ITALY'S SENTIMENTS OF AMITY ❧ CATHOLIC PROCESSION IN LONDON

SAYS PRESS HERE RIDICULED DUCA DEGLI ABRUZZI

Opposition to Abruzzi Wedding Laid to American Newspapers.

ASKS JOURNALS TO MAKE AMENDS

Italian Foreign Office Official Says Reception of Miss Elkins Depends on Attitude of America.

CONSIDERS MARRIAGE SURE

Asserts That Nobleman Is Enamoured of His Fiance as Only an Italian of Royal Birth Can Be.

[SPECIAL CABLE TO THE HERALD.]

ROME, Sunday.—Having had occasion to meet a high official of the Ministry of Foreign Affairs, to-day I asked him what credit was to be given the various reports concerning the engagement of Duca Degli Abruzzi. The diplomatist replied:—

"I believe the marriage will take place, or, better still, I can say I know that Duca Degli Abruzzi will marry Miss Katherine Elkins. The Duke is enamored of her, in fact he is madly in love as only an Italian of noble birth can be in love. All efforts to break down his attachment have failed. Neither the hostility of his family nor the jokes and satire of the newspapers has in any way shaken his attachment.

"Do you think that the marriage will take place at the end of January as has been announced?" I questioned.

"I know that officers of the navy already have given a commission to a goldsmith to prepare a present which the navy will make to the bridegroom. The Duke is a naval officer who loves his profession. He is due to remain in command of his battle ship for several months before he can receive promotion to rear admiral.

Respects Naval Discipline.

"He could obtain leave to get married and rejoin his vessel, but he is too respectful to naval discipline to profit by his position as a member of the royal family to ask for leave which would not be accorded to another officer. We all are very fond of this young Prince of thirty-five years, who went to discover the North Pole, who scaled Mount Ruenzori, who shows singular aptitude in command of his vessel, who in recent naval manoeuvres demonstrated that he was a first class tactician. The nation would overlook anything to afford him pleasure, but he has also to overcome the opposition of his family and to get the press on his side. He had it, but the American press disturbed this understanding.

"Newspapers in the United States commenced to twit the Prince, to caricature him as a seeker after a 'dot,' to make fun of his passion and even express doubts concerning it. The Italian colony in America was offended and gave expression to its opinion. It sent home clippings from newspapers containing most brutal attacks noted with big blue pencil marks. This caused a revulsion of feeling in Italy.

"The Duke's family and King Victor Emmanuel, who had become reconciled to the marriage when he saw that the nation accepted it and that the Duke was really in love and the family of the young woman worthy, thereupon emphatically refused their consent. A change must come first from America.

Could Find Wealth In Italy.

Public opinion in America must recognize the Duke could have found in Europe perhaps, even in Italy, a wife infinitely richer that the young woman he has chosen. Americans who visit Italy are well aware of our continual progress. It, therefore, is extraordinary to think that a section of Americans believes that for a million dollars one of our princes, who possesses in his own right two or three times that sum of money, could have sold his arms and his heart. The enlightened opinion of America must, by a striking demonstration, rid this marriage of the odious character which the press ascribed to it. This rectificaton must be made by the press. Then all will change.

"I do not speak of the marriage. That will take place. I speak of the reception which is being prepared for the young woman, whose charm and beauty we admire. She is worthy of entering our royal family. We do not see any difficulties, but the royal family is popular and Duchessa Degli Abruzzi must be popular as well."

My informant was from the commencement of the Abruzzi-Elkins episode the go-between of the Minister of Foreign Affairs and the Court.

HERALD PRAISED BY ROME NEWSPAPER

[SPECIAL CABLE TO THE HERALD.]

