

# 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 —Efficient Bay Patrol Assisted by Swift Destroyers Keep Constant Watch on Outgoing Vessels.

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.

From the outset he has been determined, so far as his district is concerned, to prevent any act on the part of any of the belligerents which would compromise the neutrality of this country as defined in President Wilson's proclamation, says the New York Herald.

The need for prompt and vigorous action was emphasized by the Kronprinz Wilhelm episode. The records of the custom house show that this vessel cleared in a proper manner. The authorities had no legal right to detain it.

Becomes Commerce Destroyer. 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

the navy department and sold. They were purchased by a machinist and boiler maker and stored in the Erie basin, where they remained several years, neglected and uncaared for. Soon after the war broke out they suddenly became the objects of great activity. A number of workmen appeared on the scene, the decks were scraped and painted, the engines and machinery overhauled and the boats soon took on the racy, businesslike appearance which had distinguished them when they were on the active naval list.

Sale Falls Through. 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. The owner then appeared and stated that he was negotiating the sale of the craft and that they were to be taken up to the great lakes. It was shown to him that all that would be necessary to make the vessels effective fighting machines would be to mount a couple of torpedo tubes on the decks, which still contained the ringbolts and the bases on which the torpedo tubes had formerly been mounted.

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, and that if the vessels were sold they would not be permitted to leave the custody of the customs authorities until the identity of the new owner and his purpose of acquiring craft of this type were fully investigated. The negotiations for the sale of the boats apparently fell through, for at the present time they are still in the hands of the same owner and are still under the supervision of the neutrality bureau, day and night.

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." These vessels are not interned. They are merely "self-detained," and, so far as the United States is concerned, are quite as free to come and go as the ships of any other nation, if they so elect. All that the customs authorities demand is that any cargo taken aboard shall conform strictly to our neutrality laws and the vessels clear according to the proper formalities.

Vast Amount of Work. 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. Any sort of craft that will keep afloat is welcomed by shippers.

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. The shipyards of Europe, America and Asia have been ransacked; craft that had been assigned to the scrap heap has been resurrected and put into commission. Some of these ships have made more money for their owners on a single voyage than their actual worth in the market. The skippers are not particular what sort of cargo they carry. Dynamite or gunpowder, automobiles or mules are all the same to them so long as they can get the benefit of the high rates which this war-time traffic bears.

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. The huge grain elevators operated by the West Shore railroad are pouring wheat by the hundreds of thousands of bushels into the steel hulks of vessels steaming under the Norwegian and Danish flags. A little further along the French steamship Kangaroo is loading with tons and tons of steel billets to be used in making firearms and ammunition.

Freight Piled High. Across the way another big steel freighter, scheduled to steam for Vladivostok, Russia, is taking on a 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. The child is to be given a real American training and at twenty-one to be permitted to decide whether she wants to live in America or Japan. Meanwhile all her inherent characteristics are to be made a matter of record.

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

Lighters 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. Lieut. George M. Lowry answers the call and returns with a message for a member of the "neutrality squad" from the office of Mr. Malone. The destroyers have steam up and are ready to make a dash if the occasion should arise.

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.

All barges carrying explosives are required by the municipal ordinance to fly two large red flags, one at the bow and one at the stern, and at night to display two red lanterns. City in Danger From Explosives. 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 raze the city, with no red flag flying or other indication of the dangerous cargo they were transporting. The attention of the "neutrality squad" was called by Mr. Malone to this carelessness.

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.

# GOOD ROADS

IMPROVE ROADS BY DRAINAGE

One of the Most Important Matters to Be Considered in Construction of Public Highways.

(By E. L. GATES, Illinois.)

When it comes to building roads there are a good many problems to solve and not easy ones at that. Riding along in an auto it is easy enough to say when you strike a smooth stretch, "this is fine," and turn on a little more gas, but when you hit a mudhole and ruts you may get your foot on the wrong pedal and the road commission catches it.

It takes labor, time, good material and money to have good roads. Everyone wants the roads, so we will all have to work and spend some of our time and money and boost for better roads.

One of the things most needed is better drainage for the roads as well as for the farms and at this time we will confine this article to the subject of drainage.

Drainage is the most important matter to be considered in the construction of roads. Drainage alone will often change a bad road into a good one while the best stone road may be destroyed from a lack of proper drainage.

There are three systems of drainage that we can use to advantage, and these are underdrainage, side ditches and surface drainage.

