

# WOMEN RAN FROM MICE, NOW THEY PHOTOGRAPH LIONS

## Lady MacKenzie, Who Has Just Brought Some Rare Movie Films of Wild Beasts to American Museums, Tells Thrilling Tales of Her Jungle Adventures



LADY MACKENZIE talks about stalking a lion or shooting a rhinoceros as nonchalantly as a United States revenue officer tells how he rounded up a crowd of counterfeiters in an East Side subcellar. In the pink-tea, jazz-band environment of a Broadway hotel her narrative sounds no more realistic than the captions on a cinematograph "thriller," until all at once you recollect that this Englishwoman has been farther into darkest Africa than any other living white woman; and as a nimrod has to her credit a long list of such harmless little animals as the king of the jungle, the rhino, the leopard and the cheetah—to say nothing of snakes as thick through as the largest of the Adirondack firs.

"I just took a second too long to take his picture and he charged me," is the way Lady MacKenzie tells about her most interesting episode on the Tana river country in East Africa. Sounds perfectly easy enough—just like the lion-tamer stepping out of the cage in the circus. But the way it really happened in Africa was this way:

Lady MacKenzie was photographing wild animals during her last trip for rare specimens for the Smithsonian Institute and the American Museum of Natural History. Instead of setting her camera to go off with the click of a shutter set off by a wire running back to her hide-out, Lady MacKenzie got right out in the thick of the jungle with her moving-picture camera set out in front of her. Guides were sent out to beat up the jungle and drive the beast of prey into range of the camera. G-r-r-r-r-r-r-r! Out stepped the lion directly in front of the lens. Clickettyclicketty milady began winding up the majestic picture. At that particular moment Mr. Lion sensed the presence of the huntress and noted the ubiquitous eye of the movie machine. His tail switching furiously, he began closing in on our fair photographer and her camera. Fine! Wonderful picture of a tur-r-ible African lion creeping right up on the enemy.

A second too long waited Lady Mac-

Kenzie—just as she relates it without the frills. Swift! The great body of the great beast leaps from the brush and describes a graceful arc directly upon the target. Lady MacKenzie deftly levels the camera and leaps for safety—but she is too late, and the shaggy shoulder of the big brute dashes her to earth. She is up in an instant, however, as the lion leaps for one of the most faithful of her safaris. She raises her rifle and presto! the giant king of the jungle has gone to his fathers.

"Rather a narrow escape. But commonplace enough among African hunters," says this modern Diana of the Hunt, who finds life in the jungle freer and more fascinating than the life of a great American city, where one may dwell in a pent-up hotel without knowing his neighbor among all the bustling throng.

If you want to know real exciting moments, according to Lady MacKenzie's way of thinking, it is to be caught in a stampede of wild beasts in the heart of the jungle and all but trampled to death in the mad rush that follows. She calls it "her narrowest escape."

It all happened during milady's exploration of the Tana river, a trip that was interrupted by the great war, when she had to turn back to civilization and postpone her research work until the sons of Mars had run their course.

The modern Diana came upon a herd of wild buffalo one day, and was intent upon shooting the leader of the troupe in order to get an "action picture." She landed the leader and action with one shot! It so happened that some 300 or 400 of the buffalo were in the immediate neighborhood. When their leader went down the monster herd bolted directly for Lady MacKenzie and her party. Quick as a flash she threw herself in the grass and waited developments. On they came, a mighty, bellowing avalanche. They raised so much dust that the hot summer sun was temporarily obscured. At any moment milady expected to be trampled to death, and with that thought came the fleeting picture of a burial out in the wilds of



Hiring Natives to Trail Rhinoceros



Lady MacKenzie Shooting a Rhinoceros out in the Open.

the earth far from home and old friends.

But a strange thing happened. Lady MacKenzie calls it the intervention of providence. For some unaccountable reason the herd parted right and left just in front of the spot where she lay and thunders past.

"That was a narrow escape," sighs Lady MacKenzie in recollection of the moment and its what-might-have-beens.

