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PART TWO

SATURDAY JANUARY 5 1907 SALT LAKE CITY UTAH

FIFTY-SIXTH YEAR

## Saturday News Special Service From Lands Across the Sea

### AMERICAN WIFE TOO DEMOCRATIC

As Mayoress of Westminster Lady Cheylesmore Offended Her Flunkies.

JUST HOW IT ALL HAPPENED.

But She Obtained Popularity and Gained Another Term for Her Husband—Lady Mary's Gossip.

Special Correspondence.  
LONDON, Dec. 26.—There is always a certain sympathy extended to the woman who succeeds an American woman in any semi-public capacity here, because to live up to the reputation established by her predecessor is sure to be a difficult task. Just now there is much speculation as to how the new mayoress of Westminster will acquit herself in the place of Lady Cheylesmore, who for two years has been the representative of the civic character of the office by the dignified and hospitable manner in which she has discharged her duties. The title of mayoress in England is always shared by the wife, who, in important places, is burdened with no small measure of its functions and responsibilities. As a person, the former Miss Elizabeth French of New York, was accounted one of the most successful of London hostesses, but her guests were drawn exclusively from the circles of the social elite. As a mayoress she showed a surprising recognition of the democratic character of the office by disregarding entirely social distinctions in dispensing her hospitality. Tradesmen and their wives were freely invited to take tea with her and she cultivated the acquaintance of the most humble of her subjects. In consequence she found it necessary to change her butlers pretty often, for those exalted functionaries flatly declined to wait on her ladyship's guests.

#### SPELLED POPULARITY.

But her way spelled popularity both for herself and her husband. It was largely due to her that when Lord Cheylesmore's first term expired he was asked to take the job on for another year and consented. Now, however, both have had enough of it and are glad to retire to the more congenial society of the upper classes. For though Lady Cheylesmore can practise democracy with a good grace when it seems desirable, her tastes do not lie that way.

The Duchess of Marlborough is going out a little again. For four or five whole weeks scarcely anyone saw her. She looked very pretty at Princess Alexis Dolgorouki's sale of Russian peasants' work the other day, and, needless to say, bought generously. Her friends were afraid she was going to bury herself away, but she has no such intention. My word, you should have seen how everyone stared at her! She wore the ordinal splendor and with a dignity that proved her every inch a duchess. An American woman turned to me and said, "I am proud of her."

You have no idea of what an unchivalrous lot Englishmen are. They uphold their own sex at any cost and find an excuse to justify any attitude taken by a man towards his wife. In the case of the Marlboroughs there are scores of men who sympathize with the duke; worse than that, they actually trump up tales against the duchess. Only today a man, moving in the best set, said to me, "Well, you know, the duke doesn't flirtations a long time, poor fellow!"

#### IS NO FLIRT.

As a matter of fact, the duchess could not flirt if she tried. She lacks the gift and her greatest friend would not accord to her the sense of humor without which no one can flirt.



Ruins of Count Zeppelin's Ancestral Castle in South Germany, Near Gyslar.

### A Fortune Flies While Its Owner Tries.

Pathetic Career of Count Ferdinand Zeppelin Who Has Spent Half a Century in Trying To Construct a Practical Flying Machine, and Who Now Finds Himself Destitute and Dependent on Others.

Special Correspondence.

BERLIN, Dec. 25.—There is at least one person in this country—the bearer, moreover, of a historic title—to whom the recent achievements of Santos Dumont and the Wright brothers must have been especially galling, and that person is Count Ferdinand Zeppelin. References to this German nobleman's prolonged experiments with airships and dirigible balloons cannot fail to have been noticed by American newspaper readers, but they may not know how truly the term, "a martyr to science," applies to him. The venerable count's story, however, may be summed up in a single sentence—he has sacrificed half a century of time, his wealth, his estates, his reputation, his happiness, his family life, in a futile attempt to solve the problem of flying.

#### ANCIENT NOBILITY.

Count Zeppelin belongs to a very ancient branch of the German nobility. His ancestors were doughty knights of Mecklenburg 1,000 years ago, and the name of Zeppelin has been prominent in German and Austrian history during all the intervening centuries. The senior branch of the family resides in Austria and the junior branch, which separated from the senior branch about 550 years ago, resides in Germany.

