THE WEEK'S NEWS

CANADA.

Montreal city council has voted $5,000 to the Spring Hill N. S. sufferers.

Damage from floods and ice has been caused at several points in Ontario.

Patrons of industry held a convention in Sarnia last week for the purpose of forming a Provincial association.

The township of Westmeath, Ont., has passed the local option by-law by a majority of 32 votes.

Charles McGinnis, aged about 60, who lived alone, was burnt to death in his house in Plympton township on Tuesday night.

The death of H. Nash, another of the Springhill victims, adds a widow and three more children to the list, making a total of 55 widows and 164 orphans.

A company has been formed in London, Eng., for the importation of horses from Canada. Agents will be sent to Canada to purchase and look after proper transportation of the animals.

Sir Charles Tupper cabled full particulars of the Springhill colliery disaster to England and the friends of Canada in London have opened subscription lists for the sufferers.

A number of Canadians who have lived eight years in Dakota, have passed through Winnipeg to settle in Manitoba, and more will follow.

William M. Fullerte, Q.C., of Amherst, N.S., died at St. John, N.B., last week. He was a brother-in-law of Sir Charles Tupper.

The Senate of McGill University, Montreal, have decided to appoint professors on electrical engineering and mining engineering.

Chief Constable Grasett of Toronto in his annual report states that crime in general notably decreased during the last year.

Sarah Fox, a girl of twenty, has been arrested for the wilful murder of her illegitimate infant daughter, whose body was found in a yard in St. Joseph street, Toronto, on Saturday morning.

GREAT BRITIAN

The British Admiralty is raising wages and granting other concessions to the dockyard employees.

Mr. Balfour states that the bail of Messrs. Dillon and O'Brien has been forfeited to the Crown.

Empress Frederick of Germany arrived in London on Friday night, and was very warmly welcomed.

Mr. Alexander Brown, Liberal member for Hawick, has brought an action for divorce against his wife on the grounds of adultery.

Prier, Wooten & Co., timber merchants, London, Eng., have failed. Liabilities £390,000.

A riot arose the other day over the eviction of colliers on Lord Londonderry's estate in Durham.

A London despatch gives currency to a rumour that the Imperial Parliament will be dissolved next autumn.

Mr. Howard Stinson, M.P., has called a meeting in London in favour of free trade between Great Britain and her colonies.

It is expected that a McCarthyite deputation, and another from the Parnellites, will visit the States shortly to solicit funds.

Lord Tennyson has written a short poem for the *New Review*, London, for which he is said to have received more than $40 per word.

The jury in the "Carroty Nell" Whitechapel murder case returned a verdict of wilful murder against some person unknown. Sadler, the man arrested, has been discharged.

Timothy Harrington has obtained a verdict for £5 damages in his suit against the anti-Parnell paper, *Insuppressible*, of Dublin

Three hundred and fifty striking miners at Durham have been fined ten shillings each for leaving their work without giving notice.

Sir Richard Sutton, owner of the English cutter yacht Genesta, which raced with the Boston centreboard sloop Puritan in 1885 or the America Cup, is dead.

It is said that the Marquis of Lorne in his new book, "From Shadow to Sunlight," has pourtrayed an American girl with whom he is in love, and that the Queen will haul him over the coals.

Elizabeth Stacey, alleged to be a granddaughter of an illegitimate daughter of the Duke of Cumberland, brother of George III., has been found in a dying condition in a squalid quarter of South London.

A special cable says the entire Irish party has given up all idea of doing anything in Parliament this session, and propose carrying on their operations in Ireland and the United States.

Two warships were launched by the Queen on Monday at Portsmouth. It is stated that before the ceremony a very angry exchange of words took place between her Majesty and the Prince of Wales, over a question regarding the Empress Frederick's stay in Paris.

A debtor summons to recover the sum of £1,700, the amount of costs awarded against Mr. Wm. O'Brien in his Lord Salisbury libel suit, has been served upon Mr. O'Brien in Galway gaol.

Mr. Charles Wood and Sir Evelyn Wood are contesting the will by which a large fortune was left to Mrs. O'Shea by her aunt, Mrs. Wood, on account of alleged undue influence.

