



# In the Eye of the World



## FOUR STATES TO VOTE ON WOMAN SUFFRAGE THIS FALL



Photos by American Press Association.

1.—Mrs. O. H. P. Belmont, one of the leading New York suffragists. 2.—Miss Jane Addams, Illinois leader who did much to gain the vote for women of her state. 3.—Mrs. Frank J. Reisinger, president of the Pennsylvania Suffrage association. 4.—Mrs. H. O. Havemeyer, widow of the late sugar king, waving the "suffrage torch of freedom." 5.—Mrs. Harriot Stanton Blatch, president of the Women's Political Union. 6.—Mrs. Inez Mitholland Boissevain, one of the New York leaders. 7.—Dr. Anna Howard Shaw (right), president National American Woman's Suffrage association, and Mrs. James Lees Laidlaw (left), seated in suffrage auto presented by New York women. 8.—Miss Margaret Wycherly, a New York worker, portraying "Liberty" on a recent pilgrimage to the statue of Liberty. 9.—Mrs. Norman de R. Whitehouse, chairman of New York publicity committee. 10.—Miss Alice Stone Blackwell, president of the Massachusetts State Woman's Suffrage association and daughter of Lucy Stone, the pioneer suffragist in the United States. 11.—Group of prominent suffragists—(left), Mrs. Raymond Brown, president of New York State Suffrage association; (center), Mrs. Carrie Chapman Catt, president International Suffrage alliance; (right) Miss Mary Garrett Hay, New York city chairman of the woman's suffrage party.

New Jersey, Pennsylvania and Massachusetts will decide this year. Here are the states where the women already have the vote: Arizona, California, Colorado, Idaho, Illinois, Kansas, Montana, Nevada, Utah, Oregon, Washington and Wyoming. As yet no eastern state has granted its women a right to vote. Illinois being the nearest to the Atlantic seaboard.

**Women Campaign Active.**  
The women have been very active in their campaign for votes and have resorted to many unique devices with which to advertise and bring their propaganda before the public eye. On any night on the street corners of the large cities in the states where the elections are to be held this year women are making their pleas direct to the voter, to the man on the street. Some of the suffrage orators are excellent speakers, and in this manner they have done much to advertise their

cause and keep it before the public eye. The New York suffragists have taken every opportunity to point out the growth and development of the fundamental ideas which are embodied in woman's suffrage and have quoted the following dates from history:  
1800—No married woman in the state could hold any property or make a will. No woman could enter any trade, industry or profession outside the home.  
1821—The first female seminary was opened at Troy by Emma Willard. That a girl should study Latin or geometry was considered ridiculous.  
1848—New York first gave married women the right to hold and control their own property.  
1849—The first woman to graduate in medicine took a degree from the medical college in Geneva, N. Y. Her name was Elizabeth Blackwell. She

had been refused the right to study in ten different colleges of medicine. The people of Geneva thought her either wicked or insane. She was not admitted to colleges in New York city, where she began her practice because people thought she was not respectable.  
1853—The first woman was ordained as pastor of the Orthodox Congregational church in South Butler, N. Y. Her name was Antoinette Brown Blackwell. She was appointed a delegate to the first world's temperance convention held in New York city.  
1860—Wider "married women's property act" gave them power to control property, including their own wages.  
1860—Joint guardianship of children.  
1862—Joint guardianship of children repealed.  
1867—Married women given authority to will property.  
1872—Mother again made equal guardian of child.

1880—School suffrage to women in country districts.  
1888—Joint guardianship act again repealed.  
1893—Joint guardianship act finally established. Law still discriminates in favor of man in matters concerning custody of child.  
1901—Tax suffrage to women in towns and villages.  
1910—Women in towns, villages and third class cities granted right to vote on issuance of bonds.  
And they conclude with the question, "Will full suffrage be granted to the women in November, 1915?"  
**Massachusetts Women Busy.**  
All of Massachusetts is seething with the suffrage question. No other single subject so engrosses the attention of Massachusetts at present. The maneuvers of the women folk are going on, and of course a vast

amount of what suffragists call educational work has been done for several years past. The suffragists and the "antis" brought into the state all their most prominent national leaders, and from now until the first ironing day after the first washday in November the oratory of the feminine "stump speaker" will roll in a wave of argument from Cape Cod to the Berkshires. Both sides are eager for the fray, and each is claiming a prospective victory.  
The campaign of the suffragists includes a state wide canvass under the direction of Mrs. Teresa A. Crowley, chairman of the legislative committee, who is directing the work of 207 organized leagues affiliated with the headquarters in Boston. It is claimed that 100,000 voters have been pledged to vote for the suffrage amendment. It is the intention of the army of canvassers who have been enrolled and

who are working with enthusiasm to see every voter in the state in person before election day, to argue and debate with him if that should be necessary, and to send appropriate literature to every voter to make doubly sure. Every city, town and hamlet will be invaded. They are doing all this, to quote their own expression, "with a wealth of intelligence, but little money."