Count Ferdinand Zeppelin inherited as his birthright a magnificent landed estate at Gyslar in the kingdom of Wurtemberg, together with a residence at Stuttgart and other landed property in Switzerland. His father was just an ordinary nobleman, and he himself was brought up in a way that was suitable for the scion of such an ancient house. But at an early age he showed a remarkable taste for certain forms of mechanical invention. All his ancestors had been warriors and statesmen, but he was endowed with an inventive genius.

When a youth, instead of entering the army and living the life of a gay young nobleman, he devoted his time to mechanical experiments and scientific study. His fellow nobles looked at him with a mixture of admiration and ridicule. His efforts and even his inferiors in rank pointed him out as the aristocrat who had abandoned all the tastes and pursuits of the aristocracy in order to devote himself to the plebeian task of inventing machines.

#### RIDICULED AND MOCKED.

Those who knew that it was the problem of aerial navigation that was occupying his attention overwhelmed him with ridicule and mocked at his ceaseless efforts. He must be remembered that when Count Ferdinand Zeppelin began his attempts to solve the problem of flying aeroplanes were far from being so advanced as at the present day.

He began to study the problem of flying when he was 18 years of age, in the year 1856. To think of the world as it was 50 years ago, one can imagine how ludicrous Count Zeppelin's attempts appeared to his contemporaries. Railways were in their infancy; steamships were a novelty; telegraph lines were few and far between; there were no electric railways, no motor cars, no telephones, no wireless telegraphy, and many other things which we regard as a matter of course did not exist. It is, therefore, fully comprehensible that Count Ferdinand Zeppelin's contemporaries regarded him rather as a madman than as a genius.

### Aristocratic Guests "Raise Cain" At Mrs. Bradley Martin's.

Special Correspondence.

LONDON, Dec. 26.—All the eloquent denunciations of fashionable society by Father Vaughan and expositors of it by sensational writers have failed to effect any reforms. In the ultra-smart set rowdiness is still rampant and good manners are conspicuous by their absence. During the country house season, now in full swing, this has been made abundantly manifest. Many hostesses have had their houses turned upside down by aristocratic guests. Mrs. Bradley-Martin is one of them. She is one of those rich American women in English society in whose estimation, apparently, rank and pedigree absolve their possessors from obligations to observe the rules of ordinary good breeding. At Balmacrae, the magnificent Scotch seat which she has leased from the Countess of Seaford, among her guests for the shooting season have been a number of giddy, aristocratic matrons and blue-blooded flirts. They have run the house to suit themselves. They have made such trouble for the servants in their practical jokes, and their delectable form of feminine ruffianism known as "ragging" that twice the domestics threatened to leave in a body. What means Mrs. Bradley-Martin used to pacify them is not known. Perhaps it was a promise of a raise all round.

His earliest experiments were naturally crude and elementary in character. Nevertheless, Count Zeppelin, with an indomitable perseverance worthy himself, toiled on year after year, never seeming to get any nearer his aim, but always working and studying and experimenting without cessation.

The first pause in his career of research was caused by his marriage at the age of 31 to a noblewoman belonging to one of the ancient German aristocratic families residing in the Baltic provinces of Russia. This lady recognized that young Count Zeppelin was not a crank, nor a man to be ridiculed, but a pioneer of a new era who might easily achieve the fame of being the first man to show other men how to fly in the air. She fell in love with the count and with his inventive ambitions and they were wedded in Berlin in the presence of all the members of both families.

The count's relations entertained the hope that his wife would help him from his eccentric ways. But in this respect they were disappointed. The marriage itself and the ensuing honeymoon interrupted for a time Count Zeppelin's devotion to his research work, but within a year of the wedding day he was again hard at work on the solution of the problem, aided and encouraged by his young wife. Year by year passed and still the aristocratic mechanic continued to construct all sorts of flying contrivances that for the most part refused to fly. He and his wife were fully agreed that he should devote his whole life to the task of teaching mankind how to fly.

But times were bad and the cost of constructing all sorts of balloons and aerial machines began to consume money faster than the count received in the form of revenues from his estates. His resources were further taxed by expensive journeys to Paris. London and other capitals in order to watch the progress made by other aeronauts in those places and to confer with them regarding the great problem. Soon, in his unbounded enthusiasm for the cause, Count Zeppelin and his equally enthusiastic countess began to sell their estates in order to provide the necessary funds for carrying on their work. First of all they sold their estate at Gyslar, and the money obtained therefrom sufficed to supply the needs of the count for several years.

But as time went on expenditures increased and the revenues of Count Zeppelin's other estates diminished. Consequently they were forced to sell more and more houses and still more land, and still more houses. Finally, after many years there came a time when they were forced to face ruin and destitution. They had sold bit after bit of land and bit after bit of their property until they had literally nothing left in the world except the genius of the count and the enthusiasm of his wife.