The Paris *Figaro* announces that the Queen was so pleased with Empress Frederick's account of her treatment in Paris that her Majesty has decided to remain two days in the French capital on her way to the outh of France as a return compliment.

Sir Charles Dilke has consented to stand as a Liberal candidate for the Forest of Dean district, Gloucestershire, provided that he is given assurance that a majority of the Liberal electors will support his nomination.

James C. Flynn, M. P. for North Cork, has challenged Mr. Parnell to contest any one of the divisions of Cork with him.

The laborers employed upon the Relief railroad works at Clifton, Galway, Ireland, have struck for an increase of wages.

The London Trades Treaty Committee declares that the proposed French tariff is an act of industrial hostility towards England.

Sir William Gordon Cummings, who is [illegible] of the recent London baccarat scandal, will shortly sail the for United States, where he will make a long visit to his brother, who owns a stock farm in Dakota.

Mr. Henry Harrison, M. P. for Middle Tipperary, on Monday seized, on behalf of the Dublin National League, all the money and papers he could lay his hands on in the Belfast branch. A very lively fight ensued.

Notwithstanding the qualified denial of Sir James Fergusson there is a general belief that Lord Salisbury's Government meditates an advance into the Soudan, with the view of reconquering that vast region for the Khedive and for England.

In the English naval estimates Lord George Hamilton calls for an increase of £358,000. The construction of the new warships is proceeding very satisfactorily, but their is great delay in providing the necessary armament.

UNITED STATES.

Minneapolis millers complain of poor business.

Many of the Mormons are leaving Utah for Mexico.

Sol Smith Russell's block in Minneapolis was burned the other day.

La grippe is raging among the soldiers at Fort Logan, near Denver.

A Washington despatch announces the death of Senator Hearst, the California millionaire and racehorse owner.

Reports continue to come in of terrible damage by the floods in California.

The governor of Arkansas has signed a bill providing for seperate coaches on railroad trains for negroes.

There is trouble in Vicksburg, Miss., over the appointment of James Hill, colored, as postmaster.

Friday night's blizzard in Arkansas caused the death from cold of several children.

A fall of snow has brightened the prospect for the wheat crop in Washington State.

The first two days of the present week were the coldest of the season in New York; thermometer 10 below zero.

Immense snowslides near Baker City, Oregon, buried three men and caused much damage to mining property.

The King of Italy wished to confer the order of Knighthood upon Police Inspector Byrnes, of New York, but the Inspector respectfully declined.

Five thousand students in the United States have signified their willingness to engage in foreign mission work.

Engineer Rob. E. Peary of the U. S. navy thinks about reaching the north pole by walking across Greenland.

A New Orleans physician states that there are at least 25 persons at large in that city who are afflicted with leprosy.

The local directors of the World's fair in Chicago have begun suits against a large number of subscribers to the stock who have not paid their assessments.

The validity and constitutionality of the McKinley Tariff Act are to be tested in the United States Supreme Court. In Washington yesterday motions were made to advance cases for that purpose.

A brakesman on a Georgia railway is credited with having severely pummelled John L. Sullivan, the pugilist.

Congress has passed the Tonnage Subsidy Bill, by which it is hoped the shipping industry will be revived in the States.

A Chicago paper says that the big type founders of the country have about effected a consolidation of their interests. The capital involved is reported as $6,000,000.

The legislative assembly of Ohio has passed a bill which provides that dealers in tombstones and mounments may, after a lapse of three years, enter a cemetery and seize the goods not paid for.

The United States Senate has appropriated $50,000 for the relief of the citizens of Oklahoma, who are rendered destitue by the drought of last season.

Several of the largest dairy companies in St. Louis, Mo., have organised a trust to be known as the Union Dairy Company, with a capital stock of $300,000.

A syndicate of foreign capitalists has obtained control of all the type foundries of the United States, and will commence work on the 15th inst.

It is stated that, in deference to her last wishes, the remains of Emma Abbott were cremated at Pittsburg, Pa., about two weeks ago. There was an attempt to keep the matter secret, as the mother of the deceased singer was opposed to that means of disposing of the dead.

The Kansas legislature has passed a bill providing that non-resident aliens shall not be allowed to acquire or hold lands in the state, and giving non-resident aliens seven years in which to dispose of their lands. If the lands are not disposed of in that time they revert to the state.