But with all its narrow escapes and its harrowing experiences and general "roughing it," Lady MacKenzie finds big-game hunting an attractive proposition. She loves adventure and life, the life in the open and the thrill of the hunt. And why not? Have men in these days a monopoly on the sterner realities of life—the rigors and perils of an African deep wandering—she points out that science and commerce have combined to make it much easier than in the days when Stanley and Livingstone and Baker and others first delved into the unknown wilderness of the still very much unknown continent to the south of the old world. There are no longer the inconveniences that one once had to put up with. Waterproof outfits, tents, portable garages, automobiles, mos-

quito-proof tent fronts, windows for ventilation, insect-proof linings, air mattresses, more advanced firearms for protection—all these conveniences make it an easier game than it used to be.

But Lady MacKenzie is not hunting in Africa for the sheer thrill of it. She is out for the scientific end of it, and on her most recent trip brought home valuable records carrying the native speech of unknown African tribes and thousands of feet of moving picture film, on which are written in pictorial delineation the life and customs of hitherto little known people.

"English people who go out to Africa are for the most part sportsmen, who are out merely for the fun of it," says Lady MacKenzie. "They have a lot of money to spend and a lot of time on their hands, and they find hunting in Africa a pleasing diversion. But there is ever so much more to it. The world probably knows less about Africa than any other country of the world. And there is so much to know. I predict that Americans will before very long get into Africa; then we may expect to find out all about it. The American has a faculty for developing the commercial resources of a new country—of any country. And there are such wonderful resources in Africa; only the surface has been scratched."

Oh, yes, Lady MacKenzie has made two trips into darkest Africa. She is off now on her third explorative tour, and hopes this time to penetrate further and learn more than on either of her previous trips. Her exploration of the Tana river, one of the most treacherous streams in the world, winding more than 2000 miles through dense jungle and papyrus swamp, was interrupted by the war. Her camp at

the junction of the Tana and Theki rivers was taken over by the British as a military base. Incidentally, Lady MacKenzie discovered evidence that the Germans were preparing for world war some time previous to the debacle at Sarajevo.

Her version of it now is that while in British East Africa near the border of German East Africa early in 1914 a party of blacks from the German side crossed over and without provocation of any kind began an attack on the British blacks. Moving her camp out of the war zone, Lady MacKenzie reported the condition of affairs to the British authorities at Nairobi. It was assumed by the British that some kind of a tribal war had been started. But runners sent out by the British came back to report that German natives had seized water holes all along the border and fortified them with machine guns. While they were all wondering what it was about, there came news that Germany and England had gone to war with other European nations. It appeared that the Germans in Africa had been ready for seven weeks when the official declaration of war came.

When she came away in 1914 Lady MacKenzie and her party left nine tons of trophies stored at Mombasa. As soon as she gets back to Africa she will send them to England and America, the most of the material going to museums and natural history institutions. She was about to penetrate the Tana river jungle when the war intervened. To get up this river is now her objective. Instead of taking out a safari composed entirely of native blacks, she has engaged a number of Canadian Indians, who she believes will stick with her through thick and thin. The river will have to be negotiated in canoes through

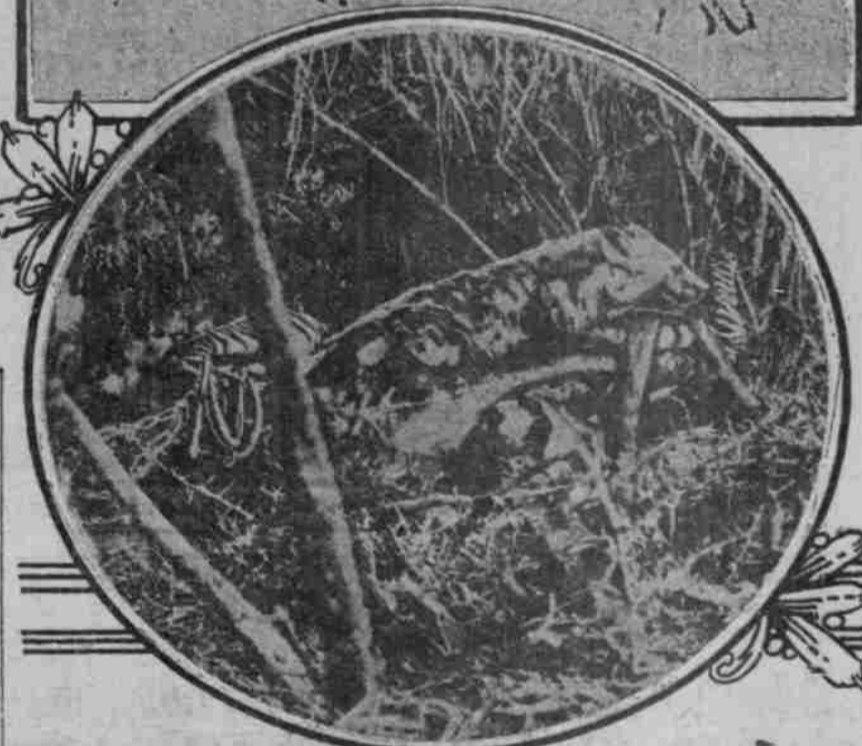
turbulent water and matted brush. In some places, she says, it is entirely impossible to go through the jungle. The natives have solved the problem by bearing down the tops of the trees and warping them together. Over this they lay foliage and have in effect a literal pathway over the tops of the trees.