But it was not only money which was lacking in the pursuit of knowledge about aerial navigation. Count Zeppelin's successive flying machines were tested at the risk of his own life. He firmly believed in the efficiency and buoyancy and ventured about them with perfect confidence in the result of the trial trips. On one occasion he fell from a height of 40 feet, but happened to alight on some prickly bushes, which broke his fall and saved his life, but covered his body with painful wounds. On another occasion he fell from a considerable height, but again had the good fortune to alight on soft earth without sustaining more than a broken limb. On half a dozen other occasions he sustained more or less serious accidents while pursuing his experiments.

#### FORTY FUTILE YEARS.

After devoting something like 40 years to futile attempts to construct a successful flying machine Count Zeppelin abandoned this particular branch of his task and devoted his energies to the construction of a navigable airship. His own money no longer sufficed to carry out this great work, and he was obliged to borrow all the necessary funds from sympathetic friends and acquaintances who, despite his former failures, still had unbounded faith in his capabilities. Works were erected at Friedrichshafen, on Lake Constance, and here Count Zeppelin constructed his first great airship.

It took the form of a cigar-shaped

balloon of huge dimensions to which was attached the airship. The airship was fitted with powerful motors and with a steering apparatus. The balloon was intended to give the airship buoyancy, while the motors, acting in combination with the steering apparatus, were intended to drive it in any direction. The work of constructing the monster airship lasted nearly four years, and the trial trips took place in the vicinity of Friedrichshafen in the fall of 1900. The airship was not only intended for aerial navigation, but was constructed in such a way that if it chanced to alight on water it would float as buoyantly as any ordinary ship. Consequently there was no danger in maneuvering above Lake Constance.

#### ON A CALM DAY.

The first trial trip was made on a calm day, and appeared to be successful; the airship rose to a good height, and so far as could be judged from the ground, it was a success. But appearances were deceptive. The second trial trip ended in one accident, and the third trial trip resulted in another accident. When there was any wind at all maneuvering became impossible and the steering apparatus broke down.

After a number of unsuccessful tests in 1901 Count Zeppelin announced that he would resume his voyages in the following year and that he would carry out the necessary improvements during the winter. But when the next year came the airship was still a failure. Finally it was broken up and cast away as a worthless curiosity. The count, who had then reached the age of 51, was in despair, and his wife was likewise deeply distressed at the failure of his lifelong efforts. He publicly announced that he had decided to abandon his efforts to solve the problem of aerial navigation and that he would retire to live in seclusion for the remainder of his days. He disappeared from the public view for a time, but apparently he could find no peace in inactivity, for soon afterward he was again at work collecting money in order to construct another airship.

#### NOW LIVING HUMBLY.

During the last few years of his life he has been living very humbly on an allowance made to him by wealthy relatives, and has been inhabiting a four-roomed cottage in a remote village in south Germany, where living is more than cheap. He succeeded in collecting the necessary funds for the construction of another airship, and this was completed in the fall of this year. Previous to his trial trip Count Zeppelin declared that if he failed on this occasion, he would terminate his efforts by blowing out his brains.

The first trial trip took place in September, and like the corresponding trial trip six years ago was a comparative success. But the following trip was also like the corresponding trip six years ago, comparative failures and the apparatus sustained mishaps and the steering gear failed to work efficiently. Once more the trial trips have been postponed until next year, in order that the indomitable count may devote the winter to elaborating his improvements. These trips were watched by the king of Wurtemberg and by a distinguished company of expert aeronauts.

It is a lamentable fact to have to record that they passed unheededly and unfavorably on the creation of Count Zeppelin's inventive genius. The airship, according to their opinion, is nothing more than a balloon with a superfluous apparatus attached to it, which failed to achieve the desired object. It is practically certain that after 50 years of unexampled perseverance Count Zeppelin is doomed to complete failure.

There is something unspeakably tragic in the fate of this high-minded aristocrat. After possessing his estates and his fortune, after reducing his wife to destitution, and his only daughter to penury, and after having deprived himself of all the good things of this life, and thus transforming himself from a wealthy magnate of the land into a beggar, dependent on the charity of relatives, he will be compelled to confess that his life of labor has been spent in vain and that his gray hairs will sink into the grave in sorrow over the futile sacrifice of what might have been a brilliant career in other spheres of activity.

