

Letters Tell How Nelson Fell Under the Thrall of His Circe

Some Remarkable Documents Are To Be Sold at Christie's—They Are from Victor of Trafalgar Bay to His Wife and from Her to Him and Some Bear on Lady Hamilton.

(Special Dispatch.) LONDON, July 4. An intensely interesting contribution to the romance of Nelson's life, a collection of 22 autograph letters to his wife, Lady Nelson, which prove conclusively that there was a marriage of love and continued so for six years, until Nelson fell under the spell of Emma Lady Hamilton in 1788, is to be offered at Christie's auction rooms on July 14.

The letters at Lady Nelson's death passed to her cousin, Mrs. Franks, who was present at her death. From Mrs. Franks they descended to her son, the late Alexander Allen Webb, who changed his name from Franklin to Webb, his mother's maiden name, and they are of great value in forming a true estimate of the life and character of Admiral Lord Nelson, who is remembered more by his infatuation for Lady Hamilton.

With the exception of a few which appeared in Literature in 1888 the letters have never been published, so that these letters, now coming into the saleroom owing to the death of Mrs. Webb, are necessary to correct all existing "Lives" of Nelson.

That Nelson married for love has been doubted by his biographers, but these letters, written week by week, often under very trying conditions, prove the contrary. With the letters are to be sold Nelson's Journals of the sieges of Bastia and Calvi, his account of the battle of St. Vincent, letters to and from his father, and other documents, but in the human interest of the letters to his wife and their contribution to his history lie the prime interest of the collection.

It is true the letters prior to his marriage do not betray the transports of a first love, for Nelson at the age of twenty-six was old and stern in female society, but they show that head and heart went together.

In the first letter he wrote to his future wife, dated from the Boreas, August 19, 1785, he said:—

"I trust that my affection is not only founded upon the principle of reason, but also upon the basis of mutual attachment. Indeed, my charming Fanny, did I possess a million my greatest pride and pleasure would be to share it with you, as I am to live in a cottage with you, I should esteem it superior to living in a palace with any other person."

"The more I weigh you in my mind the more reason I find to admire both your head and heart."

Off Antigua, at Christmas time, he writes hopefully:—

"I can tell you a piece of news, which is that he (Prince William Henry), after King William IV. is fully determined and has made me promise him that he shall be at my wedding, and says he will give you to me."

On March 11, 1787, they were married, and the Prince, then captain of the Pegasus, kept his promise and gave the bride away.

Several years of quiet and happy life

Above Tree Tops New Timbers

Does Man's Ownership of Land Extend Only So High and No Higher? These Are Needed to Preserve Cover to Historic Old Westminster Hall.

(Special Dispatch.) PARIS, July 4. DOES a farmer possess not only the land that he cultivates, but all the space above it as well? Mr. Heurtelbe, owner of a farm near Villarois, was of the affirmative opinion, and he sued Messrs. Esnault-Pelterie, Farman and Borel, whose aviation grounds almost surround his property, and he was awarded damages.

In making the award the court held that though in theory a land owner had rights over the atmosphere overhead, this principle in practice only applied as far as the tops of trees and buildings. It was held that above this point the liberty of the air was complete and aerial circulation legally unhampered, but in the present case the defendants had flown too close to the earth and must pay damages.

Several interesting points were involved in the decision. An article of the Civil Code states that property in the soil carries with it property in the air above and the earth beneath. But the decision of the French court appears to assert that these rights only extend to a certain arbitrary height and that above that height the air space, being of its nature free, people have the right to fly over other people's land. It seems to assert further that this right of flying must be used in a proper way, and that if the flying causes prejudice to the occupier of the land the airman is liable.

The German and Swiss codes enunciate the principle that the occupier cannot prevent persons going over his land at a height at which he has no interest to exclude them. Last autumn the Comité Juridique International d'Aviation at the Congress of Frankfurt passed the following articles as intended to be incorporated in the proposed International Code:—"No one can, on the ground of a right of property, oppose the passage of aircraft under conditions which do not present for him any appreciable inconveniences. Every abuse of the right of passage lays its responsible author open to an action for damages."

Marvels of Science. Washington Star—"Some day we'll be telephoning through the air without wires." "Maybe, but won't it seem queer to have an operator call back to you and say 'The aid is busy now?'" A Witch. Judge—"I just got a letter from Jack with fifteen mistakes in it." "Evidently you hold him spellbound."

