

FOUR SORROW QUEENS

TRAGIC FIGURES IN THE HISTORY OF TURBULENT MEXICO

Women Who Once Ruled Proudly in the Rich American Country Are Now Either Exiled or Mad—Senora Madero Was the Mexican Joan of Arc.

THE recent Mexican practise of putting presidents in and out of office with dizzying rapidity has had, of course, its comic side, which appealed to writers of musical shows and short stories; but it has also had another phase, which spells tragedy for four women who once ruled in that turbulent land. When a President went out of office, it usually called for more than a mere change of rank for his wife. "Too often it meant exile, or even widowhood."

Mexico has a record for unhappy rulers' wives. As they are named in the account, they include:

First, the mad Carlotta, Empress of Mexico; then Carmen Romero Rubio de Diaz, the widow of the "Iron Man" of Mexico; Mrs. Francisco L. Madero, the widow of the "Little dreamer," and widowed by assassination; is the third, and the last of the quartet, Senora Emilia Aguila Huerta, widow of Gen. Victoriano Huerta, the "old Indian" dictator, who died a prisoner in the United States and left his widow an exile there.

Probably it would be difficult to say which of Mexico's four queens of sorrow is the most miserable. In the case of the poor Carlotta, insanity kindly cast a curtain over her mind. She, at least, may not be able to realize just how full is her cup of sorrow.

For more than fifty years now the mad Empress Carlotta has sat upon her throne of make-believe in the Chateau de Bouchard, a remote and forest-hidden palace near Brussels, where she was left unharmed when the Germans swept through Belgium.

The second queen of sorrow is the widow of the Iron Man, Senora Carmen Romero Rubio de Diaz, the widow of Porfirio Diaz, dictator of Mexico for more than thirty years, and who died an exile in Paris last July.

To-day Senora Diaz is without a country. She is the former "Carmelita," beloved of all Mexico, and in whose honor the organization known as the "Daughters of Carmelita" was named.

The aged Diaz, yielding before the forces of Madero, put Victoriano Huerta, his trusted general, in charge of his military escort on the train that took him to Vera Cruz. When this train was attacked the old "Iron Man" and his general fought side by side. Huerta finally saw Diaz made a prisoner of war which carried him and his "Carmelita" into exile.

A few years before the Diaz Government was overthrown a very close friend of General Porfirio Diaz, who calls himself "a soldier of the old guard," wrote the biography of the former Mexican dictator, in which he paid the following tribute to Senora Diaz:

"A factor which always has an important bearing upon the life-work and destinies of General Diaz is that of his noble and exemplary wife, Madame Diaz, who loved and adored the Mexican people, who loved and admired her for the noble example she has set and for her many quiet and unostentatious acts of real charity. The remarkable energy and endurance which characterized the life and work of General Diaz are to a great extent attributable to that perfect and harmonious home atmosphere and influence which Madame Diaz has known how to exercise."

Assassination made Senora Sara Percy Madero the third member of the queens of sorrow quartet. She is now an exile in New York.

She is the woman who has been called the Mexican Joan of Arc. She sold her own jewels to pay the soldiers who rose against Porfirio Diaz. She followed her husband tirelessly from camp to camp through the long campaigns, nursing the wounded, soothing the dying, holding up the hope of freedom to the fighters who were left.

Senora Madero in the woman who went to the foreign dispatch office with capital at the time when the Madero rule was threatened. She begged these at the embassies to save her husband, for she feared for his life. They smiled indulgently at her. They could not believe she was prompted by anything more than the senseless fears of an overwrought woman.

"They will surely kill my husband!" she cried. "You can stop them. Your Governments will not allow this thing to be. Save him!"

"Senora, they would not dare to commit violence," she was told, soothingly.

Then came the tragic ten days in February, 1913, when thousands were slain in the streets of the City of Mexico. Madero gave his defence into Huerta's hands. After a frightful bloodshed, Huerta turned traitor, and Madero was imprisoned in the National Palace.

Within a few days Madero, while his frail wife was pleading on her knees for her husband's life, was shot "while trying to escape," all of which was according to the Mexican legend, as far as the migration of birds is concerned.

Senora Madero is small and slight in stature. She does not look strong, and has a strained, startled look of questioning misery in her eyes.

Upon the death of Madero, Huerta seized the Mexican Presidency, but after a stormy career of less than two years he was forced to flee the country. He and all his family members of his family managed to escape from Mexico to Spain, from which country they came to New York in May, 1915.

