

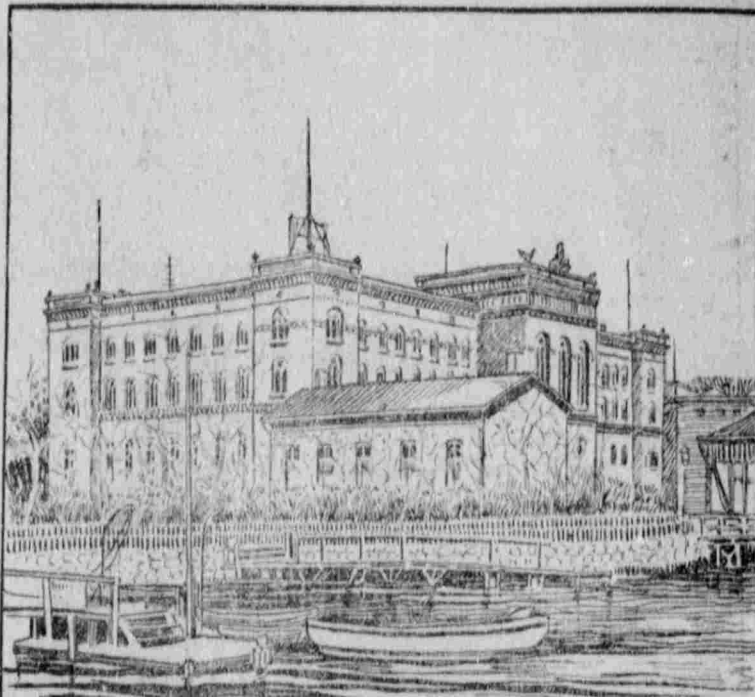
# The Coming Visit of Our European Squadron to Kiel, And Its Possibilities From the Diplomatic Standpoint



THE arrival at Kiel on June 23 of our European squadron under the command of Rear Admiral Charles J. Cotton will mark the pleasant termination of an incident that at one time created in Germany a very hostile sentiment toward America and things American. Late in the winter it will be remembered, the Kaiser, having heard that the north Atlantic fleet purposed making a cruise to the Azores, extended a personal invitation to the president urging him to send the squadron to attend this summer's regatta at Kiel. The invitation came as a great surprise, but the president would have been highly pleased had it been in his power to accept it. It so happened, however, that the cruise as planned was not to extend beyond the Azores and Mr. Roosevelt did not deem it advisable to order the squadron to proceed thence to Kiel.

Formal notice to this effect was conveyed to the Kaiser, and forthwith certain German newspapers began an anti-American propaganda, alleging that the declination was virtually a snub to Germany. When Berlin soon afterward heard that an American fleet was to take part in the welcome to King Edward at Lisbon and in the naval demonstration in the Mediterranean in honor of President Loubet of France feeling ran high. The Germans asked themselves why it was that the United States was willing to send her war ships to the ports of other countries and yet refused to visit Germany. Added to this was the bitterness occasioned by Admiral Dewey's remarks regarding the German navy, a bitterness that was not allayed by the admiral's explanation.

It is impossible to say to what extent the good will engendered by Prince Henry's visit to the United States might have suffered from the anti-

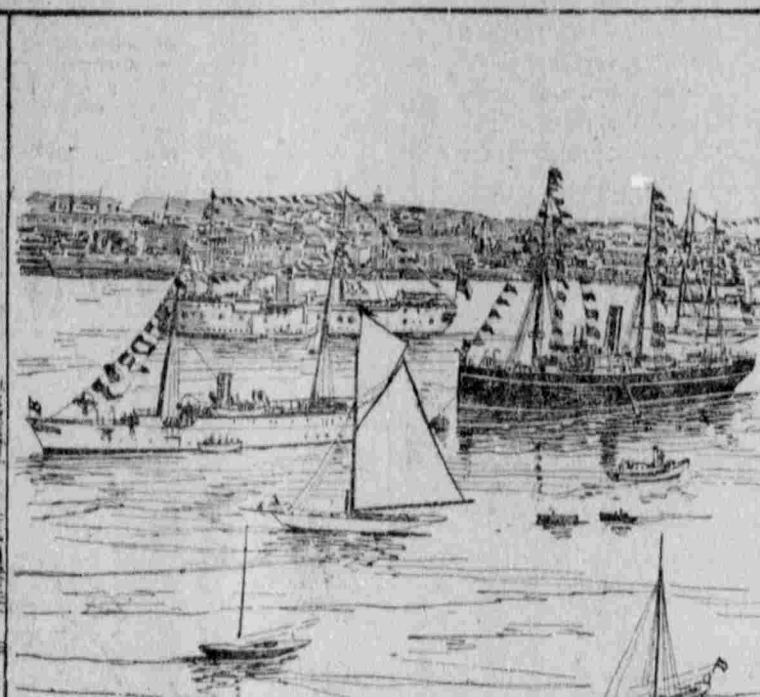


The Annapolis of Germany. Marine Academy at Kiel.