ROME, Sunday.—La Tribuna this evening reproduces the interview with a high official of the Ministry of Foreign Affairs concerning the marriage of Duca degli Abruzzi and Miss Katherine Elkins published to-day in the European edition of the HERALD with the following comment:—

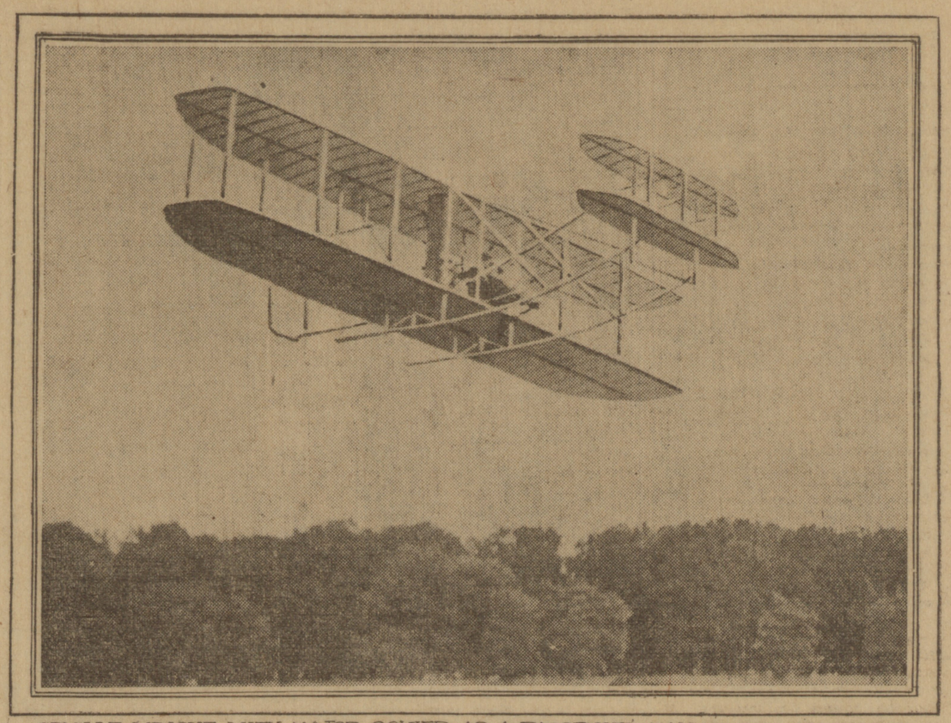
"La Tribuna often has had occasion to deplore the attitude of a section of the American press toward the engagement of the Duke of the Abruzzi. Certain newspapers were rude and improper to an unprecedented degree. One newspaper even went so far as to calculate the possibilities of certain members of the royal family dying within a short period and the probability there was of an American woman becoming Queen of Italy.

"La Tribuna says it is happy to note there is a growing feeling in America that the attitude assumed toward the Duke was unjustified and offensive.

"This fact," it continues, "is proven by the publication of this interview in the HERALD, which journal was also just toward Italy in the Guardafui question. The campaign of irony directed against the Duke, instead of in any way harming him, since he is too noble and high placed, has had a repercussion upon the Italian colony in the United States."

La Tribuna finally expresses the hope that the wish expressed through the medium of the HERALD "will find an echo in the United States, where Italians who work conscientiously acquire the right to respect and consideration."

Balloonists Pay Aerial Visit to Mr. Wright



ORVILLE WRIGHT WITH MAJOR SQUIER AS A PASSENGER MAKING RECORD FLIGHT AT FORT MEYER ON SATURDAY

American Aeronaut Aids His French Visitors to Descend From Their Aerostat Expressing Himself as Delighted—Proposes to Make Further Trials This Afternoon.

[SPECIAL CABLE TO THE HERALD.]

LE MANS, Sunday.—Although Mr. Wilbur Wright did not make any flight to-day, owing to his well known practice of abstaining from work on Sundays, the afternoon at his camp was extremely interesting from an aeronautical viewpoint.

