

SIX

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LAND OF WOMAN'S RIGHTS.

Centuries Ago the Hopi Women Went on Strike and Won the Privilege of Choosing Their Husbands, Ruling the Tribe and Doing as They Pleased.

FLAGSTAFF, Ariz., May 4.—Down here in the Great Painted Desert man beleaguers the woman, but the Hopi may find fully illustrated the fact that will be his when the woman's rights movement reaches its fullest fruition. Long before the beleaguered women of the West even thought of demanding the ballot their blanketed sisters in the Hopi Indian nation had fought out the matter and won.

The Hopi are better known to fame as the Moki or Moqui, but the latter appellation was bestowed upon them in derision by their warlike Navajo and Apache enemies. Hopi means "people of peace." Moqui means "dead men."

Hopi women do not vote, but it is only because they do not want to. They do about everything else that is masculine and do it because they like it.

Hopi houses are built by the women. These houses are built by the women, and the children take the mother's name, not the father's. When a Hopi maiden makes up her mind to marry she does not trouble herself about asking the consent of the man upon whom her eyes have alighted with favor. She asks her mother.

The husband does not prepare a home for his bride. She takes him into hers. The produce which he raises is his own. It is stored in her house, and no Hopi man ever has property in his own name.

Hopi houses are of an architecture purely Hopi. Always they are built high on some isolated mesa. They are often two, but never more than three stories in height. The second story is built several feet back of the first story, so that the roof of the latter is a terrace for the second, and the third terrace still further.

The women are expert adobe mixers and molders. The rocks and the timbers are carried down the steep clumps down on the desert on the backs of burros. This work is done by the men. After the men have delivered the material the women go to work. Without any of the tools of the mason they lay the stones with precision. The division of labor is complete. Some carry the rocks and the sand, some mix the adobe, some do the laying and the finishing. Building a house is great fun, and the neighboring women are always glad to help the new home builder. The house is used as a storehouse and with it the adobe is plastered on and the walls smoothed.

The roof is a mass of willow and earth supported by cross beams and poles. The floor is of hard packed dirt and the interior decorations consist of zeyseum whitewashing, and symbolic paintings. Sheets of gypsum formerly served for windows, but nowadays goods and windows from some far off place are used in almost every home. Tradition has it that the ancestry of the Hopi woman was secured centuries ago as the result of a strike. The ancient Hopi used his women as beasts of burden, following the usual Indian custom.

They rebelled and gathered by themselves on an unoccupied mesa. There they held out, resisting all blandishments and entreaties and threats, and only consented to return when assured that they should be complete bosses in the house and the village.

Generations of rulership have stamped the Hopi woman as the superior sex. They are beautiful, but nowadays good looking women often retain their rounded faces and fine hair until old age comes on.

Compared to them the men are stunted. The women are of more than average good figure, muscular and healthy looking. The men grow wiser and older and go about their tasks as though they didn't get much out of life. Of smaller stature, they are often very hardy and as messengers are capable of going tremendous distances without apparent fatigue.

The same difference marks the mental activities of the two sexes. The men seem to have little to concern themselves about and are dull witted, while the women are alert and energetic, and in disposing of their household and pottery, made by themselves, they are much the better business.

The men are slow of speech and inclined to be silent. The women are talkative, and a house building stunt is accompanied by more conversation than half a dozen sawing circles.

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THREE LITTLE CHILDREN DIE FROM SUFFOCATION

Sackville the Scene of a Sad Tragedy at 10 o'clock Last Night

Boarder in House Rescues Fourth With Difficulty; Another Fire Victim

SACKVILLE, May 4.—One of the saddest tragedies in the history of this section of the province occurred tonight, when three little children died from suffocation as the result of a fire which badly gutted the house of their father, Charles Crossman.

The Crossman home is situated on a street leading off Foundry street. This evening Mr. and Mrs. Crossman went down town to visit some friends and left in the house a boarder named Brownell and their four children, Joseph, aged ten years; George, aged eight years; Gerald, aged six years, and a little four year old girl named Gretchen.

Brownell Awakened About ten o'clock Brownell was awakened by the fire and found the

house full of smoke. He picked Joseph Crossman out of his bed and with great difficulty fought his way through the thick smoke to the head of the stairs where he and the boy almost succumbed. They both tumbled down the stairs and managed to reach the street. As soon as Brownell could regain his breath he made a gallant attempt to get up the stairs again to save the other three children, but was quickly driven back by the fire and smoke.

