ZUELA IN THIS COUNTRY.

low Flag.



is the Chauncey

He is staying at the Metropolitan hetel. Concern, a position he held when he New York, just now. No one is better | went to the conference at Cleveland fitted to speak of the condition of af- that widened the scope of his work by fairs in Venezuela than Gen, Uslar. He | making him a bishop. says: "The present situation in Venezuela is this: In regard to politics, the country enjoys peace, which is considered permanent, not only because the government controls all the elements necessary to maintain it, but also because during the coming year the conimportant political factors would be



GEN. JORGE USLAR. to which about nine-tenths of the Venezuelans belong. Gen. Crespo has also flag), which is the ensign of the people; will always receive in its folds as old mum. comrades, all the liberals who will approach him. He has determined to leave the liberals in full possession of power, both in the federal and in the government of the states. Gen. Crespois persuaded that only by strict adherence to this plan can the republic continue its onward march to progress. Then his name will be glorified, and he itself at the early age of 16, when he tionary spirits who seem to regard him most bitterly. In the administrative branch, the conduct of the government in the Guayana boundary dispute has always been most wise, and its relations with the United States, in reference to this question, are inspired by feelings of the most patriotic gratitude. Finances are in a most satisfactory condition and public credit receives due attention. In regard to the adjustment made with the railway companies, and the subsequent contract for a loan to cover it, the future will judge of its author, Dr. Claudio Burzual, minister of public works." It may interest Americans to know that the Venezuelans have three political parties corresponding somewhat to our own, the Republican, Democratic and Populist, with similar divisional lines. Gen. Crespa is leader of the Populists. Government railroads and highways are being built all over the republic. Silver and paper is the only money in use and it has become very plentiful in recent years,

REV. EARL CRANSTON.

The Soldier-Priest Recently Chosen to Be a Bishop.

Rev. Dr. Earl Cranston, the soldier priest who has been elevated to the dignity of a bishop of the methodist church by the Cleveland conference, has lived a life of intense religious work, and has traveled widely as a dispenser of the gospels. He is 56 years old and in the very prime of his intellectual vigor and maturity. It was at the tender age of twelve that he



DR. EARL CRANSTON. felt impelled toward methodism, and from the moment of his conversion he set to work to fit himself for the purose to which his life has been unvidedly devoted. In 1861 he had just me out of the Ohlo university with first degree when President Linn's call to arms made him a volunin the army of his country. From

him the degree of master of arts, and two years later he was preaching to a GEN. JORGE USLAR OF VENE. Methodist charge at Middleport, Ohio. NO Until 1870,Dr. Cranston served the Ohio conference, preaching to many con-Peace and Prosperity Reign in Ills ferred to Winona, Minn., and there he pregations. In that year he was trans-Own Country - President Crespo a built a church, which was left behind Leader of the People-The Great Vel- him as a monument to his energy when, at his own request, he was transferred to Jacksonville. In that city his wife EN. Jorge Uslar, died. Dr. Cranston stayed his full term there, and Jacksonville has Grace Depew of Vene- church as a result of his labors. Evanszucia. He has been | ville, Ind., had him a short time, and | zucia. He has been ville, Ind., had him a short time, and proposed as a can-then his duties called him to Cincinnati didate for the press and later to Denver, Col. For four idency of one of years he was presiding older of the the states, and is Southern Colorado conference, and his spoken of as a cabi- energetic work in that district won for net officer under him the admiration of all who saw it. Crespo immediate- In 1884 he was sent o Cincinnati as the ly upon his return. representative of the Western Book

INVENTS A FIREMAN'S CAP.

Wenrer Can Remain Half an Hour in

Dense Smoke, Mrs. John H. Miller of this city has invented a wonderful fireman's cap, stitutional elections for the highest says the Syracuse Standard. Mr. Milpowers will take place, thus insuring ler put on the cap and entered a smokethe regular succession of the chief bouse so densely filled with smoke that executive. Nothing could justify at the | it was impossible to go near the door present moment any disturbance to without protection and he remained which, for the reasons stated, all the thirty-five minutes with no possible chance of getting air from the outside, foreign. Besides Gen. Crespo has ac- A fireman connected with No. 1 comcepted the leadership of the Gran pany entered the smokehouse without Partido Liberal' (great liberal party), the contrivance and remained eight seconds before coming into the fresh air, half suffocated and gasping for breath. It was then that Mr. Miller tried the invention and it worked like a charm.

