

# WITH PEN and CAMERA

## The Russian Ruler At Home



A Part of the Winter Palace at Petrograd

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### An Intimate Sketch of the Daily Life and Character of the Man Who Rules Over One Hundred and Sixty-Seven Millions of People.

It has not been much more than a century ago that Russia and the laws and customs of the people, including the ruling family, were more Oriental than European. Peter the Great turned the drift to the West for examples of industrial and political reforms, and this has probably had some effect upon the home life of the people, but much less upon that of the Royal Family which still adheres to the manners and conventionalities of centuries ago. When the dynasty of this family is mentioned it is said to be the House of Romanoff although the present reigning head is a descendant of the House of Romanoff-Holstein, which was a union in 1762 of the female line of the Romanoffs with Peter III. of the House of Holstein-Gottorp. Since this union the Czar of all the Russians have married princesses who were in some way connected with the royal families of Germany. In the majority of instances these royal women have left behind them the beautiful manners and motherly instinct which are so prominent and well developed in the German mother, whose entire life is given up to the education and proper instruction of her children.

**Czar at the Age of Twenty-six.**  
Alexander III. died in 1884, and Nicholas became the ruler of the Russian millions when he was but twenty-six years of age, and although he has ruled Russia for twenty years very little is known of his private life. To those who have never visited Russia there is a veil of mystery about the royal family and this is heightened by the uncanny stories which are published from time to time of

the miraculous escapes of the Czar from death, of the madness of the Czarina and the affliction of his children. While many of these stories are made of the whole cloth, the Czar's family has been sorely afflicted.

**Czarina Afflicted With Nervousness.**  
A few days after the death of his father, Nicholas was married to the Princess Alix of Hesse, a granddaughter of the late Queen Victoria. The home life of this young princess had not been particularly happy as her parents died when she was quite young. Her time was divided between living with her brother with whose wife she did not get on well, and visiting her grandmother in England. Her brother, the Grand Duke of Hesse, had his heart set upon the marriage of his sister to the heir to the Russian throne and the unhappy princess consented although it seems it was more a marriage of convenience than one of love.

After the birth of her first child, the Czarina developed a nervousness which has gradually grown worse, and at times she becomes so ill that it is necessary to take her to a quiet palace in Southern Russia.

**Disease of Czarévitch Incurable.**  
She is the mother of four beautiful daughters and one son, the little Czarévitch, who is perhaps the most spoiled and most arrogant child of royalty in the world. Afflicted with a disease of the arteries which are liable to rupture upon the slightest provocation, the child is constantly watched. He has a sailor attendant who carries him about and watches over him, acting as a sort of nurse and teacher. The little Czarévitch,



Latest Photo of the Czar and his Family

who is nearly ten years of age, is constantly reminded of his exalted position and his every whim is gratified, consequently he has developed into an imperious, willful child who beats his sisters if he feels so disposed and is impertinent to the Court. No one is allowed to contradict him, and his father and mother do nothing but flatter the little tyrant, and have allowed his education to be entirely neglected.

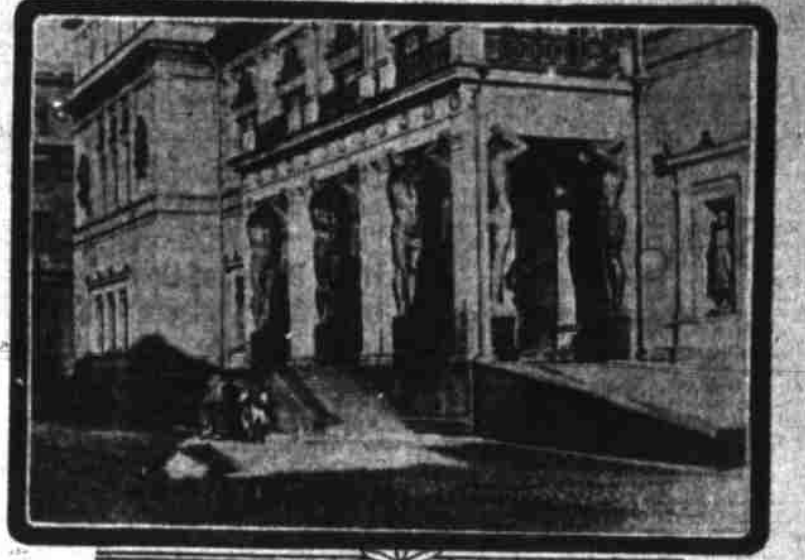
The Emperor's nervousness and fear for the safety of the boy have made the life of the daughters of the royal house most unhappy, and the two older ones have repeatedly declared that they longed for early marriages to take them away from the palace. As there is little hope that the Czarévitch will ever reach manhood, the royal parents have grown desperate over the situation and the Empress has resorted to consulting spiritualists and a certain monk named Gregor Rasputine who was favored by the Grand Duchess Elizabeth, a sister of the Czarina. This man was called to the palace where he persuaded the royal mother into the belief that the little heir would be safe while he was near, so Rasputine took up his residence at the palace. But the people did not believe in

