

NEWS OF THE WEEK GLEANED FROM ALL PARTS OF EUROPE

A GLIMPSE INTO THE LIFE OF THE KAISER'S ARMY

Officers Have Hard Struggle to Exist if They Would Keep Up with the Extravagance of Fashionable and Aristocratic Society.

(Special Dispatch.) BERLIN, May 30, 1914. RECENT scandals and the issue by the Kaiser the other day of a circular forbidding his officers to have any dealings with matrimonial agencies have called attention once again to the peculiar position of the army officer in the German social cosmos and his incessant struggle between extravagance and simplicity of living.

In Germany the officer is, of course, the lion of fashionable and aristocratic society, the object of admiration for the ordinary tradesman and always a person of absorbing interest, if not always an idol for the crowd in the street. He is the hero of the schoolgirl and the ornament of every social function of note. To take a significant example:—On the race course the officer is practically supreme. He commands the greater share of the popular interest which in France goes to the new dresses of the day and in England so largely to the smart and youthful aristocracy.

And while the faces of the Kaiser's popularity to him, it is here that he in turn acquires much of his popularity. Races with officers in the saddle (wearing their uniform) occupy quite a large proportion of the list of races for the season. The military riders, indeed, are scarcely less known to the racing crowd than the professional jockeys, and the nicknames that the crowd gives them are soon current coin. Such, for example, as "Krieg ein Sieger" (ride a winner), popularly given to the successful Lieutenant von Egan-Krieger.

The officer is also easily the greatest passive helper for both the caricaturist and the writer of popular novels, for whom he is constantly serving as model. Indeed, a glance at any railway station bookstall shows him to be altogether without rival in this respect. Among the front pages of the half dozen comic weeklies there is sure to be one at least showing a smart, tall lieutenant, generally in long gray coat, with red or blue collar, usually accompanied by one or two of all that is most captivating or most fashionable of Teutonic femininity.

And next to the comic papers one sees the covers of the travel literature of the day. Not a bookstall in Germany but can show at least three or four of the works of Baron von Schlicht, every one of them with an officer's face or figure decorating the cover, some officer or other designated in the title and the heroes of first, second and third degree, all of them officers. Together the Schlicht novels hold the record for circulation, and from this fact alone it is plain that the officer occupies an unusually important place in the life of Germany.

There are two reasons why this should be so. In the first place, the German Empire was founded by the sword, and a great number of the leading statesmen also have been soldiers in their original profession; also the rule that officers shall invariably wear uniform is applied here more strictly than in any other country in Europe. Officers, therefore, are far more frequently noticeable. Yet, over and above this, the officers owe much of their position to their breeding and character. These tall young fellows impose first of all by their looks. Their tanned faces, crowned by a pale forehead (shaded by the forage cap), and their physical fitness are attractive in the outset to a race which is essentially a race of the open air and of the soil. The absence of "stide" that they will often show by visiting quite a simple tavern for their midday meal appeals to a people which still has many traces of its old democratic culture. Yet a great many of these popular idols—aristocratic as they may be—are poor, as

poor as the traditional church mouse. And the pay is so moderate that their parents have to pledge themselves to supply an allowance of \$15 a month to a lieutenant in the infantry, \$20 a month to an artillery lieutenant and \$35 to a cavalry lieutenant. A few of the crack regiments demand openly a higher allowance, including one of the Guard regiments in Potsdam, which demands \$5,000 a year.

Officers have to remember that they are practically, "so facto," "Hof-fähig" (received at court), and have to comfort themselves accordingly. Heavy bills for lace and braid and other furnishings come in, and naturally the sons of the plutocracy can set the pace. The officer must appear also from time to time in the Tiergarten, or in the Rotten Row of the provincial town in which he happens to be garrisoned, and the quality of mount that is exacted here has risen only less rapidly than the cost of it. He must also appear at the race meetings. And when in the evening there is time for other amusements his choice of theatre and café, and even of the seat he occupies, is limited—limited at first by its standing, ultimately by its cost.