Mr. Paul and Ernest Zens and Paul Tissanier, who brought a small balloon out with them from Paris a week ago, seeing the wind was favorable, decided to ascend from the gas works at Le Mans and pay an aerial visit to Mr. Wright. Leaving Le Mans about three o'clock, they were driven by a slight breeze from the southwest directly over the military field at Auvours. Here they descended twenty yards from Mr. Wright's shed. Mr. Wright, who saw the balloon coming, was delighted and ran out to assist in the descent.

After this had been safely accomplished the aeronauts decided to recommence their trip. This time they took on board an extra passenger, M. François Perryer, and the balloon left about five o'clock, followed by several automobilists. Mr. Wright was much pleased with the aerial visit, and the crowd which always gathers on Sunday afternoon here was equally delighted. Mr. Wright told me he did not expect to make a flight early to-morrow as he wishes to fix his motor thoroughly. He hopes, however, during the day to make further flights. The weather is magnificent.

AEROPLANE AS SWIFT COMMERCIAL AID

Official Who Watched Wright Tests Foresees Many Uses for One Hundred Mile an Hour Machine.

HERALD BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Sunday.

Study of the flights of the Wright aeroplane during the last record breaking week has brought to light some startling ideas as to the future of this machine and others which may follow it as regards both peace and war. Of course, the impetus given to the subject of flying through the enormous success which has attended the efforts of Orville Wright to conquer the air cannot be estimated as yet, but it is considered certain that there will be tremendous developments in aeroplaning in the near future, not only by the Wright brothers, but by others.

An official who has carefully followed the tests at Fort Meyer said to-day:—

"Is there a man who has seen the flights and with the memory not only of wireless, but of a thousand other inventions—steam and electric light and telephones and automobiles and motorcycles — which have been laughed at in the beginning and embraced by the world in a few years' time, who will dare to say that in the next ten years there will not be aeroplane lines running from New York to Washington, Boston and Philadelphia for the carrying of mail and for the 'special delivery' of passengers? It must be remembered that the speed of a aeroplane is not limited through the air, as the speed of a railroad train is limited on the earth. Mr. Herring says his machine can travel eighty miles an hour; Mr. Berliner predicts even greater velocities for his helicopter; Mr. Wright says that the speed of his device can be largely increased, but that they have built forty and fifty mile an hour machines as being stronger and more reliable. If the railway train, which started at eight or ten miles an hour in its infancy, can travel now in the sixties and even seventies, and the aeroplane starts with forty miles, who will say it cannot travel a hundred or more miles per hour when the improvements which are bound to come are applied to it?

"Special delivery mail, sent from city to city, every hour in a hundred mile an hour aeroplane—no one who has seen Wright carry a passenger can doubt that he could as easily carry a sack of mail, nor is there any reason to doubt that the governments of the world, which count no cost too great and n trouble to bothersome to improve the mail service, will speedily take up the opposition.

Its use as a life saving device, suggested by Brigadier General James Allen, chief signal officer of the United States, is as inevitable as was the adoption of the power life boat, recently put into commission in our own life saving service.

RUSSIAN LINE MEETS FAILURE

Volunteer Fleet Abandons Its Steamship Service Between Libau and New York.

MISMANAGEMENT IS ALLEGED

Controller of the Empire Charges That Favoritism Led to Abuses and Increased Expenses.

ST. PETERSBURG, Sunday.—The Volunteer Fleet has abandoned as a complete failure its line of steamers between Libau and New York. The line was started two years ago to capture some of the Russian emigration sailing for America through German ports, but owing to mismanagement, passport restrictions and the competition of the German companies the first year's business closed with a deficit of $300,000, which reached a round $500,000 during the succeeding nine months.

At the instance of the Government, which had authorized the experiment in the first place, the steamships Smolensk and Saratoff were taken off the line, the Petersburg following suit a month ago.

The Controller of the Empire in his report states that the preference shown to retired naval officers, as captains and managers of the fleet has led to grave abuses. Captains of fleet steamers receive a salary of more than $4,000 a year, while the corresponding salary of the North German Lloyd line is only $1,800. The same difference is shown down the salary list. The boats carry crews of 120 men, though the crews of corresponding boats on the Danish line from Libau to New York is only fifty men, and Lloyd boats of larger size carry crews of eighty-six men. Other evidence of wasteful mismanagement is cited.

