

PREVENTING BELLIGERENTS FROM VIOLATING NEUTRALITY BIG TASK

Customs Authorities of the Port of New York Never Before Had a Situation to Deal With Like That Created by the European War

New York.—New York is a neutral port. It is neutral despite the presence here of vessels of all nations.

These vessels are free to come and go as long as they observe the neutrality laws of the United States.

Dudley Field Malone, collector of the port, is charged with the responsibility for the enforcement of these laws.

Mr. Malone has been without precedent to guide him. No other collector of this port ever had to deal with a situation like that created by the war in Europe.

The need for prompt and vigorous action was emphasized by the Kronprinz Wilhelm episode.

Yet the facility with which the Kronprinz Wilhelm was transformed from a peaceful merchant vessel to a commerce destroyer as soon as it was on the high seas caused the government to turn its attention to the activities which became manifest on board other steamships that were in the harbor.

Mr. Malone immediately organized a neutrality bureau, consisting of about a hundred customs officials. These men were assigned to various piers and stations where vigilance seemed necessary.

Each man was held to a strict accountability, but Mr. Malone set them a splendid example, for night after night he was out in the harbor, in wind, rain or cold, either on a torpedo-boat destroyer or one of the government's fast launches which have been assigned to neutrality duty.

The formalities attending the clearance of a vessel were made more strict, a closer inspection of the loading of cargoes was instituted, and to guard against a vessel attempting to leave the harbor without clearance papers it was arranged to have some of the speediest torpedo-boat destroyers in the navy stationed in the Narrows off Quarantine and in the sound off Whitestone.

Cables were laid and attached to a buoy, from which direct connection could be made with one of the destroyers on guard at either station, so that it would be possible to telephone direct from the custom house to the commanding officer at any minute during the day or night.

Private telephones were also placed at each pier around the harbor, making it possible for the men on guard to get into instant communication with the collector's office.

No Chance to Get By. Under this arrangement as soon as a vessel has cleared at the custom house notice is sent to the torpedo-boat destroyer on guard, and no vessel is allowed to leave the harbor until the commander of the destroyer has received word from the custom house that clearance has been granted.

The efficacy of this supervision was tested when the steamship Pathfinder, ignoring the signals to stop, steamed rapidly past Quarantine and was down in the lower bay before the destroyer got under headway. The departing boat was speedily overhauled, but even then the captain refused to stop until a solid shot was fired across his bows. He thereupon decided to take no chances on what might happen next and returned as ordered to the Quarantine station, where he was detained until a proper clearance was produced.

They were purchased by a machinist and boiler maker and stored in the Erie basin, where they remained several years, neglected and uncared for. Soon after the war broke out they suddenly became the objects of great activity.

No explanation of this sudden change could be obtained, so customs guards were placed in charge of the boats day and night, with instructions to forbid them leaving the pier until the collector had given permission for them to do so.

Also it was shown to the owner that as there were two British cruisers on guard outside of New York harbor, the possibilities in case these torpedo boats should fall into the hands of irresponsible parties were too serious to be lightly disregarded.

The great fleet of German and Austrian passenger and merchant vessels (27 of the former and four of the latter) now tied up at the docks in the New York harbor has been under the constant surveillance of the "neutrality squad."

A trip around the harbor in the launch Neutrality, which is always ready to respond at a moment's notice to an emergency call from Mr. Malone or any of his subordinates, gives some idea of the vast amount of work and the tremendous responsibility involved in keeping the port of New York neutral.

Exorbitant freight rates and the certainty of obtaining cargoes have drawn ships of all descriptions from all sections of the globe to these waters. The oldest sailors say they have never before seen such a large and ill-assorted fleet of tramp ships as there is now in the harbor.

Millions and millions of dollars' worth of war supplies purchased by the allies are awaiting shipment. The volume of exports now going out of New York from week to week far exceeds any previous movement of the kind from any port in the world in the history of modern times.

Some of these ships have made more money for their owners on a single voyage than their actual worth in the market.

Passing under the shadows of the great German steamships tied up at their docks in Hoboken after the manner in which an ice company is forced to stable its horses in the winter time, a tour of investigation soon leads to scenes of unusual activity along the piers at Weehawken.

Across the way another big steel freighter, scheduled to steam for Vladivostok, Russia, is taking on the cargo that is of unique character. It is composed in part of steel rails, the steel frames and trucks of freight cars and the dismembered parts of

TO PROVE MOOTED THEORY



Fuji, the Japanese foster-daughter of Mrs. William B. Neader Adamson of Philadelphia, is not only a beautiful, healthy and loving little Japanese child, but is also the living exponent by which the theory of the influence of environment over that of heredity is to be proved.

