

BIG WAR ON OPIUM

Prohibitive Law May Result From Hague Conference

United States Takes Initiative In Fight Against Drug Used by 150,000—The President's Floating Home.

Washington—An international agreement for the suppression of the opium traffic may result from a conference of the interested powers at The Hague. The United States is taking the initiative in the fight and the call for the conference was made through diplomatic notes from Secretary of State Knox. The desire of this government is to see embodied in the international law some form of statute grow out of the belief that only through the co-operation of opium producing and exporting countries with our customs officials can the prohibitory statute of 1908 against the importation of fumble opium into the United States be made effective. Despite the unceasing efforts of customs officials it is known 68,000 pounds of the drug were smuggled last year for the use of 150,000 people. Thirteen and possibly fourteen countries will be represented. They are the United States, Great Britain, Austria-Hungary, France, China, Germany, Italy, Japan, the Netherlands, Portugal, Persia, Russia and Siam. Turkey may be also represented.

The American delegation at The Hague will seek an international law requiring each country to prevent the shipment from her ports of smoking opium intended for countries where that form of a drug is prohibited.

United States Has Troops.
This government first came into direct contact with the seriousness of the problem when it started out to put the Philippines in order. Investigation showed that aside from the question there, the continental United States also presented a serious problem. In 1880 this government had



Secretary of State Knox.

made a move against the drug through a treaty with China which prohibits the importation of smoking opium for the use of Chinese residents in this country. Many Americans were then engaged in the traffic and, as there was little trouble in secretly distributing the drug after it had been brought to the United States, the traffic continued regardless of the treaty and the drug acquired victims, white and yellow, accordingly. Last year when the statute prohibiting the importation of opium for anything but medicinal purposes was passed, there were about 200,000 users of the drug among Americans. A recent estimate places the present number at 150,000. Great Britain and Portugal are assumed to be the strongest opponents of this measure.

The attitude of Great Britain will be watched with interest by the delegates from other nations. Although in the last few years she has shown an inclination to join in the movement for the suppression of the misuse of the drug, Great Britain in the past has been open to severe criticism because of her Indo-Chinese opium traffic. It has been the popular impression, and with some foundation, that the British government forced opium on the Chinese by the so-called "opium war." It may be said in extension that for every pound of the drug India sent to China the Chinese produced and consumed at least 20 times that amount within their own borders—a fact not generally known.

One effect of the International Opium commission's conference was a pact between the British and Chinese governments, by which the former agreed to reduce her production and exportation of opium to China at the rate of one-tenth a year, beginning January, 1908. Great Britain has kept her part of the contract, and China has more than kept up her end. It is claimed on behalf of China that she has up to the present time reduced her annual production and consumption of opium to 350,000 piculs—30,000,000 pounds—about half the former amount. It is now China's desire for a new agreement with Great Britain, by which the ten-year period may be shortened to seven or even five years.

PRESIDENT'S FLOATING HOME.

When the president's flag, with its national coat of arms emblazoned on a blue background, is raised over the

United States ship Mayflower she becomes "the President's yacht." At other times she is a cruiser on the regular list of the navy. The "other times" are few, especially in the summer, since the President of the United States, being a normal human being, cannot help having a liking for the beautiful ship and a desire to spend much of his time on board of her. The navy list says that the Mayflower is detailed for "special service," which means that she is assigned to the personal use of the commander-in-chief of the navy and his family.

The proximity of President Taft's summer home at Beverly, Mass., to the beautiful north shore of Massachusetts brings naturally thoughts of cruising, and he has made considerable use of the Mayflower during his vacation. He is a good sailor, thanks to his numerous voyages on blue water, and he is believed to be quite as fond of the Mayflower as was Mr. Roosevelt. The latter frequently expressed his delight on boarding the yacht, and he selected her as the flagship when he bade adieu to the battleship fleet before its departure on the memorable around-the-world voyage. When the big ships returned triumphantly to Hampton Roads it was from the bridge of the Mayflower that President Roosevelt welcomed them home to Yankee land.

In size and in furnishing the Mayflower compares favorably with the royal yachts of Europe. Her birthplace was Scotland, where she was built in 1896 for the late Ogden Goelet, the New York millionaire, who did not live long to enjoy possession of the beautiful craft. The original cost of the Mayflower was \$800,000. After Mr. Goelet's death the yacht was offered for sale by his widow. It was reported at one time that the late King of the Belgians had acquired her, but the report was unfounded. The vessel was bought for \$450,000 by the United States government shortly before the Spanish-American war and was converted into a gunboat, or small cruiser. The price paid by the government was considered a low one.