The suspension of the Volunteer line has left more room for the Danish line between Libau and New York, which is run by the Eastern Asiatic Steamship Company. At latest reports this line is extending its service, and has placed a bid for all of the Volunteer fleet's Atlantic property.

TO AVOID WAR.

BERLIN, Sunday.—Representative Richard Bartholdt, of Missouri, president of the American Group of the Interparliamentary Union, will introduce two important resolutions at the Interparliamentary Conference which will be held in this city beginning September 17.

These resolutions will follow the usual course and will be referred to the Interparliamentary council for report. They call on the governments represented in the union mutually to agree to recognize the sovereignty of the other nations over their actual territory and ask for the appointment of a commission to draw up a general arbitration treaty to guarantee such decision.

DR. HARRINGTON'S DEATH.

LYNTON, England, Sunday.—The inquiry into the death of Dr. Charles Harrington, professor of hygiene at the Harvard Medical School, which occurred here on Friday, was ended to-day and a verdict rendered that death was due to heart disease.

Dr. John Templeton Bowen, who accompanied Professor Harrington as his physician, testified that he appeared to be in good health when he retired on the night previous to his death.

MAY INCREASE ARGENTINE NAVY

Minister of Marine and Senators Study Necessities of Maritime Defence at Bahia Blanca.

LABOR TROUBLES IN SANTOS

Brazilian Torpedo Boat, the Sao Paio, Leaves for Scene of the Disturbances.

[BY MEXICAN CABLE TO THE HERALD.]

BUENOS AYRES, via GALVESTON, Texas, Sunday.—Several Senators, accompanied by the Minister of Marine, started yesterday for Puerto Militar to ascertain the necessities of naval expansion. They will inspect the naval harbor near Bahia Blanca. The visit is connected with the scheme for increased armaments.

BRAZIL THANKS GERMANY.

[BY MEXICAN CABLE TO THE HERALD.]

RIO JANEIRO, via GALVESTON, Texas, Sunday.—The torpedo boat Sao Paio steamed for Santos to-day carrying a battalion of marines in view of the labor disturbance there.

A number of high officials and Congressmen to-day gave a banquet in honor of the Minister from Germany, as a sign of Brazilian gratitude for the reception which Germany accorded the Brazilian Minister of War in Germany.

REGISTERED IN GENEVA.

[SPECIAL CABLE TO THE HERALD.]

Geneva, Monday.—The following signed the tourists' register in the HERALD bureau here yesterday:—

Edwards, Mrs. William D., Jersey City.
Forwitz, Atto and Mrs., New York.
Heath, Mrs. John and Miss Constance A., Oakland, Cal.
Hills, Thomas M. and Mrs., Chicago.
Roberts, Mrs. John J. and Miss Isabel, Brooklyn.
Sine, W. R. and Mrs., Newark.
Welver, Miss L. A., Brooklyn.
Wertheim, Sol, Mrs. and the Misses Judith and Gladys, New York.
Wren, Anny, Brooklyn.

TOURING IN EUROPE.

[SPECIAL CABLE TO THE HERALD.]

GENEVA, Sunday.—Mr. and Mrs. Samuel B. Dauchy and Miss Dauchy, of Chicago, in a "50" Packard, and Mr. and Mrs. William L. Brown, of Chicago, in a "70" Locomobile, have arrived at the Hotel Beaurivage.

TOURS, Sunday.—C. W. De Knight James and Mr. F. J. Archibald, of Washington, in a "twenty-four" Panhard; Mr. and Mrs. William Lawrence Green, of New York, in a "thirty" De Dion; Mr. and Mrs. Dudley B. Lawrence, Miss Ethel Best and Miss N. Lester, of New York, in a "forty" Mercedes, have arrived at the Hotel de l'Univers.

