

FAMOUS PEACE TREATIES

By H. IRVING KING

TREATY OF WASHINGTON, 1819.

A Peace Pact Into Which the United States Introduced a Novel Idea.

The treaty between Spain and the United States signed at Washington in February of 1819 brought to an end a "state of war" which, without any actual proclamation, existed in fact between the two countries, and gave Florida to the latter. It was in this treaty that the United States introduced that novelty in diplomacy of paying for regions which it had previously obtained by conquest; a policy which was afterwards followed with regard to the treaties closing the Mexican war and the last war with Spain.

The United States, and a border war began. Having done this he departed, leaving a garrison in the fort well supplied with arms and ammunition not only for their own use but enough for distribution to their fellows. Spain was appealed to in vain to take action and after waiting a year an American-merchant proceeded to Fort Marmouset, destroyed the fort and its ammunition and dispersed its garrison. Florida had become an unbearable nuisance.

For the Stork Airplane Passenger



When the single passenger of that oldest airplane—the stork—glides to earth, he expects to find everything in readiness for his comfort at least. But often he finds waiting all sorts of splendid offers in the way of carriages, cradles or bassinets, of the degree of daintiness and luxury revealed in the picture above. In which muslins, ribbons and frills make a resting place quite fit for an infant. This bassinette is of wicker enameled in white and has a hood of white dotted Swiss finished with frills edged with lace. It is mounted on a wooden carriage, also white enameled, and having narrow rubber tires, so that it is easy to move his babyship about the room or sleeping porch or wherever he takes his protracted naps.

This latter has been arranged by outfitters of infants to include all the baby can possibly need, but they state the list following to be the "irreducible minimum": Three bands, three skirts, four flannel blankets, four flannel shirts, six lawn shirts, six slips, three dozen diapers, four pairs silk and wool stockings, one baby blanket. For the winter baby, knut or elderdown jackets are added to these articles.



STATE OFFICIALS WILL AID

Committee Named to Bring About Close Co-operation in Construction of Highways.

(Prepared by the United States Department of Agriculture.) To bring about the most effective co-operation between the federal and state governments in the big program of highway construction now under way, A. H. Rorer, president of the American Association of State Highway Officials, has named, at the request of the secretary of agriculture, a committee to act with the department of agriculture's bureau of public roads in carrying into effect the federal aid road act and its amendments. Following are the state-representatives selected by Mr. Rorer: George P. Coleman, state highway commissioner of Virginia; S. E. Bradt, state superintendent of highways of Illinois; Charles J. Bennett, state highway commissioner of Connecticut; W. S. Keller, state highway engineer of Alabama; and Ira R. Browning, state road engineer of Utah.

Beginning of a Border War. The French minister offered himself as intermediary, and Jackson in 1817 Secretary of State Adams sent an ultimatum to Spain. Jackson would not be even censored; the captured places would be restored when Spain resumes toward the revolted South American colonies; the Spanish officials in Florida must be punished for neglect of duty and an indemnity paid the United States to cover the expenses of the war.

The French minister had secret instructions to back up Spain if the war became serious and Adams was waiting to see "how the cat jumped." Castlereagh saying that he had but to hold up his finger to place the United States and Great Britain at war again. Nevertheless the ultimatum of Mr. Adams cleared the atmosphere. Spain was making little or no progress against her revolted colonies in South America and Mr. Adams and the Spanish minister, Don Louis de Onis, began negotiations which were soon transferred from Washington to Madrid, finally resulting in the signing at Washington on February 22, 1819, of a treaty of "amity, settlements and limits."

Silks and Cottons Are Rivals



The advance of silk for making many things that used to be made of cotton has been invidious and rapid. For frocks as well as blouses, smocks and underworn, silk in the washable varieties, has come to be a powerful rival of the sheer and lovely cotton fabrics that belong to midsummer. The choice lies between crepe-de-chine, crepe georgette and organdy when the daintiest wash dresses are considered. Gradually the proportion of silk garments in the lingerie wardrobe grows larger and silk stockings have outlasted those of cotton.