The firemen worked on the building for about an hour before the last sign of fire was extinguished. The house, which was a two story frame building, was badly gutted, and little or no furniture was saved.

The sad occurrence has cast a gloom over the community and sincere sympathy is being expressed for the bereaved parents.

As the result of being burned in a fire near the house last Friday, a five-year-old daughter of Mrs. Fred Allen, living in a tenement on Charles street, died this afternoon. The mother, Mrs. Allen, is a hard working woman, was absent from home at the time. Some children from some of the houses got into the house and proceeded to kindle a fire in the yard. In a short time they had it going merrily, and then began jumping through the flames. In this way the clothing of the little Allen girl caught and in an instant she was in a blaze. An older sister came to her rescue and succeeded in extinguishing the blaze after being badly burned herself. Mrs. Allen was at once summoned and did everything possible for the little sufferer, whom he found rightfully buried about the back. One arm had also suffered badly.

The Adjoining Room In an adjoining room George, the eight-year-old boy, was found on the

INTERESTS OF MARITIME PORTS WILL BE GUARDED

OTTAWA, May 4.—The only tangible proof of several hundred hand-some pages of opposition criticism of the government bill authorizing a temporary loan of ten million dollars to the Grand Trunk Pacific to secure the completion of the prairie section of the road this year was evolved today in the form of four amendments proposed by Messrs. Borden, Meighen, Ames and Middleton.

On motion for the third reading of the bill. The whole day was spent for the most part in retreating old arguments already advanced in the previous discussion of the bill and the last amendment was not voted down by a straight party vote until an early hour this morning.

The pessimistic outlook of the opposition along with regard to the future of the road, their jeremiads as to the folly of the original undertaking and their criticisms as to the alleged extravagance in the cost of construction reached a climax today in a long series of arguments which followed the conception and carrying out of the whole enterprise. In the end they were defeated by the government side, which had the advantage of either flat-footed against the proposed loan or in favor of it, they were the whole road as a government enterprise.

The amendments proposed were as follows:

By R. L. Borden.—To add to the bill effective provisions binding the Grand Trunk as well as the G. T. P. to use Canadian channels and Canadian seaports and to forbid the diversion of Canadian traffic to foreign ports except when specifically routed thereto by the shipper.

By Mr. Meighen.—That the Dominion receive a bonus of ten millions G. T. P. preference stock in return for the loan and that the rate which the government shall pay in obtaining funds for the purpose of the loan.

By Mr. Middleton.—That the security

for the loan shall include mortgages on the stock of the G. T. P. town sites and development company and on the Port Arthur branch line.

Maritime Ports Protected In respect to the first amendment it was pointed out by both Sir Wilfrid Laurier and by P. M. MacDonald that it was both unnecessary and inopportune. The terms of the government's bill were such that the G. T. P. specifically declared that all traffic, unless expressly routed otherwise by shipper, should be carried to Canadian ocean ports, and when the lease of the National Transcontinental to the company was to be signed the latter was to be further safeguarded if deemed necessary.

Mr. Foster and other opposition speakers the Prime Minister in a vigorous and effective reply to the amendments. Mr. Foster pointed out the manner in which they had been introduced and the taking, noted the methods by which the country's interests had been in jeopardy, and which evoked comparatively little speech making, were voted down by the government side. On the ground that they were unnecessary in view of the provisions contained in the bill itself which would be at all possible under the circumstances guarantees the country against any loss in making the loan. The amendments were voted down by a large majority.

Sir Wilfrid in his reply dealt with the amendments in a most effective and with great effect. Their attitude towards the Transcontinental from the original inception to the present day, he said, was a record of failure. He said that the government had a mandate to "Go on with the work." Our policy, he said, "has been to build the line which is the cradle of the nation, and the West, which is the

hope of the nation—by every tie which natural and commercial considerations might dictate."

When the bill was introduced, Sir Wilfrid pointed out that a large section of the country through which the national transcontinental passed was unfertile. He pointed out that the report of the transcontinental commission showed that north of the Laurentian Range there was a clay belt which for fertility and suitability for cultivation was equal to the valley of the St. John or the valley of the Saguenay. As for Mr. Borden's prediction that the Grand Trunk would divert export traffic from the West to Portland, Sir Wilfrid pointed out that the national transcontinental had so superior a road, he said, that it would pay the company to use it rather than to divert freight to Portland.