RHEIMS, Sunday.—Mr. and Mrs. John Sneden, of New York, in a "thirty" De Dion, have arrived at the Hotel Du Lion Dor.

JOINT CONTROL OVER CARIBBEAN

Are America and Mexico Thus About to Insure Central American Peace?

MEXICAN HERALD'S QUESTION

Official Organ Says Well Defined Rumors to This Effect Are Current, Pointing Out Some Advantages.

HERALD BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Sunday.

The Mexican Herald says:—"Are the American and Mexican governments about to establish a joint naval control of the Caribbean Sea for the protection of Honduras and other Central American countries?

"This is the question which is being asked in unofficial circles, prompted by the dispatches of the Mexican gunboat Bravo to join the Mayoflwer in Honduran waters. No official explanation of the measure can be obtained, but there is a well defined rumor afloat that it is not an impossibility that such a step as joint control is being considered by the two governments.

"Such action, it is stated, would almost insure peace in Central America, with the assistance of the moral support of the Central American court of justice at Cartage, which, it is certain, will be given by the United States and Mexico.

"It is conceded that so long as General Zelaya, in Nicaragua, and President Cabrera, of Guatemala, remain in power, there is always that old danger of friction, and the peril remains imminent that the neutrality of Honduras will not remain inviolate.

"The security of the one faction against the other depends largely upon the alliance of Honduras, and, with that country strictly neutral, any warfare between Guatemala and Nicaragua would have to be carried on with the aid of convoys to transport troops from one country to the other by sea, a roundabout method without navies.

"It is contended that so long as filibusters enjoy the opportunities which are presented to them to-day for landing ammunition on the Honduran coast, so long is there danger of a revolution which might be abetted secretly by one or the other rulers.

"The Honduran coast is said to be infested with smuglers, to whom consignments of arms and ammunition are always being made by parties stationed in Cuba. These are delivered at some far away point by the larger vesels to sloops in the coast trade and by them smuggled into the country.

"Only a comparatively powerful patrol can break up this practice and Honduras is not financially able to exercise it. It could be done jointly by the two larger governments, it is said, without inconvenience to either.

"The manner of accomplishing this would be to station two parent ships in the Carribean Sea, one at Puerto Cortez, for example, and the other at some Cuban port. A number of smaller boats would scour the seas under instructions from the parent ships and report to them in such a manner that few filibusters could escape their vigilance."

CATHOLIC HOST PARADES LONDON

Procession Biggest Since the Coronation of King Edward.

STREETS ARE THRONGED

Papal Legate Elevates Host at Cathedral in Presence of Unequalled Gathering of Faithful.

HIGH PRICES FOR WINDOWS

$55 Paid for One Which Permits Occupants to Obtain Good View of the Marching Throng.

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU,
No. 139 FLEET STREET,
LONDON, Sunday.

Although the intervention of the Prime Minister, Mr. Asquith, caused the abandonment at the eleventh hour of the magnificent procession of the host which had been arranged to take place in Westminster this afternoon, the parade of Cardinals, Archbishops and other Church dignitaries and Roman Catholic clergy which marched over the route selected was one of the most impressive London has seen in many a day, despite the entire absence of anything akin to pomp, unless the court dress of the Cardinals and Archbishops and the few religious insignia carried could be so described.

The supreme moment of the whole afternoon same when, after the procession, the Cardinal Legate appeared on the balcony of the cathedral and in the presence of the thousands who filled every inch of the space in front to the sides and up the adjacent streets as far as the eye could see, solemnly elevated the emblem which by law could not be borne through the streets of London. Never since the coronation of King Edward have so many people been gathered together in such a smal part of London as the district about Victoria stret held this afternoon. In all sorts of vehicles they journeyed thither, from palatial automobiles to humble coster carts.

