PROVINCIAL PARAGRAPHS.

CAMPBELLTON, N. B., Sept. 13.—N. Locker, a Jew, who is managing S. Rosenheks store, made an attempt on his life Sunday evening and when he was found this morning was nearly dead. Lecker roomsin the old Masonic Hall building. Usually he has a roommate, but last night he was alone and about 8 o'clock he took a razor and cut an ugly gash in his throat, partly severing the windpipe. When found by friends this morning he was very weak. He was rushed to the hospital and it is thought tonight that he will recover. The unfortunate young man lost his father some time ago and it is supposed that this worry made him temporarily insane when he committed this rash act.

CHATHAM, N. B., Sept. 13.—The Scott Act was fanned into flames at tonight's meeting of the town council. Ald. Williams, as chairman of the police committee, read Scott Act Inspector Lawson's report for August. This showed four convictions during that month. Ald. Loggie declared this report unsatisfactory. Inspector Lawson in his opinion was going from bad to worse. He was not doing his duty, he was only playing at it. He moved that the inspector be discharged.

Ald. Gallivan said this was too abrupt. Why not give him thirty days notice. His salary will have to be paid for this month and the town will therefore be paying two salaries for this work. He moved in amendment, seconded by Ald. Carvell, that the matter lay over until the next monthly meeting.

SUSSEX, N. B., Sept. 13.—The chicken coop of Seth Jones was robbed of eight fine chickens at about three o'clock this morning. The noise made by the chicken stealer aroused certain persons in the neighborhood, but the thief made good his escape before he could be captured ,and a description of the man not being obtainable the police have no clue. Chief McLeod, however, is working hard on the case. The chickens were valuable legherns.

TO STARTLE WORLD WITH NEW AEROPLANE TYPES

New York Engineer Describes Air Turbine and Other Novel Features to be Employed in New Machine He Is to Build.

"These machines, compared with the flying machines of the future, are like canoes of savages alongside the Lusitania."

M. Henri Fournier, once a noted automobilist and now a prominent aviator, recently made that striking comment to a friend as he stood looking over the field of flying machines at Rheims.

In a general way aviators and scientists the world over believe in M. Fournier's prophecy. They are looking into the future. Many of them are already at work on air vehicles which will be as great a surprise to the world as were the first performances of the Wright biplane.

They no longer are interested in the present types of aeroplanes, but are working out new problems of propulsion and design, which they believe will transform the flying machine from a coquettish top of sportsmen into a reliable vehicle for the multitude.

Many American experts are watching very closely the experiments of Mr. H. Faehrmann, of Brooklyn, a practical mechanical engineer, who is associated with one of the largest engineering concerns in this country. Mr. Faehrmann has worked out his invention entirely along scientific and practical lines, and is now preparing to put his ideas into tangible shape.

He declares that all along inventors have been wasting their energies in the wrong direction. In the construction of aeroplanes, he says, they have started their house by building the roof first. To begin with, he proposes to use a new type of propelling apparatus—a turbine, instead of the present two or four bladed propeller, which he compares with the old style overshot water wheel.

He will have his turbines in front rather than behind his planes; will create air currents for the sustaining agency, and by this method will be enabled to life the machine direct from the ground and go slowly and swiftly, as may be desired. The present type of aeroplane cannot fly at a moderate speed. He proposes to use narrow and much smaller sustaining planes, to have an enclosed car for passengers and tubular pontoons beneath the structure which may be used for carrying gasoline and for supporting the machine when alighting in the water.

RESISTANCE AND SPEED.

In speaking of the main principles upon which his machine is to be constructed, Mr. Faehrmann said:

"Everything in the line of aeroplanes up to the present moment represents the old time water wheel, with its efficiency so low that it will remain only as a souvenir of a few splendid days gone by. The turbine, as the master successor, must soon take away the honors and will become the road breaker to final success.

