

**THE APPEAL KEEPS IN FRONT**  
BECAUSE:

- 1-It aims to publish all the news possible.
- 2-It does so impartially, wasting no words.
- 3-Its correspondents are able and energetic.

# THE APPEAL.

MINNESOTA  
HISTORICAL  
SOCIETY.

**THE APPEAL STEADILY GAINS**  
BECAUSE:

- 4-It is the organ of ALL Afro-Americans.
- 5-It is not controlled by any ring or clique.
- 6-It asks no support but the people's.

VOL. 24. NO. 12.

ST. PAUL AND MINNEAPOLIS, MINN., SATURDAY, MARCH 21, 1908.

\$2.40 PER YEAR.

**RICH WOMEN "RIG UP" FOR SWEET CHARITY'S SAKE**



MRS. PAYNE WHITNEY AS A SPANISH DANCER.

There was a fashionable audience in the ball room of the Plaza in New York recently for the tableaux vivants and pantomime entitled "Le Revillon de Pierrette," given for a charity in Virginia, at the suggestion of Mrs. Waldorf Astoria, who was also an important actor in the pantomime.

These tableaux were among the most notable given in New York, and were arranged by Prince Pierre Troubetzkoy, William Metcalf and other painters of that city, with suggestions from Mrs. Patrick Campbell, whose experience on the dramatic stage was of no small help. Mme. Lina Cavalleri of the Metropolitan Opera company personally applied the stage make-up necessary to tone the faces of the women who posed in the pictures, which had been chosen from masters, ancient and modern. Those who posed were among the beauties in society in New York.

For the tableaux there were shown Mme. Viguee Le Brun's "The Girl With the Muff," by Miss Elsie Howland; Mary Grow's "Phyllis," in which Mrs. Edward R. Thomas posed; Burne-Jones' aesthetic "Hope," with Miss Cornelia Bryce in the picture; Romney's Lady Hamilton as "Thais," one of the most striking of the pictures, posed by Mrs. John Jacob Astor; Mrs. Frederick O. Beach in Romney's "Nature," and Mrs. William Payne



MRS. BENJAMIN GUINNESS AS ORIENTAL QUEEN

Thompson as David's famous portrait of "Mme. Recamier," which also was noteworthy. Miss Edith Deacon, who had been expected to pose as Sargent's "Carnegie," was prevented by a delayed train from appearing in the afternoon, and instead of her Mrs. William K.

Vanderbilt, Jr., was seen as a Spanish dancer. One of the most gorgeous of the pictures was that of "Semiramis," in which Mrs. Benjamin Guinness posed in a costume of Oriental magnificence, with jewels of great value, including some belonging to Mrs. Astor. There was a graceful and in-

teresting group, Sir Joshua Reynolds' "The Graces," in which were seen Mrs. John Jacob Astor, Mrs. Henry Rogers Winthrop and Mrs. Edward R. Thomas.

Mrs. James B. Eustis made a startling appearance as "Salambo" in a gorgeous Eastern costume of rich brocades and jewels and with a live boa constrictor around her neck.

The charming little pantomime, "Le Revillon de Pierrette," in three tableaux, was somewhat suggestive of "L'Enfant Prodigieux," produced there in pantomime some years ago. The chief characters, those of the impoverished artist and his model, were acted by Mrs. Waldorf Astor and Mr. Lydig Hoyt.

Mrs. Howard Cushing executed an Oriental dance, and there was a series of national dances and tableaux in costume. In a Greek dance were Mrs. Frederick O. Beach, Mrs. James B. Eustis, Miss Maria Moran and Miss Cornelia Bryce. In a group of Spanish dancers were Mrs. Ernest Iselin, Mrs. Payne Whitney, Mrs. William K. Vanderbilt, Jr., and Miss Natalie Howland.

**WHY WOMEN RIDE ASTRIDE.**

Not to Follow a Fad, but Because Many Physicians Advise It.

"It is the general opinion among the physicians with whom I associate," writes a correspondent of the New York Medical Journal, "that the fashion of women riding astride has not had its origin in fad so much as it has in the advice of physicians of our modern type.

"The fact that a person riding astride can have more freedom from jar and jolt than one riding on a side saddle should be a point in favor of the astride method, aside from the fact of its being safer and easier for the rider.

"The fact that it might be considered immodest by those who are not familiar with the astride method of riding is no reason why it should be condemned. The main reason why it is becoming more popular is because physicians in general see its good points over the old method and are thus advising it."

**Steel Cars.**

The advantages which were presented by the advocates of steel freight cars when they were first used in this country have been well sustained by ten years' experience with increasing numbers of them.