The Mayflower is 270 feet long and is of 2,690 tons burden. Her engines produce 4,700 horsepower, and she is propelled by twin screws. She carries a complement of about 170 officers and men. The Mayflower carries a few light guns, principally for use in firing salutes. Otherwise there is nothing in her external or internal appearance to distinguish her from private yachts of her size. Like all the other vessels of the navy, she is kept in exquisitely neat condition, her smartness being accentuated by her coat of dazzling white paint. The fine lines of the Mayflower, which was built for cruising at medium speed as well as for comfort, have attracted the admiring notice of many marine observers. The interior of the Mayflower does not resemble that of a warship, thus belying, in a way her place on the active list of the navy's ships. She is decorated beautifully, principally in white, gold, silver, and every provision is made for the comfort of the President and his guests. Thousands of dollars are spent annually in the upkeep of the vessel.

The Mayflower has been assigned to the use of the President since 1902. Between the close of the Spanish-American war and her assumption of her new duties she served as a gunboat. The question of her disposition arose when it was considered by the authorities that she had outlived her period of naval usefulness. The decision to reconvert her into a yacht and detail her to do duty as a Presidential vessel in place of the old Dolphin brought forth almost universally favorable comment, as it was felt that the President should have a yacht worthy of comparison with those of the heads of other great nations.

GOVERNMENT OWNS RECLAIMED ACRES.

In execution of the project for improving the channel of the Potomac river along the water front of Alexandria, the United States will obtain about 44 acres of land in Battery cove, just above Jones point. The question of title to this land has been in dispute for several months, and it required an opinion of the Attorney General to settle it.

The river and harbor act of the recent Congress contained an appropriation of \$60,000 for the improvement of the Potomac opposite Alexandria. The approved project contemplates dredging the river channel 24 feet deep along the water front of Alexandria and depositing the dredged material in Battery cove. That cove is within the limits of the District of Columbia, and the jurisdiction and ownership of the United States extend to high-water mark on the Virginia shore.

To use the cove in the way proposed, the construction of bulkheads and retaining walls was necessary. Interested parties owning adjoining land offered to make these constructions at their own expense, provided the government would not dispute their title to the land thus reclaimed. The engineers regarded that arrangement as economical and advantageous to the United States. Before entering into any formal agreement, however, it was decided to ask the Attorney General for an opinion as to the ownership of the artificial accretions when made as proposed. In his opinion the Attorney General reviews the law in the matter and holds that the submerged area will remain the property of the United States up to the present high-water mark on the Virginia shore. Capt. W. T. Hannum, the engineer officer in charge of the project, improvement, has made an estimate that the reclaimed land will be worth from \$20,000 to \$30,000.

IN THE PUBLIC EYE

ALFRED WELLER, WHO IS A REAL TELEGRAPHY PIONEER

TAKING the telegraphic returns of every presidential election from 1848 to 1896 is the record of Alfred Weller, formerly of Milwaukee, and residing in La Porte, Ind.



The first presidential election which Mr. Weller figured in, then only thirteen years of age, was that of Zachary Taylor. At that time he was operating in the village of Marshall, Mich. He claims the distinction of being one of the first, if not the first, telegraph operator to learn to read the Morse alphabet by sound.

In a letter sent recently to a telegraphic journal he refutes the statement of Alonzo B. Cornell, who claims to have been the first operator who took telegraph messages by sound, and gives the proof of his own claim to the distinction. He writes:

"I notice in a recent number of your paper an interview with Alonzo B. Cornell, wherein he claims to have discovered, in the early fifties, that he could take press dispatches by sound, and considers that he was the first telegraph operator that made this discovery.

"The interview does not state in what year of the early fifties that this occurred. It may not be amiss for me to state, however, as a matter of early telegraphic history, that in 1848 I took by sound the returns of the election of President Zachary Taylor. In the village of Marshall, Mich.

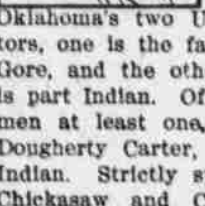
"I was then thirteen years of age and was operating at that place under the management of Jabez Fox, on the old Speed line, the first telegraph wire that was strung west of Detroit to Chicago.