"Air has very little weight per cubic foot, but we utilize that little weight and transform it into air resistance. Without resistance no one—bird, insect or human being—could fly. It is resistance which enables us to keep up in the air certain weights, which will enable us to fly, as we call it. We know that a plane of certain size suspended in the air must fall to the earth when freed from its support. This, however, will change when we move the plane at a certain velocity; it will take more time to fall then, and will not fall at all when a certain speed is attained. In fact, it will not only carry its own weight but will carry considerably more than that if moved rapidly. The higher the speed the greater the load we are enabled to carry and less power we require to propel it forward, if properly placed, of course. Every boy has made this simple experiment with small, flat stones by throwing them over the surface of the water, and has found to his delight that the stone, though heavier than the water, does not not sink, but skips along the surface until the velocity has died away, when it sinks.

"High speed is the fundamental necessity of all aerial navigation, but in order to obtain high velocities we must have propellers of great strength to transmit these enormous strains that come upon them. There is only one solution possible and that is a propeller of all steel annd of novel construction. The average speed of a propeller today is about four miles a minute; that means a point at the rim will travel at the rate of four miles a minute. I purpose greatly to increase this speed and still have a factor of safety of five in my design."

Mr. Faehrmann declared that it was entirely out of the question to use wood for the most efficient propellers and continued to describe his own design:—

"In my machine, which will be called the aeromobile, the propellers will be in front, where undisturbed columns of air which are taken up produce great pressure. To make this clear I refer to the turbines at Niagara Falls. The enormous masses of water coming down the stream reach the bottom of the shaft under a tremendous pressure, and exert this pressure on a wheel, or wheels, by spinning them around, thereby changing the pressure into velocities. We have here a similar transformation. Instead of the water power we use a motor which revolves propellers at tremendous speed to produce that pressure directly behind the blades. Again, through a simple arrangement, this pressure is transformed into velocities which will carry certain weights per square foot area. In the first case we move the plane and have the air standing, and in the second case—by producing air currents—we move the air and have the planes standing. The results are similar. But the advantage is certainly gained that by mechanically produced air currents a machine can be made narrow and long, which gives little resistance to advance ,and which can be held under perfect control of the operator, which solves the question of equilibrium and stability.

"In the aeromobile the propellers will be set at a slight incline from the horizontal, thereby raising the front of the machine, the rest of the weigh being carried by the air currents produced. There will be four working planes, two upper ones, one right hand and one left hand, and two lower ones one right and one left. By changing velocities from right to left, and if the velocity on the right hand side is greater than on the left hand side the machine must turn to the left, and vice versa. If the velocities under the lower planes are greater than under the upper planes the vessel must rise still more. This machine need not be propelled along the ground preparatory to flight. It will rise directly from the ground, no starting device being required. Four wheels are used simply for transportation. If we desire to float in the air the smaller velocities are simply changed into greater ones and the aeromobile rises. So, simply by handling a few levers, we absolutely control where and when and how we desire to navigate. According to theory, the wider and narrower a plane, moving against the air, the more efficient it is with low velocities, but the more troublesome it becomes when we must handle it against uncertain and unknown winds.

"I shall use only narrow and long planes, which will require higher velocities than the former ones, but which will be in our favor, as they give little resistance to the advancing machine. At the same time they will control any wind with which it may be necessary to contend. The top plane is a safety plane and is required only in case the motor should stop. I consider it a great mistake to have the propellers in the back. We have the best proof of this in the unfortunate accident which befell Mr. Orville Wright and in which Lieutenant Selfridge lost his life. Had the propeller been in front on the Wright machine the one propeller would have pulled the machine along instead of upsetting it. Remember that Mr. Wright at that time was in a six mile breeze and that such a wind was sufficient to upset a forty foot wide and six foot long plane. In the aeromobile the safety plane is so far away from the centre of gravity that an upsetting is well nigh impossible.

CHANGING O FVELOCITIES.

"In the changing of velocities at the will of the operator lies the whole secret of successful navigation. To go fast in an aeroplane is not a difficult feat, but to go slowly is an art and should be recognized as such. By making slow speed almost any one may learn to fly without the risk of life. The best machine of today cannot navigate in a wind much stronger than twenty miles an hour, and present types will never be able to improve on that very much. The reason for this is that the aeroplane as now constructed rests and depends upon undisturbed columns of air—very well, indeed, in theory, but a heartrending failure in practical life, as calm air exists very rarely.