Mr. Lowell said the amendment of Mr. Borden was only intended to be a vote catcher in the Maritime Provinces. He said that the amendment was the mind of the leader of the opposition during the last year. For years his party had opposed the Transcontinental, but today they heard him declaring that he was not opposed to the undertaking. Mr. Foster had spoken of the barrenness of the country between Quebec and Montreal, but if he (Mr. Carvell) did not believe in the Transcontinental, he would not have put in it he would get out of that country by the first train.

When everything was taken into consideration this transcontinental for all practical transportation purposes would be a saving of half the distance compared with the Intercolonial. When the last amendment was voted down and the Speaker put the motion for the third reading of the bill, Mr. Foster suggested that the division on the amendments be accepted for the third reading, but to the surprise of the Liberal side of the House Mr. Borden declined to divide the issue at all, and as a result, despite the long onslaught of the opposition on the bill, it was in the end allowed to pass unanimously.

"How could any one have found us," he asked, "for we had no light, and I believe that we would have perished, too, of the cold."

"No," he saved more than the clothes that he stood in and the Carnegie was fast breaking to pieces when Captain Read abandoned the vessel. There were eight negroes in the crew, including the cook, and the others saved were George McCollan, mate; Charles S. King, second mate and Charles S. Higgins, engineer. Captain Read said the Carnegie struck on the beach during the thick fog at three o'clock in the morning of April 30.

"I saw the lifeboat overturned and knew we could expect no help from the beach," said Captain Read, "but I knew that the life savers would send for help to come from the off-shore side. We watched and waited and had nearly lost hope when the Mohawk came."

WIRELESS MESSAGE FROM NEW YORK TO CHICAGO CHICAGO, May 4.—What is declared to have been the first wireless message ever transmitted between Chicago and New York was received here last night. It was in the form of greetings from the New York Times to Chicago Tribune. The dispatch was sent from a apparatus on the roof of one of the big New York Hotels and received here on the roof of the Chicago Tribune. It is believed to be close to a record if not one in transmission of wireless messages over land.

HE USUALLY DOES. "Who gives this message away? Is it her mother? The peached asked. On nay? Her youngest brother."

AMERICAN LUXURY.

Prof. Ferrero Finds Accounts of Extravagance Exaggerated.

PARIS, May 4.—Prof. Guglielmi Ferrero in his second article on America deals with American luxury. "Much is said," he writes, "in Europe of the 'barbarous luxury' of the Americans of the North. It is written about it, its psychology, its causes and its effects are studied; and yet I have not seen this 'barbarous luxury.' American life, above all in the higher classes, seemed to me to be still marked by comparative simplicity.

Of course there are in New York, Philadelphia, Boston or Chicago, just as there are in Paris, London or Berlin, men and women whose amusement is to squander their money in folly. This class may even be more numerous in America than in Europe, but it is none the less true that these men and women form in America, as in Europe, an insignificant minority and that their folly cannot be looked upon as a normal phenomenon of American life.

"It is extremely rare to see real palaces in America. One of the greatest private houses in New York is the Vanderbilt on Fifth Avenue, but it is very far from reaching the proportions of a real palace in the sense we give to the word in Europe. Mr. Carnegie has built immense palaces throughout America for museums, schools, and libraries, but for himself he keeps in New York a house which a European would consider hardly worthy of a man who possesses millions, let alone the colossal fortune of the famous iron-master."

"I did not see Mr. Rockefeller's house, but I saw Chicago's his daughter's, which every one said was more luxurious than her father's. It is certainly a very fine house, but it is no way exceeds the luxury which many rich Europeans allow themselves without possessing millions."

"It is true that from time to time the newspapers tell us stories of the incredible ostentation of American luxury, of fortunes spent in jewels, dresses, flowers, of fabulous entertainments given in New York. Like everybody else, I confess that before going to America I used to read these tales with belief. Now I must say that I have become very sceptical and no longer consider the newspapers as very safe sources of information as concerns American luxury. For example, the luxury of jewels is far less in New York than in Paris, and in Philadelphia or Boston, that is to say in the wealthiest towns."

"I am pleased to be able to say that in almost all the rich houses which I visited in Philadelphia or Boston I saw many books and few jewels. There were hardly any in explaining such a thing? Americans have bought in the last thirty years many more books than Europeans because they possess less. Precious stones do not wear away; Europe had to wear them for five centuries at least, and so possesses enormous quantities."

