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WANT EXCLUSIVE WOMEN'S PRISON

Feminists to Urge Congress to Erect Special Institution for Female Offenders.

Washington.—A federal prison "exclusively for the ladies"—a penitentiary with a "women only" sign hanging out—this is what prominent women and leading feminine organizations all over the country want congress to establish.

Since the eighteenth amendment was written into the statute books, feminine agitators explain, women lawbreakers have been treated exactly like men. In consequence, more of their number are being convicted of wrongdoing now than in the past, and a penal institution especially for them has become a national necessity.

Suffrage Hits Feminine Offenders.

According to Mrs. Mabel W. Willebrandt, one of the chief advocates, who, in addition, is an assistant United States attorney general, suffrage has functioned in such a way as to focus judge and jury attention on feminine faults that formerly went unnoticed and ignored.

"But, despite all assertions to the contrary, there is no more crime among the women nowadays," Mrs. Willebrandt insisted. "The only difference lies in the fact that more women are being brought to justice now than in former days.

"With equal rights for women come equal wrongs. With woman's participation in the lawmaking has come an equal responsibility in lawbreaking. There is an increasing tendency on the part of the law-enforcement agencies, on the part of judge and jury, to recognize this and hold a woman who has violated the law responsible for her act.

Requires a Different Discipline.

"From the standpoint of justice, there is only one standard of responsibility for crime. Maudlin sentiment and chivalry have no place in it. But, even so, all the suffrage amendments and equal rights bills in the world cannot change a woman's organism. Fundamentally, she is of a different texture than a man. A woman convict can no more be disciplined by hard prison labor or road building than an old offender of the opposite sex can be tamed with tatting and embroidery."

Under present conditions, Mrs. Willebrandt explained, the government has no say-so in the management of its women prisoners. All it does, in fact, is pay their penal board bills. Due to the overcrowded conditions in the state institutions where the Department of Justice formerly lodged them, they are now being incarcerated in local jails and farmed out to reform establishments of almost any description which possess an unoccupied cell.

Bill Provides for Model Prison.

Many federal women prisoners, Mrs. Willebrandt insisted, are decidedly above the normal convict level. In addition, there are innumerable varieties of offenders. The dope addict, caught peddling drugs to buy herself more narcotics, and the alcoholic vendor require a very different sort of treatment than the check "kiter" or Mann act violator.

The bill which Mrs. Willebrandt has drafted, and with which the women's organizations hope to start the legislative ball rolling, provides for the erection of a penitentiary on the cottage plan. It is to house a minimum of 700 prisoners, and embody all the modern penal methods.

A 200-acre tract of rich farm land in Greenbrier county, West Virginia, valued at $100,000, has been offered to congress by citizens of West Virginia. The only string they have attached to their bequest is that the institution, when completed, take the name selected for it by its feminine organizers. That name is the Federal Industrial Reformatory for Women.

Young Students Flee 2,500 Miles to Marry

Mexico City.—A 2,500-mile trip afoot and afloat, ending in marriage, might summarize the feat of Carolyn Cushman Murphy, fifteen, and Roy Silvestre Wiegand, four years her senior. Both were students at Miami university, Ohio, but fled from that institution last June, according to the bride, because their parents objected to their marriage.

Both have gone to work, Mrs. Wiegand's first adventure in that line being in journalism and her first story a record of her trip on foot and in automobile and sidedoor pullman to New Orleans and as extra hand aboard a freighter from New Orleans to Vera Cruz. Her home is in Brooklyn, N. Y.

Lack of Dowry Dooms Girls to Singleness

Berlin.—A girl baby is more of a tragedy than a boy baby in the average German family today, because of the dowry which must go with every German girl who finds a husband. No girl without a dowry can avoid being an old maid in Germany, and there is little prospect of the average German family accumulating enough surplus to endow daughters with sufficient linen and money to make them attractive to German men who have such a large assortment of women to choose from because of the great excess of the female population.

U. S. Seeks Chestnut Tree That Will Resist Blight

Washington.—[illegible]

One of the department's explorers is searching the Himalaya uplands for new species and varieties of chestnuts for trying out in this country. Two small plantings of a Chinese chestnut have been made on the Natural Bridge national forest in Virginia and two plantings of an Indian chestnut have been made in the Florida national forest.

An Indian chestnut from the mountains of Bengal is looked upon with favor, and a Japanese chestnut has been found to be a good blight resister, but yields a bitter-tasting nut.

The American chinquapin is being crossbred to develop a blight resister.

Sews Miles of Seams for U. S. in 26 Years

Washington.—Sewing seams in mail bags for Uncle Sam for 26 years, Mrs. Carrie L. Hurley of Washington has completed seams that if placed in one seam would be 21,275 miles long. Mrs. Hurley day after day sits at her electric machine in the mail bag equipment shop of the Post Office department and sews seams four feet long in mail bags. She has sewed 28,080,000 such seams in 4,680,000 mail bags. When Mrs. Hurley has finished her twenty-sixth year she will retire.

Men Who Battled Sea for Three Days, Land

New York.—Lashed to ringbolts on the deck of the dismasted barkentine John E. [illegible] of Boston, Capt. [illegible] Davis and his crew of nine drifted for three days through pounding seas before being picked up by the liner Samland, which made port recently.

For the last 21 hours on board the barkentine, the crew was out of food. Only the lashings kept them from being washed overboard, as every wave washed over the stripped deck.

When the storm subsided for a brief spell, the men distilled some water in an old copper kettle, lighting a fire with an emery wheel, cotton waste and gunpowder from a cartridge. When picked up the crew had almost no clothing left.

Cars of Dynamite Collide With Train

Joplin, Mo.—Three freight cars loaded with dynamite and running wild crashed into the front end of a St. Louis-San Francisco passenger train near Carl Junction, Mo., northwest of here recently without exploding.

The cars containing the explosives sent the engine of the passenger train into the ditch and piled over on it. Fire from the locomotive ignited two of the cars endangering the lives of the passengers. The passenger train was not derailed, however, and it was pulled out of danger. No injuries were reported.

Board Sells Ex-German Ship.

Washington.—The sale of the former German cargo ship Tucea, built in 1903, and having a deadweight tonnage of 4,300, was approved by the shipping board to the Equity Steamship company, 11 Broadway, New York city. The sale resulted from an auction held recently, the board announced.

Turk Ruling Favors Americans.

Constantinople.—The order of Haidar Bey, Vali of Constantinople, compelling foreign firms to give employment to retired army officers does not affect the American Express company, the Singer, Ford and Standard Oil interests operating in the city.

Rural Letter Carrier Has Hazardous Job

Washington.—The job of rural letter carrier has become a hazardous one, the casualty list for the last two and a half years, made public recently by the Post Office department, showing 55 lives to have been lost in the performance of duty.

A plea to patrons of rural routes was issued urging that boxes be placed on the right-hand side of the road in the direction of the carrier's travel. This, it was said, would remove one of the greatest dangers—that of traffic perils.

[illegible]

[illegible]

BALKED AT PURPLE PRUNES

Chinese Said He People Wouldn't Take "Death"-Colored Package Offered by California.

The following is the marketing experience of the California prune growers, says The Nation's Business.

Prunes "go" with rice, and so the prune growers sent men to China to see whether a market could be [illegible] over there. The scouts reported that there were comparatively few among the 400,000,000 Chinese who could afford prunes, but that there were enough to justify the trial. "You will have to give away samples at first," they said, "because the Chinese don't know what California prunes are."

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