

JOHN BRISLIN IS DEAD

The New York Press, republican, prints under date of Pittsburg, March 27, this dispatch:

"John Brislin, whose inventions made possible many of the Carnegie millions, died here tonight in comparative poverty. Crushed in spirit and with his eyesight totally gone, Brislin, who was 72 years old, has for the last ten years waited patiently for justice to be done and prayed that he would live to see the day that his claims to the inventions of the machinery which have made possible the rolling mill of today would be recognized. A boyhood chum of Andrew Carnegie, the old inventor always maintained that the steel master would some day realize the justice of his claims. A few days ago the old man received a letter. To a member of his family he intimated strongly that it was from Mr. Carnegie and his joy knew no bounds. He was overcome and his strength gave way, indirectly resulting in his death.

Born in Pittsburg, Brislin at an early age became a blacksmith's apprentice in Allegheny, where he knew Andrew Carnegie. Carnegie entered the steel business as an owner and Brislin as a workman. Twenty years ago Brislin met Anton Vinnac, a Frenchman, when both were working in the Carnegie mills in Homestead.

Together they invented much of the massive rolling mill machinery which revolutionized the iron and steel business and by which great beams weighing tons are automatically run through the mills. Hardly had they perfected their patents when they were amazed to discover that others shared the secret. Brislin always maintained that the plans of their model were stolen. They took their fight into the federal court, refusing all offers of a compromise extended by the steel company.

After a long trial, in which thousands of dollars were spent by both sides, Judge Buffington in the United States district court handed down a decision in 1897 finding the Carnegie Steel company guilty of infringing the patents of Brislin and Vinnac. The steel company offered the inventors \$100,000. This they spurned. The company carried the case to the federal court of appeals and the decision of Judge Buffington was reversed."

THE WORLD'S CANALS

There are nine great ship canals in the world and all of these have been built within the last seventy-five years. They are the Suez canal, the Cronstadt and St. Petersburg canal, the Corinth canal, the Manchester ship canal, the Kaiser Wilhelm, the Elbe and Trave, the Welland and the two canals connecting Lake Superior

and Lake Huron, between Canada and this country.

In a single year a greater number of ships pass through the lake canals of the north than through the Suez canal, though there is no doubt that the latter is by far the most important water link in the world. It is the longest, being ninety miles from entrance to exit, and it cost more than \$100,000,000 to build. About four thousand ships pass through the Suez canal annually. It takes eighteen hours for a vessel to go the entire length of the canal. There are no locks and a part of the route, about two-thirds of it, is made up of a series of shallow lakes.

The Cronstadt and St. Petersburg canal is altogether about sixteen miles, including the bay channel. It is an important commercial waterway and connects the capital of Russia with the Bay of Cronstadt.

After the construction of the Corinth canal, which is only four miles long, a saving of 175 miles was made by ships sailing from Adriatic ports. A part of this canal was cut through solid rock, and, short as it is, it took nine years to build.

A direct route from Manchester, England, to the Atlantic ocean was obtained by the digging of the Manchester canal. From Manchester ships now go through the artificial waterway to the Mersey river and from there to the open sea. This canal is fitted with hydraulic locks.

For the express use and convenience of military and naval forces the Kaiser Wilhelm canal was begun in 1887 and completed less than ten years later. Since it has been opened it has been found of great value to mercantile traffic. The canal is sixty-one miles long and extends from Kiel, on the Baltic, to the North Sea. The Elbe and Trave canal is another important connecting link between the Baltic and North seas.

In our own country are three great canals, all of them links between the Great Lakes. The Welland connects Lake Ontario and Lake Erie on the Canadian side of the river. It is twenty-seven miles long and has twenty-five sets of locks.—New York Herald.

THE PATCH AS A GUIDE

A New Englander recently had occasion to engage a gardener. One morning two applicants appeared—one a decidedly decent looking man, and the other of much less prepossessing appearance and manner.

After very little hesitation the man of the house chose the latter applicant. A friend who was present evinced surprise at the selection, asking:

"Has that man ever worked for you before?"

"No," replied the other; "in fact, I never saw either of them until today."

"Then why did you choose the shorter man? The other had a much better face."

"Face!" exclaimed the proprietor of the place in disgust. "Let me tell you that, when you pick a gardener, you want to go by his overalls. If they're patched on the knees you want him. If the patch is on the seat of his trousers, you don't."—Success Magazine.

JUSTICE HARLAN A WALKER

Mr. Associate Justice John Marshall Harlan, dean of the supreme court of the United States, lives on Mount Pleasant. When the weather permits he walks from his residence to the capitol every morning, a distance of fully four miles. He swings along with a stride denoting excellent health and strength, and should he encounter the two most illustrious pedestrians in Washington—the president and the new British ambassador—and either should attempt to set the pace, the veteran jurist would show them a thing or two about walking.—Washington Herald.

Aches

of some kind are the heritage of nearly every one, from the infant and the colic, the middle aged and the distressing, miserable headaches, to the aged with nervous, muscular and rheumatic pains.

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