IN THE PUBLIC EYE

SON OF ADMIRAL EVANS

Although Rear Admiral Robley D. Evans relinquished the command of the battleship fleet a short time ago, yet there is another member of the family in the naval service and at present attached to the battleship Louisiana, with the fleet at San Francisco.

This officer is Lieut. Franck Taylor Evans, the only son of the former commander-in-chief of the Atlantic fleet. Resembling his father in looks, the younger Evans had made a very creditable record since his entrance in the navy, 14 years ago.

He was born in Switzerland, while his father was attached to the European fleet in the 70's. September 6, 1894, he was appointed to the naval academy at large. Completing his four-years course of instruction at the academy in 1898, he was graduated from that institution.

In April of that year, and just before the outbreak of the Spanish war, he was assigned to the battleship Massachusetts, commanded by Capt. Francis J. Higginson. He served on the Massachusetts through the war, taking part in the bombardment at Santiago, San Juan and in a number of engagements in Cuban waters. He remained on the Massachusetts until 1899, when he was transferred to the gunboat Nashville. In 1900 he was assigned to the Brutus on the Asiatic station.

In 1904 he was assigned to President Roosevelt's yacht Sylph as her commanding officer and remained on her until the latter part of 1905, when he was ordered to Newport News for duty in connection with the fitting out of the new 16,000-ton battleship Louisiana. When she was commissioned in 1906 he was assigned to duty on her.

He made the trip on the Louisiana, when she took President Roosevelt to Panama, and also on the cruise from Hampton Roads to San Francisco. He was promoted to the grade of lieutenant on July 1, 1904.

"FIDDLER BOB" TAYLOR

Robert Love Taylor, better known throughout Tennessee as "Fiddler Bob," devoted his maiden speech in the United States senate recently to an attack upon the Republican party and the executive. Some of his similes were very effective, as when he compared the federal power and the states to the centripetal and centrifugal forces that rule the universe, and when he said this of the railways:

"They are only one string of the harp of a thousand strings upon which our modern Orpheus is playing the triumphal march of federalism."

Senator Taylor got his nickname of Fiddler Bob from the campaign he waged in 1889, for election to the United States congress. He had nothing to aid him but his wits and his fiddle, but being a mountaineer himself he knew how to reach the hearts of the people of the hills. He set out for the mountain regions carrying his fiddle and wherever he stopped he brought it out and a dance was organized right away. The young folks danced to his music while the older ones were won by his merry chatter. He was elected. His next ambition was to become United States senator and he made the run. He received a telegram that he had been elected by a majority of one, but later he received another that one of his supporters had changed his vote and elected his opponent. Taylor said nothing, but he made the run for governor of the state, this time having his own brother for an opponent, which gave to the contest the sobriquet of "War of the Roses." The ancient fiddle was effective and Bob was elected. He was twice re-elected. His opportunity to achieve his final ambition offered itself at last election and he ran for the senate once more, being triumphantly elected this time.

Senator Taylor was born in Happy Valley, Tenn., in July, 1850. He graduated from Pennington college and in 1878 was admitted to the bar. He was an elector-at-large on the Cleveland ticket in 1884 and again in 1892. After retiring from the office of chief executive Mr. Taylor entered the lecture field. He is an attorney by profession, and he is also editor of Bob Taylor's Magazine, a publication that reflects the character and the idiosyncrasies of the man.

OPPOSES REVOLVING DOORS

Louis Lepine, prefect of police, by issuing the ordinance forbidding the use of revolving doors in restaurants, hotels and other public buildings capable of holding more than 100 persons, on the ground that they are dangerous in case of fire or panic, has again demonstrated that he is the wielder of the "big stick" in Paris.

The order has aroused the indignation of those who have installed these doors at great expense, but the prefect is used to grumblings and mutterings. To use an American expression, he allows their complaints to go "in one ear and out of the other."

That the edict will stand goes without saying, for the office of prefect is more important than that of a cabinet minister. He is appointed by the president and is answerable neither to parliament nor to Paris.

M. Lepine is supported by a small army in carrying out his edicts. He controls 50,000 troops, 12,000 police and 8,000 guards. He is a gentleman, a scholar and brother to a great medical luminary, Prof. Raphael Lepine, of the faculty of Lyons, and editor of the Revue de Medicine. It is a family of what was called in other days "noblesse de robe," descending from generations of lawyers, doctors and government functionaries.

M. Lepine was born in Paris in 1846, became a lawyer and entered the "administration" in 1877 as sub-prefect, and has risen through all the grades to prefect, to which he was appointed in 1893. So well has he met the requirements of his strenuous office that every president since that time has reappointed him. He was in charge of Paris during the Dreyfus troubles, with its rioting and violent possibilities.

