

New Books And Their Authors



MRS. HARRISON.

MANY of the youngsters who have enjoyed the charming fairy stories from the pen of Mrs. Edith Ogden Harrison, wife of ex-Mayor Carter H. Harrison of Chicago, will learn with disappointment that she is no longer to write for their amusement. Mrs. Harrison has now turned her attention to stories for grownups, and her first novel, "Princess Sayrane," a love story of the far east, has just appeared, while a second work, now in the hands of the publishers, will soon be issued. Both novels were completed during the summer while Mrs. Harrison was at her hunting camp near Huron mountain, Michigan, the greater part of "Princess Sayrane" being written in the summer of 1909.

She first began writing stories for the public a little over eight years ago, when her "Prince Silverwings" was published. This was a book of fairy tales and was received with marked success. Then "Star Fairies" came out in 1903, and two more books of fairy stories followed this. Her "Biblical Tales Retold For Children," published last fall, has been accepted as a text book in many schools. It was her last work before she began her career as a writer for adults.

"Princess Sayrane" is a romance of Abyssinia and Egypt in the days of Prester John. The Egyptian Princess Sayrane is destined to be married to the king of Abyssinia, but the royal blooded Christian envoy of the king, who was sent to the court of Egypt, causes the plans of the emperor to be sadly disarranged.

In Harry Whitney's new book, "Hunting With the Eskimos," there is much interesting information about the natives of the far north. He says of their inordinate fondness of tobacco: "I used to clean my pipe with feathers from gulls' wings, and when ever I did so the Eskimos who were around invariably picked up the nicotine soaked feather which I threw away and sucked it. I protested at first that this would make them sick.



HARRY WHITNEY.

but they always assured me, 'No good for white man, but very good for Eskimo,' and I never observed harmful results."

Home life in an Eskimo igloo may be cozy, but it leaves something esthetically to be desired. "Upon entering an igloo," Mr. Whitney says, "one sees spread upon the floor indiscriminately great pieces of walrus seal and bear meat or blubber—hundreds of pounds of it—in various degrees of decomposition. Suspended from the ceiling are fox, hare, seal and other skins stretched to dry. On the side of the igloo opposite the entrance is the bed upon which all of the inhabitants of the igloo sleep."

The Eskimos marry at about fourteen years of age, the women sometimes earlier.

Jacob A. Riis in his new book, "Hero Tales of the Far North," tells of some of the heroes of Sweden, Norway and Denmark. Only historic characters have been given a place in the pages of this book, and most of the men are heroes of war, like Feder Tordenskjold, Gustav Adolphus and Gustav Vasa. But given an equally honored place with these are some of the heroes of peace, the men who conquered ignorance and disease or discovered the more kindly face of nature. All of these men are truly heroes. All have in their lives shown those estimable qualities which make them cherished as examples of manhood upon which the youth of the land may build their ideals.



JACOB RIIS.

A ROYAL ROMANCE.

Wedding Bells at Last For Princess Clementine and Prince Victor. The most talked of wedding in all Europe just now is that of the Princess Clementine of Belgium and Prince Victor Napoleon, whose romance and loyalty to each other have aroused the sympathy of the whole world. It was six years ago that the princess gave her heart to the heir of the Bonaparte dynasty, but her father, old King Leo-



princess Clementine and Prince Victor, pold, stormed and raved and refused his consent to the marriage. He favored the Orleans family, he hated the Bonapartes, and it did not suit his policy with France to have his daughter married to one of the royalist pretenders.

Many royal personages traveled to Brussels and pleaded for the sweethearts, but Leopold declared that nothing could change his decision. Even when the princess fell ill and court physicians said she was dying of a broken heart the old king would not give way. She was ill for months and has never fully recovered her health.

Later on the princess, living apart from her parents, and Prince Victor, an exile from France, met each other in houses of friends, but never appeared together publicly or at court until King Leopold died. After his demise young King Albert gave his cordial consent to their union.

Prince Victor is forty-two years old and a square built, soldierly man, who were it not for his mustache would bear a strong resemblance to the great Napoleon.

The princess is thirty-eight and a charming and beautiful woman, who is popular throughout Europe.

McLEAN STILL SEEKS SENATE

Ohio Millionaire Reported In Political Deal With Governor Harmon.