The presence of a large foreign born and, generally speaking, ignorant vote in the state is one of the greatest objections to doubling the number of voters and an argument that won't down.

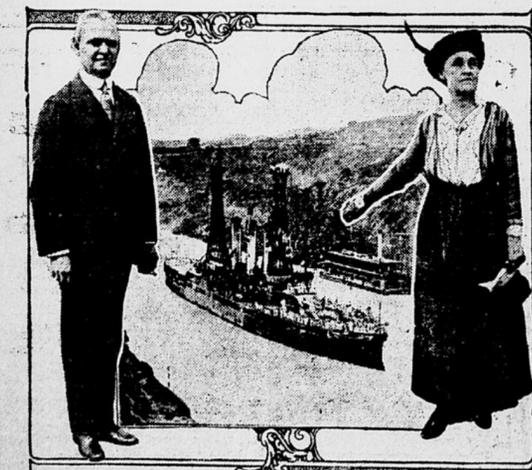
No other New England state has gone as far as Massachusetts has gone, but there is suffragist activity in all of them, and it is realized that the action of Massachusetts will largely influence the trend of thought in New England.

**New Jersey Active.**

New Jersey women have not been behind in their fight for the ballot, nor have the anti-suffragists of that state been sitting idly by while their sisters who want to vote are working for their cause. Jersey suffragists point to the fact that the very first suffragist in America was a native of that state. Lucy Stone, the pioneer, was a resident of that state, and the suffragists recently unveiled a tablet in honor of her memory at her birthplace. This was the occasion for a great suffrage rally.

Pennsylvania likewise is overflowing with interest and excitement. There are suffrage organizations in nearly all cities of the state, and the women are working hard for the ballot. On the November elections much depends. If a single eastern state grants women the right to vote the suffragists hold that the movement will rapidly spread to other sections and also see chances of invading the south before many years have passed. On the other hand, if the suffragists are defeated it is pointed out that they will have to wait a good many years before they can get their cause before the voters again.

## ONE YEAR OF OPERATION OF PANAMA CANAL HAS BEEN SUCCESSFUL ONE



Photos by American Press Association. General Goethals and Mrs. Goethals and the Missouri, first warship to pass through canal.

It is over a year since the Panama canal was opened. The year has been a momentous one. Expectations that were entertained and estimates that were made of the prospective volume of traffic cannot, however, be judged because the conditions have been abnormal. World commerce in a world war period affords little basis for measuring it in normal peace periods, yet some conclusions may be drawn concerning the effect of the canal on trade movements. The absence of German ships has been one of the factors in lessening the volume of traffic. The Germans in their merchant marine, as in everything else, were fully prepared to utilize the canal. Their calculations had been made to the minutest detail. Some of the business which they would have had, of course, has gone to their competitors.

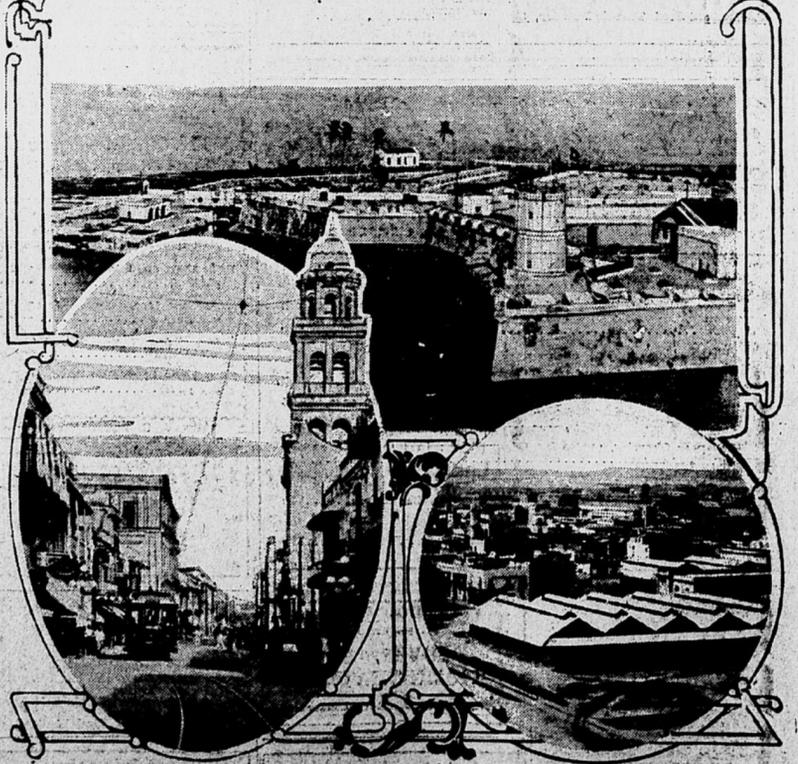
The value of the British fleet to the British merchant marine by driving the Germans off the sea and absorbing their trade has been manifest, but there has been an actual loss of traffic due to the complete paralyzing of German overseas commerce. Allowance must be made for this in any guesses as to the future volume of traffic through the canal. During the first year it has meant a subtraction of revenue tolls, and from present indications this minus quantity must be allowed for during another year, at least.