NEW PRESIDENT OF PERU.

Senor Don Augusto B. Leguia, who was recently elected to succeed Dr. Pardo as president of Peru, is said to be one of the best friends the United States ever has had in South America. The richness of Peru is proverbial, and for years Senor Leguia has maintained that every effort should be made to encourage the investment of American capital in enterprises intended to develop and exploit the resources of his country. His liking for American methods is probably partly due to the fact that the large part of his early commercial training was acquired in the Spanish-American department of the New York Life Insurance Company.

He was with this corporation for years, and when he resigned his place, in 1889, he had worked his way up from a clerkship to the management of all the interests of the New York Life in Peru. Since retiring from the insurance business Senor Leguia has been the managing director of the British Sugar Estates, Limited, which has several million dollars invested in sugar estates in different parts of Peru, and he is also the largest stockholder in six other important industrial and commercial enterprises.

Senor Leguia entered political life in 1903 as minister of finance in President Candamo's government, of which the present president of Peru, Dr. Jose Pardo, was prime minister. President Candamo lived only six months after taking office, and when the vacancy caused by his death was filled by the election of President Pardo, Senor Leguia was made prime minister and intrusted with the forming of a new cabinet. He retired from this office only a few months ago, in accordance with a custom which requires a candidate for an elective public office to resign before opening a campaign.

Senor Leguia is 45 years old, having been born at Lambayeque, in the north of Peru, on February 19, 1863.

HAVE LONG SOUGHT MASTERY OF AIR

Ambitious Minds Would Control Only Element That Has Defied Man

Now It Is Thought That the Aeroplane Devised by Wright Brothers May at Least Point the Way to Success---Could Laugh at Vessels of War.

NEW YORK.—Those reticent and intensely absorbed westerners, the Wright brothers of Dayton, O., appear to have at last conquered the elements which have so long baffled the ingenuity of man, and aerial navigation, so long regarded as a fascinating absurdity, now seems to be very much of a practical reality, says a writer in the New York Times.

Aside from the triumph of the long and apparently easily controlled flight, the most important item contained in the news dispatches from Mantou, N. C., where the brothers have been conducting their experiments, is the statement that the aeroplane not only carried both men, but carried them in a sitting position. The earlier aeroplane of these inventors carried but one aviator, and it was necessary for him to be prone upon his stomach.

The significance of the statement lies in the apparent fact that the inventors have at last succeeded in overcoming the real problem of mechanical flight—the problem of equilibrium. Aeroplanes that would support their operators have previously been tested. Engines of sufficient lightness to propel them through the air at a sufficient speed and to carry their own weight and that of the operators have also been successfully tried. There have been plenty of aeroplanes that would fly in still air. The one needful, essential, and undiscovered thing was an airship that would not capsize when the wind was blowing.

Writing in a recent issue of McClure's Magazine, George Kibbe Turner quotes the Wright brothers as asserting that no one who had not navigated the air can appreciate the real difficulty of mechanical flight—that the great problem—the problem of equilibrium—never occurs to any one who has not actually tried flying. Thus, the real question of the flying machine is how to keep it from turning over.

Air in Constant Turmoil.

"The chief trouble," the brothers explained, "is the turmoil of the air. The common impression is that the atmosphere runs in comparatively regular currents which we call winds. No one who has not been thrown about on a gliding aeroplane—rising or falling ten, 20 or even 30 feet in a few seconds—can understand how utterly wrong this idea is. The air along the surface of the earth, as a matter of fact, is continually churning. It is thrown upward from every irregularity, like sea breakers on a coast line; every hill and tree and building sends up a wave or slanting current. And it moves not directly back and forth upon its coast line, like the sea, but in whirling rotary masses. Some of these rise up hundreds of yards. In a fairly strong wind the air near the earth is more disturbed than the whirlpools of Niagara.

"The problem of mechanical flight is how to balance in this moving fluid which supports the flying machine; or, technically speaking, how to make the center of gravity coincide with the center of air-pressure. The wind often veers several times a second, quicker than thought, and the center of pressure changes with it. It is as difficult to follow this center of pressure as to keep your finger on the flickering blot of light from a prism swinging in the sun.

"It has been the common aim of experimenters with the aeroplane to solve the problem of equilibrium by some automatic system of balancing. We believe that the control should be left to the operator. The sense of equilibrium is very delicate and certain. If you lie upon a bed three-quarters of an inch out of true, you know it at once. And this sense of equilibrium is just as reliable a mile above the earth as it is on it.