The political bug is reported again buzzing in the head of John R. McLean, owner of the Cincinnati Enquirer, Washington Post and Washington Gas company, whose nominal residence is Cincinnati, though he has long maintained a handsome home in the national capital.

This time McLean wants to succeed Charles Dick, senator from Ohio, whose re-election depends upon the Republicans carrying the legislature, to say nothing of the harmonious agreement of the various factions of his party on himself.

According to the rumors, the millionaire editor has formed an alliance with



JOHN R. McLEAN.

Governor Judson Harmon, proof of which is said to exist in the failure of the Democratic primary or state convention to endorse a senatorial candidate. The Washington idea is that McLean's assistance in financing the Democratic state campaign will cause Harmon to throw his strength to the Cincinnati man in the senatorial caucus. The rumors go even further in stating that McLean is to boom the Ohio executive for the presidential nomination two years hence.

Stories of the Sky Pilots

How Noted Bird Men Took Up Aviation as a Business.

Side Lights on the Early Careers of the Men Who Fly.



EMILE AUBRUN.

ALBANY to New York and are perhaps familiar with the much talked of achievements of others, but few people are aware of how these men first entered their darling profession or what they did before becoming famous fliers.

Many of them have taken up the dangerous sport for the thrills and excitement there are in it, caring far more for the glory and fame than for the money to be made. One of these is Claude Grahame-White, the famous British aviator, who has won so many prizes since coming to this country. He took up aviation just for the fun of it and had no idea at first that he would do more than make an occasional flight for his own amusement. It wasn't long, however, before he found that he could handle a monoplane with the best of the experts, and he laid aside everything else for the sport. After learning to fly in France he returned to England and opened an aviation school, which has turned out a number of noted fliers.

How Alfred Le Blanc gave up a good position to become an aviator was this way: A few years ago he was the director of a metallurgical laboratory in Paris; but, being a friend of Bleriot, he soon became interested in flying machines and resigned his directorship in the laboratory to become Bleriot's devoted assistant. In the latter's famous flight across the English channel it



HUBERT LATHAM.

was Le Blanc who from a little dale below Dover castle signaled the flier the spot where the daring aviator landed. When about one year ago Bleriot founded his flying school at Pau, Le Blanc became its director and organized the institution with fine methods, turning out many brilliant pupils, among them being Morane, Chavez and Aubrun. As soon as he could find time he entered some of the big competitions himself, winning much fame at the Rheims meet. He attributes his success, however, to his experiences as a balloon pilot.

Although it was only a year ago that James Radley became interested in flying, he was the first aviator selected by the Royal Aero Club of the United Kingdom to represent Great Britain in the international speed contest recently held in America. His first public appearance was at Abergavenny, south Wales, and was the result of a bet. A friend wagered a horse against \$100 that Radley did not have the nerve to make a flight alone, and he not only rode home on the equine, but had with him as well a good sized purse that he had won by his work in the sky.

The story of how Hubert Latham became an aviator is an early romance of aviation. His flying career is that of the Antoinette monoplane. He gave the machine its success, and the monoplane made Latham. Several years ago a poor but brilliant mechanic invented the strongest and lightest motor in the world, but as flying machines were laughed at in those days he did not dare ask any one to build an airship in which to try out his invention. Later it was arranged, however, but the flying machine into which it was placed always left the ground so quickly that it was smashed, and no one dared to ride it until Latham came along one day and said:

"I'll try out this affair for you and continue flying in it until I either break my neck or show that with such a motor it is the easiest thing in the world to make a flight of several hundred miles."

Not once, but fifty times, was Latham wrecked in the machine, but success finally crowned his experiments, and his work made the whole world sit up and take notice that something

more than a toy had at last been found by the aviators. His present daring and confidence are due entirely to his early contempt for death.

One would hardly look for youngsters just out of their teens among the famous aviators, but quite a few of them have gained glory in this daring profession. In fact, Walter Brookins, whose recent achievements in



Photo by American Press Association.

WALTER BROOKINS.

the air have been talked of all over the world, is just twenty years old and was making flights before he reached this age. Being a Dayton (O.) boy, he witnessed many of the early experiments of the famous Wright brothers and one day exacted a promise from Orville Wright that later on he, too, would be allowed to try a flight. Early last spring, when the Wrights were looking for aviators to demonstrate their machine, young Brookins suddenly reappeared, and Orville, recalling his promise, took him in and developed him as a flier.

