

SEYMOUR AIDED U. S. AGAINST GERMANY.

British Admiral Who Will Visit This Country in Fall.

HE FOUGHT AFRICAN PIRATES

Admiral Dewey Had Warm Friendship and Admiration For Callant English Sea Dog Who Was Prominent at Manila and During the Great Boxer Revolt in China.

The choice of Sir E. Hobart Seymour to command Great Britain's fleet of warships at the Hudson-Fulton celebration in New York has aroused favorable comment on both sides of the Atlantic.

Ever since Admiral Seymour stood so nobly at Dewey's back at Manila Americans have had an exceptionally warm place in their hearts for him. Later when he commanded the allied forces in a gallant but unsuccessful attempt to relieve Peking in 1900 he again endeared himself to all who read the reports concerning the expedition.

At the time of the Boxer uprising, when Seymour and his men were lost to sight in the country between Tientsin and Peking, the London Mail printed the following extract from Admiral Dewey's Chicago speech of May 1, 1900:

"My dear old friend, Sir Edward Seymour, is more than a brother to me. I will remember his friendship to the end. In Manila bay when I was in a most trying position this English commander stood loyally at



SIR E. HOBART SEYMOUR, BRITISH ADMIRAL

my back. If it had not been for his moral support I cannot say what might have happened."

At that time Admiral Seymour was in command of the China station. He was already an old friend of Admiral Dewey, and, though not at Manila during hostilities, it was undoubtedly because of his general orders that the English ships backed Dewey so well.

After the battle of Manila, in which Dewey wiped out the Spanish fleet, the Germans mobilized at Manila a stronger fleet than that under the American commander's command, and it was then that Seymour's friendship was especially valuable. Their officers and men displayed sympathy for the Spaniards and showed disregard for the blockade established. Serious friction, which might have led to open rupture, followed. On one occasion, when Dewey learned that a cruiser from the Germans had landed provisions at Manila, the American admiral sent his flag lieutenant to Rear Admiral von Diederich to inform him of this "extraordinary disregard of the usual courtesies of naval intercourse" and to say that "if he wants a fight he can have it right now."

This notification was followed by a disavowal of the action of the cruiser. When the joint army and navy operations against Manila began on Aug. 13, 1898, the German and French men-of-war occupied a position northwest of the city, from which they commanded the American station. The English and Japanese lay off Cavite near the Americans.

Americans Feared Germans.
The Americans feared that the Germans might fire on them during the bombardment of the city. This fear was quieted when Captain Chichester, senior British naval officer, placed his ships between the German admiral and Dewey. Captain Chichester undoubtedly acted under general instructions from Admiral Seymour. Later Captain Chichester, in telling of his relations with Admiral von Diederichs, said:

"When the German admiral sent me word that he was coming aboard my ship to get me to join in a protest against Dewey's action I looked up international law and spread the books out on my cabin table with the pages open and marked all in a row, and when he came I said: 'What can I do? This American admiral is so deadly right in all he has done and all he proposes to do that if we protest we will merely show that we do not understand law.' Of course there was nothing to be done, and I did it."

It may be said that during the entire war with Spain Admiral Seymour and the men under him acted as seconds for Dewey and his sailors. They offered moral aid when Germany and

France were making things a trifle uncomfortable for the Americans.

In Tientsin in June, 1900, when the Boxers had closed in on Peking, Admiral Seymour, then in full command of the British Asiatic fleet, was by agreement made leader of the British, American, Japanese, Austrian, Russian, Italian, German and French sailors and marines who sought to raise the siege of the capital city. There were 2,066 officers and men in all.

Medal For Heroic Deed.
On the right breast of Admiral Seymour is pinned, among others, a medal received when as a young naval officer he plunged into a shark infested sea at night in order to save a sailor from drowning.