The United States treasury department has approved the action of the Buffalo collector of customs in exacting duty for Canadian natural gas. Daily entries must be made according to matter.

Two boys in Louisiana, Mo., aged twelve and fourteen, a few nights ago placed a loaded gun at the head of their sleeping sixteen-year-old brother and blew out his brains.

A blinding snowstorm visited West Point, Miss., on Thursday. The mercury dropped 50 degrees in a few hours, and the weather was the coldest in years. The same experience is reported from Birmingham, Ala.

The 1,200 inhabitants of Yuma, Arizona, have been compelled by the flood to take shelter in the penitentiary, which is on high ground. For 22 miles east of the town the railroads have been washed out of sight.

Owners of farms in Minnesota and North Dakota, for 100 miles along the Red River valley of the north, from Wapeton to Pembina, are in a ferment over a prospect of losing their farms through defective titles.

Mrs. P. P. Coffey, of Omaha, wife of a mechanic, is said to have become sole heir to $75,000,000, left by a millionaire manufacturer named John O'Neill, in Bradford, England. The deceased was Mrs. Coffey's father, but disowned her for her humble marriage.

IN GENERAL.

Two clergymen and two night watchmen have been devoured by wolves near Tamesvae, in Hungary.

The past week has seen a return of the severe weather in Italy, which is causing much privation.

Anticipating a general strike in the coal trade, the German Government has ordered large supplies of coal from England.

When the Chilian rebels stormed Iquique a number of buildings were wrecked, and 200 women and children who had taken refuge in them perished.

General Booth lectured in Brussels the other night on the subject, "In Darkest England." The people seemed to be greatly amused with the lecturer's remarks.

While Vicomte Brialles was walking through his grounds near Troyes one night last week, he was shot by one of his gamekeepers in mistake for a poacher, and he returned the fire, killing one of the keepers.

Great indignation is felt at the conduct of a German sergeant at Nuremburg, who compelled a soldier to stand under an icy torrent of water in a semi-nude condition, the exposure and shock resulting in his death.

The relations between France and Germany arising out of the visit to Paris of ex-Empress Frederick are very strained. As a reprisal for what is regarded as an insult, Emperor Wiiliam has ordered the passport system of Alsace-Lorraine to be increased in severity.

THE PIRATES' CAPITAL.

The Terrible Fate that Befell One of the Wickedest Cities in the World.

When the Spaniards were driven from Jamaica they left behind them a number of slaves, who sought shelter in the mountains and defied the authorities. These bandits were nearly exterminated soon after the English occupation, but the remnant later grew to be powerful and greatly troubled the colony. They are known as the Maroons and the story of their desperate struggles for freedom, of the privileges wrung from the whites, and of their assistance suppressing the rising of the blacks in 1865, reads like a romance. Six hundred of these troublesome marauders were transported to Nova Scotia. The descendants of the ancient Maroons are even to this day a separate people, and still enjoy the privileges granted to their ancestors.

Pirates and their bloodthirsty deeds have furnished so often the plot and theme for the melodramatist and the dime novelist that one hesitates to write about them in sober earnest. But they were no myths in Jamaica, and no account of Jamaica's past, however brief, can omit a reference to the part they played in its history, especially as the most dreadful calamity that ever visited the island is connected with them.

The Jamaican pirates generally sought to throw over their marauding and pillaging expeditions the sanction of legal authority by obtaining letters of marque, but they were, nevertheless, pirates, pure and simple. One chief after another secured the Spanish main, capturing vessels, usually Spanish, on the high seas, and when the ocean did not offer enough to satisfy his cupidity and love of adventure, attacked cities and towns, laying waste with fire and sword, and committing horrible barbarities and cruelties. Nothing was sacred to these human devils, and yet they were tolerated for many years by the Jamaican authorities. The island profited by their expeditions, and the last half of the seventeenth century witnessed a prosperity as great as it was wicked and demoralizing.