The cap is made of fine strips of asbestos conformed to the shape of the head. It is held fast in place by a rubber band, making it air-tight. Its weight is only sixteen ounces and it is so constructed as to enable a person to carry it on the arm without inconvenience. There is a strip of mica before the eyes, so no inconvenience is suffered in this respect. A silk sponge, through which no smoke can enter, but which permits the ingress of air in plentiful quantities, fills an aperture for the mouth, and when properly adjusted the cap is so simple that its efficacy is apparent at a glance,

When it is understood that firemen are unable to remain in a smoking building longer than three or four minutes at a time an invention of this character, which enables a man to grope raised the 'Bandera Amarilla' (yellow about in a stifling atmosphere for an hour, certainly reduces chances of loshe has incorporated in his party, and ling life through suffication to a mini-

> A Learned Negro. Rev. J. W. E. Bowen, the colored Methodist minister, who at the curset led the balloting for bisheps at the Cleveland general conference, was bern of slave parents at New Orleans in 1854.

His intense religious nature manifested



REV. J. W. É. BOWEN.

became converted. Young Bowen started out to get a good education and succeeded. He entered the University of New Orleans and left it with the degree of A. B. Passing through Boston University, he was a bachelor of divinity and was later given his full degree in philosophy by that school. He was made doctor of divinity at Gammon Theological Seminary in 1893. For a time he filled the chair of mathematles in Central Tennessee College, was paster of St. John's Church, at Newark, N. J., and of Centennial Church, at Baltimore. He has filled such positions as the chair of church history in Morgan College, of Hebrew in Howard University, and of historical theology in Gammon Seminary. He has been a hard worker and a voluminous writer. His publications include a volume of sermons and addresses: "Plain Talks to the Colored People of Amerca," '92. Address at the dedication of the negro building, Cotton States and International Exposition: "Appeal to the King"; address before the congress on Africa of the same exposition, "The Comparative Status of the Negro at the Close of the War and Today." In these addresses he pleaded for higher education of leaders of the colored people.

Canada's Pet Poet,

Canada's pet peet, Bliss Carman, is known in many parts of the dominion where his poetry is not read, as a famous sportsman. This is especially true of Nova Scotia, where he frequently hunts and fishes. He is thoroughly at home in the woods, love of which inspired some of his best verse. He is probably the tallest pact of the time, a triffe above six feet in stanture, and rugged and sinewy. His bair is red.

Unkindest Cut.

"That was the unkindest cut of all." tte he rose by gallant and merito- said the lady to the interviewer when work on the field of buttle to the she saw how they'd reproduced her of captain. In 1864 he returned to photograph .- Judy.

LANGLEY'S INVENTION.

The Secretary of the Smithsonian Institution Has invented a Steam-Propelled, Winged Accodrome That Has Already Stood the Test.



who read this article

on May 6 a machine did. With that malame men will fly, says a writer in the New York World. These are facts, and here is an accur-

the first time. At Occoquan, Va., not far from Wash-Professor Samuel P. Langley, of the Smithsonian institute, sent up the model of a flying machine driven by a small steam engine. The machine rose 200 feet and flew steadily about half a mile. The fuel at this point gave out and the machine gently sank to the ground. The engine was restocked and a second flight was made as successfully as the first.

Professor Alexander Graham Bell, the inventor of the telephone, was a witness of these flights, and describes them | mosphere, over his own signature. There can be neither mistake nor deception about it.