"Inasmuch as this antedates Mr. Cornell's claim by at least two years, we will need to go back to 1848 to find the first person who discovered that the Morse alphabet could be read by sound."

OKLAHOMA SENATOR IS NEARLY ONE-HALF INDIAN

THE state of Oklahoma, made up of the territory of that name and Indian Territory and admitted to the Union in 1907, contains about 65,000 Indians, more than any other state. It is right and proper, therefore, that the citizens of aboriginal blood should be represented in the law-making bodies at Washington. Of Oklahoma's two United States senators, one is the famous blind orator, Gore, and the other is Curtis, who is part Indian. Of her five congressmen at least one, Senator Charles Dougherty Carter, is nearly one-half Indian. Strictly speaking he is 7-16 Chickasaw and Cherokee and 9-16 Scotch and Irish. His ancestor, Nathan Carter, fell into the hands of the Indians during a massacre, was adopted into the tribe and married a full-blooded squaw. Since then there have been several intermarriages.

Recently Senator Carter has been before the nation as one of the witnesses in the Indian land fraud investigation. Senator Carter was born in 1868 near Boggy Depot, an old fort in the Choctaw nation. His education was obtained in the common schools and in the Chickasaw manual labor academy. In youth he worked as a ranchman and as a clerk in a store. From 1892 to 1894 he was auditor of public accounts for the Chickasaw nation. Since then he has been superintendent of public schools of Indian Territory, member of the Chickasaw council and congressman. He is a banker, a Methodist, a Mason and an Elk.



Senator Carter.

DARING AVIATOR WHOSE FEATS THRILLED THE WORLD

ONE of the most daring aviators, whose feats have thrilled the world, is Louis Paulhan. Ever since he was a mere boy he has walked hand in hand with romance. His parents were ordinary people, unable to bestow upon him any of the luxuries of life, so at an early age he ran off with a traveling circus. At first he did odd jobs about the tents, but between performances he practised on the tight-rope, and the proprietor, observing his skill, decided he was sufficiently proficient in that art to be exhibited. Before long he was the star artist, doing difficult somersaults and glides with reckless



abandon and grace. It was while he thus cavorted on a slack-wire that he acquired the balancing facility which has enabled him to attain his rank among the "bird men."

When the circus life began to pall, Paulhan signed as a sailor. Later he became a soldier, enlisting in the Aerostatic battalion of the French army. Here he attained the practical knowledge of air craft which resulted in his adoption of his present profession.

Owing to his comparative poverty Paulhan was not able to own a machine of his own, but in the fall of 1906 he engaged himself to Surcouf, the designer of the famous dirigible balloon, "Ville de Paris," and tended the motor and steering gear in all of the 31 celebrated flights.

Meanwhile his interest in the heavier-than-air machine increased. A year previous he had made a small model of an aeroplane, and in 1909, when the Aeronautique club offered a prize for the best model that would fly, Paulhan entered his toy machine and won the prize.

It was in the machine acquired in this manner and without previous experience in actual flying that he began his hair-raising flights.

His charming young wife accompanies him on his trips and has made frequent ascents.

WIDOW OF LEOPOLD WEDS A FRENCH BUSINESS MAN.

WHILE still greatly regretting the death of King Leopold of the Belgians, his widow, Baroness Vaughan, has married Emmanuel Durler, a French citizen. The baroness is only twenty-seven years of age and lacking experience in worldly affairs. Her friends say she finds it difficult to manage the large fortune left her by Leopold and she fears that the legion of lawyers who have been fighting her in the courts will eventually swallow up not only the interest, but the principal of her estate. Durler is said to be a shrewd business man. The two sons of the baroness have been sent to school.

Since her dramatic flight from Belgium on the death of King Leopold, which closed her regal career, the baroness has been living sumptuously, although in the greatest privacy, in the Chateau Ballincourt at Arronville.

The penniless sisters of the baroness, who are living in Paris, are stupefied at the news, and express themselves as amazed that she would marry so soon after the death of the king.

The career of the Baroness Vaughan reads like a novel. The daughter of a janitor, she rose to be the acknowledged wife of the Belgian king. The marriage took place on December 7, while Leopold was on his deathbed, in fact, just eleven days before his death.