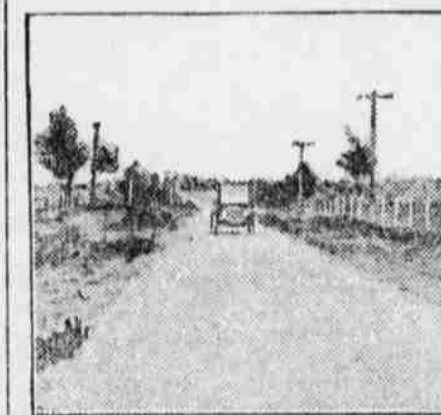
Where water stands on a road underdrainage without any grading is better than grading without underdrainage. Underdrainage is not to remove simply the surface water but its greatest help is to lower the water level in the soil.

The action of the sun and wind will finally dry the surface of the road but if the foundation is wet and soft the wheels will wear ruts and these get filled with water during the rainy rains and the road becomes a sticky mass.

An undrained soil is a poor foundation upon which to build roads as well as anything else. When frost is leaving the ground the thawing is quite as much from the bottom as from the top. If underdrainage is provided the water is immediately removed.

The best and cheapest method to secure underdrainage is to lay a line of farm drain tile on one or both sides of the road. The new road law gives the highway commissioners power to contract with adjoining property owners to lay larger tile than is necessary to drain the road and to permit the contracting parties to drain their lands. This helps the roads and at the same time is a great benefit to the adjoining land.

Side ditches are necessary to all roads but no road can be maintained with the ditch holding the water un-



Well-Drained Road in Illinois.

til it evaporates. In most cases it is cheaper to get the water away from the road than to try to lift the road out of it.

Sometimes roads on the hillsides are left without side ditches. This is a mistake, for if any road needs a ditch it is the one on a hillside, for where there are no ditches the water runs along the middle of the road and wears gullies and as we all know, makes a bad road.

The roads should be so crowned that water can reach the tile or ditches. If all ruts and mudholes are filled, the water will have a better chance to run off. There are several machines made to keep the roads in shape and these need to be used often and at the right time. It is not necessary to spend half a day in trying to get hold of a road commissioner to help open a culvert or let the water out of a hole in the road. Better spend the time in doing it yourself and you will feel better and your neighbor will thank you.

## Arteries of Community.

Improved public roads are directly related to better country homes and schools, to the reach and influence of country churches, to the timely market centers. They are the arteries of organized community life.—Home and Fireside.

## Road Drags for Upkeep.

The road drag is not an equipment for constructing roads, but it is intended for upkeep. It should not move any large quantity of earth, but takes a small amount of wet earth to or away from the center of the road. It is important to remember that the road drag does not build roads, but helps to keep them in repair.

## Using Taxpayers' Money.

There is no better way to use the taxpayers' money than by draining our roads.

# WASHINGTON GOSSIP

## Congressional Directory Shows Work of Censor

WASHINGTON.—The proclivities of new congressmen to advertise their past exploits and their future aspirations have been severely dealt with by the censor appointed by the joint committee on printing to edit the autobiographies submitted by statesmen for the new congressional directory.



One of the features of the new directory is the brevity of many of the biographies. Constoneration reigned in the government printing office several years ago when Representative Lindbergh of Minnesota sent in his biography this: "Lindbergh, Charles A., Republican, Little Falls."

There are more than a dozen similar items in the directory just issued. One of them is the biography of Senator Lane of Oregon, who records himself as "Harry Lane, Democrat."

Senator Thompson of Kansas, who predicted a glorious future for himself in the first directory printed after his election, has evidently changed his view, as the new issue contains nothing even related to the radiant. Similar high personal mention which stood out in a former sketch of Representative Littlepage of West Virginia is missing.

Harry E. Hull, Republican, of Iowa, says he had only ten days to make his campaign as the successor of the late Mr. Pepper, and that he "made a run that was accepted by the whole country as proof of how the farmers would vote and of the weakness of the Progressive cause."

Jeff McLemore of Houston, Tex., asserts that he is "a bachelor and a newspaper man." He also prospected for gold in 1879, but "did not make a strike." Mr. McLemore also says that he "had but little schooling because of his aversion to teachers."

David H. Kincheloe of Madisonville, Ky., proudly says he is married and "has one girl now seven and a half months old."

## Uncle Sam Now Boosting the Goosefish as Food

THE bureau of fisheries is doing its best to exploit the commercial possibilities of the goosefish and has issued a bulletin upon this unappreciated fish in which it gives ten different recipes by which it may be converted into a delicious and appetizing food.