World to-day much as the announcement of Stephenson's locomotive came tury ago. Then as now it was impos-

A DISTINGUISHEDMAN. the university to have conferred upon A FLYING MACHINE. treubled himself to any extent about the description of a suitable conferred upon the first the description of a suitable conferred upon the first the description of a suitable conferred upon the first the description of a suitable conferred upon the first the description of a suitable conferred upon the first the description of a suitable conferred upon the first the description of the des quited for a long trip,

HE problem of the planes to sustain a powerful steam on mentum. The sky-searching condor of flying machine has gine and a car carrying a number of the Andes gets a start usually by dropbeen solved. Those passengers. The steam may be obtain- ping from a lofty erag. An important are reading of the ful- that has been compressed and loaded the question of landing safely. People Blinent of a world-old into cylindrical reservoirs of thin are not going to travel in a vehicle that speech, dream. Men have drawn steel tobing, Such a re-cryotr thought of flying since can be made to hold too times its cubi- smash-up. Professor Langley believes Daedalus spread his cal contents of gas, and thus the air he sees the way out of this trouble, but is their own, fabled wings 2,700 ship is able to take on board a great he guards his ideas on the subject very years ago. Perhaps be- quantity of fact in a very small com- carefully, fore that. No man has pass. The four-horse power Copeland as yet really flown, but | engine now on the market weighs only | future for passenger traffic will be modheight being twenty-one inches,

Professor Langley calls his machine els at the rate of eighteen miles an sustaining power required by the air over thin ice which would not bear him the thinner the ice needed to hold him ! over the surface of a pond of water.

This simple statement comes to the | an hour, it can carry twice as much | weight when going twice as fast. Until and no steering would be necessary. recently it has been imagined that the to the world three-quarters of a cen- atmosphere was not dense enough for temerity to deliver a serious lecture on propellers to act upon it effectively. the prospects of navigating the air

Perple commonly think of flight in could be furnished casily enough when | heights, but for that there is no necesright way; this accomplished, there was I travel at a level high enough to be clear no difficulty in supplying the power re- of houses and trees. The start must long would have a sufficient area of before it can rise, thus gathering mo-

twenty-seven pounds and occupies a lifted on the plan of a trolley for the sake floor space of but ten inches square, its | of rafety. Suppose a line of poles carry-New York to Chicago. The airship ate picture of the machine, printed for an "aerodrome" or air runner. It tray- overhead would be connected with this wire below by two wires. The connecthour. The inventor regards it as an ing wires would travel along the trolley ington, on the day above mentioned, important point of advantage that it is wire. By means of this arrangement able to go so slowly. This will be un- the power for running the propeller derstood when it is explained that the fans could be furnished from dynamo stations at suitable intervals along the ship becomes less in proportion to the route. Thus all necessity for carrying increase of its speed. A man can skate an engine on the aerial vessel would be obviated. The airship might fly at a transform a house into a home. if he stood still. The faster he goes | height of 100 feet or so above the trolley, it would carry suspended beneath it a humanity that could scarcely be enup. If he go fast enough he could run | car for passengers. Who can say that | dured if he belonged to some one else. ten years hence we may not see such a but, being our own, is a never-failing The same principle applies to the acro- line as this running across the contindrome in its progress through the at- ent, with a continuous flight of aerodromes departing and arriving at 30-If the aerodrome is able to sustain | minute intervals? One important aditself when flying only eighteen miles | vantage of the trolley idea is that the wire would control the flying machine,

the question of a suitable engine, which the air as implying an ascent to great Crying East and a soft fundle of HUMBUG ABOUT PROF, needed. The problem was to make a sity. All that is required for practical machine that would tly, and tly in the purposes is that the aerodrome shall be made from a height. Not the best In short the difficulties are greatly fiver among the searing birds can make lessened by the enlargement of the ma- a start from the ground without much chine. A fiver of this type eighty feet difficulty. The eagle takes a long run ed from liquid fuel or by burning gas part of the problem of human flight is is apt to wind up Its journey with a

It may be that the aerodrome of the ing a trolley wire to be crected from

Fifteen years ago a man who had the

PROF. LANGLEY'S FLYING MACHINE IN MOTION. (Drawn by the Inventor.)

about. But to-day we are on the threstive. Professor Langley's flying machine that will fly introduces a revoluwrought in the past, because at last land and water transportation is transferred to the frictionless air.

lescribed Professor Langley's invention as follows:

Professor Langley's aerodrome on the Potomac river. Indeed, it seemed to me that the experiment was of such historical importance that it should be made public. I should not feel at liberty to give an account of all the details, but the main facts I have Professor Langley's consent for giving you, and they are as follows:

"The acrodrome, or 'flying machine, in question was of steel, driven by a steam engine. It resembled an enormous bird, soaring in the air with extreme regularity in large curves, sweeping steadily upward in a spiral path. the spirals with a diameter of perhaps 100 yards, until it reached a height of about 100 feet in the air, at the end of a course of about half a mile, when the steam gave out, the propellers which had moved it stopped, and then, to my further surprise, the whole, instead of tumbling down, settled as slowly and gracefully as it is possible for any bird to do, touching the water without any damage, and was immediately picked not and was ready to be tried again."

steam engine of one-horse power. The whole contrivance weighs twenty-five pounds. Its light steel framework holds extended horizontally three sheets of thin canvas, one above the other. The length all over is fifteen feet. The engine runs two propellers.

The machine could fly 100 miles, or even a much greater distance with a small engine employed is not of the powerful air current is made to exercise condensing pattern and has no means its lifting power and keep the craft of using the same water over and over. Professor Langley will soon construct | comes, the planes are governed accorda fiver of large size, which will carry a proper mechanical equipment and be capable of extended flight. The one tendency to tilt will develop greater mental purposes. The inventor has not store equilibrium.

sible to understand what changes the This belief is now exploded. Pronew invention was destined to bring fessor Langley's experiments have proved that it is only necessary to make hold of a more important application | the propellers revolve fast enough in of science even than the steam locomo- order to force the airship along at a rate almost indefinitely fast. Also, he has discovered that the resistance tion in transportation more radical offered by the air to the aerodrome is than that which any invention has only one-fiftieth part of what was supposed, implying that so much less motive power is needed. The speed attained by the airship of this pattern For the World Professor Bell has will be 100 miles an hour or more if desired. Such an airship will be able to traverse space at a rate far exceed-"Last Wednesday, May 6, I witnessed | ing the flight of the fastest birds, and very remarkable experiment with a journey across the continent will be accomplished in scarcely more than a few consecutive twinklings.

The theory of the aerodrome is wholly different from that of the balloon. Unlike the latter, it does not aim to float by reason of being lighter than the air. Professor Langley's machine weighs about 1,000 times as much as the air which supports it. It relies upon the air currents, as does a soaring bird. In fact, its principle is derived from the suggestions offered by birds of the vulture type. There is no better example of soaring than the vulture. which, though a large and heavy animal, will remain for a whole day in the air without a single wing-beat, simply opposing its wings to the air currents and thus obtaining support from

Most people have seen the magician Herrmann throw playing cards from the stage of a theater into the third and fourth galleries. This is an illustration of the sustaining power afforded by the air to thin planes moving swiftly through it. The same principle ap-The flying machine carries a small plies to the aerodrome. Suppose that such an airship is on its way from New York to Chicago at a speed of fifty miles an hour, the day being perfectly calm Of course this means a fifty-mile current of air in effect. It opposes the progress of the vessel very slightly, because the latter presents merely the edge of its planes to the breeze. The captain at the helm inclines the planes sufficient supply of steam. But the upward a trifle at the front, so that the affoat. But whichever way the current ingly. The wing planes on either side are slanted slightly upward, so that any described is only a model for experi- pressure in that direction and thus re-

would have ruined his professional reputation by the indiscretion. Now the been mastered through habit, the tated the birds, will doubtless be able to improve on their methods.

Kind-Hearted.

Judge-So you claim to have entered the room at night without any malice? Why did you take off your shoes then? Burglar-Because, your honor, I heard that there was a sick person in the house. - Bolond Istok.

ADVANCE OF WOMEN.

In 1899 there were in the United States 4,455 women doctors against 527

Three hundred and thirty-seven women dentists, against 24. Two hundred and forty women law-

yers against 5. One thousand two nundred and thirty-five women preachers against 67. One hundred and eighty women land

surveyors and engineers against none at all in 1870. Twenty-five women architects against

Eleven thousand women sculptors and painters against 412.

Three thousand women writers against 159.

Eighthundred and eighty-eight wom en journalists against 35.

Three thousand nine hundred and forty-nine actresses against 692.

Thirty-four thousand five hundred and eighteen women musicians against Twenty-one thousand one hundred

and eighty-five shorthand writers against 7. Sixty-four thousand and forty-eight

secretaries and clerks against 8,016. Twenty-seven thousand seven hundred and twenty-seven women bookkeepers against none in 1870.