Huerta then purchased a home at West Hills, Long Island, but last

STORY OF AUSTRALIA

A Country That "Drifts" Into Human Knowledge.

Australia, which of late has figured so prominently in the news of the day, should be reckoned, geologists tell us, amongst the oldest land in the world. As far as annals are concerned, however, it is, of course, the first country with which the great discoverer of the great Southern Continent is a question still unsettled, and is likely, as far as can be seen, to remain so; but that is not for many centuries before its coast was sighted and explored by Europeans, the fact of its existence was generally known in both East and West. The Chinese, who have managed to forestall Europe in many things, had certainly some knowledge of it, as far back as the Thirteenth Century. The Malays were probably acquainted with the northern coast, and Marco Polo, the traveler of the Thirteenth Century, makes reference to the reputed existence of a vast southern continent.

It was not until the great dramatic discovery of Australia, such as there was in the case of America, it seems somehow, to have straggled into the knowledge of the West by way of ships blown out of their courses, and through tales carried overland from the East.

Early in the Seventeenth Century, however, Philip III. of Spain took the matter in hand. He sent out an expedition of discovery from Callao, Peru, under Admiral de Torres, to search for the great Southern Continent. The little fleet, consisting of three vessels, sailed from Callao on the 21st of December, 1665, and, the following year, reached one of the islands of the New Hebrides, which was at once hailed as, indeed, the land for which they were searching. Torres then sailed north towards the Philippines, and may, possibly, have caught sight of the northern coast of Australia on his way. He did not, however, reach the continent. The next few years saw a Dutch expedition, under the command of Willem de Vlamingh, and the following year, under the command of Janzons, who sailed from Bantam, in Java, on a mission to reach the north coast of the continent, and explore a considerable stretch of the Gulf of Carpentaria. This was followed by several other enterprises undertaken by Dutchmen, and by 1666 the Dutch possessed rough charts of almost the whole of the western coast; whilst the mainland itself they had given the name of New Holland.

It was not until the year 1770, when the English navigator Captain James Cook, sailed from England, and landed on the eastern coast of the continent, that the continent was first brought into prominence. Cook's immediate object was to observe the transit of Venus; but he was also commissioned to ascertain "whether the unexplored part of the Southern Hemisphere be only an immense mass of water, or contain another continent. The transit was observed from the Island of Tahiti, and then Cook commenced beating about the Pacific on his great quest. On the 17th of October, 1769, the coast of New Zealand was sighted, and two days later the great navigator cast anchor in Poverty Bay, so called because of the hostility of the natives. In spite of the inhospitality of the reception accorded to the voyagers, Cook remained for nearly three weeks; finally sighted the eastern coast of Australia, and casting anchor in a bay, which he called Botany Bay, because of the number of flowers found there, took possession of the country in the name of Great Britain, and named it New South Wales. The British occupation, in 1778, of the British colony was dispatched to Botany Bay, and reached its destination the following year. From this time onward the general course was made along the coast. In 1823 the Swan river settlement was made in what is now Western Australia. Victoria was first colonized in 1835, South Australia in 1836, and Queensland in 1842.

CENTURY OLD DISPUTE

Where Are the Bones of Christopher Columbus?

The discussion has been revived, if indeed, it has ever subsided within the century, as to the burial place of Christopher Columbus. This is a period of interest in relics, sites, mementoes and memorials having historic significance, and wherever one mentions the grave or the bones of Columbus, historians and antiquarians resume the century-old dispute. It is a controversy that has not been settled, and the prospect that it ever will be settled is not encouraging to those who would have the bones of the great adventurer and discoverer remain at rest in one place. Spain claims to possess the remains of the celebrated explorer at the city of Seville. Dominicans are usually sure that the remains of the discoverer of America are in their possession.

The Speed of Birds

There is nothing more wonderful in nature than the power of flight possessed by birds, and no subject which yields more startling facts upon investigation.

"The way of an eagle in the air" is one of those things which Solomon expressed himself ignorant; and there is something truly marvelous in the mechanism which contrives the scythe-like sweep of wings peculiar to most birds of prey. Yet even naturalists of the first order have had little or nothing to say about the power of flight in birds, while some of them speak of very insufficient evidence.