"The management of our aeroplane like that of the bicycle, is based upon the sense of equilibrium of the operator. The mechanism for preserving the balance of the machine consists of levers operated by simple uniform movements which readjust the flying surfaces of the machine to the air. The movement of these levers very soon becomes automatic with the aviator, as does the balancing of a bicycle rider, and simpler to operate than a bicycle. In fact, the aeroplane is easier to learn. In all our experiments with gliding and flying machines, we have not even sprained a limb; we have scarcely scratched our flesh."

Fatalities Among Inventors.

But if these two experimenters have had immunity from mishap their predecessors have not. Among the first to undertake the task of demonstrating that a mechanical flying machine is possible was Otto Lillienthal, a German mechanical engineer. He made a study of the flight of birds and eventually concluded that very little was known of the laws which govern the flight of the feathered tribe. He began experimenting in 1891, using wings constructed like those of soaring birds. Equipped with these, he sailed down hill sides into valleys. After a series of more than 2,000 flights one of his wings gave way one day and in his tumble to earth he dislocated his spine and died the following day.

That was in 1896. Three years later an Englishman, Percy S. Pilcher, began experimenting along the same line. He had essayed only a few flights when one of his wings broke and he sustained injuries which caused his death a few days later.

On this side of the Atlantic, Prof. S. P. Langley conducted some notable experiments, fashioning in 1896 a small, steam-driven aeroplane which made a flight of three-quarters of a mile. In the same year Chanute of Chicago constructed a gliding machine which attracted some attention. Four years later the Wright brothers, two young bicycle makers of Dayton, began experimenting.

It was not long before their efforts began to attract attention. But they sedulously avoided notoriety, kept their own counsel, and devoted themselves to the task of solving the problem of mechanical flight. Mr. Turner, however, gained their confidence, and thus describes them: "Two lean, quiet men in a dingy, commonplace little brick bicycle shop; pleasant, unassuming, most approachable, but shy and silent under the oppression of the greatest secret of the time. Orville, of the more social and conversational temperament, did the greater share of the talking—an amiable, kindly-faced man of 35. Wilbur—prematurely bald, about 40, with the watchful eyes, marked facial lines, and dry, brief speech of a naturally reticent man."

Their New Method.

To quote his account of what the brothers told him just prior to their going abroad last year for the demonstration of their machines before foreign war departments:

"We had worked out a new method of practice with gliding machines," they explained. "Lillienthal and Chanute had obtained their experience in flying with the operator's launching himself from a hill and gliding down on to lower land. This involved carrying back their apparatus, after a short flight, to the top of the hill again. Because of the difficulties of this awkward method, although Lillienthal had made over 2,000 flights, we calculated that in all his five years of experiment he could not have been actually practicing flying more than five hours—far too short for the ordinary man to learn to ride a bicycle. It was our plan to follow the example of soaring birds, and find a place where we could be supported by strong rising winds.

"A bird is really an aeroplane. The portions of its wings near the body are used as planes of support, while the more flexible parts outside, when flapped, act as propellers. Some of the soaring birds are not much more than animated sailing machines. A buzzard can be safely kept in an open pen 30 feet across and ten feet high. He cannot fly out of it. In fact, we know from observation made by ourselves that he cannot fly for any distance up a grade of one to six.

"Yet these birds sailing through the air are among the commonest sights through a great section of the country. Every one who has been outdoors has seen a buzzard or hawk soaring; every one who has been at sea has seen the gulls sailing after a steamship for hundreds of miles with scarcely a movement of the wings. All of these birds are doing the same thing—they are balancing on rising currents of air. The buzzards and hawks find the currents blowing upward off the land; the gulls that follow the steamers from New York to Florida are merely sliding down hill a thousand miles on rising currents in the wake of the steamer in the atmosphere, and on the hot air rising from her smokestacks."

Think Great Speed Possible.

The brothers believe that the eventual speed of the aeroplane will be easily 60 miles an hour, and may be forced up to 100 miles. "Our experiments have shown," they said, "that a flier designed to carry an aggregate of 745 pounds at 20 miles an hour would require only eight horsepower, and at 30 miles an hour 12 horsepower. At 60 miles 24 horsepower would be needed, and at 120 miles 60 or 75 horsepower. It is clear that there is a certain point of speed beyond which the air resistance makes it impossible to go. Just what that is experiment will determine. Every year gas engines are being made lighter—a fact which will increase the surplus carrying power of the machine available for fuel and operator and heavier construction, but at present 60 miles an hour can be counted on for the flying machine. This, of course, means speed through the air.