Port Royal was the capital of the pirate empire, and the Marooners filled it with wealth and debauchery. There they maintained in semi-barbaric state their great establishments. They lived like men who with the wealth of princes, did not know when they might die, and who had no fear of God or man. Imagination can hardly picture the character of the populace of that little city under the sun, or the life within its walls. To it came the reckless, the desperate, the men most skilled in villainy. With them they brought the spoils of richly laden Spanish galleons bound home with silver and gold, the ransoms of cities and whole provinces, and fleets of merchant vessels freighted with rich stuffs from all the markets of the world. All this, and more, was poured into Port Royal, and was spent with a lavishness and extravagance that is possible only with treasure bought at so slight a cost as that of human life.

Nothing seemed lacking to make it the wickedest place on earth; yet the vengeance of the Lord apparently passed it by. But it was only for a season. One day the earth opened and in two minutes the city, its palaces, and its hovels lay at the bottom of the sea. Thousands of the inhabitants perished with their ill-gotton gains, and the unburied dead, floating in the harbor or heaped upon the land under a trophical sun, bred a horrible pestilence that carried off thousands of those who escaped the earthquake. To-day the waters of the bay hide from sight the ancient city. Was ever retributive justice more terrible or complete?

Romantic and exciting as were the lives of all these buccaneers, that of Henry Morgan, the greatest of the freebooters, was the most so. From a white slave in the Barbadoes, where he had been sold into servitude, he became, first, the most daring and successful of the pirates, and later a knight, and, as Lieutenant-Governor of Jamaica, the ruler of that Island. At the sacking of Panama he obtained 175 mule loads of treasure. The Governor who gave him his commission was recalled for that act, but Morgan was knighted, and, as Sir Henry, turned his back upon his former companions and made a most popular Governor of the colony.

Hatching Alligators in the Incubator.

Quite a business has sprung up in Florida of hatching alligator eggs by an artificial incubator. It seems that the demand for alligators was so lively that the natives could not catch enough to supply the market. Some genius conceived the idea of saving himself the trouble of splashing round in the water after young alligators, so he got a lot of eggs, put them in an incubator, and hatched out as fine a lot of reptiles as one would wish to see.

They were about six inches long when they emerged, as black as a clergyman's coat, and as wicked in disposition as the oldest and ugliest 'gator that ever scared a picaninny or devoured a yellow dog. He fed them at first on oatmeal, and after a few days of Scotch diet taught them to eat meat by choking them till they opened their mouth and then dropped a bit down their throats. He tried milk, but they would not drink it till he had held them with their noses down in the pan, so that they had to drink or suffocate, so they drank.

I do not know a better cure for sorrow than to pity someone else.—[H. W. Shaw.

FLYING IN THE AIR.

SOMETHING ABOUT THE AEROPLANE.

Progress of the Science of Aerial Navigation—A Line Between Washington and Baltimore.

Before long a line of air-ships will be running between Washington and Baltimore. These vessels, built to traverse the atmospheric route, will not be balloons of any sort, but will depend for their flotation in the air upon what are called aeroplanes. An aeroplane is a framework made so as to hold extended horizontally enormous sheets, one above the other, of canvas or other material. It is designed to imitate in its operation the soaring of a bird, as will presently be described. Beneath the aeroplane hangs the car for passengers, the entire apparatus being afloat; though on the Washington & Baltimore line the car will be connected with a wire below that runs from one city to the other. A current of electricity will pass along the wire, giving the propulsive force, just as in the case of the street car with an overhead wire. Such is to be the first step in practical aerostation. To realize its importance as a new scientific departure, it must be understood first that the two great difficulties recognized as obstructing the progress of the art hitherto have been the problem of steering and the weight of the motor. The latter obstacle has seemed well nigh insurmountable, inasmuch as, whether steam or stored electricity was used, the apparatus necessary to work the propelling fans was so heavy as to be a hopeless bar. But, mark you! this sort of airship does not have to carry any motor at all, its fans being worked from a dynamo station at a distance, by means of an electric currant passing along the wire referred to and up to the vessel by the two wires which connect it with the aforesaid wire that runs all the way

FROM BALTIMORE TO WASHINGTON.