Admiral Seymour was born in 1841 and entered the navy when twelve years old. From the time of the Crimean war in 1854 until the Egyptian war of 1882 his life was one of continual fighting. He was fourteen years old and a midshipman on the Furious at the bombardment of Odessa. He was present also at the bombardment of Sebastopol, one of the worst battles of the kind in modern history.

Later he was commander of the Growler and operated for several years against pirates on the eastern coast of Africa and on the Kongo river. He was wounded severely in the leg during this later period.

In the Egyptian war of 1882 Admiral Seymour commanded the Iris and the Inflexible. He was a captain at that time. In October, 1905, Admiral Seymour visited Boston on board the Ivernia. He was the naval officer of the highest rank that had as yet visited America, and his command over the American sailors in China gave him a unique position in the eyes of Americans.

There are few instances when the flag of an admiral of the fleet has been flown at sea, and when coupled with the fact that Admiral Seymour, who will come here on the Inflexible, was one of the two recipients of the Order of Merit when it was first established it will show the keen interest which England has in the coming celebration.

THE MIKADO'S GIFT.

True Significance of Plan to Send Cherry Trees to America.

In the daily press there has recently appeared a little item of news whose full significance the American public does not realize. Instead of sending warships to participate in the Hudson-Fulton celebration, the emperor of Japan has indicated his desire to convey to the New York authorities a gift of 300 cherry trees, one for each year the Hudson has been known to the world, to be planted on both sides of Riverside drive, New York, or in any other spot the officials may determine.

The ordinary reader will simply be struck with this intelligence as a very nice thing for the emperor to do, and people who do not believe much in military and naval display will perhaps say in their hearts that the emperor has chosen the better way to indicate his felicitation. But only a very few will know that, from the Japanese standpoint, much more is intended. The cherry blossom is not only the greatly beloved flower of the Japanese people, sharing a place in their affection with the chrysanthemum, the national flower of the empire, but is a symbol of the very soul of the manhood of Japan. That is why it has been celebrated in song; that is why the people flock to the cherry gardens in crowds, in order that while gazing upon the outward beauty their souls may be baptized afresh with a baptism of the real Japanese spirit.

There is nothing in the American life to illustrate just what the cherry means to the Japanese people. But if we had some symbol of nature that would embody all that Plymouth rock, all that the Declaration of Independence, all that the emancipation proclamation means of liberty, patriotism, union, and then if our president should select 300 of the choicest specimens of this emblem and officially send them as representing the felicitations of the American people to a friendly power at the time of some important celebration they would surely be considered to carry a message of good will.

Practical Hint For Schoolgirls.

A novel proposal made by a woman inspector has come under the consideration of the Romford (England) school managers. It is that schoolgirls shall become their own dressmakers. Needlework in elementary schools is at present confined to odd pieces of miscellaneous cloth obtained at trifling cost. The inspector proposes that the girls should be taught to mend clothes and to make complete garments suitable for their own wear. The idea is regarded as excellent, but the provision of material to make complete dresses would involve a considerable expenditure. The view of the managers is that it would amount to giving the children free clothes, and this principle they are not prepared to adopt. It is probable a way out of the difficulty would be found if the parents provided the material.

Abruzzi to Be Rear Admiral.

The announced program of the Duke of the Abruzzi for some time to come shows that a trip to America is completely excluded. After leaving the steamship Oceania, on which he is returning to Italy, he will go to Raccanigi to visit King Victor Emmanuel and Queen Elena. On returning to Italy he will attend to the publication of a book on his last expedition to the Himalayas. After this work has been completed he will resume his service with the fleet, when, it is understood, he will be promoted to the rank of rear admiral.

CURTISS, THE AVIATOR.

American Flier Who Has Broken Speed Record at Rheims Aviation Meet.

Glenn H. Curtiss has again made the world sit up and take notice of American ingenuity, daring and progressive-ness. His record breaking exploits at the great aviation meet at Rheims, France, will live long in the fast increasing history of the air. His victory in the contest for the Prix de la Vitesse, value 10,000 francs (\$2,000), was a splendid climax to his week of endeavor. He covered the course in this thirty kilometer race in 25 minutes 49 seconds, corrected time.

