

Side Lights On Capital Notables

WHILE our national lawmakers are going home for a well earned rest, another session of congress having passed into history, Washington is still discussing their fads and characteristics, and the impressions they made during the session still linger. One of the members who made things lively is Senator Henry Cabot Lodge, but visitors observing the extremely dignified manner in which he has participated in senate proceedings have little suspected that he had a sense of humor, much less accused him of being a good



LODGE RELATING HIS LATEST

story teller. Such is the fact, nevertheless, and it is probable that the senator has as big a fund of tales to draw upon as any other man in congress. Incidentally it would be a difficult matter to find a member of congress who has kept in such close touch with legislation and yet found time to go out in society nearly every night in the week.

Senator Lodge is the type of man who keeps himself occupied each minute of his waking hours. He is a great pedestrian, and unless he has a pressing engagement he usually walks from his home in Massachusetts avenue to the capitol. His committee assignments are among the most important in the senate, including finance, foreign affairs, immigration, civil service and rearmament, engrossed bills, forest reservations and chairman of the committee on Philippines.

He ranks seventh in point of service in the senate and is regarded as the man who will one day succeed Senator Aldrich as the senate leader, provided Butler Ames does not aeroplane into his seat in the meantime.

Probably the richest man in the United States senate is Isaac Stephenson of Wisconsin, and yet of all our congressmen he makes the least outward display of wealth. Take the matter of transportation, for instance. While other senators would not be seen riding in anything but an elaborately equipped automobile, Uncle Ike



"DRIVE ME TO THE CAPITOL."

jumps into the first vehicle along the curb, no matter what it looks like. This is not because he is parsimonious. He spends his money freely, but he does not spend it in lavish display and has no use for autos anyway.

It is on his farm that Senator Stephenson spends his money with a lavish hand. He gets as much pleasure out of the reports of his foreman as he does in cutting coupons each month. President Taft has reason to know the high grade stock owned by Senator Stephenson, for he was recently presented with one of the best bred cows in the country in order that the milk served at the White House table might be of the best possible quality.

Senator Stephenson has been in congress since the Forty-ninth congress. He is now serving his second term as senator, and before he entered that body he served six years in the house.

If there has been one man in Washington more than another with most decided views on the propriety of the public being called upon to pay toll to the waiters after it has paid a fancy price to the hotel proprietor, that man was Representative Arthur Phillips Murphy of Missouri. In fact, Mr. Murphy's convictions on this subject are so deep seated that he has been trying for years to get a bill through congress



THE WAITERS DO THE TIPPING.

making the practice of tipping unlawful. Members of the committees to which these bills have been referred usually have a lot of fun with them, but they never get within a thousand miles of being enacted into law.

Because of his views on tipping every waiter in Washington had the Indian sign on Mr. Murphy, and they determined to make his life miserable every time he dined away from home. Quite frequently a cup of coffee or a plate of hot soup has been "accidentally" tipped down his neck by some "careless" waiter, but still the bills of the other kind were not forthcoming.

Mr. Murphy began life on a farm and worked from sunup until sundown. When he had developed sufficiently to engage in harder work he found employment as a section hand. After working out on the road all the Murphy started telegraphy at night and finally got a job as telegraph operator and filled that place so well that he was made train dispatcher.

EMPEROR WILLIAM.

Illness of Kaiser Recalls Fate of His Father.

When the dispatches first announced the illness of Emperor William much alarm was felt throughout Germany, and attention was drawn to the disease which caused the death of his father, officially given as cancer of the throat. Writing of this time, Harold Frederick, in his "Life of the German Emperor," says:

"The crown prince (father of the kaiser) returned to Berlin from Ems thoroughly frightened. He had no doubt whatever that he was suffering from cancer and expected to die within a year. He was in a state of complete depression. In a touching interview between the three Hohenzollerns, Fred-



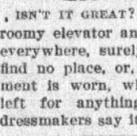
EMPEROR WILLIAM.

erick, with tears in his eyes, declared he did not desire to reign and that if by chance he survived his father he would waive his rights to succession in favor of his eldest son."