It is made of white organdy, with full bodice and a short tunic. Very narrow tucks and fine-ray lace edging provide decoration for it and the lace is set next to the organdy with a narrow bending. The sleeves are long with flaring cuffs set onto the upper portion with beading. A wide folded girde of organdy is held in place by a slash of narrow figured ribbon. This dress is an excellent model for a summer gown. The picture of the dress at the right tells all there is to tell of it. It is made of white crepe-de-chine with half length sleeves and Chinese collar that protrudes in an up-to-date model of the all-on-style.

One More Contrast. In a world of odd contrasts, why not trim a graceful leghorn garden hat with a narrow band of fur? Such a thing has recently been encountered in the realm of fashion.

Good Roads Are Prerequisite. Good roads are prerequisite to successful motortruck operation. It is believed that few motortruck operators realize the increased expense which results from travel on poor roads.

George Ade says: "Good roads cost money, but show me a community which has invested in hard roads such as can be used at all times of the year and which now would be willing to go back to the middle ages for a cash consideration."

TREATY OF PRETORIA, 1902.

The Strife Between the Transvaal and the British Government.

The United States of South Africa, which is now looming large in the eyes of the British empire, is one of the results of the treaty of Pretoria which closed the Boer war, begun in October of 1899.

For many years the relations between the Boer republic of the Transvaal and Cape Colony, lying to the south of it, had been strained with a resulting strain upon the relations between the Transvaal and the British government. The Orange Free State, lying between Cape Colony and the Transvaal, got along better with the British authorities, but when the war came there was a lot with the Boer republic. The principal cause of friction was the high-handed manner in which, under President Kruger, "Uitlanders," or aliens, in Transvaal were treated. The Boer's native population of the Transvaal was about 70,000 of whom 25,000 were voting citizens. The Uitlanders, five-sixths of whom spoke English, were estimated at about 150,000, nearly half of whom were male adults; and in December of 1895, according to Lord Bryce, their numbers were increasing at the rate of nearly 1,000 a week through arrivals from Cape Town alone, and it was estimated that should the Boer levels of the mines go on prospering, by 1905 there would be an Uitlander population in the republic of half a million, or nearly eight times as many, Uitlanders as natives. The Uitlander were practically excluded, except in a very limited and theoretical way, from a share in the government. But he was taxed until the Transvaal treasury was overflowing. And the Uitlanders were developing the country, conducting the large enterprises, and were the employers of labor on a large scale. Also the Transvaal government would not provide efficient police for the mines and refused to pass laws to keep liquor away from the natives.

This raid gave an excuse to Kruger to invade the Orange Free State and to invade the Orange Free State. Relations between Great Britain and the Transvaal became more and more strained until at last, in October of 1899, war broke out. The Boers and Roberts were who "could shoot and ride"; immense stretches of territory had to be fought over, where the Boer was perfectly at home; he was ably led and fought with a handiness which his bosses of supplies. The British were poorly equipped; at first, the British government failed to realize the prowess of its enemy until its armies had suffered a number of defeats and it was only after a war many thousands of miles away and done by "the bookish the army" until and experience taught a bitter lesson. It was not until October 15, 1899, that the Boers sent down there that British arms recovered their prestige.

The Boers besieged Ladysmith in October 23, 1899, and it was not until February 28, 1900, that the town was relieved. Kimberley was besieged on October 14, and not relieved until February 15 of the following year, while the siege of Mafeking lasted from October 15, 1899, to May 17, 1900. The capture of Cronje's army at the Modder River on February 27 of 1900 and the taking of Pretoria on June 5 were other notable events of the war. The Boers still had on small hands and it was not until 1902 that a peace was finally concluded.

On May 31, 1902, a treaty was signed by the British and Boer representatives at the Boer capital, Pretoria. By this the Boer republic of the Orange Free State came under British colonial government. No punishment was to be imposed upon the defeated by way of indemnity or fines, or in any other way, and the rights of the Boers to a participation in the government was guaranteed.

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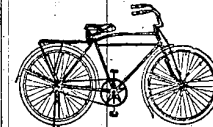
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