The officer must never descend to the level of the ranker; he must never ride in the half-penny omnibus, and he is even expected to pay double the usual tip to the caddy and chauffeur. To do all this on a pay of only two to three hundred a year, including the family allowance, requires the assistance of either a carefully kept account book or a still more carefully chosen money lender. And when the money market falls the matrimonial market is often too tempting to be ignored. For America has by no means the monopoly of wealthy daughters willing to bring regenerating banknotes into impoverished aristocratic households. Tradesmen often seem to count on the idea, and none obtains credit so lightly as the officer in Germany. Hence the first origins of many of the most celebrated causes célèbres of recent years, including the recent remarkable case of the Countess Treuberg.

Careful inquiries have shown that money lenders and marriage makers have lately come to play an all too important part in regimental affairs. Therefore the latest order of the Emperor. This order, however, is only one of many, and some have had rather incongruous and unexpected results. On the other hand, the Emperor himself makes an allowance every year to a certain number of deserving officers of moderate means, and by his frequent orders relating to the menus at the officers' mess and to the consumption of French champagne he has certainly cut out an appreciable amount of extravagance, even in spite of the notoriously refractory ways of some of the regimental messes.

MME. LA CAPITAINE.

(Special Dispatch.) PARIS, Monday, May 30. "WOULD you travel in a steamer where a woman was the captain?" This question, provoked by the news from Copenhagen that Mme. von Bouditz has been made captain of a transatlantic steamer, has been put by a writer in the "Intransigent" to some distinguished French people. M. Marcel Prévost says he would not be afraid. "Each time," he says, "that a woman takes the place of a man in any work she succeeds admirably. Women are only inferior to us physically. "I would travel in a steamer captained by a woman as peacefully as I would ride in a motor car, with a woman at the steering wheel." The only decisive criticism comes from Admiral Touchard. He says:—"But, after all, he is only an admiral."

A Late Portrait of Brunswick's Young Ruler



THE DUKE OF BRUNSWICK

For many weeks past the newspapers of Brunswick have contained many charming stories relating to the happy domestic life of "the young ruler up at the palace," says the London Sphere. The Kaiser's only daughter and her husband are described in true German fashion as "a pair of turtle doves," and the palace is quite seriously referred to as "the nest." The duchess, it is said, has only to hint at any wish to have it immediately fulfilled. A few days ago when talking about photographs she remarked to her husband that although she had some hundreds of his portraits in her album there was not a single really good one among them. The duke laughed, and within an hour telephoned to Mr. Raab, the court photographer. Three pictures were taken and all three met with the unqualified approval of the duchess. This is one of the approved portraits.

News Oddities Picked by Correspondents in Europe

FIRST WOMAN DOCTOR OF LETTERS

(Special Dispatch.) PARIS, May 30. Mlle. Jeanne Duportal, grand-daughter of one of the popular representatives in the National Assembly with some celebrity at the time of the end of the Second Empire, has won the proud distinction of being the first woman admitted by the old Sorbonne to the dignity of "Doctor ès Lettres."

The theme she chose for the examination was "The Illustration of Books in the Seventeenth Century," and she upheld her argument brilliantly before a smiling and somewhat indulgent jury of savants, who maliciously tried in vain to trip her up with insidious questions and finally covered the blushing candidate with flattering praise. The fair student was somewhat timid at the commencement of the formidable ordeal, but as she warmed to her subject she proved quite equal to holding her own in discussing the subject she had taken. Her paper will be used as a foundation for a catalogue of ancient prints and engravings Mlle. Duportal intends to compile, and now the example has been given she will doubtless not remain long the only woman doctor of letters.

WAGNER'S CHILDREN.