The thirteenth child of a family belonging to the lower class of "la petite bourgeoisie," though arrived at a dazzling degree of fortune, Blanche Caroline Delacroix never, so far as is known, exhibited the least intention of alleviating their lot, and all of them speak of her with unmistakable coldness.

Her eldest sister, Mme. Laure LeFebvre, fifty years old, was until recently a commission merchant at the central markets in Paris. Another, Mme. Maria Laluit, keeps a fruit and vegetable stand in Gobelins market. Another sister of the baroness is Mme. Juliette Verger, who formerly was a flower girl in the Place de Clichy.

The only surviving brother of the baroness is a waiter in another cafe not far from the Place Republicque. He alone of the family has something kindly to say of the widow of the Belgian king, whom he called, half jocularly, his brother-in-law.

The New Woman's Danger. This new element in reform which seems to be poking the fire from the top, this new woman, does not know now to wait. Haste! That is surely the danger which walks at the elbow of our most noble instinct of social responsibility. It is this haste which has lately driven some of us into ludicrous and wicked disrespect for law; it has made us, with mistaken kindness, seek to interfere with individual development which comes by wrong-doing and pain; it has robbed us of patience and differing opinions; it has created a god in its own image, and cries out that he shall be worshipped only in ways of which it approves. Oh, let us learn to wait; it does not follow that we must be idle because we refuse to be precipitate; it may only mean that we have a faith that is large in time, and that which shapes it to some perfect end. Indeed, there seems to me a certain unbecoming arrogance to this bustling, feminine haste to make over the world—it is as if we thought ourselves so important that nothing could go right without us.—Margaret Deland in the Atlantic Monthly.

MODES of the MOMENT



HOSE who go up the woods to shoot have been concerning themselves for some weeks past with the new tweeds, no doubt finding them singularly like the old tweeds, and being persuaded that in the matter of their making-up the possibilities are very limited. Even the sportswoman has her skirt narrower than last year, but she steadfastly turns from the attractions of the one-and-a-quarter yard width, and will more wisely adopt a knit which bears little stress in it, or the straight and fitting skirt which has a box-pleat down the center of the back. Personally I am always in favor of the flat knit for the genuine walking dress, worn with knickerbockers and boots.

Boots are things of beauty, the thick sole being no drawback to the calf vamp and the antelope upper, but you must have the like specially made for you, for the ready-made variety to suit accurately individual insteps is hard to find. Round smoked pearl buttons are essential to the antelope upper and the calf vamp, which, I may mention, is not a common object of commercial creation, patent leather being far more general; and patent leather, when serious walking is a question of necessity, cannot be considered comfortable, writes Madame Arie, in London Madame. The ordinary leather boots completed with

displaying generally a raised ridge, and the color dull green or Saxe blue. There are many, however, who prefer the knitted coats made in white, and these can be worn over dresses of any color, a green plaid skirt looking particularly well with a white woolen knitted coat, and a long blue overcoat may be considered the most advisable addition to the scheme.

The all-in-one-piece dress made of an infinitesimal check in brown and white looks well with bands of brown leather and buttons of pearl, and this worn with a white knitted woolen coat may be completed with one of the draped caps in soft dark brown satin with a braid and tasseled ornament at one side. A green knitted woolen coat has charms over a green and blue mixed cheviot skirt with a blue voile shirt and blue hat of antelope skin, and small velvet caps are effectively bordered with knitted petersham; and these are definitely novel.

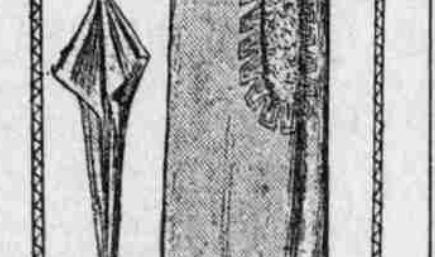
Useful Knitted Waistcoats.
And we have the knitted waistcoats to consider, and very warm and comfortable these are. Then again we have at our disposal some knitted woolen cravats made with much skill to fit into the small V produced by the low crossed collar of the coat fashionable.