The first notable public appearance of Brookins was at the national flying tournament at Indianapolis, where he made some remarkable altitude flights of over 4,000 feet. His greatest feat of this kind was his climb to 6,100 feet at Atlantic City, where he also made some thrilling flights over the sea. Later he made a cross country flight from Chicago to Springfield, Ill., covering a distance of 186 miles with but two short intermediate landings.

Another youth to gain fame as an aviator and who is not much older than Brookins is Emile Aubrun, sent here to represent France at the recent international aviation tournament. When Le Blanc first opened his aviation school Aubrun went to him and said:

"Look here, old man, I am trying to decide whether I'll become an aviator or go into the mercantile business. What is your advice on the matter?"

"Well, the best way to settle that point," smiled Le Blanc, "is to take you up and see how your nerve is." And that very day he took the boy on a trip in the air that would have made most youngsters yearn for some kind of work on terra firma. But Aubrun returned from his flight among the clouds bubbling over with enthusiasm and at once became a pupil of Le



JAMES RADLEY.

Blanc. It was only a short time afterward that he went to the Argentine Republic, where at the flying tournament he won nearly all the prizes.

One of the foremost American aviators, who is regarded in England as one of those fliers who do the sport the most good, is J. Armstrong Drexel. He is keen on aviation from the pure point of view of the sportsman. Mr. Drexel is a native of Philadelphia, but learned to fly while he was a pupil of Grahame-White abroad. During the English tournaments Drexel took first rank with all the English fliers, winning many purses and at one time holding the height record. At Bournemouth, Drexel, next to Leon Morane, won the most prizes. He beat Grahame-White in nearly every event. Next he flew at Blackpool, and a week later at Lanark he established a world's record for altitude, 6,750 feet. When about 5,000 feet up his left side was paralyzed with the intense cold but he rose nearly 2,000 feet more.

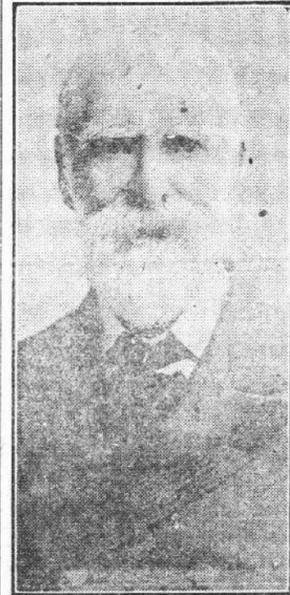
DIPLOMATIC TRANSFERS.

Many Changes In Ranks of Ambassadors and Legation Staffs.

One of the matters most talked of in Washington just now is the many diplomatic changes that are taking place. In fact, there is being made the greatest revision of the diplomatic corps in this country that has occurred in many years. Scores of the old favorites will be missing when the official season begins.

The new schedule up to the present time calls for several changes in the ranks of the ambassadors. Marchese Cusani Consultation will go to the capital shortly as Italian ambassador to succeed Mayor des Planches. Brazil will also send a new ambassador, not yet appointed, while Turkey is now represented here by the new head of the embassy, Youssouf Zia Pasha. Sweden's new minister to the United States is Count Johan Ehrensvard, who succeeds the Hon. H. L. F. Lagercrantz. Among other new diplomats who will be seen in Washington this year are Don Juan Riano, the new Spanish minister; Dr. Francisco Justiz, Cuba's minister to the United States, and Mirza Ali Khan, recently appointed charge d'affaires of Persia.

The number of transfers in the legation staffs is almost unprecedented.



PROFESSOR JAMES BRYCE.

Chief among these is the departure from the corps of Lieutenant Colonel Bernard R. James, military attache of the British embassy, and Ferdinand von Stamm, second secretary of the German embassy.

The early retirement from Washington of James Bryce as British ambassador and Baron Rosen as Russian ambassador is rumored, and it is also said that the Chinese minister, Chang Yin Tang, will be transferred to another post.

MOSBY BEFORE CAMERA.

Famous Confederate Raider to Live In Moving Pictures.