him, and finally through the influence of the late M. Stolypin the monk was sent away. The little Czarévitch fell ill in 1912 and the Empress demanded that Rasputine be brought back, and today she firmly believes that the prayers of this monk saved the child's life. So, the man remains at the palace. Believing that her child is safe while the monk is near him the Czarina has shaken off her nervousness to such an extent that she goes about the hospitals, and is helping to attend the wounded with her oldest daughter who is now a full-fledged surgical nurse.

**Movements A Secret.**  
Owing to the Nihilism which exists in Russia, the movements of the Czar and his family are kept secret. His palaces are perhaps the most magnificent in the world, yet few visitors are admitted even when the royal family is absent. The Winter Palace with its hundreds of rooms and its magnificent picture gallery is the best known, but even this is not often open to visitors. Tsarskoye Selo, where Peter the Great built a great resi-

dence, is one of the Czar's favorite homes. The gardens, however, are the real charm of the place, and hundreds of men are employed in keeping them in order, yet the royal family has little pleasure even there, as the strange malady with which the Czarina is afflicted keeps her in constant fear that some harm may befall the Czar if he walks in the grounds.

**Peterhof is the Versailles of Russia.**  
The palace at Livadia in the Crimea is the favorite home of the Czarina, for there she feels away from danger. Then, too, the surroundings are far more beautiful than those of the cold North. The interior is one of simplicity and there are no heavy satin curtains to shut out the view of the wide sea which spreads out in all its beauty near the palace. There is a gravel path to the beach and there the Czarina loves to wander with her children gathering shells and forgetting the rigorous conventionalities of the Court. The grounds are beautiful



Entrance to the Picture Gallery-The Hermitage

for it seems that almost every plant grows there, even to the flowers of England which bring back tender memories of that far away land, for they remind her of the days spent with the good Queen Victoria.

At present the Czar spends much of his time in consultation with his military staff, for it is said that the great losses in the army have caused him some worry. Rising early, as has always been his habit, he takes a brisk walk in the shut-in gardens of the palace, after which he partakes of the light breakfast so popular on the continent consisting of fruit, coffee and rolls. The diagrams of the movements of the troops are then laid before him and he listens to reports from the various departments of the army.

**Dinner at the palace is a tiresome affair of about ten courses served with all the old-fashioned ceremony.** There is rarely a guest. Not infrequently the Czarina will imagine the food has been poisoned and send the whole menu away untouched. Sometimes the Czar has a conference with some of his ministers after the evening meal and occasionally he indulges in chess with one of them.

He has made frequent visits to England, France and Germany, usually accompanied by the Czarina, who on these occasions seems to shake off the nervousness which fairly overpowers her when at home. These countries have become more familiar with the Russian ruler and his wife than the Russian people themselves.