As part of her equipment she will take oculists and medical supplies, to be used in combating a peculiar disease that threatens to blind the entire race of the Masais. These Masais are a race of polygamists without any religion, who are rapidly becoming a vanishing tribe through their deliberate practice of race suicide. They fear the encroachment of the whites man, and rather than submit to subjugation, as they fear it, they are wiping out their own race. Women of the tribes do all the hard work and they are hideous creatures, with close-cropped hair. The only time they attempt to adorn themselves is when they are offered in the markets for

marriage, and then they make themselves more grotesque by painting their faces and bodies with gray-colored materials. These women are remarkably strong and possessed of wonderful endurance. Every man in the tribe must serve as a warrior for six years before he can marry and no married men are allowed to fight.

Lady MacKenzie has visited among tribes that have killed white women, but she has traveled without molestation at any time. Once a great chief became enamored of her after seeing her powder her nose one morning. He was curious of the whole affair, and when she gave him some powder he applied it to his face and then borrowed the tourist's mirror to get the effect. At once he lost his heart to milady and proposed on the instant, offering to give other members of her party five sleek cows in exchange for her ladyship. It required some super-tactful diplomacy to get away without arousing the admiring chieftain's ire.

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Hyena Struggling in Trap. Photograph Taken by Lady MacKenzie. Note the Zebras Wood as Sail.

### GERMANY TO RECONSTRUCT HER COMMERCE WITH LARGE FLEET OF SKY MERCHANT MEN

Hamburg-American Line Takes Advantage of War Experience and Builds New Super-passenger Zeppelin; Daily Trips of 375 Miles Are Made in Six Hours.

THE other day Charles Von Helldorf, American representative of the North German Lloyd steamship line, returned to this country from a visit to Germany with a typical Teuton hard-luck story. He said he had missed the German shipping situation and had found it so discouraging in reference to the resumption of trade.

The once great transatlantic line which he represents, he said, now has but a few vessels, all under 1600 tons. The only ships that are carrying the line's flag are these small ones which are doing a sort of ferry business to Scandinavian ports. In his opinion because of labor conditions in Germany it will be long before new liners can be built.

Mr. Von Helldorf no doubt stated the case correctly as far as it goes, but failed to tell the whole story. He did not mention, for instance, that the directors of some of the big German transatlantic steamship companies since the close of the war and the loss of their ships to the allies have been very seriously debating the wisdom of making any great immediate effort toward building new merchant ships, but have been devoting much more time and attention to German sky merchantmen, which can be built in Germany today much more rapidly than ships to sail the seas in the ordinary way.

Many Teutons are of the opinion that as they were, thanks to the late Count von Zeppelin, years ahead of the other nations of the world in discovering the possibilities of rigid dirigibles and of perfecting this type of aircraft, they are in a much better position to start building this type of ships for passenger and freight traffic across the ocean than they are to build up a merchant fleet of the old type.

In brief, in quickly building up a

German sky fleet of merchantmen, it is felt that they have better advantages than in starting in now with conditions as they are in Germany to construct a new fleet of steamships they might lose.