American agitation, for the air was suddenly cleared by an announcement from Washington to the effect that while it would be out of the question for the president to send the north Atlantic squadron he had decided to order the European fleet to attend the Kiel regatta. At once it was intimated from Berlin that the battle ships would be as heartily welcomed as would have been those to which the invitation was originally extended. Of course some of the "Yankeeophobes" continued their chatter, but their sneers were lost in the general satisfaction over the fact

that the United States would after all have an adequate representation at Kiel. The prevailing friendliness was further cemented when it became known that Ambassador Charlemagne Tower had decided to postpone his vacation in order to be present and that George V. L. Meyer, the United States ambassador to Italy, would also attend.

The Kiel regatta, he it remembered, is no ordinary yachting meet. It is like nothing so much as the Cowes regatta of England, both being patronized by the ruling monarch and the members



Kiel Harbor during Regatta Week.

of his family. This year the Kiel meet will be especially noteworthy in that the war ships of many nations will assemble along the historic course to pay their respects to the Kaiser, himself an enthusiastic sailor and owner of the American built yacht Meteor. The Imperial Yacht club, the most exclusive organization of its kind in Germany, has its clubhouse at Kiel and will play a leading part in the entertainment of the visiting officers, the festivities culminating at the end of the racing in a grand banquet at which the Kaiser will be present and will undoubtedly

make one of his happiest speeches. The club has already voted \$10,000 to the increase of good fellowship.

The Kaiser intends to welcome his guests personally, and in company with Prince Henry and Chancellor von Bulow will pay a visit to Admiral Cotton's flagship and possibly to all the other warships of our fleet. Being of a militant mind himself, William II. will doubtless take a great deal of interest in Admiral Cotton, who has served through two wars, the civil and the Spanish.

The admiral is a Wisconsin man,

having been born in Milwaukee. He entered the Naval academy when he was fifteen years old and was detailed for active service at the outset of the civil war, taking part in some of the big naval battles of that struggle. He became a captain in May, 1892, and from August, 1894, until September, 1897, was in command of the cruiser Philadelphia, the flagship of the Pacific station. During the war with Spain the admiral commanded the auxiliary cruiser Harvard, which rendered splendid service as a naval scout and smelled powder on more than one occasion.

The officers of our squadron are not the only visitors from the United States who will enjoy themselves at the regatta. Plans are being made for the entertainment of the jockies, and the racing programme will include contests between boats manned by crews from the various war ships in the harbor. As usual we may expect Uncle Sam's lads to come out on top. Besides this they will have "shore leave" and dances and everything else that is dear to the hearts of the boys in blue.

There will be a good deal ashore to attract their attention, notably the German shipbuilding yards, where has been built nearly every type of war vessel for the principal powers of Europe. The Germania yards are a Krupp concern, equipped with the most powerful and modern machinery for marine construction, a conspicuous feature being a mammoth crane. Long covered slips enable work to proceed on a vessel no matter how rough the weather may be. Like many other huge concerns the yards began operations on a very humble scale, their history going back to the early days of the nineteenth century. Other than naval vessels have been built at the Germania works, including the mammoth Kaiser Wilhelm der Grosse, the Iron and the Halle.

Of especial interest to the American officers will be the marine academy, where hundreds of young officers are annually turned out to serve on the

ships of the Kaiser's rapidly growing navy. Germans popularly call the academy the "Nelson factory," thus paying a striking tribute to the memory of the great English admiral who died at Trafalgar. Kiel is also the German station of the fleet which Emperor William maintains in the Baltic sea, and in this connection it may be mentioned that in honor of the American visitors a new cruiser is to be launched the second day of the racing week.

Altogether the visit of our boys should be fruitful both in the way of bettering the relations between Germany and the United States and in disclosing the progress the Kaiser is making in his pet scheme—the upbuilding of the German navy. Ever since he took hold of the helm of state William II. has preached the necessity of strengthening the empire's power at sea and has in many ways shown his partiality for the navy as opposed to the army. Toward both, as befits a Hohenzollern, he is a strict disciplinarian, but in his personal relations with naval officers he drops the "divine mantle" in a way that is seldom seen in his dealings with the army. Hence arises, perhaps, his fondness for Kiel and the affairs of Kiel, and the pleasure with which he shows to visitors the sights of the old naval station.

