of the United States in the case of Halter versus Nebraska, the only Federal law on the subject is the act of February 8, 1917, which applies only to the District of Columbia. It makes punishable the improper use of the national colors in the District.