The wooden car is shown to be more and more inefficient with each advancing year. The capacity is low and good lumber is scarce and high-priced. The cost of repairs to ordinary wooden coal cars is nearly \$100 a year, and the time wooden cars are out of service undergoing repairs is about six times that of steel cars. The quality of the material in steel cars is nearly uniform, and good material can be secured by competent test and inspection.

**GEN. SLOCUM NOW A LUMBER BARGE**

**Ill-Fated Steamer Once Used as an Excursion Boat Is Remodeled.**

Surrounded by coal barges and canal boats, in the black and odoriferous ooze of Gowanus canal, which even a two-weeks' frost never can freeze over, the lumber barge Maryland, formerly the excursion steamer General Slocum, last week discharged her cargo.

The sharp bow of what once was a popular pleasure craft is all that links the Maryland to the vessel on which more than a thousand lives were lost in one of the most dreadful marine disasters in the history of the world. Above the water line, to which the General Slocum was consumed by the flames of North Brother island, everything is typical of the regulation lumber barge.

On the after deck stands a pilot house which is the home of the seven men who constitute the Maryland's crew under Capt. Ben Joseph. A million feet of lumber will hereafter be

the cargo of the ill-fated excursion steamer converted into a barge instead of the thousands of happy excursionists who traveled on each trip of the old General Slocum between Manhattan and Rockaway, or on the special Sunday school excursions, one of which ended in such a tragic manner.

"There is not much to be said about the Maryland," said Capt. Joseph. "You see all there is to her and she'll go in the service at the end of a hauler and be pulled along by a tow-boat. As a lumber barge the Maryland will do first rate. The sharp bow and the low rail to which the fire on the General Slocum reached is all that makes the barge look like the steaming-boat that she once was. Superstitious? Not a bit of it. The crew and me'll be careful and there'll be no fire aboard the Maryland if we can help it."

Typical of the ugly end that was hers the converted General Slocum

snaked into port from Baltimore on Saturday night. For the want of a discharging berth, the one time excursion craft, with her million feet of lumber, lay at anchor off the Statue of Liberty and not one of the harbor boats once took notice of their old comrade of the bay. Then she was towed to the lumber dock in the Bowanus canal and the work of discharging her lumber was begun.

The vessel on which more than a thousand men, women and children lost their lives, and which caused desolation to hundreds of homes, will end her days going up and down the Atlantic coast between New York, Baltimore and Boston. Some day, in all probability, when a hurricane snaps the hauler and the seas wash over the deck load of lumber, the erstwhile General Slocum will find her final berth in water a good deal deeper than she ever sailed during her existence as an excursion craft.



THE LUMBER BARGE MARYLAND, FORMERLY THE GENERAL SLOCUM.

**MAGISTRATE QUIZZED BY WOMAN DEFENDANT**

**Judge Peter F. Barlow of New York Is Placed in an Unusual Predicament.**

Asserting that she had lent Magistrate Peter F. Barlow \$25,000 to help buy a seat on the stock exchange; that the magistrate had agreed to pay her hotel bills, and that there had been an intimate acquaintance between them for ten years, Katherine Poillon, central figure in many episodes, created a mild sensation in special sessions in New York, where she and her younger but equally well known sister, Charlotte, were convicted of defrauding the Hotel Bristol out of a board bill of \$125.

Friends of the magistrate characterized the statements of the woman as absurd, and declared that she was striving to injure him because of her belief that, as a magistrate, he had added to her troubles during the last four years.

It was with a show of bitter resent-

ment that the woman made her statements to the judges. Despite interruptions by the presiding judge and protests of the prosecuting attorney, she told her story in a high pitched voice that was heard by every one in the crowded court room, and when she had finished shook her head defiantly.

Court was quickly adjourned and word was sent to Magistrate Barlow at the Union club to appear as a witness at the afternoon session. There was a unique scene when the Poillon woman, acting as her own counsel, and spurned offers of legal representation, questioned the distinguished appearing magistrate.

"Peter Townsend Barlow, do you know me?" she asked.

"I do," was the reply.

"How long have you known me?"

"Since the night before the Dewey parade—about ten years."

The woman asked one or two other questions, as she said, "to show the intimacy that existed between myself and the magistrate." District Attorney Jerome, who had taken personal charge of the prosecution, objected to the statements of the woman, and she was instructed by the court to ask what questions she wished and then to remain silent. Mr. Jerome asked the magistrate one question.

"Have you at any time," he said, "or in any place within the last two years, in conversation with the defendants or in the presence of any one else, said that in consideration of Miss Poillon not suing you for \$25,000 or \$500 you would pay her hotel bills?"

"I have not."

Within two minutes after this answer was given the judges declared the Poillon women guilty and remanded them to the Tombs.