"It is the same thing, probably, for

entertainments. For three months I have been continuously invited to dinners, lunches, receptions and at homes. Everywhere I have found elegant wealth and luxury, but never has it fallen in my way to see one of those extravagant entertainments which I have seen described so often in the newspapers."

"While I was in New York a millionaire gave a great fete. The next day the newspapers gave most enthusiastic descriptions of it, but in reading their account I noticed as any European would in my position, a detail to which the Americans paid no attention: the entertainment was not given in the millionaire's house but at a hotel. I learned on my return to Europe that the European newspapers had exaggerated the descriptions given by the American papers, adding that the millionaire had used a hotel in order that his own magnificent rooms might not be deteriorated by his guests! In reality the reason was merely that his house was not large enough."

"Again, the European newspapers have talked so much about dinner services in gold which the great American hotels possess that many Europeans have come to believe that rich Americans will only eat off golden plates. The truth is that the large hotels have gold services for use on great occasions. It is a form of advertisement for them. At the Hotel Astor when they showed me their gold service they told me it had only been used once, for the dinner of Gen. Kuroki after the war."

To sum up, I noticed no essential difference between American luxury and European luxury. Undoubtedly American luxury has not yet acquired the exquisite refinement of French luxury, but it has nothing to astonish, shock or scandalize those who know the history of the great European metropolises."

How to Avoid Sea Sickness

Take along a box of Mother's Sea and Train Sick Remedy. It has recently been shown by the English and Irish Channels and found absolutely reliable. Recommended editorially by such papers as London Daily Express, New York Herald, Montreal Herald, and the press generally in Great Britain. Write for booklet, first-class drugists. Guaranteed perfectly harmless to the mother and child.

MOTHER'S SEA AND TRAIN SICK REMEDY CO., 261 Cleland Bldg., Detroit, Michigan.

For sale and recommended in St. John by A. Chipman Smith, G. A. Moore, Royal Pharmacy, and G. A. Moore.

DISAGREE ON THE TARIFF

OTTAWA, May 4.—At a Conservative caucus this morning some of the western opposition members took a divisive issue with the eastern high tariff wing of the party and insisted that the feeling of the west against any increase in the tariff must be respected in determining the tariff policy of the party. Falling an imperial preferential trade agreement with Great Britain and the other overseas Dominions, thus affording a preferential tariff for western wheat, the opposition members from the west are prepared to support a tariff for revenue, and will resist the efforts of eastern protectionists to raise the tariff on woolens and other commodities as demanded by the manufacturers.

TAXICABS FOR HALIFAX FROM

HALIFAX, N. S., May 4.—Halifax is to be up-to-date in transportation. A company is in process of formation to operate the latest pattern of public conveyance, taxicabs throughout the city. The capitalization of the taxicab company is \$10,000, and it is proposed to begin operations with four of these cabs to be placed on convenient stands for the use of the public. License has been applied for. The cabs will have taximeters and the charges will be based thereon on a sliding scale. It is expected that the seats will be so arranged that a trip to or from the depot will cost 50 cents, even if there are four passengers. Of course if one passenger desires to occupy the cab alone he must pay the 50 cents, but if there are four in it each will pay only a fourth of the 50 cent charge. In responding to calls no charge is to be made for the time taken in going to a point of call or coming from a destination point when the passenger has been left there.

GRADUATED.

Principal—"So you want to leave me and go into business for yourself?" Clerk—"Yes, sir."

"But you have hardly had sufficient experience."

"Not had sufficient experience? Haven't I gone through two bankruptcies with you? I don't think I've got much more to learn."

LONG.

"So, what are the longest days of the year?" "The days the baseball team is away, my boy."

Polo Polish gives a bright, black shine to your shoes. BLACK mind you—not blue or grey.

You've probably tried the poor kinds, now try the best—Polo Polish. You'll find your shoes will last longer and look better while they last. You don't have to use POLO polish as often as you do other kinds and you won't have to rub so hard. Polo polish is firm paste—that is why there is no waste. Your grocer or shoemaker sells Polo Shoe Polish—in the biggest, cleanest tin of them all. Polo tan polish CLEANS, as well as shines the shoes.

LADIES LIKE IT

POLO shoe Polish

"Good for Leather—Stands the Weather"