The sun early gave promises which were not kept up. Late in the afternoon for two hours before the procession started the sky became overcast and so remained. By two o'clock the whole extent of streets constituting the route was lined the full depths of the pavements and more, and in the middle a continuous throng passed seeking the way to the Cathedral or, failing that goal, some point of vantage.

Every moment the crowd swelled by thousands. Traffic was stopped in Victoria street, that wide thoroughfare in the end proving inadequate for the overflow which turned back from the narrower streets to the south. One street on the north side was completely filled with carryalls from the suburbs whose occupants had to abandon the hope of getting to see the procession. Every balcony and almost every window which commanded a view of the route was occupied.

Some of the latter had sold as high as ten guineas ($55). A narrow balcony, which runs along the rear of the Army and Navy stores and which is accessible from the street, was early seized by men and women, whose feet dangled over in dangerous proximity to the faces of those who struggled to pass by the side of the building.

Guard of Honor Lines Streets.

Vendors of lemonade and fruits stationed themselves as near the route as the police would permit and innumerable hawkers with the inevitable Japanese napkins bearing the programme darted in and out among the throng. Others were crying the "Life and Speeches of Robert Emmet" at one penny. It was a veritable babel of tongues one heard with a liberal sprinkling of French.

Delegations from different parishes who formed the guard of honor lined the streets four deep and solid. Here were silk hatted, frock-coated men of affairs. There one saw another delegation in corduroys. So far as one could see there was only one place along the route where there was not a strong guard of honor.

That was on the corner of Ashley Gardens and Francis street, where one of the best views of the procession was to be had. A crowd of young men and some women had stationed themselves there and among them a little was to be seen of yellow and white.

Scoffers Fling Insults.

These persons were apparently out for skylarking. They flung insults at dignified priests whose garb was out of the ordinary and shouted observations in reverence to the host which their Catholic neighbors considered blasphemy, and on discovering a group of nuns on one of the balconies above called out to them in jeering terms for more than an hour before the procession started.

Throngs of Roman Catholics lining the streets sangs hymns. "Why are they singing in English?" I heard one man exclaim. "I thought all their singing was in Latin." The sound of the hymns reverberating between the tall buildings that line the narrow street was most impressive. It was wonderful to see the singers keeping their places in such patience was the crowd pressing behind.

The procession issued from the great door of the Cathedral just before four. First came the clergy in white. Behind them the chaplains in grey mozzettas marched. Next came the choir of bisheps in scarlet robes, their dress contrasting with the black robes of members of the orthodox church, who wore their quaint head coverings. Behind these came prelates in white robes. Archbisheps in purple mozzettas and berettas brought another dash of color into the procession.

Papal Legate Appears.

Then, preceded by a verger carrying a gold mace, cross and braver, and with the train of his long scarlet cappa magna borne by two chaplains came the Cardinal Legate. His appearance was greeted with loud cheers.

A guard of honor, composed of the highest Roman Catholic Peers, accompanied him, the Duke of Norfolk being on his immediate right, Lord Clifford of Chudleigh, Lord Louth, Lord Walled Kerr, Lord North and Lord Edmund Talbot following. As the Cardinal raised his hands in blessing all heads in the vast throng fronting the cathedral were bowed.

Flays Steamship Lines for Guardafin "Scandal"

The Army and Navy Gazette, of London, Says Companies Are Responsible for Lack of Lighthouse on Cape.

INDORSES PROPOSAL MADE BY HERALD

Referring to the campaign started by the HERALD with the object of having a lighthouse built on Cape Guardafui to protect ships in the Gulf of Aden, the Army and Navy Gazette, of London, in a recent issue, published an editorial strongly approving of the proposal and laying the blame for the actual condition of affairs on the steamship companies who, says the writer, "have hitherto obstructed all efforts at improvement because they differ as to the methods by which the cost is to be met."