(Special Dispatch.) BERLIN, May 30. LEGAL proceedings to establish whether Frau Isolde Beldler, wife of the Munich conductor, is the daughter of Richard Wagner, the great composer, or Hans von Bülow (Frau Cosima Wagner's first husband, from whom she was divorced), was begun at Bayreuth. Frau Beldler is prosecuting her mother and her brother Siegfried for seeking to deprive her of the right to call herself the daughter of Wagner, alleging that they are actuated mainly by financial motives, as the composer settled an annuity of \$7,500 on each of his children. The prosecution demands that Frau Wagner shall declare on oath whether Isolde is Wagner's or Bülow's child. She has expressed a readiness to do so, claiming that Isolde was born on April 10, 1865, five years before she was divorced from Von Bülow. She declares that it is irrelevant to say that she had already "given her heart" to Wagner at the time of Isolde's birth, and alleges that Isolde is actuated by a desire to extort money from her. Isolde retorts that her main interest is that her twelve-year-old son shall be recognized as a grandson of Wagner. Part of the evidence offered in support of her contention is that Wagner dedicated a poem to "My little daughter Isolde" on her fifteenth birthday; that the original text of the "Rheingold" was inscribed, "con-

\$170,000 DINNER.

(Special Dispatch.) VIENNA, May 30. AN interesting anecdote is told by the press here of the life of Herr Theodor Dreher, a well known sportsman, who recently met with a fatal motor car accident. He was quite a young man and son of a millionaire, and was as extravagant in his habits as he was keen in sport. Two years ago he lived at Brieni during the winter months, and one day, feeling very dull, he sent out telegrams to twelve of his best friends and to twelve ladies, asking them urgently to come down to Brieni to have supper with him. Some of these friends lived at that time in Vienna, others in Hungary and even on the Riviera, while among the ladies eight were at Vienna and four in Paris.

In order that their journey might be as comfortable as possible each of them had a special train placed at his or her disposal, and in order that every one of them might preserve a pleasant memory of the occasion each of the male guests received a souvenir in the form of a golden cigarette case and each lady a gold handbag with the exact date of the supper set out in diamonds. The whole affair cost the young spendthrift \$170,000.

FUN AT THE ESCALATOR.

(Special Dispatch.) LONDON, May 30. THERE were amusing scenes on the largest escalator in the world, which was opened to the use of the public at the Oxford circus tube station recently. When the shops closed every one seemed to have a homing instinct by this particular route. The consequence was that there was not a step of the moving stairway but bore its four passengers, squeezed together, into the heart of the earth. Meanwhile the upgoing stairs were quite deserted. However, a lost sheep occasionally got on the upward route, and before he shrank back from the fire of chaff to which his solitary figure would be exposed on the right flank he was borne upward. Then the torture began. He suddenly felt self-conscious; all those faces looking down on him, >B those forms sliding past him, frightened him. He adjusted his tie, straightened his frock coat and tried to look at ease and irreproachable. It was no good. He was utterly alone, and there beside him were some hundreds of Londoners all staring at him. Ten steps

AN INVISIBLE AEROPLANE

(Special Dispatch.) PARIS, May 30. GERMAN engineer named Knobel, living at Munster, has invented a more or less invisible aeroplane, which is considered in military circles to be of considerable value for war purposes. Instead of having the ordinary cloth fabric or other visible material used for the wings, this particular aeroplane is constructed of a transparent variety of celluloid, which is likewise stated to be fireproof. The wings thus made let the light through, so that at a height of 3,000 feet it is almost impossible to detect the aeroplane. The machine is also fitted with a silent motor. A further advantage is that the aviator has an unobstructed view in all directions.

SMOKER LAUREATE.

(Special Dispatch.) BERLIN, May 30. WHAT is believed to be a world record has just been set up at a congress of South German smokers, held at Frankfurt. A special trophy, consisting of a silver eagle on a red and white ribbon, was offered to the smoker who took the longest time to turn a Mexican cigar into gray-white ash without letting it once go out. The competition began at eleven o'clock, and very nearly two hundred persons contented for the award. By twelve o'clock only twenty competitors were in the running, the rest had regretfully finished their "weeds" or had laid them at rest in the ash tray too long. The rivals dropped out rapidly, and by one o'clock only one smoker was left—Herr Henz, a Sachsenhausen business man, who actually puffed away in peace until he perceived that to throw his diminutive cigar stump away, two hours forty-six minutes and seventeen seconds after he had set light to it. Herr Henz has therefore been proclaimed smoker laureate.

Easily Explained.

Boston Transcript:—Newlywed (disturbed over purchases)—You had very simple tastes before I married you. Mrs. Newlywed—Had to be in those days. I never could get any money out of father.