SOME STRIKING PHOTOGRAPHS OF THE SHAMROCK IV., SHOWING ODD CONSTRUCTION OF THE CHALLENGER



Wireless Used to Warn Ships by Fog Signals

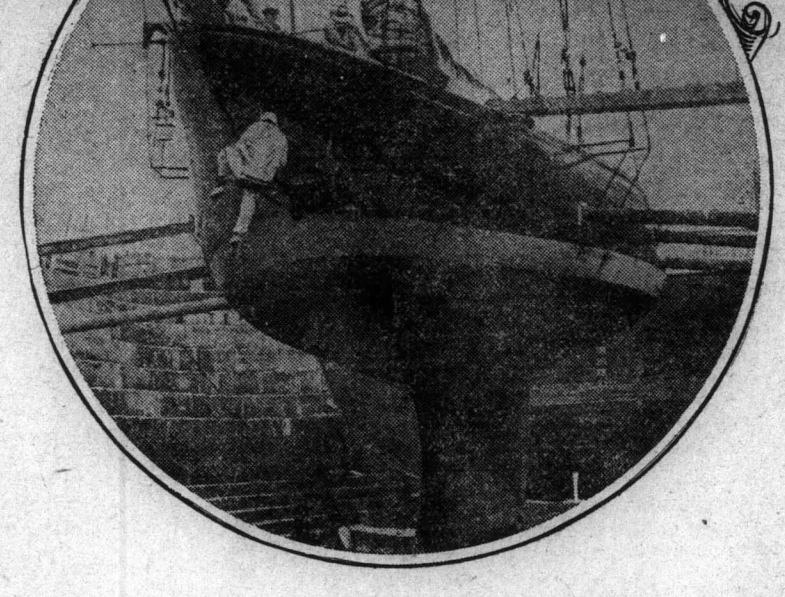
Apparatus Turns On and Off Valve of Acetylene Gun at Will of Operator.

(Special Dispatch.) LONDON, July 4. Though little has come of the many boomed "wireless" torpedoes and "wireless" alarhms, success has attended the efforts of the Marconi Company in the perfecting of fog signals in isolated beacons which are sounded at intervals of thirty seconds or so whenever the weather conditions render such warnings necessary.

The need of some such signals, it is declared in the "Wireless World," was particularly felt by the Clyde Lighthouse Trust, and the automatic gun, jointly developed and produced by Messrs. D. & C. Stevenson, of Edinburgh, and Messrs. W. Mayer & Sons, of Glasgow, proved the trust with exactly what was needed—a very powerful and regular fog signal which could be left unattended for months on end.

There are already six of these runs installed at different spots in Scotland and one has been sent to America. Once this gun is started it will continue to feed and fire itself at proper intervals until its fuel is exhausted—for several weeks.

To leave it in continual action in all weathers was obviously an extremely wasteful and undesirable proceeding. It was here that "wireless" stepped in. The matter was taken up by the Marconi Company at the suggestion of Messrs. Stevenson.



The research department set to work and in a comparatively short time had patented and prepared for demonstration an apparatus which fulfilled all requirements. A month or so later a trial was arranged under proper working conditions of the first model. The apparatus, combined with the acetylene gun, was put out on an exposed pier, the transmitting plant was left in the hands of men who had never had anything

to do with "wireless" apparatus before, and the trial was continued until the authorities were so tired of the monotony of the unvarying success that they agreed to terminate it after a period of six weeks. The "wireless" apparatus is able to turn "on" and "off" the gas valve of the acetylene gun, and thus it is only fired when there is actually fog.

Two sets are now working on the Clyde—one at Rosneath Patch and the other at Fort Maclida. Others are to be installed. The invention has also an important bearing on the safety of railway trains. The installation of a "receiving" set on every train, with its corresponding "transmitter" at the various signal boxes, would enable any signalman to control the trains on his section in such a way that he could remedy any mistake—whether made by himself and perceived too late or made by the driver and observed by the signalman, and thus prevent the terrible results which too often follow the slightest derangement in the intricate machinery of train organization.

A Dirty Job. "Just look at the wonderful color of the sea!" exclaimed a tourist on his first Mediterranean cruise. "See how blue it is!" "That's not strange," growled a traveler who had lately run the gamut of Neapolitan pensions and was therefore disillusioned. "No wonder it's blue. You'd be blue yourself if you had to wash the shores of Italy!"

London Richer by \$100,000,000

Americans Spent This Sum in England During the Season Just Closed.