As stated in special cable advices to the HERALD recently, the Italian government, stirred to action by the widespread interest aroused in the matter by the HERALD campaign, made a proposition to the various Powers directly concerned by which Italy would agree to build a lighthouse at Cape Guardafui provided that the other nations would contribute pro rata to its cost and maintenance in proportion to the tonnage of the shipping of each nation travelling in those waters.

The article in the Army and Navy Gazette is as follows:—

Loss of the Norman Isles.

"A little over two months ago a despatch from Aden to the Paris Edition of the NEW YORK HERALD informed the world that the Norwegian steamship Norman Isles had gone ashore twenty-six miles west of Cape Guardafui on the evening of June 26. It was further stated that the Somalis, with their customary promptitude, had looted the ship, and that her crew, after suffering terrible hardships, had been rescued and brought into Aden by the Norwegian steamer Sommerstad. So frequent are similar occurrences on this coast of Northeast Africa, so usual is it to hear of the harsh treatment of the crews and the spoiling of the vessels that the matter would probably have attracted little attention had it not been for the admirable attitude adopted by the HERALD.

"This journal, in its editorial columns, at once raised a protest against a continuance of the intolerable conditions obtaining along the southern coast of the Gulf of Aden, and urged the necessity for an efficient police control of the region and the erection of a lighthouse at Cape Guardafui or some other suitable point. The matter was thus given the prominence it deserves, and one after another distinguished naval officers, master mariners of local experience and knowledge, with many other maritime authorities, supported the view taken by our contemporary, thus revealing a striking consensus of opinion among seafaring men for the need of remedial measures.

Shipping Firms Responsible.

"The inquiries which have resulted from the agitation have disclosed a curious and disquieting state of affairs in regard to the position of the mercantile companies most interested, a position which has hitherto delayed and obstructed the preventive and precautionary action which all are agreed to be absolutely essential for the adequate security of seafarers traversing these waters. The responsibility for the unsatisfactory conditions which prevail on the northern coast of Somaliland rests with the shipping firms, which, although agreed as to the necessity for adequate policing of these seas, and for the provision of additional aids to navigation, have hitherto obstructed all efforts at improvement because they differ as to the methods by which the cost is to be met. Thus the condition of affairs continues to be a disgrace and a scandal to civilization.

"It is quite clear that this country is more largely interested than any other in the matter, since, according to official figures, fifty-two per cent of the total tonnage of ships passing Cape Guardafui is British owned. But, in addition to our own steamship lines, French, German, Austrian, Dutch and Japanese companies own vessels running regularly between Europe and the East Indies and the East Coast of Africa. The one Power, however, most directly interested is Italy, which, as Sir George Atkinson-Willes stated to a representative of the HERALD, has a protectorate over this part of the coast, and would naturally be jealous of any interference within its sphere.

"Italy it is that should supply the police patrol and provide for the efficient lighting of the coast. In a way, she has attempted both. By an arrangement with one of the local Sheiks, and by the presence of a small gunboat, she has endeavored to provide security against the general pillaging tendencies of the natives. But these measures have not proved satisfactory, and, the force employed by the Italians being insufficient, the whole of this portion of the coast remains in a lawless condition.

Italy Makes Proposition.

"As to additional aids to navigation, proposals seem to have been made by the British government in 1877 and in 1890 having for their purpose the erection of a lighthouse at Guardafui, but it was not until 1906 that any sustained effort was made to remedy the acknowledged deficiency. Then the Italian government made a proposition to the other interested Powers and put forward a scheme both for the erection and maintenance of lighthouses and for their protection. This scheme in principle was favorably received by all the Powers; but France, Germany and Great Britain made it a condition that the signatories to the compact should be unanimous, not only upon the subject of what was to be done, but upon how this should be paid for. The project was wrecked on this point, as objections were raised by various shipping companies as to the amount and the manner of collection of dues. This attitude it is which has brought all previous schemes to naught, or, as the HERALD puts it, 'parsimony, not prudence, is at the bottom of the indifference displayed toward this important question.'