"The aeroplane running 60 miles an hour will have surplus lifting power enough to carry fuel for long journeys. Our 1907 machine will carry gasoline enough to fly 500 miles at a rate of some 50 miles an hour. We can, and possibly soon will, make a one-man machine carrying gasoline enough to go 1,000 miles at 40 miles an hour. Moreover, any machine made to move at speeds up to 60 miles an hour can be operated economically at a cost of not much over one cent a mile for gasoline.

"There is no question that a man can make a lighter and more efficient wing than a bird's. A cloth surface, for instance, can be produced offering less surface friction than feathers. The reason for this fact is that a bird's wing is really a compromise. It is not made for flying only—it must be folded up and got out of the way when the bird is on its feet, and efficiency in flying must be sacrificed to permit this. The wings of aeroplanes will vary in size according to speed. A slow machine will require a large wing, but the faster the speed the less will be the supporting surface necessary, and wings for high speeds will naturally be very small. Not only will less support be needed, but the size must be reduced to reduce the friction of the air."

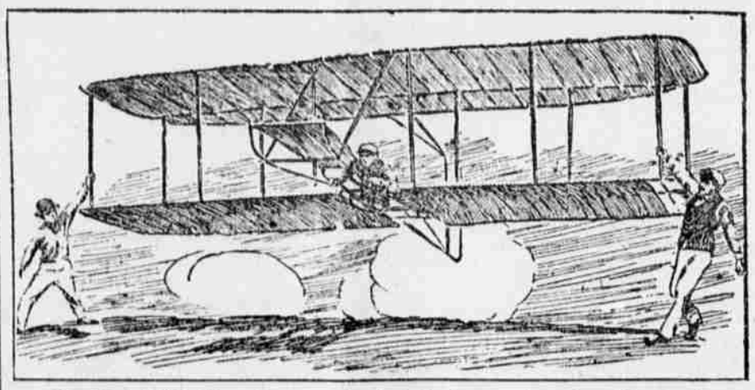
Fearful Only of Capsize.

Although one of the brothers had an ugly fall only a few days ago, they both maintain that the only danger to be apprehended from an aeroplane is the danger of a capsize. A breakdown, or a sudden stopping of the engine, they say—and they certainly should know—does not entail disaster, as on the first thought it might appear. Their explanation is that while the aeroplane is supported in the air through its own motion through it, yet gravity furnishes all the energy that is needed to get safely to the ground. When the power is shut off it merely scales through the air to its landing. Theoretically, it is safer at a mile above the earth than at 200 feet, because it has a wider choice of places in which to land; you can choose your landing from 256 square miles from a mile above the surface if descending one in sixteen. "As a matter of fact," they said, "we always shut off the power when we start to alight, and come down by the force of gravity. We reach the ground at so slight an angle and so lightly that it is impossible for the operator to tell by his own sensation within several yards of where the ground was first actually touched.

"We feel that it is absolutely essential for us to keep our method of control a secret. We could patent many points in the machine, and it is possible that we could make a success of the invention commercially. We have been approached by many promoters on the matter. But we believe that our best market is to sell the machine to some government for use in war. To do this it is necessary for us to keep its construction an absolute secret."

To the same writer the brothers made the interesting statement that they did not expect the aeroplane ever to displace the railroad or the steamboat. They predict that its chief value will be in war time, when it may be employed for dropping explosives upon an enemy or for reconnoitering purposes. In this connection may be added the fact that the navy department has planned an extensive series of experiments with dirigibles, the purpose being to discover their availability for war usage. Those who advocate the employment of these machines point out the fact that flying machines sailing over a fleet are immune from any attack save that of small arm fire, and that they could attain a height so great as to be out of range from these smaller weapons. There is no type of larger gun now carried on shipboard that is capable of such extreme elevation. Of course it would be easily possible to construct a gun mount that would permit of high angle, or even vertical fire, but the question is asked how would you be able to hit one of these small targets sailing so high in air?

When firing at a floating target any error of sighting can be detected by the splash of the shell. But how is a gun-pointer to tell where his shells are going when he is firing upward into the air?



The Wright Brothers have conducted their experiments with great secrecy. The above illustrations give, however, an excellent idea of their aeroplane. They are from photographs taken from a distance for McClure's Magazine. The upper picture shows the glider in motion. The lower picture shows the method of starting.

No Danger.

"Whatever you do, dear," wrote the ardent lover, "don't show my letters to you to anyone."

"Have no fear, dearest," came the reply. "I'm just as much ashamed of them as you are."

And, with that, the engagement became a matter of history.—Judge.

These New Coiffures.

"What a queer ornament Miss Snuffles wears in her hair!" said Mrs. Trulywed. "Can you see what it is?"

"Yes—that's not an ornament. It's the price tag," answered Miss Belle Tinkly.—Cleveland Leader.