As for steering, the wire does that, two connecting wires running along on trolleys, just like the street car spoken of. In short, to be sure that is all clear, there is the great aeroplane 200 feet from the ground, the passenger car hanging beneath it, and two wires connecting the car with the Washington-to-Baltimore wire strung on earth-driven poles far beneath. Obviously, it should be explained next by what principles of mechanics this extraordinary contrivance called an æroplane is expected to support itself and the car it carries. That is the whole point of the idea. Did you ever see a bird fly? How does it sustain itself in the air? By flapping its wings? Not so. The best flyer cannot sustain its own weight by flapping. It takes advantage of the buoyancy of the air-currents, which at great heights even, where the atmosphere is rarified and therefore harder to float in, upholds the eagle and the frigatebird, soaring for hours with unmoved pinions or poised aloft so motionless that a telescope can be trained upon them. And yet either of these birds, starting from the ground, is obliged to take a long run before being able to rise into the air. So it is with all big birds, while the smaller ones have to begin with violent flapping which they cannot keep up more than briefly. When practicable, birds prefer to start their flight from a high perch, because gravity gives them a helping impulse. How is it that Hermann, the prestidigator, is able to throw playing cards easily from the stage into the fourth gallery of the biggest theatre? Simply that the card,

GIVEN A SKILFUL IMPETUS,

is upborne by the air-currents. A toy kite is still a better illustration. Well, that is the entire notion of the acroplane, which with its great expanse of horizontal areas, is actually sustained by the currents of air. Suppose a case, easy to understand, of one of these air-ships on its way to Baltimore at a speed of fifty miles an hour, the day being absolutely calm. This means a fifty-mile current of air, of course in effect. It opposes the progress of the vessel, but very slightly, because the latter presents merely the edges of its planes to the breeze. The captain at the helm inclines the planes upward a trifle at the front, so that the powerful air-current is made to exercise its lifting power and keep the craft afloat. But whichever way the current comes, the planes are governed accordingly. The wing planes on either side are slanted slightly upward so that any tendency to tilt will develop greater pressure in that direction and thus restore equilibrium. Two most important discoveries have recently been made in this connection; one by Professor Langley, secretary of the Smithsonian Institution, to the effect that the resistance offered by the atmosphere to such an aeroplane as that described is only one-fiftieth part of what has hitherto been supposed, implying that so much less motive force is necessary. The other is that

THE POWER OF THE PROPELLER

for producing speed in air is vastly greater than has up to this time been dreamed of. Intense interest is felt by Professor Langley in the problem of aerial navigation, and in his investigations of the subject he is being assisted by J. Elfreth Watkins, the well-known expert in engineering and the science of transportation. In truth, the matter is being taken up to a surprising extent now-a-days by practical engineers. The foremost advocate of the practicability of the idea, Professor Octave Chanute, is to be the next president of the American Society of Engineers, his name appearing on all four of the election tickets. And yet only ten years ago a man who had the temerity to so much as deliver a serious lecture on the prospects of navigating the air would have ruined his professional reputation by the indiscretion. A short time ago there was much talk in the newspapers about an Illinois company that promised to run aluminum air-ships between New York and Chicago, carrying passengers from one city to the other in six hours. The first ship was advertised to start by the first of January, but the scheme has failed to materialize thus far and it seems to have developed some symptoms of a fizzle, though it is claimed that the fault is that of the contractors who did not supply certain materials as quickly as had been agreed. There is

GREAT EXCITEMENT IN THE DISTRICT

round about Mt. Carmel, where the building of the ships is going on secretly under sheds; but not so much as a car has been put together yet, and it is reported the difficulty is being experienced in soldering the aluminum. Well, one would rather smile; for the fact is that no one has yet discovered a successful method of soldering aluminum, and it is not at all unlikely that no one ever will. Of course, aluminum is being employed for its lightness; but, if it has to be riveted instead of soldering, it will have to be so thick that the object aimed at will be lost. Largely on account of this matter of soldering, it looks at present as if the possibilities of aluminum were as yet rather limited after all. This question of aerial navigation is the last transportation problem remaining for man to solve; the doubt is no longer whether he will solve it, but how. Science is now for the first time applying its serious attention to the subject. It is apt to be thus with great inventions. First they are imagined without especial design by dreamers; next the more imaginative inventors try to carry them out, and finally men skilled in mechanics reduce them to concrete form. Be it understood incidentally that no company has actually been formed as yet for establishing a line of airship between Washington and Baltimore; but people there who understand more about the flying question than is comprehended anywhere else—for it is a centre of investigation of the subject—are such in their conviction that there will be a firm line as that described at the beginning of this article

BEFORE TEN MORE YEARS HAVE GONE BY.