**BATTLESHIPS ARE ALWAYS CHEAPER THAN WAR**

1908 OFFICERS AND MEN 35,000

1898 OFFICERS AND MEN 15,000

1898

1908

BATTLE SHIP AND ARMORED CRUISER JANUARY 1st 1898 118,826 TONS

BATTLE SHIP AND ARMORED CRUISER JANUARY 1st 1908 563,591 TONS.

It should not be amiss to point out as a lesson of the loss of the Maine that battleships are always cheaper than war, and that the possession of an adequate number of such units invests a nation with the invulnerability that is the surest guarantee of peace.

"None of these great instruments is, it must be confessed, the cheap creation of an hour." They are expensive contributions to national defense, but we must keep in mind that the total outlay will be spread over a number of years, that the burden should not be onerous, and that the whole sum asked for multiplied three times, will be less than what our lack of preparedness cost us in the conflict with Spain. Had four more battleships been available in 1898 the unhappy hostilities with an old friend would have been averted, because with such a proved superiority in strength, even a nation so sensitive and so gallant as Spain would have been justified in her refusal to appeal to the arbitration of arms.

That sudden, short and swift conflict, inferior as it proved to be in so many of the elementary energies of modern warfare, cost this country \$600,000,000—that is, when the actual money expended, the resultant increase in national debt, the burdensome taxes and the pensions are in-

1908 THE DELAWARE, LARGEST BATTLESHIP

1898 THE IOWA, LARGEST BATTLESHIP

cluded. Indeed, should we go further afield, the withdrawal even for so short a period, of thousands of our citizens from the fields of productive industry, multiplied beyond all appraisal the direct or indirect outlay and waste caused by our unpreparedness.

Nor are external examples lacking to substantiate the inevitable lessons of such wars. An equal unreadiness ashore in the Boer war cost Great Britain \$1,100,000,000 in very hard cash, and, apart from the pathetic sacrifice of life, Russia and Japan expended in their struggle a sum so much greater that it staggers the imagination. It seems, therefore, a simple duty, when the memory of our lost battleship, lying bruised, with its dead,

and to overseen protectorates and possessions consigned to our fostering care by the force of arms.

And, after all, what tax does an adequate navy impose?

Measured per capita, it is much less than that borne with so much patriotic willingness by our forefathers more than a hundred years ago. Standardized by relatively imperilled interests, it is immeasurably less. Here is what a secretary of the navy has said on the subject:

"The pecuniary burden," he reports to the president, "imposed on each inhabitant of the United States for the maintenance of the navy may be estimated roughly, but with a fair approximation to accuracy, at one-third of that borne by each inhabitant of Great Britain and Ireland, and the burden of personal service to the like end at about one-seventh. Expressed in figures, one may say that the cost of the navy amounts to about \$133 per annum for each inhabitant of the United States, and that about six men out of every ten thousand inhabitants are at present bound by law to naval service. Surely such burdens, or even some slight increase of these burdens, will be accepted without reluctance or murmur by the patriotic and good sense of the American people."

**A Hint.**  
Mrs. A.—There are times when I wish I were a man.  
Mr. A.—For instance?  
Mrs. A.—When I pass a milliner's window and think how happy I could make my wife by giving her a new hat.

**Sweet Sorrow.**  
"I can't please my friends," sebbled the young bride.  
"What's the matter, pet?"  
"They insist that I can't be happy with a fathead like you, but, oh, husband, I am!"

**Highest Finance.**  
Miss Tessie Rector—Ain't it fierce the way the price of everything has gone up?  
Miss Trixie Shanley—Fierce! It's the limit! Why, out of my eighteen per I have to pay fifty just for livin' expenses. I can hardly save a cent.—Puck.

**This is a Bad One.**  
"New York is first Republican and then Democratic, a chameleon state."  
"Ah, yes. And can the chameleon change its Hughes?"

**Rialto Confidences.**  
"How do you get through the summer?" inquired Yorick Hamm.  
"I hire out on a farm near a literary colony," answered Hamlet Fat, "and make good money talking dialect for novelists. Oh, I supply a long-felt want."

**No Uncertainty.**  
Briggs—I hear you've been speculating in Wall street.  
Griggs—There was no speculating about it. I was a dead sure thing from the start.—Life.

**Still Hope.**  
Horse!—Oh, dear! Now that these motor cars are coming so much into favor I'm afraid I shan't be wanted.  
Cat—Now, don't carry on so. The mousetrap didn't do away with me, did it?—Chips.

**Getting It All.**  
"What can I bring you to-day, sir?"  
"I hardly know. The doctor says I need carbohydrates and proteins, and I want something nitrogenous, I think."  
"Yesir. How about an order of hash?"