(Special Dispatch.) LONDON, July 4. LONDON is spending money at a record pace in these two weeks which mark the culmination of the London season, when the social world strives to distribute all the superfluous cash it has in its capacious pockets. There is a tremendous lot of dinner parties, a succession of balls and a sequence of entertainments, and hostesses who have carefully conserved their resources since May now see the end of the season in sight and are whirling away the last two weeks in a gust of prodigality.

An extraordinary number of dinner parties has been arranged at the principal hotels—the Carlton, the Savoy, the Ritz, the Piccadilly and Claridge's. Never have there been such heavy bookings for small dinners. It also is estimated that there are more than fifty thousand persons from America in England now, and by the end of the next two weeks they will have spent huge sums in returning the hospitality of their English friends.

Red Ray Harmful

(Special Dispatch.) LONDON, July 4. THE question of harmful radiations and the protection of the eyesight is being investigated by the Illuminating Engineering Societies of England and America, and it is gradually becoming evident, especially from a report recently published by the American Research Committee, that infra-red rays may be harmful as well as the ultra-violet. They may be of even more importance in the case of artificial light, where the glass itself absorbs practically all the harmful ultra-violet radiations in ordinary circumstances.

Experiments are being made with light transmitters through very thin sheets of marble, and marble light is shown by the recent investigations of W. Voegts to be practically devoid of infra-red radiation; it has also been found that light so produced is very white, not dazzling, and very agreeable for working conditions. Thin plates of marble for screening electric light have been prepared in Hamburg by W. Engel.

ALBANIAN PRINCE BESIEGED IN PALACE



PRINCE WILLIAM OF WIED RECEIVING FRIENDLY CLAN. News of an alarming nature has been received from Albania to the effect that Prince William of Wied, the new ruler, was besieged in his capital by a rebel army and was fighting for his three-month-old throne. Unfortunately Colonel Thomson, the Dutch commander of the gendarmes, was shot through the neck and died of his wounds. Fighting was fierce, and the defenders were driven back to the walls of the city. "Prince William then took command of the troops," says one report, "and the situation, which at one time seemed desperate, began to improve." There is some divergence of opinion as to whether the Prince took an active part or not in the operations.

Turks Distribute Ottoman Army to Meet Conditions

Redif Divisions, Which Proved of Little Value, Have Now Disappeared.

EFFECTIVE FORCE

It Is Proposed to Reduce Service from Two to Three Years.

(Special Dispatch.) CONSTANTINOPLE, July 4.

TURKISH military authorities have arrived at the following solution of the problem how best to redistribute the Ottoman army in order to meet the situation created by the Balkan war, the alleged danger of Hellenic attack on the Anatolian littoral, the necessity of keeping a firm hold on the Arab lands and the increase of Russian strength and mobility in the Caucasus:—

By the distribution scheme of 1910 the fourteen army corps and five independent divisions of the Turkish army were thus stationed:—Europe and Smyrna, twenty-four divisions; Eastern Asia Minor, seven divisions; the Arab countries (Syria, Mesopotamia and Arabia), eleven divisions, with one division in Tripoli, in Africa.

By the new scheme provision for a total of thirteen army corps and two independent divisions is made. Five army corps (fifteen divisions) are to be quartered in Thrace and Western Asia Minor. The three army corps on the Russian frontier are to be brought up to a strength of nine divisions. The Arab provinces are to be held by five army corps and two independent divisions, totalling twelve divisions. The total strength of the army is now thirty-six divisions, as against forty-three divisions in 1910, and is better concentrated than when Turkey held Albania and Macedonia.

The Redif divisions, extensively employed in all stages of the Balkan war, proved of small value. They seem to have disappeared from the army list. They were sent into action before they had a chance of "shaking down," and mostly melted away in the first month of the campaign. In place of the commanders of Redif divisions a number of "officers commanding reserves" have been appointed to various stations. It is not known what the military authorities propose to do with their second line reservists in case of war. They may draft them into the first line to fill up gaps as the need arises; they may, again, extemporize a certain number of reserve divisions.

The thirty-six divisions each are composed of three two-battalion regiments and a rifle battalion. To each Army Corps is attached a two-battalion rifle regiment. The one exception is the Adrianople Army Corps, two divisions of which are composed of three three-battalion regiments and a rifle battalion, while the rifle regiment attached numbers three battalions.