There is, indeed, much cry of wool in the world of fashion for those who go north; and the change to silken or velvet teagowns for the evening, offers the pleasing condition of direct contrast. Narrower and narrower grows the teagown, taking unto itself the outline of the tunic and princess dresses, so that it is rather difficult to distinguish "tother from which." Favorite materials are still charmeuse and metal-traced lace. An admirable example I have met was of dull rose pink satin, with a tunic of fine black net heavily embroidered with pink jewels and thick gold thread. This was filled up to the neck with pale pink transparent tulle, a tightly-fitting collar-band finishing it round the throat, and its possessor was ordered to add to her belongings a long chain of gold set at intervals with pink topaz, it being further suggested that she should enhance the effect by adorning the front of her hair with a spiked coronet comb set with these same jewels. We must buy our jewels to match our frocks if we want to follow faithfully the mandates of Madame Mode, and a beautiful soft green satin teagown of my acquaintance bearing a tunic of black lace is much indebted to a long chain of olivines and gold, and rose pearls.

Black Lace Has a Revival.
Black lace is amongst the revivals; many attractive gowns and blouses are made of this, the blouses being mounted over jetted net or ivory lace. A foundation of Paisley chiffon is also amongst the privileges I have seen black lace enjoy recently. Doubtless the autumn will find black lace more definitely established as a fashionable fabric. But here I am, prophesying again—most rash of me considering the vagaries of the dress designers who so deliberately foreshadow in one season a proposition which does not crystallize until three seasons afterwards. But that is the fault of the English; it is well-known that we Britishers take at least three seasons to become acclimated and truly reconciled to any distinct change of front—or back.

And while I am talking of lace, I note that this in ivory, embellished with colored silks or golden thread, may well make teagowns. But instead of teagowns I really should write dinner-gowns, for, as a rule, there is little time or inclination to lounge over the afternoon cup, and we go straight from our day of strenuous moments to the luxury of a bath, if we can get one, and the consideration of the most easeful gown in which we can do decorative duty at dinner. Plain ivory lace robes were bought in quantities at the July sales, and these with skilful manipulation will achieve most successful evening gowns. I strongly advise that all be made with transparent yokes instead of bare necks, and would further insist that there is much advantage accruing from the use of pale blue satin ribbons carefully concealed and yet revealed through the lace, and the general faintness of result may be further secured by the assistance of chiffon. I have seen a lace tunic looking its very best above an underskirt of pale pink chiffon. And again, in praise of chiffon, I will note a capital frock destined for ordinary evening wear, which showed the combination of peacock blue chiffon with purple chiffon, all the hems being adorned with narrow borders of straight bugles twinkling in the two colors.

The Style of 1900.
A fall bride has planned her bridesmaid's gown after a fashion plate of 1850. The foundation of the frocks will be of silk and the overdress of fine white tulle, made with three skirts, the top one looped up by tiny bunches of pink moss rosebuds, while a wreath of the same tiny flowers will be worn in the hair. Large snug bouquets of the rosebuds, edged with the old-time lace paper frill, will complete these quaint costumes.



gaiters have the preference of some, and among gaiters those of stockingette share favor with those of cloth, while the puttee owns more votaries, perhaps, than either, and there are a few, a very few, who merely wear cashmere stockings allied to well-fitting boots of ordinary leather. Gray antelope with black leather, and brown antelope with black leather, are both prominent fancies, while those who have been to America, or hail from there, declare in favor of the boot which is entirely made of one color, brown or dark gray for choice, and on all of these the smoked pearl buttons appears. America, by the way, does show us how to put the best boot and shoe foremost. To it we owe the black satin walking boots and walking shoes which have been the most conspicuous revival of the season, and again it is to America we must grant the glory of the introduction of the "buttoned boot of antelope skin."

Excellent Mixtures Seen.
But to return to my woods. There are many excellent mixtures in frieze, and tweed, and cheviot, showing green and brown, and purple and blue as popular combinations with antelope skin or wide braid for collars, and hems, and cuffs. The box-plated coat is again an established favorite, with the belt passed through straps placed very low round the hips. Most of the skirts are made in limited corselet fashion, but not all, the leather belt being too becoming to discard. Thick, diagonally-ribbed silk is well used for shirts, and dark foulard shirts spotted with white are also in favor; and, again, those who are most keenly sensitive to cold seek the comfort of a Virella shirt.

The knitted woolen coat worn under the long traveling coat is one of the most conspicuous features of dress, and this is to be obtained in all lengths with sewn or knitted hems, hanging straight or belted round the waist. The knitted silk coats have not so many attractions as those of wool, nevertheless they are firmly established in popularity, the pattern