DEFINITION OF A BABY. Love.

A London paper has been fishing for definitions as to what a baby is and received a long list of definitions. That which took the prize was "A tiny feather from the wing of love dropped into the sacred tap of motherhood.

Among the definitions were the fellowing:

A troublesome compensium of great possibilities.

The only previous possession that never excites envy. A bold ascerter of the rights of free

A thing everybody thinks there is a great deal too much fuss about, unless at

A thing we are expected to kins and look as if we enjoyed it.

The only thing needful to make a home happy.

There is only one perfect specimen of a baby in existence, and every mother is the happy possessor of it.

The most extensive employer of female labor.

The pulp from which the leaves of life's book are made.

A padlock on the chain of love, A soft bendle of love and trouble

which we cannot do without, The morning caller, noonday crawler, midnight brawler.

The magic spell by which the gods

A diminutive specimen of perverse

treasury of delight. A mite of humanity that will cry no harder if a pin is stuck into him than he will if the car won't let him pull her tail.

A crying evil you only aggravate by putting down.

The latest edition of humanity of which every couple think they possess

the finest copy, A native of all countries, who speaks the language of none.

The sweetest thing God ever made and forgot to give wings to.

That which increases the mother's tail, decreases the father's cash, and serves as an alarm clock to the neigh-

A pleasure to two, a nuisance to every other body, and a necessity to the

An inhabitant of Lapland.

LORD CROMER IN EGYPT. His Success Due to His Having a Few Picked Men.

Lord Cromer's success is in particular due to his seeing that the only efficient way to rule Egypt was to have an Englishman at hand to say the final word in every department of state, says the Spectator. He has never wanted to flood Egypt with English administrators after the manner of France in Tunis. Tunis has only a million and a half of people, but there are 8,000 French civil functionaries, besides a large number of military officers. Lord Cromer has always preferred that English heads should use Egyptian hands. The native cabinet and the native bureaucracy have gone untouched, except to be improved and strengthened, but in the shadow behind every magnificent ministerial fauteuil stands the Englishman who controls and directs. This means that our work has been done by a minute staff. Except in the irrigation department, where high technical skill and the inability to take bribes make it absomuch-derided "cranks" are having their lutely necessary to have Englishmen, innings. The foremost advocate of the there are no visible English officials, practicability of aerial volitation, Pro- One advantage of a minute staff is that fessor Octave Chanut, was not long ago all your men can be picked men. And elected president of the American So- in Egypt, whether soldiers or civilians, ciety of Engineers. This question is all the controlling men are picked menthe last transportation problem remain- men who can be trusted not only to ing for man to solve. When the first hold on like buildogs, but who are also dread of the air has been conquered, certain to win when brain power, when the horror of empty space has whether in the Turk, the Armenian, or the Copt, is matched against brain human flyer, having successfully imi- power, tact and advoitness. We do not known whether Lord Cromer ever expressed the thought in words, but if he had said, "I will have no regiment of poorly-paid second-rate Englishmen under me here, but only a few men of the ablest kind in well-paid, responsible posts," he would have exactly expressed the principle upon which he has acted. Another reason for Lord Cromer's success is to be found in the fact that he has always used young men. Egypt is the triumph of young

Ought to Be Promoted.

Principal tto commercial traveler returning from the road)-How came you to charge such low prices to Schmidt, who is known to be a shaky customer? Commerical Traveler-I thought if the man happened to fail we wouldn't lose so much by him.- Handelszeitung.

Congressional Ways.

Highee-You women have a queer idea of a debating club. When I looked in last night you were all talking at once.

Mrs. Highee-We conduct our club on congressional lines, Henry,-Philadelphia North American.

Individuality.

Neither you nor I have a right to ask any one to accept our construction of Christ or the Bible. The right to individual belief-that is Protestantism, that is Presbyterianism, that is Christianity.-Rev. F. C. Vrooman. Presbyterian, Chicago, Ill.

Enlightened Him. "Paw," asked Willie, "what is money easy on call'?"

"It must be," said Mr. Ferry, "when you are sure the fellow you call hasn't any better than two pair against your three."-Cincinnati Enquirer.

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