RUSSELL M. HARDING.

## THE AGE OF CATS.

Herr Pehl, president of the German Society For the Protection of Cats, has just published the results of his investigation in regard to the age which it is possible for these animals to attain. "Cats," he says, are like human beings in one respect—the more powerful and better treated their life is the longer they are likely to live. As a proof he points out that a favorite cat in the royal palace of Nymphenburg has lived to be forty-two years old and consequently may fairly claim to be considered the dean of cats in Germany.

# Joseph Chamberlain as the Wily Camera Man Gets Him; Snap Shots of the Colonial Secretary of Great Britain



THE Right Hon. Joseph Chamberlain, England's militant statesman, is once more in the glare of the calcium. Not that he is ever out of it for any length of time, for Joey is no lover of even partial eclipses. His latest scheme to abandon free trade in favor of a policy of protection, to tax food, to engage in a tariff war with Germany and to fight the trusts, aroused all England. But Mr. Chamberlain remains unperturbed, and appears rather to enjoy the hubbub he has created regardless of how his future may be affected.

HIS political critics are as usual hot on Mr. Chamberlain's trail, but as criticism has not worried him in the past it is not likely to worry him now. He is always as cool as the proverbial cucumber. The camera caught him in one of the most exciting incidents of his career, talking down a crowd of rowdies who tried to break up a meeting at Stourbridge. Mr. Chamberlain succeeded after twenty minutes and, as the illustration shows, never turned a hair. At the end of the speech the audience rose and cheered him.

THAT the caricaturists have had their fling at Mr. Chamberlain goes without saying, and one of their most biting portraits of him is reproduced herewith. In depicting the secretary as a fox the artist has paid him an involuntary compliment, for Reynard is not only wily, but brainy. Mr. Chamberlain has the latter quality in abundance and has been described as a man who is pure brain without an ounce of the animal. That he is a political trickster is denied by his friends, who resent the cartoons more than he does.

MR. CHAMBERLAIN'S success certainly cannot be said to be due to trickery so much as to hard work. Here he is at his desk, toiling over some knotty colonial problem. He is a thoroughgoing chap, is Joey—a man who takes great pains, never spares himself trouble and goes to the bottom of things. Necessarily he has no patience with those who "scamp" their tasks, and his bitterest satire is aimed at mental laziness. Busy as he may be, Chamberlain never lures, always being the "coolest gentleman in Europe."

MR. CHAMBERLAIN is also one of the best dressed men in Europe. He is always particular about his personal appearance, looking as though he had just been turned out of a bandbox. Like all well groomed Englishmen, he affects the frock coat and silk hat and takes as great pains to be correct in his attire as he takes in answering riddles of state. Doubtless this characteristic may be traced to his supreme egoism. In everything Mr. Chamberlain says or does he lets one know that he is the Right Honorable Joseph.

EGOISM may also account for the monocle without which Mr. Chamberlain is seldom seen, but egoism is not to blame for the orchid that he almost constantly wears in his buttonhole. One of Mr. Chamberlain's few fads is a hobby for growing orchids and his conservatory is far famed. So absorbing is his passion for tropical rarities that the secretary has been known to drop the cares of state time and again merely to pay a visit to some botanical garden wherein a new orchid treasure from the tropics is to be seen.

IT is about thirty years since this photograph was taken showing Mr. Chamberlain making his first speech as mayor of Birmingham. Though he looks boyish today he must have seemed a veritable youngster when elected mayor. Yet he was thirty-seven years of age at that time. He has always been popular with the people of Birmingham, who are proud of their "Birmingham Lion," as they nicknamed him. But their admiration does not equal that of Mrs. Chamberlain, the daughter of W. C. Endicott, Cleveland's first secretary of war.

# The Approaching Season of Perilous Mountain Climbing; Its Exponents and Some of the Dangers They Encounter



THE mountain climbing season will soon be in full swing and promises to be the most eventful in the history of that dangerous pastime. Of the several expeditions under way the most notable is that led by Miss Annie S. Peck, the plucky American woman who has done more mountain climbing and has done it more easily and rapidly than any other woman in the world, her achievements including ascents of the most dangerous peaks known. If she is successful in her present undertaking to reach the summit of dizzy Mount Serrata in Bolivia, towering 25,000 feet above the surrounding country—she will perform a feat that has baffled such world famous climbers as Sir Martin Conway and E. A. Fitzgerald.