"The views of British naval officers in favor of a lighthouse have been expressed with no uncertain force. Sir William Kennedy advocated one on the east point of Socotra many years ago when he was commander in chief on the station, his view being that this would be a guide for ships coming from India and Australia as well as from Zanzibar. He says in a letter to the HERALD that the hydrographer of those days objected because he thought that a light on the island would be a source of danger to mariners, who would try to make for it instead of giving Socotra a wide berth. But, the Admiral characteristically asks, if it be accepted that lighthouses are a source of danger what is the use of having them anywhere?

Cost Crux of Question.

"Sir Richard Massie Blomfield also holds that specious as are the arguments against the establishment of a lighthouse he much doubts if they would ever have been used had the Guardafui territory been within the Egyptian sphere of influence, for in that case the maintenance would be part of the ordinary expenditure of the lighthouse budget of the Egyptian government. In other words, he thinks the objections have been raised because additional dues will be required to pay for the cost of the lights, and quite apart from the question of whether the lights are actually wanted.

"Sir Edmund Fremantle believes that in the interest of navigation generally it would be a great advantage to have a lighthouse on Cape Guardafui, especially if fitted with wireless telegraphic appa-

ratus. Sir George Atkinson-Willes, who also speaks as an ex-commander in chief on the station, says:—'What is wanted is a light of some sort to keep the steamers off the coast, for there is nothing of the kind, and the currents there are very strong and uncertain, and set on to the shore. The circumstance, too, of a light being established and kept up would give shipwrecked mariners a shelter, for presumably it would be protected and become a known haven of safety in case of shipwreck.'

"The admiral adds that to his knowledge the Italian naval officers were as keen as those of the British navy about having a lighthouse on this coast.

"Officers of the mercantile marine have expressed themselves quite as strongly on the subject, although it is a curious circumstance that the Imperial Merchant Service Guild does not appear in this matter to have displayed its usual alacrity in supporting the demands of the British shipmasters. Nor, oddly enough, have we noticed that the complaints have been editorially referred to by papers representative of the merchant marine like the Shipping World, the Syren and Shipping, and the Liverpool Journal of Commerce. From these quarters we should have expected a strong support to the call for the increased security of shipping in the Gulf of Aden.

Gives Credit to Italy.

"There is another aspect of this matter, that which has engaged the attention of the Navy League, and which was doubtless the cause of the interrogation of Mr. McKenna by Mr. Herbert Nield in July. It was referred to by Sir Edmund Fremantle when he said that during the last few years the number of our small cruisers in the East Indies had been much reduced and that a man-of-war is now seldom stationed at Aden. It is not, however, our business to interfere with the Italians, who, indeed, to their credit be it said, seem inclined to act up to their responsibility provided they can obtain international support.

"One thing is certain, some improvement in the conditions on this part of the Somaliland coast is indispensable, and the lead which the NEW YORK HERALD has taken in demanding greater security for life and property in those waters should earn for it the gratitude of all voyaging through the Red Sea."

PREDICTS FAILURE OF YOUNG TURKS

Italian Diplomat Asserts That Country Is Not Sufficiently Educated for Radical Change.

[SPECIAL DESPATCH TO THE HERALD.]

MOBILE, Ala., Sunday.—Commendatore Giorgio Millelire, the new Italian Minister Plenipotentiary to Central America, is not impressed with the "Young Turks" party. He said that he did not believe it would be of lasting good to that country. In this connection he said:—

"All the young Turks themselves are not sincere in their objects. It is with them an attempt to ride into power. The Albanians are the backbone of the revolutionary movement. Some of the leaders are persons who were driven from the country on account of crimes, and there are others who had embezzled the public funds. Turkey is not ready for a constitution. Christians and Moslems cannot associate with each other in business, any more than the races can have social equality here. Though the Masonic movement has had something to do with the success of the Young Turks the real success is due to the lukewarm adherence of the Albanians to the Mohammedan religion. They are Greek Churchmen at heart and only serve Mahomet because they fear to assert their beliefs."

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