RUDOLPH VON ELPHREIG

### FAILING SIGHT OF MRS. ADAIR

Wealthy American Widow Must Undergo a Second Operation for Cataract.

#### SHADOWS CLOSING ROUND HER

Mrs. George Connaught's Stinging Retort to the King—Education of The Field Boys.

Special Correspondence.

LONDON, Dec. 26.—"I would give all the money I possess to get my sight right again." This is the pathetic remark of Mrs. Adair to all her friends. Off and on, for the last couple of years, she has had great trouble with her eyes. About a year ago she had an operation for cataract, but evidently the growth was not removed completely, for now she finds she has to have another. The crucial moment for the oculist to undertake it has not yet arrived, and meanwhile she has to grope about her house in Curzon street. For so active a woman and one so full of energy and spirit as Mrs. Adair, this is peculiarly trying. Her hostess duties for the moment are only extended to immediate friends. The Connaughts who have always been so intimate with her visit her constantly and Princess Patricia frequently drives from Clarence House to Curzon street in the mornings to read to her. In the evening it is quite a usual thing to find a royal automobile at her door, the Connaughts again calling for her to go with them to the opera. Princess Patricia leads Mrs. Adair into their box and it touching it is also charming to see the young princess's attentions to her.

#### SECRET OF YOUTH.

"You grow younger each year." This was the king's remark to Mrs. George Connaught's West (Jennie Jerome that was) when he met her at the James' house party at West Dean park. Others besides the king have been remarking likewise. If she were not quite so stout no one would ever notice the disparity between her age and that of her husband, who is just a year younger than her son, Winston Churchill. Half in joke and wholly in earnest Mrs. West was able to throw back to the king all his false prophecies of her second marriage. At the time his majesty predicted for her an awful fate. So angry was he with her for "making a fool of herself" as he termed it, that for years he refused to meet her at any country house party, deliberately running his pencil through her name when the list of those to be invited to meet him was submitted to him. Having realized the distinct success of her marriage he allowed the Jameses to invite her and her husband to meet him. He has probably no idea of how very near refusing the invitation Mrs. West was. On second thought, however, she concluded she would in a polite way give the king a little piece of her mind during the visit—an opportunity for which she had long sought. It came on right after dinner. "And so you are very happy, Jennie," he said.

"Happy? Not the word to apply to my life with George," she returned. "Why we are still on our honeymoon!"

"I never thought you would 'hold' him so successfully," said the king. "It is only fools who cannot keep their husbands. Had I married even you, I should have held you."

After this daring retort his majesty looked annoyed, and people are now saying that Mrs. West has again got herself into the king's black books. She has been boasting far and near of the answer she made to his majesty—and those who know the king best have been assuring her that he "never forgives." This, however, does not seem to distress Mrs. George very much. Since her son, Winston, changed his politics, she, too, has been growing



### BEAUTIFUL WIDOW TO WED FAMOUS ENGLISH SOLDIER.

The "most beautiful widow in the world" is expected to become the wife of Lord Kitchener, he of world-wide fame as a soldier. She is Mrs. Samuel Sloan Chancey, who, before marrying a wealthy Brooklyn, N. Y., man, was Miss Alice Carr of Louisville. Her beauty has been her fortune in every sense, for from the first she has been a conspicuous figure in society in Louisville, in New York and in the capitals of Europe. Lord Kitchener is but one of a swarm of titled Europeans who have paid her court and it was really she who lured the bluff old warrior into the glare of society and away from his hermit-like military life. Her sister, Grace, married Lord Newberry.



### FRANCIS BURTON HARRISON TO MARRY MRS. MABEL JUDSON COX.

Francis Burton Harrison, whose wife was killed in an automobile accident in Long Island City on Nov. 25, 1905, is to marry Mrs. Mabel Judson Cox, divorced wife of Dr. Rowland Cox, Jr., of New York, according to reports from Cannes, France, where both now are. Mrs. Cox is noted for her beauty and is a daughter of Henry I. Judson of Brooklyn, a capitalist.

Francis Burton Harrison, whose mother gained fame in the literary world as a lawyer and vice president of a wealthy realty company. He was born 1873 and was graduated from Yale in 1895. He served as a captain in the Spanish-American war and was a member of the Fifty-eighth Congress from New York city.

He married in San Francisco, June 7, 1900, Miss Mary Crocker, daughter of the late Charles F. Crocker, and they had two children, daughters. She left \$2,000,000. The wedding is to take place at Cannes early in the new year.