**Unhappy Family.**  
The home life of the Czar cannot be described as ideal for few rulers have indulged in idle dreams. He is estranged from his mother, his only brother banished, his wife subject to attacks of a strange nervous malady, his only son—the idol of his heart, afflicted with an incurable disease, and his country at war. He is distrusted by his people and disliked by the members of his cabinet who serve him. His indifference to the welfare of his people began on the day of his accession to the throne, when he told the thousands of people who came to pay him homage that they were not to indulge in idle dreams. He is immensely wealthy, as he has the revenue from more than a million square miles of cultivated land, besides gold and silver mines in Siberia which produce a princely fortune in themselves, yet with all this wealth the reigning family of the Land of the Bear leads a lonely, unhappy life. The reign of the present Czar has been one of the most unfortunate in Russian history.

### A Story of How Man Is Conquering the Air and of the Toll the Aeroplane Is Exacting.

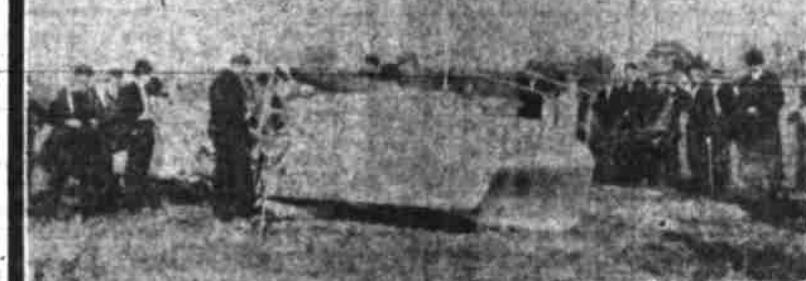
FROM time immemorial man has desired to fly. Even in the Psalms we find David saying, "Oh, that I had wings like a dove, for then I would fly away and be at rest!"

Roman mythology had aviators in Daedalus and his son Icarus, who fastened wings to their backs by the aid of wax and flew over the Aegean Sea, but later in flying too near the sun the wax melted, the wings fell off of Icarus' back and he dropped into the sea and perished. As early as 46 A. D., Simon, a Roman magician, attempted to fly from one house to another and succeeded in places where the space was such that he could jump. Being a magician many of the people thought that he was actually flying and he was acclaimed as a marvel. Toward the latter part of the fifteenth century J. B. Dante, a Perouse mathematician, made a flight above Lake Trasimene by the aid of artificial wings attached to his body. His next trial was in Paris when he attempted to fly over the Church of Notre Dame and fell breaking his leg, which ended his flying career. A few years later the records show that Oliver de Malmesbury, an English Benedictine monk, tried a flight with artificial wings, but he, too, came to grief with a broken leg.

**Sixteenth Century Flying.**  
Early in the sixteenth century a Scotchman named Damian declared that he would fly from Scotland to France by using the wings of birds. Accordingly, one bright morning he appeared for the last time in a suit of feather covered wings. He made one leap, and falling broke his legs. He declared that his failure was due to the fact that he had failed to use eagle feathers. Again in 1473 a man named Besnier tried flying by the aid of a pair of wings which had large curved blades with an arm and leg attachment. He is said to have flown a short distance in this contrivance. Then came M. de la Folie, of Rouen, and Marquis de Bacquville. Both these men fell into the river. Blanchard also tried and failed. These flights, or rather attempted flights, are matters of record in the history of aviation and go to show the fruitlessness of the early efforts before the days of the petrol engine.

**Glider.**  
The first heavier than air machines were known as gliders. These were tried by such men as Lilienthal in Germany, Picher in England, the Wright brothers in America and Chanute in France. This type was soon followed by the aeroplane, and in 1892

## AVIATION - Its Progress and Curious Disasters



When Hoxey Fell Five Hundred Feet and Lost his Glasses

the Wright brothers first used a petrol engine and astonished the world by their flights. Their tests were conducted with the greatest secrecy. While these experiments were going on Monsieur Voisen constructed a number of kites, and after testing their qualities as fliers he built an aeroplane along the same lines. This type afterward became very popular, both Farman and Delgrange piloting them. In 1909 Robert Esnault-Perier, who was already known as the inventor of the R. E. P. motor which appeared in 1904, built a curious looking machine which for a time created a sensation. Then came the famous Curtiss-Herring "June Bug" which did some remarkable flying at the Rheims aviation meet—the first one ever held. This was in 1909, and gave a special impetus to the heavier than air machine.