A couple of powerful locomotives of the latest pattern, and in part miscellaneous freight, consisting of supplies for army use.

Lights piled high with large crates containing motors and automobile bodies of various makes are in evidence everywhere around the harbor. The spaces between the piers of the Bush Terminal docks are congested with freight of this character, and the scene is one of remarkable commercial enterprise.

The Neutrality picks its way along cautiously until in less crowded waters, then makes a dash across the upper bay to the torpedo-boat destroyers stationed at the Narrows. The investigating party no sooner clambers up on the deck of one of them than a telephone bell rings aft.

Beyond the Narrows, in Gravesend bay, in what has been designated by the harbor authorities as the loading ground for explosives, several ships are taking on dynamite, trinitrotoluol or some other form of high explosive in quantities sufficient to make you shudder at the mere thought of what might happen if one of the boxes carelessly swung from the lighter alongside should slip from the block and tackle and fall to the deck.

Most of them paid little heed to the regulation. They were traveling up and down the harbor, each with enough picric acid or other high explosive to raise the city, with no red flag flying or other indication of the dangerous cargo they were transporting.

The customs guards are also forced to keep rigid watch to see that no explosives are loaded on passenger ships. It is likewise part of their duty, under the law, to prevent shippers from loading goods under a false classification.

In enforcing neutrality Mr. Malone has not lost sight of the fact that the motive of patriotism which impels all aliens in the United States to want to be of utmost service to their respective countries is perfectly understandable, but it has been his constant purpose to compel the representatives of all nations to realize that they can only serve the cause of their governments by keeping within the limits and prohibitions of our neutrality laws.

MAN BAGS 52-POUND WOLF

Young Minnesota Hunter Chases Animal for Several Miles on a Motor Cycle.

Balaton, Minn.—Two boys, Evold Bylander and John Bollman, bagged a 52-pound wolf recently in rather a novel way.

They were out hunting—one boy on the motor cycle and the other with a gun in the side car—when they spied the wolf and gave chase. After a wild ride of several miles, they made a successful long shot.

Man Kicks Against Dogs.

Tulsa, Okla.—Suit was instituted in district court by W. P. Blevins against J. S. McCartney and others to recover 500 because the dogs at the city pound keep him awake at night by their barking. McCartney is the keeper of the dog pound.

In the suit it is charged that the snarling and growling of the dogs is objectionable to the residents of the section and that infection from the kennels has spread to some of the adjoining houses, causing disease among the children.

WARSHIPS' GOOD WORK

FRENCH VICTORY OVER INVADING SCHOOL OF PORPOISES.

British Vessel Also Met and Destroyed Sea Monster That Had Caused Fear—Norwegian Fleet Found Its Task Too Big.

Not all the tasks warships are called on to undertake have to do with war and the destruction of human life and property.

A couple of French warships were sent out into the Mediterranean some years ago to wage war against a school of porpoises which were doing an immense amount of damage to the fishing industry in those waters.

A year or two ago a warship of Great Britain's Australian fleet was given the strange job of capturing or destroying a mysterious sea monster which had been reported on the Falkland islands.

It is pretty safe to say that the officers, if not the crew, entertained grave doubts of the actual existence of the frightful creature which had been described; it was too terrifying, hideous, gigantic and ferocious.

But shortly after the ship arrived in the waters where the monster was supposed to lie in wait for vessels, the officer of the watch described a strange-looking beast making toward his ship, and it was immediately guessed that this must be the substance of all the alarming tales.

An attack was made upon it, and after some hours' fighting with harpoons and quick-firers, the mysterious monster, which proved to be a sea-elephant between 13 and 14 yards long, was slaughtered and taken aboard.

Some years ago the Norwegian government sent out a powerful little fleet of warships, armed with mines, torpedoes and quick-firing guns, to exterminate a vast horde of seals which was denuding the sea on the north-west coast of all fish life.

But the government had reckoned upon tens of thousands of seals, where as there were millions. So unending was their number that the fleet had eventually to admit itself defeated, with the loss of one man and two slightly wounded, owing to an accident, and to "retire in order," having exhausted its entire supply of ammunition.

Pleasure Boats for South America.

In Uruguay, Argentine, Chile and parts of Brazil there are great opportunities for the sale of small sailing craft such as catboats or canoes and light rowing boats with outriggers. Many of the larger cities of these countries, situated near the water, have boating clubs and hold annual regattas.