Although a boy at that time, Emperor William knew all the details of his father's affliction and never got over the fear of dying from the same trouble. Early in life he went in very keenly for outdoor exercise to build up his health and continued to do so up to the time of his illness. His athletic prowess, however, was badly hampered by his congenitally crippled left arm, which has been withered since birth. It is four inches shorter than the right, with a malformed hand and only rudimentary fingers.

Will the Hoopskirt Come Back?

Paris is gasping. And no wonder! The dressmakers of the French capital, whence so many of the world's styles originate, are now proposing to bring into popular favor again the crinoline, the bustle and—if you have a weak heart, gentle reader, pause right here—the hoopskirt! Maybe we can get along with the first two mentioned after a time, but that monstrousity in dress, the hoopskirt—never! In these days of the bargain counter sale, the crowded car, the narrow flat, the not too roomy elevator and the mighty hustle everywhere, surely the hoopskirt can find no place, or, rather, if that garment is worn, what space would be left for anything else? But those dressmakers say it is bound to come.



TAFT'S SUMMER PLANS.

Chief Executive and Family Will Go to Beverly Again This Year.

President Taft and family will again spend their summer at Beverly, Mass., and at the Evans cottage, Burgess point, which they will occupy, many changes have been made. A beautiful stone fountain, which was imported from Italy by the late Robert D. Evans, owner of the property, has been set up on the triangle at the parting of the avenues which lead to the cottage and to Dawson hall. The



SUMMER HOME OF PRESIDENT.

lawns are close cropped and velvety, the shrubbery beautiful, and the estate is looking at its best.

There has been a lively demand for accommodations by those who will accompany the president. Captain A. W. Butt, his military aid, will reside with Mr. H. O. Woodbury in the latter's cottage, off Ober street. The captain will have as guest this summer Captain Sowerby, military attaché of the British legation at Washington.

The executive offices will be located in the Mason building in the board of trade rooms, as last summer, but some changes probably will be made in the arrangements which will enable Mr. Norton and Mr. Foster to have private offices.

It is said that the president will travel little during the summer.

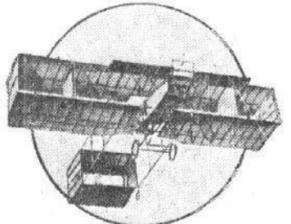
Some Points On Aviation



WILBUR WRIGHT.

WELL, Mr. Man, how do all these marvelous triumphs in aviation of late strike you? Sort of chases the thrills up and down your spinal column and makes your hair "rizz," doesn't it, to see your fellow beings beating the birds at their own game? And what have you learned about "the sport of kings?" Just about now is the time for us to knock together some kind of aviation vocabulary, for the airship has come to stay, and mother and the children are asking the head of the house all sorts of questions about it.

Let us begin with the word "aviation," which means flying, but a particular kind of flying—flying like a bird. Men who fly in aeroplanes aviate and are aviators. Men who go up in

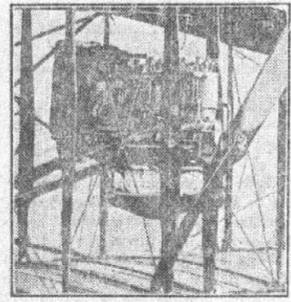


BIPLANE THAT BROKE MANY RECORDS.

balloons or dirigibles do not aviate, because a balloon floats like a bubble and does not fly like a bird. The dirigible is just a step from the balloon, being a gas bag shaped long and pointed and furnished with a propeller and rudder to force it through the air.