Curtiss, now the lion of Europe, is really a gasoline engineer. Aviation is merely a side line with him, in which he differs from the Wrights, who have given their lives to it. Curtiss eats lubricating oil and drinks gasoline. He began life in Hammondsport, N. Y., about thirty years ago and became a newsboy because he needed the money. One day he traded a lot of old junk for an old bicycle. Oddly enough, that trade made his fortune and determined his vocation. It has never been stated that Glenn Curtiss is lazy, but the fact remains that Hammondsport is mostly on edge and that he got a cramp in the calf from pedaling his rusty old machine up and down hills. Then he caught sight of one of the early editions of the gasoline engine.

"Why not tie that engine on my bicycle and save me all this trouble?" he reasoned. He collected more old junk. When he had enough, he traded it for the parts of an antiquated gasoline engine. A few weeks of seclusion in the paternal barn followed, until one day Hammondsport was almost interested by seeing young Curtiss fly up and down its angular street on his old bicycle, propelled by a gasoline engine he had in some occult manner attached to the frame. He kept on at that enterprise until by and by he began to build motorcycles. Eventually he had a factory that employed several hundred men, which made him a rich man.

When our best aerialists began wearing dirigible balloons some of them went to Curtiss for a motor that would push their gas bags. It naturally followed that the trying out process took place at Hammondsport, and Curtiss in time became identified with the manufacture of flying machines of one sort and another. Then he tried his hand at it for himself and produced the June Bug, that famous pony built little contraption that won the first prize offered in America for a flying machine that would really fly.

Mr. Curtiss is a gasoline engineer first and an aviator second. He is chiefly interested in the performance of the motor. As the motor is the very heart of the aeroplane, his American friends and French rivals may be pardoned for the interest with which they watched his performances at the international flying races at Rheims. And the joke of it all is that it started when he traded for that old two dollar bicycle twenty years ago.—New York Globe.

OFFERS \$20,000 TO AVIATORS

Paris Newspaper Would Encourage Practical Voyages.

The *Matin*, in view of the results at Rheims, which have shown the aeroplane's capabilities as never before realized, even by aviators, believes the time ripe for these machines to leave the race track and make real voyages from town to town. It therefore offers a prize of 100,000 francs (\$20,000), to be awarded to the owner of the machine which makes the fastest time in a circuit from Paris to Dijon, Belfort, Nancy, Lille and Paris before Aug. 31, 1910.

All the French newspapers are enthusiastic over the great success of aviation week (last week), holding that it constitutes the greatest landmark in the history of the conquest of the air. They praise the enterprise and during of the aviators, paying special tribute to the American, Glenn H. Curtiss, as a modest, consistent and patient worker, whose efforts have been crowned by the blue ribbon of the air.

ARMY'S NEW TELESCOPE.

Gunners Can See Enemy While Remaining Invisible Themselves.

After years of patient experimenting Dana Dudley of Wakefield, Mass., recently had the satisfaction of having his "pan angle" telescope adopted by the war department of the United States.

The invention is simple in its construction, yet, it is said, may revolutionize modern warfare. It consists of reflecting lenses so arranged at angles in a tube that persons or objects above or below and on all sides may be viewed from a place of concealment.

The device as constructed for use in warfare is arranged so that even on disappearing guns or guns used in trenches and fired from any point invisible from the exterior the operator may ascertain the location of the enemy, target or other objective point without exposing himself.

New Use of Compressed Air.

The auctophone is a device invented by Charles Parsons, by means of which compressed air can be utilized to strengthen the tone of any instrument to which it is attached. When applied to the cello the valve is connected by a rod of aluminum to the instrument. The compressed air passing through the valve is caused to vibrate, thus producing a sound characteristic of the instrument. The sound issuing from the trumpet, though in many respects identical with that of the instrument itself, is at the same time much richer in tone and greatly augmented in volume.

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