The first year of operation has brought some surprises and has confounded some prophecies. It was quite generally assumed that the canal would sound the doom of the sailing ships. Just the opposite has happened. There have been given a new lease on life. It has been demonstrated that they can use the canal to advantage. In June the barkentine John C.

Meyer of San Francisco passed through the canal with a cargo of lumber from Oregon for Quebec. She lost time in the area of doldrums, west of Central America, but she saved fifty days in the voyage to Quebec as compared with the long voyage around tempestuous Cape Horn. During the same month the four masted steel bark Bell was dispatched from Balboa for Japan with a cargo of oil from Philadelphia. Later in the month her sister ship, the Daylight, passed through the canal with a cargo of petroleum from New York for Shanghai. The canal commission has been so impressed with the prospect that it has sought the co-operation of the United States hydrographic office to give full knowledge regarding seasonal winds and other information regarding directions for sailing vessels. It has also formulated suggestions that the sailing vessels make arrangements with regular steamship lines to pick them up in the area of doldrums and tow them into Balboa. The commission gives some suggestive figures regarding the cost of handling the sailing vessels going through the canal and the saving in net expense from port to port. It estimates that on the voyage from New York to San Francisco a vessel might be expected to save eighty days at sea. It is stated that a ship of 2,000 tons and up may be operated at a cost of \$75 a day. The charges for passing such a vessel through the canal would approximate \$2,700. Subtracting these charges from the saving of eighty days at sea at \$75 per day, or a total of \$6,000, the net saving to the operator would be \$3,300. This mathematical demonstration of the money value of the canal to sailing ships may be subject to some variation, but the outstanding fact is the passage both of big and little sailing vessels through the canal and the conclusion of so conservative an official as Governor Goethals and his associates that the canal route is favorable to them. The experience in regard to traffic routes, made possible for the world war in the past, has been a main justification. Thus far the chief voice from the Atlantic is vice versa. This cent of the total volume.

## VERA CRUZ, MEXICO'S FIRST PORT, AN OLD AND VERY INTERESTING CITY

VERA CRUZ, the first port of the Mexican republic, holds many picturesque sights and experiences for the American sailors who leave the battlefields outside that port during the crisis in the affairs of the country. The city, which is one of the oldest, quaintest and most cosmopolitan of the Mexican coast towns, with a population of 25,000, was one of the first places to be settled by the Spanish invaders and the scene of battles ancient and modern. Today it presents a curious blend of both periods—fine new buildings standing side by side with diminutive negro cabins and certain parts of the city resembling Valencia and Bilbao transplanted to the new world. The city epitomizes the whole of Mexican history. Here the Spaniards planted their first stockade, fought their first battle with the natives and established their base of supplies while they attacked the great stronghold of the Aztecs. Here they sent back their fleet laden with gold, wrested from the dying Indians. For three centuries it was the main port of New Spain, and when the Mexicans threw off the Spanish yoke the last flag of Spain was hauled down from the fort of San Juan de Ulua, in the bay of Vera Cruz, one mile from the mainland. The Castillo de San Juan de Ulua, on La Gallega island, formerly a penal settlement, consists of a fort, a drydock, shipyard, lighthouse and a military prison and marine signal station. The fortifications were laid in 1519, and the massive foundations of the fort below the water line are said to have cost upward of 4,000,000 pesos (\$2,000,000). They have withstood the incessant pounding of tremendous seas for four centuries. More than 40,000,000 pesos have been spent on Ulua. The bay and harbor, formed by the coast and the Gallega reef, are difficult of entrance to ships because of the many close small reefs. The harbor has an area of 550 acres and an average depth of only thirty feet. The mouth, eighty-six feet wide, is protected by a lighthouse. Formerly ships were obliged to put to sea for safety in a blow. Recently more than \$30,000,000 has been spent to make the harbor safe with breakwaters and sea walls with artificial blocks weighing more than thirty tons each. The harbor is full of fish, sailing ships. There are four railways in Vera Cruz—the Mexican railway, the Intercon-



Photos by American Press Association. Top—Fort San Juan de Ulua and Vera Cruz Harbor. Independent avenue and birds-eye view of city.

to railway, the Vera Cruz and Isthmus railway, and the Vera Cruz Limited. The chief hotels are near the railway stations and docks and generally under Spanish management, with English also spoken. There are tramways connecting the railroad stations and the city. The main avenue and that avenue branch of asphalt, and the road from Vera Cruz to Mexico City, 263 miles long, which will stretch before any American force on an Indian map. The roads at many points with danger amid mud and impassable mountain scenery.