One man could handle the entire line of commercial and pleasure boats, and I am sure could make a profitable initial trip through these countries. It would also suggest that he carry a complete side line of accessories, such as anchors, blocks, rope, varnish, bunting, sail cloth and the like.

Much Gold Overlooked.

The sequence of events so often observed in the history of gold-mining camps has been repeated in the Willow Creek district, Alaska. The earliest prospectors, in 1897, were primarily interested in the search for placer gold, and having found it, were too busily engaged in mining to trace the stream gold to the veins from which it originally came.

Preaches in Gray Work Shirt.

Declaring "the reason only two per cent of workmen attend religious services is because 70 per cent of the ministry is out of sympathy with the cause of labor," Rev. C. H. Holcomb, Barberton, O., preaches to his congregation in a gray work shirt, without coat and with a red bandana handkerchief in his hip pocket.

"Some people think that everything with a long-tailed coat is a preacher," he said. "They forget that men in long tails open street doors in department stores and that the cry of 'Cab, str, cab,' comes most frequently from a dusky person likewise clad."

For Exhibition of Pets.

"By all means let us have a children's pets exhibition," enthused Jack London.

"The only way for man to understand himself is by an understanding of all life about him. Pets for children serve to begin this instilling and to set them on the path of understanding. Indeed, an animal pet for a child is more effective in this matter, than scores of books after the child has become an adult."

Serbia's Homesteads.

In Serbia the land belongs to the people, and every grown man has a claim to five acres, which he can neither sell nor have taken from him. His land and its produce are exempt from all claims for debt. Thus the poorest man in Serbia has always five acres to his credit.

Beauty Fills the House.

"Is she pretty?" "Pretty? Why that girl is so pretty that plenty of fellows are glad to call on her father and mother."

ENGLISHMEN OBJECT TO CONSCRIPTION



A scene at a meeting at the Smithfield market, London, where a great throng gathered several days ago and vehemently expressed their sentiments against conscription and against the proposal of the government for the early closing of saloons.

WINTER REIGNS ON FIGHTING FRONT



Winter has come again to most of the fighting millions of Europe and their problems are tremendously increased. Transportation becomes especially difficult. The photograph shows part of a long line of motor trucks in France laboring toward the front.

AUSTRALIANS EAGER TO FIGHT FOR THE EMPIRE



A very interesting story is told in this picture. The enthusiasm of the Australians for the allied cause is unbounded, and this incident furnishes proof thereof. Thirty men of the town of Gligandra, in the interior of Australia, organized themselves into a band of volunteers, and decided to march to Sydney, a distance of 320 miles, to offer their services.

PRETTY WASHINGTON BUD



Miss Anita Kite, daughter of Surgeon I. W. Kite, U. S. N., retired, and Mrs. Kite, has just been presented to Washington society. She is one of the prettiest of the season's buds, and as popular as she is pretty.

AMERICAN DOCTORS RETURNING TO RUSSIA



Drs. A. M. and P. H. Zinkhan of Washington are shown here in the uniforms of lieutenant colonels of the Russian army, the rank conferred on them for life by the czar for their work in the Russian war hospitals. They have left Washington to sail for Russia on the expiration of their furlough.

INTERESTING FACTS

Osmium is one of the most valuable metals. It is worth \$50 a pound. Only 39 per cent of the total graduates from the six principal women's colleges in the United States have married. It has been estimated that Holland contains about 100,000,000 tons of peat suitable for fuel, equal in heating value to 75,000,000 tons of the best English steam coal.

A new electric insulating material, the invention of a New York man, is made of an aluminum silicate fused with boron at high temperature and then shaped into the desired form. A Spanish adventurer, returning from highly lucrative wanderings in the early-day Americas, is said to have given away \$50,000 in alms on the occasion of his marriage at Barcelona. Another stood in a Madrid window and threw handfuls of silver coins into the crowd until he had emptied two barrels.

HORSE DIES ON ITS FEET

Brownstown, Ind.—C. J. Reynolds of Medora, a mail carrier, has lost a faithful horse. It died standing on its feet after more than 12 years' work in the rural mail service. During this time it traveled 103,333 miles and hauled 596,000 pieces of mail. The horse, according to the owner, was about fifty-three years old. Reynolds says at the close of the Civil war in 1866 the animal was a three-year-old jumper on a Texas racetrack.

POSTSCRIPTS

A rubber cover to protect straw hats from rain has been patented. Argentina has the greatest railroad mileage of any South American country. The English city of Birmingham uses nearly 90,000 penny-in-a-slot gas meters. An English golf enthusiast has patented a club in the head of which is a device to measure the force of strokes.