So little is this fish valued by the fishermen of the Atlantic coast that every year they throw away about 10,000,000 pounds. But goosefish is of a higher nutritive value than the famous New England codfish.

This angler, or monkfish, as it is also called, is a most unsightly monster. It has a very large head and mouth, entirely out of proportion to the rest of its body. It is abundant along the Atlantic coast down to the Carolinas, and on trawl lines and in nets with other fish there are gathered more than 400,000, weighing on an average of 25 pounds each, and giving, when cut into steaks, food that in flesh-building qualities is equal to sirloin steak. All of this splendid food is either thrown overboard or left on the shores to decay, and if it were sold even at the lowest price it would pay the fishermen, for they take it without extra trouble.

The appearance of the fish is against it. It averages a length of about three feet, with broad, depressed body, and the powerful jaws are provided with a double row of strong teeth. The first spine of the dorsal fin is detached and inserted on the snout, and bears a tuft, which serves as a lure for its prey. Its loose, mottled brown skin is covered with numerous short paps, which are regular in size and arrangement around the edge of the jaws.

While its good qualities are only just becoming known in this country the goosefish has long been a favorite in Europe. It abounds in the North sea and other waters of Europe, and its annual consumption amounts to millions of pounds.

Though called the "sea devil" in Germany it is highly esteemed, and there are many ways of preparing it. It is equally popular in Great Britain and Italy. It is also prepared for sale by smoking, cut into small strips and boxed.

## Athletic Paradise Is Planned for Washington

WITHIN ten years the District of Columbia will have one of the most complete public amusement parks in the world, if the present plans of Col. W. W. Harts, superintendent of public buildings and grounds, are approved and supported financially by congress. Colonel Harts has mapped out a comprehensive plan for converting the 327 acres of unimproved land southeast of Potomac park and just across from the Seventh street wharves into an athletic "paradise."

The plan is so broad in scope that it can be carried out only gradually. Colonel Harts estimates that ten years should see its completion.

The feature of the plan is the erection of a stadium capable of seating 40,000. "It is not our intention to have a stadium with 40,000 empty seats always gaping across the field," said Colonel Harts. "The tentative plan calls for a U-shaped grand stand with a seating capacity of 15,000. Now, when occasion demands, the two ends of the big 'U' can be extended to the end of the field, and then, if more seats are desired, the 'U' can be completed into a huge oval-shaped stand, seating a world series crowd."

In addition to the big field, there will be 13 smaller baseball diamonds for the use of the public. Some of the other features in the tentative plan are: Two swimming pools, one wading pool, two cricket fields, 28 tennis courts, an 18-hole golf course, four basket-ball fields and a combination roque and croquet field.

## Spanish Becomes Popular Study at the Capital

PROMPTLY at 4:35 o'clock two afternoons of each week a score or more of employees of the bureau of foreign and domestic commerce meet in one of the rooms in the department of commerce building to study for a half hour lessons in the Spanish language.

On two other afternoons at the same time a number of employees of the bureau gather to take lessons in Russian.

The language lessons were inaugurated by Dr. Edward Ewing Pratt, chief of the bureau, as a part of the welfare work among his employees. No employee of the bureau is required to study Spanish or Russian or any other foreign language. It is a voluntary matter, paid for in cash by the persons who take the lessons. The expectation is that several of the men now taking Spanish lessons will in time be promoted to field duty and detailed to Central or South America on some phase of the bureau's varied commercial activities. Others will have opportunities to turn their knowledge of Spanish to profitable account in private employment.

The growing commerce between the United States and Latin-American countries makes it very desirable that some of the employees of the bureau of foreign and domestic commerce have a working knowledge of Spanish. While keeping the practical side in mind, however, the satisfaction which comes to persons who master foreign languages also is not being lost sight of.

The Russian language is generally believed to be much harder to master than Spanish, but the growing commerce between the United States and Russia promises to make it well worth while for the few employees who have undertaken a study of the Russian language at their own request.



Collector Dudley Field Malone.

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. Several other boats have been stopped in like manner.

The vigilance of the "neutrality squad," as Mr. Malone's army of husky watchers has come to be known among the harbor folk, is evidenced by several incidents. Two one-time United States torpedo boats, the Porter and the Winslow, which had a speed of from twenty-four to twenty-six knots, had been condemned by