On the other hand, the aeroplane is heavier than air, is all firm and solid and raises itself with the brushing of its wings on the air when driven forward by its propeller. Any kind of machine that depends on this wing or kite principle to hold it up is an aeroplane. There are many kinds, but most of them are biplanes, and occasionally there is a triplane. Here is the difference: The monoplane has just one single plane, stretching out like a single pair of spread wings. The biplane has two such planes, one above the other in tiers. A machine with three tiers of planes is a triplane, and one such built in England has proved a steady flyer.

It took a long time to invent an aeroplane that would fly. But the minute one was invented there was no difficulty finding persons to invent names for the various parts of it. Aileron is a French word and means a little wing. The ailerons are the little wings out at the tips of the big wings that twist so as to right the aeroplane and keep it from falling over on one side. Sometimes they are separate from the main planes, as in the Curtiss. Sometimes they hinge right upon them, as seen in the Farman. Sometimes there are no ailerons because the whole wing tip is flexible and is warped to do the work, as in the Wright. The ailerons are really a kind of fin rather than a kind of wing, for fishes have fins that they



ENGINE USED ON AEROPLANES.

use for just this purpose of keeping right side up. So sometimes the ailerons are called stabilizing fins.

On an aeroplane there are two other rudders. The vertical rudder is the one that stands upright in the rear of about every pattern of aeroplane and steers from side to side like the rudder on a ship. The horizontal rudder is one that lies flat and turns the nose of the aeroplane up or down.

Besides aeroplanes and dirigibles there is one other sort of flying machine that really can leave the ground. They are called helicopters. The helicopter is a contrivance to rise directly by the upward pull of a propeller. There is no plane at all to catch the air and retard, so the helicopter is an ideal scheme. The trouble with the helicopter is that no one wants to go up in one because of the evidently unpleasant consequences if that hard-working propeller ceased to work.

All flying machines of whatever sort have to alight, so all alike have a chassis—a framework to lift the earth with. Most chassis have wheels under them, but some, notably the Wright, have skids. Skids are wooden runners. Some have both wheels and skids.

Of late monoplanes have not been heard from very frequently, and they have not as yet played any prominent part in the cross country flights which are the features of this season's flying

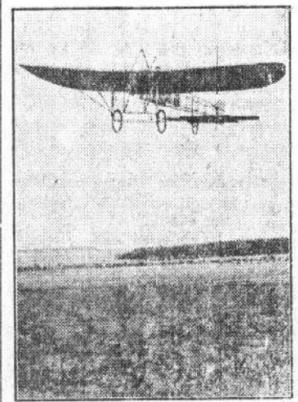
Progress of The Aviators

They have nevertheless done things of much promise, a French aviator recently remaining up for ten minutes in a monoplane with three men aboard. They may well, with a little further development, acquire the steadiness that has failed them hitherto.

Almost all the monoplanes have been made in France, and they are essentially a French development. It is only recently that American aviators have taken any interest in them. In France, however, very soon after the first successful flights of Santos-Dumont in his cellular biplane, two or three men started in to build monoplanes. Their idea was to imitate the shape of the outstretched wings of the soaring bird. The first efforts in this line made no provision for keeping the monoplane on an even keel. It was only a year or two later that the monoplane men adopted the simple wing tip devices for preserving lateral equilibrium. By and by, when the necessary stabilizing fins were hit upon, other troubles cropped up. It was found much more difficult to install them on the monoplanes and make them effectual. It was also found difficult to build monoplanes strong enough to hold together in the air. Up to the present time the monoplane has remained fragile and cranky.

Louis Bleriot, a French engineer, was the first man to fly a monoplane with any continuous success. For three years he has been building and flying his monoplanes. During that time he has launched a dozen models, each embodying some modification or improvement. As a result of this steady and patient work he has built up the nearest thing to a successful monoplane on a fairly large scale that now exists.