EUROPEAN NATIONS ASTIR OVER NEW WONDER TRAIN

Further Tests of Great Speed Car, Already Described in These Columns, Prove Inventor No Dreamer, and Has Discovered New Mysterious Force.

(Special Dispatch.) LONDON, May 30. THE flying train has become the talk of nations. Since the first description of Mr. Lmlle Bachelet's wonderful invention appeared in these despatches its fame has spread from England to France, Holland, Germany and even to far away Japan. The laboratory at Saffron-hill, with its glittering instruments and its tense, "electric" atmosphere, is filled daily from morning until night with a distinguished throng of visitors, many of them representing powerful official interests.

The Admiralty and the War Office have sent special commissioners and experts to make a close inspection of the invention. The former department was represented by Admiral Sir Henry B. Jackson, Chief of the Admiralty War Staff; Rear Admiral Edward F. B. Charlton, Assistant Director of Torpedoes; Captain Clement Greatorex, Naval Assistant to the Third Sea Lord, and Commander Alldin U. Moore, of the Naval Ordnance Department. The Naval Air Department was represented by Lieutenant Spenser Grey. Dr. Harold Spitta, bacteriologist to the King; Sir David Salomons, the famous scientist, and Mr. Otto Beit, the financier, were others who lost count of time as they stood engrossed in Mr. Bachelet's repeated and patient demonstrations of his appliances.

Among early callers were two representatives of the Japanese government, and Lord Edward Grosvenor, while Mr. Gray, chief engineer of the Marconi company, was also an interested observer. All those before whom Mr. Bachelet lectured and demonstrated with tireless energy were tremendously impressed with the possibilities of this mysterious flying train, which at the touch of a switch can shoot through space at a speed of three hundred miles an hour.

Admiral Sir Henry Jackson and his colleagues watched the demonstration for more than an hour. They cross-examined the inventor closely on every conceivable point in the working of the flying train, but Mr. Bachelet had an answer for every question, a convincing case against every argument, and the naval experts freely admitted that Mr. Bachelet had made a deeply interesting discovery and one that promised great things. "They were particularly attracted by Mr. Bachelet's passenger carrying model, which, unlike the mail and parcel carrying train, is not intended to be propelled by "solonoid" pulling magnets, but by an ordinary air propeller and motor. They asked many questions concerning the application of the system to the launching of aeroplanes from the deck of a battle ship.

"Aeroplanes would have to have an aluminum surface underneath in order to be raised by this system," said Admiral Sir Henry Jackson, and Mr. Bachelet agreed. (It is the resistance offered to the magnetic influence by the aluminum under body of the flying train that raises it in the air.) "Could the system be applied to the firing of guns?" asked Rear Admiral Charlton. Mr. Bachelet confessed that he had not thought of its exploitation in such a way, but could see no reason why the force of magnetic repulsion should not be utilized as successfully in that direction as in any other in which power to lift heavy articles would be a desirable thing. Sir David Salomons had a long conversation with Mr. Bachelet on technical points of his invention. He pointed out that the principle of magnetic repulsion was not new, and Mr. Bachelet admitted this to be so. "But," he added, "I have found a way to make it do what it has never been made to do before—lift heavy weights in the air and keep them suspended there." "That is quite right," said Sir David. "You have made a most wonderful advance, and the development of your invention will be watched with the keenest interest by all scientists."

CONFIDENCE IN SUBMARINES GROWS WITH EXPERIENCE

(Special Dispatch.) LONDON, May 30. THE voyage just made by the French submarine Coumb and the attention given to it in the English newspapers indicate the increased confidence placed in the capabilities of under water craft and the growing influence which their achievements are having on public opinion. Now that the seaplane has taken its place as an effective weapon of naval warfare the wisdom of those who favored the provision of submarines has received a striking confirmation. It is becoming more and more recognized that, with the seaplane to give it long range vision, the submarine is now beyond question a dangerous adversary of the battle ship. This feeling is not lessened by the increased range which the torpedo, the weapon of the submarine, has now attained.