They watched with the greatest interest the reports regarding the trip of the British Blimp, the R-34, which crossed the ocean in four days, 12 hours and 13 minutes, and in a way they felt considerable elation over the very successful journey of this dirigible, because they claimed it was largely due to German inventiveness. Before the war, they said, the English thought Count von Zeppelin was a dreamer and a visionary and took little stock in his airships; in fact, did not hesitate to sneer at them. But when the Zeppelins bombed London and other English cities and performed many other efficient and practical feats in the war, the British people began to sit up and take notice and wherever a Zeppelin was brought down on English soil British experts took it apart with the utmost care and studied its construction in detail, and the practical result of these investigations were the R-34 and other big English Blimps.

One of the best indications as to how the wind is at present blowing in Germany is the announcement the other day that the Hamburg American steamship line, taking advantage of all that has been learned by the German dirigible experts in Friedrichshafen during the five years of war in the construction of Zeppelins, has just completed a new super passenger airship called the Bodensee, which is now making, as regularly as clockwork, daily trips between Berlin and Friedrichshafen, an air line distance of 375 miles, completing the trip in six hours, and if desired could do it in much less time.

With this and similar, only larger,

ships of the air now well advanced in construction, the Hamburg-American line, deprived of its steamships, is preparing to inaugurate within the next 12 or 18 months a regular service between Germany and the United States, something which would be utterly impossible if the time was taken to build steamships.

The Bodensee, while not so large as the R-34, is, according to German reports, even more efficient and a mechanical and scientific marvel. She is 395 feet long and capable of making without effort between 60 and 70 miles an hour. She is the latest product of the great Zeppelin factories at Friedrichshafen, which employ 2000 skilled workmen, who are surrounded with as great a body of scientists as our own Edison in Llewellyn Park. Some of the greatest scientific minds in Germany have contributed to the construction of the dirigible. The government laboratories since the war have been placed at the disposal of these men, who have devoted their energies to the finding of means to correct the faults of the earlier dirigibles.

The Germans have striven hard to keep the details of the Bodensee from the outside world, but the inevitable leak has developed. Her shape in some particulars is a decided departure from previous German dirigibles. This is particularly true in reference to the very tapering tail, which offers a much lower resistance to the air, the result being per unit of horsepower a speedier and withal a more manageable and economical craft, it is claimed.

The tapering tail is naturally not so buoyant as the older cylindrical model. Accordingly it is desirable to obtain an upward thrust. This dynamic buoyancy is insured by the presence of the propeller in its stern

### WAR ENDS GREAT HISTORICAL PERIOD, HEBREW PROPHECY, STUDENTS BELIEVE

Public Interest Stirred in England and Continent—Recent Events Said to Lead to Grand Consummation and Millennium in 1931—Calendar Differences Held to Account for Previous Seeming Failures.

LONDON, Sept. 5.—Special correspondence.—Public interest in England and on the continent is stirred up, since the beginning of the war, over the old Hebrew and New Testament prophecies.

In the past three years 20 books on prophecy have been published or reissued.

Since armistice, in particular, there is much calculation of the ending of "the times of the Gentiles," in view of what seems the near restoration of Israel to Jerusalem.

"And Jerusalem shall be trodden down of the Gentiles," said our Lord Jesus Christ, "until the times of the Gentiles be fulfilled." (Luke xxi: 24.)

In all ages, the grand old prophecies of the Bible have fascinated believers and unbelievers alike. Sir Isaac Newton, who discovered the law of gravity, devoted his best analysis to the dates of the book of Daniel. Spinoza, Hobbes and Michaelis devoted volumes to it. Christopher Columbus wrote a book on the return of the Jews and the interpretation of Isaiah and Revelation. He deemed it a greater work than his discoveries of "the isles."

That has reduced or limited the power of the dirigible to return after having gone up once and then descended. Today, thanks to the manner in which the engine exhaust can be utilized to preserve a fairly uniform temperature of the hydrogen, these leaks have been very much reduced and the ability of the Bodensee to soar high and low and to cover very long distances upon the original charge of gas has been increased. Not only that, but it is said that the surplus hydrogen is now compressed when temporarily discharged from the gas bags and being thus reduced the excess buoyancy is neutralized and stored where it can be drawn upon later when its helpful lift is needed.

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tioned. In "Light for the Last Days," Dr. and Mrs. Grattan Guinness go deeply into the distinction between solar, lunar and calendar years in the long periods considered. These differences present an astronomical margin of from 36 to 75 years in the case of the prophecies of Daniel and from 23 to 54 years in the case of those of St. John—very much the figures needed to justify those original errors of calculation.