Witness Michelet's statement that the swallow flies at the rate of 340 miles an hour. Roughly this gives 1,000 miles in four hours, but naturally, even in its swiftest dashes, the swallow does not attain to anything like this speed. But the Duke of Argyll is rather under the mark when he computes the speed at more than one hundred miles per hour.

The mechanism of flight in the swallow is carried through an ascending scale, until in the swift it reaches its highest degree, both in endurance and facility of evolution. Although there are birds which may, and probably do, attain to the speed of 150 miles per hour, this remarkable rate is not to be looked for in any of the birds of the swallow kind.

In the migration of swallows stick close to land, and never leave it unless compelled. They cross straits at the narrowest part, and are the most easily fatigued of all birds. Apparently, though they possess considerable speed, they have no powers of sustained flight.

Showers Evaporate.

Raindrops and snowflakes are cloud particles which, in virtue of their size and other favorable conditions, succeed in falling to the earth. Many a shower of rain or snow never reaches the earth, but evaporates in mid-air.

FLYING MEN Are Heroes

Under the title of "English Aviators—Who They Are and What They Do," the Matin of Paris recently published an appreciative article from which we take the following quotations. The statements, however, should not be accepted as authoritative or official, although from what we have heard of the heroic deeds of British flying men, we see no reason to doubt their accuracy.

The English aviators are entrusted with the same mission as the French, the same halo of brilliancy encircles their names, and they share the same glorious results, and yet there is an indefinable something which distinguishes them from their French colleagues. What is this elusive quality which enables one to distinguish the nationality of the aviator, such as there are, and yet there is an indefinable something which distinguishes them from their French colleagues.

There was no great dramatic discovery of Australia, such as there was in the case of America, it seems somehow, to have straggled into the knowledge of the West by way of ships blown out of their courses, and through tales carried overland from the East.

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PERILOUS JOURNEY.

British Unit of Armored Cars Joins Russians.

One of the most striking features of the war is the manner in which the forces of the various belligerents are mixed up with one another. On the western front, for instance, Russians are fighting with French and British; including Colonial and Hungarian troops, against the Germans. On the Italian front Italians, assisted to a certain extent by British Red Cross detachments, are struggling with Austrians, Germans, and Hungarians. North of Salonica, British, French, and Italian units, assisted by Greeks, are matched against Bulgarians and Germans, while on the Russian front, English units are to be found fighting with the Russians against the Turks. The Russians, in company with Roumanians, are also opposed to Bulgarians, Turks, Germans, and Austrians.

One of the British units above mentioned is a detachment of armored cars. This small force is with the Grand Duke's army in Armenia. Particulars of how this detachment reached its destination, like the journey of the Russians to the Caucasus, when the story comes to be told, will make interesting reading. The unit was organized and is commanded by Commander Oliver Locker-Lampson, M.P., and included officers as well as men from the distant dominions as well as from England. The expedition journeyed from England to Russia by the White Sea and was forced to spend the winter in the Arctic. In the spring, however, the men were able to land all their guns, cars, and equipment, receiving a great ovation after their arrival at their destination.

After a short stay in Petrograd, where several of the members of the party were decorated by the Czar, the unit crossed the Caucasian Mountains and went into action against the Turks. Correspondence from members of the party show that the unit underwent ceaseless training in the Arctic.

Their work was of a most arduous nature, and the credit of saving the life of a ship with a cargo worth \$250,000 was in no small measure due to their efforts.

While on the Kola peninsula the unit also carried out important work in guarding German prisoners and in transporting material for the Russians overland by sleigh. Another party was occupied for a couple of months in assisting the Russians to complete a section of the new railway connecting Kola with Petrograd. Towards the end of their sojourn in the Arctic, firewood ran out and all had to subsist on black bread and biscuits. At the end of May preparations were made for the departure of the unit from the Kola peninsula, and eventually the force reached Archangel. During the embarkation operations at Alexandrovsk a boat containing one party broke up and had to be abandoned. Its occupants were exposed for 24 hours until rescued by a British trawler.

From Archangel the squadrons proceeded in a train of four carriages on their long journey to Vladikavkaz, meeting everywhere with an unprecedented welcome. On the arrival of the force at Vladikavkaz the Grand Duke sent a telegram of welcome which said: "With my whole heart I welcome the arrival of the armored car detachment from England, the great ally of our glorious army." The Cossack commander of the Caucasus greeted them with the words:

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