It is not surprising that in regard to this particular engine of war the trend of construction is toward an increase in size. This growth is utilized in all directions, to give greater offensive power, more speed, and what is of consequence to those employed in the vessels, increased habitability and comfort. It is stated in a German newspaper account of one of the new British submarines that this vessel, although she has a crew of fifty-two, has most comfortable accommodations for the officers, beds instead of hammocks for the men, and an electric cooking range for preparing hot food, while each member of the crew has a safety helmet, electric torch, a thermometer, a Morse alphabet and a hammer for giving sound signals. A boat thus equipped will provide an enormous contrast to the submarines of only four or five years back.

The Coumb's voyage is a remarkable one for a small boat of 24 tons, but it is by no means unique. Some of the early British submarines have been sent to the Mediterranean and to China, and long distance runs have been common in the American flotilla. An illustration of the cruising powers of the larger "E" type in the British navy is afforded by the voyage of the first two Australian boats, which have arrived in Commonwealth waters after a journey of more than 11,000 miles. The largest submarines at present in commission are the vessels of the British "E" type, which have a displacement of 800 tons when submerged. France and Germany have boats in hand which will, it is understood, have a displacement of 900 tons, and the French boats are to be driven by turbines. The German submarines are to have a speed of twenty knots on the surface. Larger still are the boats building in Russia, which have a displacement of more than 1,000 tons. Largest of all, however, according to the reports which have been published on the Continent, will be the British vessels of 1,500 tons. If this figure proves correct a great advance in under water navigation will have been made, and the day of the submarine cruiser can be said to have arrived. From being a vessel for use in narrow waters the submarine will then

have become available for ocean-going work.

Death of Little Nell Removes Dickens Link

Passing of Mrs. Tice in London Recalls the Novelist and His Many Haunts. (Special Dispatch.) LONDON, May 30. THE death of Mrs. Tice, the little lady who claimed to be the original of Little Nell in "The Old Curiosity Shop," removes another link with Dickens. Some links time will find it very difficult to remove. Every time a Londoner walks along Fleet street the sight of St. Dunstan's tower may remind him of Trotty Beck and his exquisite dinner of tripe, and the message of the bells. And while nearly all of the unwholesome stumps east of Chancery lane that figure so largely in "Bleak House" have been swept away, the water still goes splashing on in Fountain court as it splashed when Ruth was waiting there for Tom. Dickens' own abodes in Doughty street, Devonshire terrace and Tavistock square still stand, to the joy and satisfaction of those who can see, or think they can see, in the streets surrounding those houses the originals of many of his most famous passages. To many it is a source of perpetual interest to speculate which of the streets in Bloomsbury it was that Dickens had in his mind when he described those wonderful Christmas scenes, those heart-warming, glowing scenes of happiness through which Scrooge's clerk passed on his way home to Tiny Tim. But while houses and churches and streets to a large extent remain the same, the persons who formed the models for Dickens' characters must now, with the death of Mrs. Tice, be totally extinct. There can be no one now who remembers Dickens' own father, the original of Mr. Micawber, who was constantly urged by Mrs. Micawber, Dickens' mother, to "throw down the gauntlet to society."

Leigh Hunt, the model of Harold Skimpole, seems already to belong to the dead classic past. Mrs. Gamp had her representatives all over London before "the lady of the lamp" came to throw the bright beams of her intelligence on this dark corner of English civilization. No one would search in vain for a model of that lady-in-Ireland. A few might still be found on the west coast of Ireland.

KAISER'S BROTHER AS FILM AUTHOR

(Special Dispatch.) BERLIN, May 30. THE sure of cinematograph playwriting has at last stepped upon a royal personage, and Berliners will very shortly be able to see a film for the "mise en scene" of which Prince Henry of Prussia, the Kaiser's brother, is responsible. The film is called "Faithful as Far as the Swimming Bath" and is of a humorous character—as may be deduced from its title. It was taken on board ship during the Prince's journey to South America.

The New Governor General of Canada.



The interesting announcement that Prince Alexander of Teck was to become Governor General of Canada in succession to the Duke of Connaught was made a few weeks ago. He is here shown with the Princess and his two children, Princess May and Prince Rupert.