On the way to Mount McKinley the explorers will ascend several of the lesser mountains, taking photographs of everything of interest. In all three expeditions the mountain climbers will take their lives in their hands, but they will have the advantage of being fully equipped for their task and of knowing how best to avoid the many dangers threatening them. The greatest trouble with the last journey of climbers is that they couple reckless disregard for their personal safety with absolute ignorance of the conditions under which the ascent will be made. This is notoriously the case in the Alps, which, being the most accessible of lofty mountains, attract more climbers than does any other range in the world. Many tourists who know as much about handling an airplane as they do about steering an air ship, insist on climbing mountains because it is the "proper thing." The result is that, togged in the most "correct" attire and attended by guides who ought to know better than allow them to attempt an ascent, they start some fine morning up an icy mountain side and find themselves sleeping the long sleep in an Alpine crevasse or at the bottom of a precipice. The Alps have claimed over 300 victims in the past ten years, and the majority of these may be said to have met their deaths through carelessness.

The majority, but not all. Some of the most experienced climbers have perished miserably in disasters which might have been avoided by the exercise of a little care. As a rule, however, the experts who lose their lives in the Alps lose them through accident. The greatest dangers to the adept climber are avalanches, falling rocks and sudden storms. True, he is also menaced by "hidden" crevasses—that is to say, openings which are veiled by a covering of ice and snow—but even from a hidden crevasse the expert



A Bad Crossing on Mt. Blanc

will escape where the amateur would plunge to his fate. The storms, blinding in fury, are of all dangers undoubtedly the greatest, for they may sweep the climber from his always precarious position or hold him prisoner until he starves or is frozen to death. Another peril which threatens expert and novice alike is "mountain sickness," a disease peculiar to high altitudes. The symptoms are fever, intense headache and a persistent thirst which no amount of drinking will satisfy. Sometimes the victim is unable to talk, as if he were a fish whenever he tries to speak. Until recent years it was thought that the only sure cure was

immediately to abandon the attempt to reach a higher level, but it is now maintained that if one is able to endure the disease for a few days it will gradually pass away. Perhaps the most celebrated accident in the history of Alpine climbing was that which occurred during the ascent of Mont Blanc in 1820, when Dr. Hume, a member of the Russian council of state, together with two English tourists and ten guides, was caught in an avalanche, three of the guides being buried beneath the glacier. The remarkable feature of the disaster developed many years later. The bodies of the victims had not been found

when, in 1858, Professor Forbes, the English scientist, predicted that from thirty-five to forty years later the glacier would yield its dead. His prophecy was lauded at, but exactly forty-one years after he had made it a party of guides found the bodies of the victims exposed in an opening in the crevasse. So well had the ice acted as an embalming agent that the features of the dead were easily recognized.

Another historic tragedy occurred on the famous Matterhorn, the victims being members of the first party to ascend the mountain. The explorers were fastened to one another with a long rope and when one of them, a



man is one of the most beautiful mountains in the world, higher by some hundreds of feet than Mount St. Elias. Though Miss Peck did not find the ascent so difficult as that of the Matterhorn she was greatly distressed by the rarefied atmosphere. She fears more trouble from this source than from any other in her forthcoming attempt, but hopes to overcome the difficulty by the use of oxygen tanks, which form a most important part of the expedition's equipment.

That mountain climbing has a peculiar fascination despite its dangers is evinced by the rapid growth of "Alpine clubs" since the original club was started in 1858. Climbers themselves say that the greatest charm is a mental exhilaration which cannot be affected by the thought of peril. The Rev. Dr. Parkhurst, an enthusiast on the subject, points out that mountain climbing also makes an appeal to the aesthetic side of man through the sublimity of the scenery, stretching for the impressive silence, broken only by the roar of an avalanche or the tumble of thunder; and, finally, through the sensation of being a conqueror of nature. "Once a mountain climber always a mountain climber," is the saying, and it is borne out by the careers of such men as Whymper who, despite all manner of narrow escapes, persist in their risky avocation.

STEPHEN H. CHILSON.

## A MISER'S FORTUNE.

From Odessa comes a romantic story of a miser's millions. A man named Raab died some months ago and sundry findings indicative of the utmost poverty. On his deathbed he said to his friends, "I have nothing but debts," but on a judicial inventory of his possessions being made it has been found that he died worth \$13,000,000, most of which was invested in British securities.