It is not asserted that the attached wire plan is the best possible, but merely that it is likely to be the first step, the immense point in its favor being that it solves the steering difficulty at once and does away with the necessity of carrying a motor. Presumably the aeroplane and its car would have to be started from a height. Most inventors of flying machines find this essential. For example, a funny old man from New England came to Washington not long ago for the purpose of securing a patent on an apparatus for volitation of his own design. To convince the skeptical patent examiners that his machine would really work, he equipped himself with it and calmly and confidently flew off from the high abutment alongside of the Patent Office steps. He only flew as far as the pavement below, however, damaging his nose very much and bruising himself rather badly, for the fall was twenty feet or more. Theorists in aerial navigation are at present divided into two schools—the aeronauts, who believe in balloons for purposes of support, and the "aviators," from the Latin *avis*, a bird, who reject the balloon altogether and advocate mechanical means in imitation of winged creatures. The aviators may be said to be again

DIVIDED INTO THREE CLASSES:

the flappers, who think that the flapping motion of wings should be imitated mechanically; the screw lifters, who are of the opinion that propeller-shaped fans should be employed for raising the contrivance in the air as well as for propulsion; and the believers in the aeroplane principle, with propellers for go-ahead motion. The aviators declare that the gas-bag must go; it is unscientific, unmanageable, and not to be relied upon. And yet the aeronauts assert with truth that cigar-shaped balloons can be run now on a calm day in any desired direction, by means of propellers, at the rate of fourteen miles an hour. In fact, the thing has been repeatedly done. They say that a speed of from twenty-five to thirty miles is within sight. But the aviators reply that, though this may be true, yet such improved balloons could not carry many passengers or much cargo, nor could they go up at all on unpleasant days; in short, resort must be had to another form of apparatus altogether for real practicability. It is worth mentioning by the way, that wonderfully clever mechanical birds, which actually will fly quite a distance, have been made in France; but their principles do not seem

APPLICABLE TO FLYING MACHINES

on a large scale. The motive power utilized in those toys is twisted india rubber, which has more power, weight for weight, than the finest steel spring. It is a comfort to know that the faster the aeroplane air-ship travels the more easily it is upheld, though there would seem to be some danger of a spill occasionally, caused by an unexpected cross-current or by a slight unsteadiness on the part of the steersman. Such an accident, occurring at even fifty miles an hour and an elevation of 200 feet or so above the ground, would be apt to be unpleasant. However, what is the use of accident insurance if one cannot take risks in travelling? Indeed the speed attained is practically indefinite, depending merely upon the size of the fans and the retreat which they are made to revolve. In order to sustain the considerable weights necessary to be carried, the aeroplane and car will be obliged to traverse space at a rate far exceeding the flight of the fastest birds, and a journey across the continent will be accomplished in scarcely more than a few consecutive twinklings.

His Opportunity Came

The story was told recently in several daily newspapers of a Southern boy who was ambitious to do great work as a journalist. He had a ready pen, broad ideas and a strong faith that right and justice ought to conquer in the world.

He was eager to help in the fight for them. If he were but the owner or editor, he thought, of a great newspaper or magazine, what blows he could strike for the truth!

But he was only an insignificant reporter on a small daily paper. One hour he was sent to report a fire, the next to find out the price of beef. Now he described the speeches made at a dinner; again, the gowns at a ball.

What use was in these things? How petty the work was! How could it tell in the world's progress?

Still he tried, however small the task, to do it well, to put his beat self in it.

At last came the great disaster at Johnstown. He was sent to report it, and made his way to the scene at the risk of his life. When some other reporters were alarmed at the outbreak of illness and other dangers, he induced them to stay in order that the nation might know the facts of the case and send relief. When this work was done he came home, with his health shattered by exposure, to die.

His chance had come. He had struck his blow for the right and given his life for it.

Let no man think because his life is obscure and his work humble that there is in it no mighty opportunity.

It is generally from among the mass of obscure men that God summons his heroes to greatly live and nobly die.—[Youth's Companion.