Here are a few of those most talked about (remember, they were originally issued in 1866). And the astronomical margin, and you get, in each case, results which follow:

"European wars and revolutions, not later than 1896 or 1897 (add 23 years, 1919) and including, especially the victory of France over Germany, the extension of France to the Rhine and the change of the (then) present 23 kingdoms within Caesar's former empire into the 10 kingdoms of prophecy, not later than nine years before the end.

"All this will be the preparatory work of three frog-like demon spirits (Revelation xvi:13), while the mystic Euphrates, or Turkish-Mahometan empire, is drying up.

"Complete dismemberment of the Turkish empire, expected not later than 1898 (add 23 years, 1921) and the re-establishment of the four horn kingdoms (Daniel viii:8) of Alexander the Great's Macedonian empire. (Isn't this a queer calculation to be made in 1866?)

"Formation of the 10 kingdoms (Daniel vii:25) by the division of the countries of Caesar's original Roman empire into 10." (And is not this queerer?)

"Rise of a great military dictator, not later than 1899 (add 23 years, 1922), as Daniel's eleventh little horn, who is to "exceeding great" (Daniel vii:8) about the period when

he makes his seven years, covenant with the Jews (Daniel ix:27).

These must suffice as examples of the prophetic calculations made in 1866 and so much talked about, again, at present. They include grandiose and terrible pictures, in rapid succession, including famines on the black horse—which we have ourselves seen. They lead us to my final quotation of the grandiose thing which all Bible interpreters have looked forward to with joy and awe, because all Christian hope is wrapped up in it, as well as Jewish:

"Renewal of the Jewish evening and morning sacrifice about Thursday, November 14, 1961 (add 23 years, 1924), in a rebuilt temple at Jerusalem (Daniel xiii:18-14) leading immediately to the grand consummation (Daniel xiii:11-12) and the millennium itself, at the end of seven years, on Thursday, April 23, 1908 (add 23 years, 1931)."

Certain things (say these exact date believers) become comprehensible only after 1914. For example, who, before the stirring up of this war, could have imagined the true nature of the first frog-like demon spirits of Revelation xvi:13? For 1500 years past, the French people suffered under the erroneous nickname of "frogs." Our boys even called them "the frogs" in this war!

Well, I quote from the Rev. M. Baxter, old Christian Herald editor, the simple fact that the traditional frogs were brought to France on the armorial shield of Clovis, the Frank! It bore three frogs, in two divisions, while his banner displayed three black frogs on a white ground. As was only just and proper, these frogs of German conquest, in course of time, became the fleur-de-lis—the lilies of France—of beautiful national sentiment and which every American of

position and at the same time the maneuvering power of the dirigible is improved.

The motive mechanism in the four gondolas consists of four Maybach engines which have efficiency for aerial propulsion. Accounts vary as to the total driving power of these motors, but they are said to develop 250-275 horsepower and turn the propellers at 2500 revolutions per minute. The power plant is so arranged that the engines can be worked independently or coupled up so as to give two propellers which is particularly useful in the case of emergency, but makes it possible for the dirigible to proceed should two of her motors be placed out of commission.

The Bodensee has three gondolas, in which are placed the motive power, and a fourth gondola which is partly housed within the body of the keel. The latter form, in addition to the backbone of the craft, a connecting passageway fore and aft by which all of the cars can be reached under cover.

In the past the buoyant hydrogen has not been utilized economically or handled in anything like a thoroughly efficient manner. In ascending to great heights the hydrogen is affected by two natural conditions, first a reduced pressure which tends to permit the gas to expand and then by lowered temperature which causes the gas to contract, and therefore loses its lifting capacity. Juggling with these changes and the opposite ones following upon descent has led to a thinning out of the hydrogen or its loss.

This has reduced or limited the power of the dirigible to return after having gone up once and then descended. Today, thanks to the manner in which the engine exhaust can be utilized to preserve a fairly uniform temperature of the hydrogen, these leaks have been very much reduced and the ability of the Bodensee to soar high and low and to cover very long distances upon the original charge of gas has been increased. Not only that, but it is said that the surplus hydrogen is now compressed when temporarily discharged from the gas bags and being thus reduced the excess buoyancy is neutralized and stored where it can be drawn upon later when its helpful lift is needed.

(Continued on Page 7.)