So far 1910 has been a banner year in the history of aviation. It has produced in this country, in England and in France a number of remarkable cross country flights which demonstrate that man is not only increasing his theoretical knowledge of this new



MONOPLANE IN FLIGHT.

science, but is also acquiring greater skill in the manipulation of the machinery that enables him to emulate the birds. From the efforts of Curtiss, Hamilton and Baldwin aviation in the United States has received an extraordinary impetus. They are doing practical work. The Albany to New York, the New York-Philadelphia and later flights will prove influential in arousing popular enthusiasm to the pitch needed to make the International flying meet of October not only an impressive spectacle, but also an effective stimulus to the advancement of aviation toward commercial usefulness.

Among the immediate problems facing those who seek to improve the aeroplane perhaps the most important is how to insure automatic stability. Another is how to avoid the peril which might follow a breakdown of the light motors used for supplying power to the propellers.

The internal combustion engine is as yet not an altogether trustworthy source of power. It is subject to sulking moods, as every automobile owner knows, and knows to his regret. Undoubtedly it will be improved. Fuel spark plugs and other sources of "missing fire" will be eliminated. But it is possible, too, that in years to come something better and surer than a gasoline engine will be made available for the use of aviators. The important point in recent demonstrations is the evidence they afford of the sufficiency of the sustaining planes, the "wings" of the flying machine. They do their work satisfactorily. The source of weakness and uncertainty lies in the motor apparatus.

The \$15,000 prize offered by Edwin Gould recently for the invention of a duplicate motor and propeller for aeroplanes is designed to hasten the solution of the latter problem. Other things which have bothered the bird men are the proper starting and landing of a machine. The present type of aeroplane requires a large area from which to rise and a similar one from which to land. With the gliding start it is difficult to make up a heavy load, and before the aeroplane can be a commercial success it will be necessary to have a machine that can rise perpendicularly from the starting point.



GLENN H. CURTISS.

MARGARET ILLINGTON.

The Actress Who Quit Darning Socks to Return to the Stage.

When Margaret Illington, the actress, secured a divorce from Daniel Frohman, married Edward J. Bowes and announced that she was through with the stage and purposed to spend the rest of her life darning socks and attending to other simple household duties people said: "There's a woman for you! Think of all she's giving up." And now they are saying: "Humph! Her hubby must have worn out four



MARGARET ILLINGTON.

or five pairs of socks a day." For only seven months have passed since she sang her paean to tattered socks, yet she is back in New York getting ready to be launched on another theatrical career. The scheme has not only Mr. Bowes' financial support, but his hearty sanction, for he believes his wife is possessed of remarkable talent that should not be wasted.

The "Kiss Not" Campaign.

When the "kiss not" campaign started in Cincinnati recently the country laughed and chuckled and gave the idea one day in which to die out. But it seems the laugh is on the country, for over 5,000 members are now enrolled, and branches are being started



in all the large cities. The organization's only motto is "Kiss Not," and it is inscribed on a button which members wear. Mrs. L. Rechin, president of the World's Health organization, who started the movement, says the button is working wonders. Sweethearts, of course, refuse to join the society; hence the order is devoting itself largely to stopping the practice of kissing at public functions and the promiscuous kissing of babies. Chief among those to encourage the move are physicians, who say kissing breeds disease.

THE MEGAPHONE MAN.

How J. Henry Smythe, Jr., Shouted His Way to Fame.

One of the most novel methods of winning fame is that adopted by J. Henry Smythe, Jr., of Philadelphia, who has megaphoned his way up in the limelight until he is known the country over as "the megaphone man." When Colonel Roosevelt returned from abroad of course "the chap who leads the cheering" was on hand to assist in the welcome, and he has been one of the most talked of visitors to the metropolis.

It was at the 1904 Republican national convention that Mr. Smythe won his title. He reached the front of the platform just after the nomination speech, and, waving the stars



J. HENRY SMYTHE, JR.

and stripes and using a megaphone, he began with: "All together, now! Three cheers for the President! Hip, hip, hurrah, hurrah, hurrah!" Then he started the cry "Hoos-ee-ah!" It was taken up by the throng and the cry rolled over the hall in volume so great and so terrific that the screaming of a hundred steam whistles would have been dwarfed in comparison.