In order to show Attorney General Wickersham that he is far from being superannuated, Colonel John S. Mosby, the famous Confederate raider, has started another raid in the uniform of gray that he laid aside forty-six years ago. The colonel is now seventy years of age and recently was discharged from the department of justice, where he held a position as special attorney, because of his age.

Colonel Mosby's latest warpath is of a peaceful and remunerative nature, however, as he conducts his entire campaign before a moving picture machine. But he is the same old raider, with familiar gray uniform, slouch hat, boots and spurs, and astride a huge charger he gives a vivid representation of his bloody campaigns during the war of the rebellion. Heading a band of actors, mounted and costumed to picture the Confederate guerrillas who made life a terror for the Union forces, Colonel Mosby, despite his snow white hair and threescore years and



COLONEL JOHN S. MOSBY.

ten, charges madly at the camera, waving his sword and again emitting the historic rebel yell.

Despite the difference in ages the colonel goes through these "campaigns" with much less fatigue than his "riders," and he is reported as anticipating with much relish the time when the pictures will be placed on exhibition in Washington. Then Attorney General Wickersham can, if he has the mind, become convinced that superannuation does not yet exist in Mosby the raider.

Great Britain Now Ruled By Petticoat

IT may be news to many followers of the world's history to hear that Great Britain is now being ruled by a petticoat government, but such is the case if cable dispatches from London are to be believed.

No; the dowager Queen Alexandra is not the petticoated monarch, but Queen Mary, consort of his majesty George V., king of Great Britain and Ireland, emperor of India, etc., and her sway is absolute. Not only does she rule the royal household, including the king, but before this despotism, but the ministers of state have come to recognize that the power of the present regime lies not behind but on the throne in the person of the king's beautiful consort.

The popular phrase at the court of St. James nowadays is, "I must ask May," but it is only uttered when their majesties are not about, for royalty must not be mimicked. But this is actually King George's invariable reply when matters concerning the state or the household are put up to him. The queen must always be consulted, and it is the queen who decides.

Not long ago the matter of the disposition of the clothes and uniforms of King Edward came up, and his son was naturally asked what should be done with them. But he had no plan in mind and said, "I must ask May."

The queen settled the matter and most wisely, in the opinion of her husband's ministers, by suggesting that the matter be properly referred to Queen Alexandra. The royal widow settled the matter by keeping her husband's field marshal's uniform and orders, distributing many small souvenirs to personal friends and sending the rest to the special relic room in Buckingham palace.

The submission of George to his queen in household matters is not a surprise to his subjects, but his con-



QUEEN MARY OF ENGLAND.

sideration of weighty state matters is radically different from the procedure of his father. The cabinet ministers, it is reported, now deal directly with Queen Mary in state affairs, even though the king is present. One reason is that the members of the cabinet have speedily recognized the queen's ability and insight into affairs and also because of her remarkable knowledge of precedents governing the relation of the crown to ministerial matters.

The queen is not partisan entirely despite her previous Conservative and anti-Liberal affiliations, and her advice to the king is usually founded on constitutional law and given with a degree of deference that pleases her royal helpmate.

As an economist the queen is in the foremost rank, as the royal household well knows. She already has carried out extensive retrenchments in the private expenditures of her family. The simplicity that she exacts of others is well exemplified in herself, but even this is not thoroughly appreciated by many of the court officials.

Queen Mary also has a religious streak of pronounced character, and her insistence on family prayers has caused many of the dumfounded courtiers to speak of St. James' as the "conventicle" and yearn for the gay days of Edward's reign.

In the onward march of economy the queen has found an able assistant in the Duchess of Devonshire, now mistress of the robes, for she is rigidly correct in everything, an enemy to frivolity, a fond mother and a most careful spender of money.

Along these lines Queen Mary has decided that the royal residence, so far as she can govern conditions, shall be chiefly at Windsor. This insures her children better air and also cuts down the expense of entertaining, so necessary in maintaining the splendor of Buckingham palace.

Queen Alexandra does not enter heartily in the economic campaign and has complained bitterly that her annual income of \$350,000 is totally inadequate. She has been obliged to countermand many improvements she had planned at Sandringham and is said to be content with the alterations at Marlborough House, which the state pays for.