Aviation schools were started in various parts of the world and aeroplaning soon became known as a sport. Langley, Cody, Bleriot, Latham, Curtiss and Moisant at once became famous, the last three named having made flights across the English Channel. Three years ago an American woman, Miss Harriet Quimby, accomplished the same feat flying in a monoplane. Miss Quimby was killed near Boston a year later by falling one thousand feet.

**Unique Damage Suits.**  
Soon aeroplanes became so common in France that the farmers of that country began to consider them a nuisance and several entered suit for damages, claiming that their crops had been destroyed by the machines alighting on their land. Then, too, they claimed that cots had been ruined by being frightened by the noise of the motor, that the animals are never able to overcome the fright and cannot be used for driving horses. Chickens and ducks they declared died from fright when the big machines "swooped" down over the barnyards. Some of the French farmers contend that property in soil carries with it property of the air above it and the



All That Was Left of Ensign Billingsley's Machine after Falling into the Chesapeake Bay



Bleriot Racing a Train in France

falling into a crowded street. This was caused by his miscalculating the distance. Another curious accident which also happened in France was that which occurred during a race at Buc where the machine piloted by Bldot, who was carrying a passenger, dropped upon another aeroplane. Both the machines took fire; the pilot of one together with his passenger was burned to death. Several times two machines have collided in the air, and last year near Venus during a mimic battle in the clouds an aeroplane collided with a dirigible balloon. This accident is said to have been caused by the pilot of the aeroplane misjudging the height at which the dirigible was flying.

**Curious Accidents.**  
Flying over cities was the next achievement in aeroplaning, and in one or two places this has led to curious accidents such as that which happened to Monsieur Gilbert, a French aviator, who while flying over the suburbs of Paris was compelled to drop on the roof of a factory to avoid

over the Alps and in the end died when the aeroplane fell fifteen feet. Colonel F. S. Cody, England's greatest military aviator, who is said to have been one of the greatest mechanics as well, went to his death by the collapse of a plane which he had pronounced perfect just before the flight. Fancy flying, too, has caused a number of deaths, among them Eugene Ely, who was the first man to fly from the deck of a battleship. This he accomplished successfully, but later while giving an exhibition at a county fair he attempted a "spiral glide" of the Beachey type and was killed.

The newest flier is of the self-righting type—a machine which won the Bonnet prize in France. It was driven by Morceau who flew for thirty minutes without touching his plane. During his flight the wind was blowing almost a gale and the aeroplane was tossed about but it always returned to an even keel. Lieutenant Dunne also gave an exhibition with a self-righting machine of his own invention. Recently a self-righting machine has been built in the United States but as yet its flying qualities have had no fair test.

**The Aeroplane in The European War.**  
When the European war began the aviators of each of the warring nations at once volunteered, fancy flying was laid aside, and a regular mobilization of aviators took place in each country. Exhibition machines were turned into military fliers overnight and long before the armies were ready for the field the aviators were scouting about watching the preparations of the enemy, and before the war was a fortnight old we began to read of spectacular encounters in the air between the aeroplanes of the different nations. Very soon these fliers became the real eyes of the armies and navies, and their scout work has surprised even the most enthusiastic believer in the use of the aeroplane in war.

Bomb dropping and being brought down and killed has become so common that almost every day is brought down by the aviators. In air battles it is an uncommon thing for both aviators to meet death.

As the carrying power of aeroplanes is limited, all sorts of death dealing devices have been invented; among them what is known as the steel arrow—a tiny missile about six inches in length, rounded at one end and brought to a needle point. The other end is deeply grooved for about four inches, which gives the top the shape of a four leafed clover. The finished arrow weighs about six ounces. Shortly after the war began a test was made and one of these arrows dropped from the height of fifteen hundred feet killed a horse, the arrow going entirely through the body of the animal. One thousand of these arrows are placed in a box fitted with bottoms which open with a spring release. The box is placed between the struts of an aeroplane and the aviator can fire as many as he wishes by the mere pushing of a button.