Four years later Mr. Smythe led the delegates in "Three Cheers for Taft and Sherman" in the campaign he took the stump and made scores of speeches.

Now Comes The Aerial Liner.

COUNT ZEPPELIN has made good his remarkable prophecy, and we have an aerial passenger service, regular trips now being made in his huge new dirigible balloon, the Deutschland, between Friedrichshafen and Dusseldorf, Germany. On the first voyage that marked a new epoch in aerial navigation eleven passengers made the trip of 300 miles and felt as safe as if riding in a railroad train or steamer.

Not a hitch occurred to mar the voyage, and the average speed maintained was about thirty-three miles an hour. The 124 miles between Friedrichshafen and Stuttgart were traversed at an average rate of forty-one miles an hour. The best speed for a single hour was forty-three and one-half miles. The 350 miles was covered in almost exactly nine hours.

The route lay over Stuttgart, Mannheim and Cologne, and at each of these places monster crowds, attracted by advance notices, had gathered to witness the flight. They gave vent to their enthusiasm with the ringing of bells, the firing of guns, the tooting of whistles and by yells from thousands of leather lunged throats. Each of the cities was reached on almost the exact hour named in the schedule.

The passengers on board spent the time in talking about the big, luxuriously appointed stateroom and feasting their eyes on the scenery which few advance notices, had gathered to witness the flight. They gave vent to their enthusiasm with the ringing of bells, the firing of guns, the tooting of whistles and by yells from thousands of leather lunged throats. Each of the cities was reached on almost the exact hour named in the schedule.

The dimensions of the Deutschland are: Extreme length, 485 feet; greatest



COUNT ZEPPELIN AND HIS AIRSHIP.

breadth, 46 feet; balloon capacity, 671,000 cubic feet of hydrogen gas; three motors together have 330 horsepower; approximate cost, \$200,000.

The hugeness of the Deutschland may be understood not only by its great length and breadth, but by the fact that its lifting capacity is 44,000 pounds. The crew, passengers and express take only 11,000 pounds of this power. The promoters of the new aerial service plan to make the regular trips between Friedrichshafen and Dusseldorf, a distance of 300 miles, but the big airship, it is said, can do a 700 mile continuous voyage.

In speaking of the trial voyage one of the passengers said: "It was a wonderful trip. The ship was as steady as a rock. The passenger cabin is delightfully comfortable. There a smart waiter served light champagne at noon and tea at 5 in the morning. We had an exciting moment coming over the Swabian hills when we were compelled to ascend sharply by lifting the rudders. The trip down the Rhine was perfectly exquisite. One soon gets used to the noise of the motor, and traveling in the cabin, with its carpeted floor and freedom from vibration, is just what any steamship trip is ever took."

Count Ferdinand Zeppelin, who operated the dirigible on its first successful passenger carrying trip, has had a very dramatic career. He was born near Friedrichshafen, from which point he began his journey, in 1858. He began his career in the German army before he was twenty-three and two years later was detailed for observation duty with the Union army during the American civil war.

The count interested himself in aerial navigation very early, and his first balloon flight was in a captive balloon, in which he ascended from the Union lines while connected with the Army of the Potomac. He served on the staff of General Carl Schurz and at the battle of Fredericksburg effected his escape from capture by a brilliant feat of horsemanship, making a charge through a line of bayonets with which he had been encircled.

He returned to Germany and participated in the Austrian war of 1866 and the Franco-Prussian war of 1870. He was promoted to the rank of general in 1880 and then retired to devote himself to aeronautics, which had become a passion with him. He spent his fortune on his experiments and, but for the assistance of the German emperor and the king of Württemberg, would have failed for want of means. He built one airship after another and on one occasion traveled 200 miles from his home to Frankfurt and later succeeded in carrying twelve passengers for a short distance through the air and a year ago, with a crew of twenty-six men, was able to raise his machine to a height of 6,000 feet.