It is difficult to form any idea of the total war effective of these 236 battalions. The peace effective of those which have passed through Constantinople on their way to their new quarters in Asia Minor varies from 800 to 400 bayonets. Those stationed at Constantinople average 400. Enver Pasha has proposed new legislation whereby service will be reduced, from three to two years and all exemptions abolished, even for the sole supports of their families, who are to receive an allowance from the State. The fact that the government annually obtains a revenue of more than \$4,000,000 from the military exemption tax renders it unlikely that military exemptions will be immediately abolished, whatever may be urged in favor of such a measure.

The cavalry is short of horses and will not be able to put more than fifty per cent of its nominal effective in the field for some time to come. Owing to the heavy losses of modern material, most of the artillery regiments stationed in Asia are armed with old B. L. Krupp field guns, and it is doubtful whether the first four Army Corps are entirely supplied with Q. F. pieces.

German models are followed by the Turks. Turkish officers have a high opinion of the fighting qualities of the Austrian and still more of the Russian forces, but Germany, owing to the real or alleged superiority of her Great General Staff, would be "first favorite" here in event of a European war. Little is known of the French army and still less of the British.

Of their recent antagonists Turkish officers rate the Bulgarians first, and after them the Serbs, though they consider that the latter will be weakened rather than strengthened by the incorporation of Bulgarian Macedonians in what was previously a very homogeneous force. The solidity and determination of the Bulgarian and the efficiency of his staff work and general organization have incited a very wholesome respect for his fighting powers among the Turks, who, on the other hand, seem to hold the Greek army in contempt and base their appreciation of the Italian army on its unaturally passive attitude in Cyrenaica and Tripoli.

Difficulty is experienced in obtaining information as to training in the provinces. There is a strong desire for progress among most junior officers and in the General Staff, but recent appointments and dismissals have not allayed the suspicion that political considerations still play a large part in the allotment of the higher commands. It remains to be seen whether the young leaders of the army will have the patience for the plodding "spade work" which reconstruction demands. In the army, as in other departments of State, the Turks, however much they may now rely on foreign advisers, have in the last resort only themselves to thank if they succeed or fail.

LAST EDITION

FORTY-FOURTH

No Time for Sir Ed

LONDON, July 6.—leader, addressing a gathering that Ulster would reject placing a time limit of any "If ever we go into the net at the point of the bay. People did not suffice been passed, and could be Act to the King. He honest men, would tell the be a serious commotion in would be similar commot Sir Edward said, "have be now ready. They want no county limit. The sand ward, and I am prepared t next week, and I hope to rely on ourselves, and we v

LORDS WILL RUL

Debate Will Conclude Today—A Critical Situation.

(By Special Wire to the Cour NEW YORK, July 6.—A cable to The Tribune says: The debate in the House on the second reading of the Rule amending bill will conclude today. If Lord Willoughby De presses his amendment to re bill a division will be taken, but case the peers will pass the

"AMERICA" TEST FLIGHT WAS G

Machine Flew Steadily First One Motor Th The Other.

(By Special Wire to the Co HAMMONDSFORD, N. H.—Glen Curtiss made a test of the America, the Rodman W ere trans-Atlantic flying bo only one motor running. Th ine flew steadily and but littl ment of the rudder and alter required to offset the torque single propeller. It had be by many that should one m while the machine was in f would be necessary to cut air in order to avoid overtur craft. But M. Curtiss flew w one propeller stopped and t other without affecting the b balance enough to be notice crowd watching the flight. " fly strong with the pilots an hour fuel," said Curtiss a flight. The load carried was mately 1500 pounds which is nearly twenty hours fuel an lots. No other experiment was tried yesterday. Lieutenant Porte, the cra is expected here today with Osborne, compass adjuster British Admiralty. Mr. Cur that the trial flights may be ed this week.

SHAMROCK'S

Challenger Will be Ready for Trip Across the Atlantic.

(By Special Wire to the Co NEW YORK, July 6.—A Gosport to The American ing says: Shamrock IV, after alter her rigging will have a furl to-day, but no more speed be made. After to-day's trial th be dismantled and a ketch fitted for the Atlantic voy rails will be put on and hull will be strength cross girders and s'ringers. The challenger probably Southampton July 20, saili ores, where the crew will b by fresh men from aboar steam yacht Erin, accomp Shamrock. It is estimat weeks will be occupied in e no towing will be done t absolutely necessary. Joseph Wager, an eleven boy, was killed by a roll the woods near Pembroke