"'Why not imitate the birds,' is a question very commonly asked. That looks simple and natural enough, but the bird has instinct—a gift which we, I am afraid, must always do without. And as we have to rely upon an engine as motive power our first consideration must be that of equilibrium and stability. There is one way, and only one way, to accomplish this. We must produce air currents mechanically for our weight to rest upon, the same as does the bird. With such generated air currents it does not matter where the planes are travelling, whether near the ground of a above the tree tops, as the currents produced will always be greter than the existing air currents of nature. A wind of forty miles an hour is very unusual, and if the iar currents produced is to be fifty miles or more then we certainly must be able to go ahead under any circumstances. This is the only correct solution of aerial navigation.

TO BE BUILT OF STEEL.

Mr. Faehrmann proposes to build his machine chiefly of steel, with steel frames of novel design and planes of magnalium especially rolled, which, he says, will show a factor of safety of five in a sixty mile wind. He gives much credit to Professor Langley, and says he has contributed more to the aid of inventors in perfecting aerial locomotion than all other scientists who have worked in the realm of aero dynamics.

Patents have been procured on the aeromobile and the new type of air turbine which we proposes to use, and he states that he is now at work on a new type of gasolene engine, which he hopes will be better adapted to aerial work than any of the existing models.

"About all that now remains to be solved in this complex aerial problem," he said, "is how to produce an air current that will carry two or four pounds per square foot of area. The solution of this problem we are about to demonstrate in our ne wmachine."

He then referred to an accident which recently happened on the Manhattan bridge, as showing what it was possible to do with artificial air currents. While the men were at work on the structure one of the compressed air couplings burst and the escaping current from a 1 1-2 inch air hose was powerful enough to carry a workman weighing 160 pounds thirty feet up in the air.

"That shows what force there is in these currents," he said, "and it is very reasonable that, since we have in actual use fans for cupolas which produce a pressure of 140 pounds per square foot, it will be an easy matter to build a fan or propeller for ten or twelve pounds per square foot pressure. That will settle the whole question of practical air travel."

OFFERED $3,000 FOR HIS VOTE

MONTREAL, Sept. 13.—The declaration under oath, by Ald. Clearihue, that Mr. Mark Workman, a heavy share holder, had offered him $3,000 to vote for the Montreal Heat and Power Company's contract, caused a sensation before the Royal Commission this afternoon.

"I gave that man such a tongue thrashing that he was ashamed of himself," declared Ald. Clearihue referring to Mr. Workman. The alderman added that Mr. Workman asked him during the interview not to mention any names, and Ald. Clearihue said he agreed to keep silence unless forced to reveal the name.

There could be no mistake about the interview, Ald. Clearihue said. He had been approached at the time by two men. The first was Mr. A. D. Porcheron, who offered him shares in the company, and that did not work, and then Mr. Workman interviewed him, and said there was $3,000 if he voted the right way.

It was about this offer that Ald. Clearihue said he made a statement in council one afternoon to the effect that he had been offered money.

Since then the power company had entered action against him, but had not pressed the suit.

"These are the people that stand up and malign us," declared Ald. Clearihue, referring to the evidence given by W. McLean Walbank, vice-president of the company, who testified that aldermen came to him looking for graft.

MAY ASK GOVT. TO TAKE CHARGE

The Common Council debated harbor matters for some time yesterday afternoon and ended by recommending to the Harbor Board two courses of action. One is embodied in the agreement the draft of which was prescribed to the Common Council by Recorder Skinner. The other course is contained in a resolution moved by Ald. Kelley, and passed by the Mayors' casting vote, to the effect that the Harbor Board consider as a course alternative to that implied by the draft of the agrement that was presented by the Recorder, the proposition to induce the Old Dominion Government to take over the harbor properties on West Side.

A recommendation from the Water and Sewrage Board to the effect that a committee of three be appointed to confer with a committee of a like number of members from the Municipal Council on the matter of sewerage on City line, West Side, was adopted.

The same was done with a recommendation from the Board of Public Works to the effect that the contract for the laying of asphalt paving on the east side of Douglas avenue between Hilyard and Bentley streets, be awarded to Magee & Co.

The council resolved itself into a committe of the whole and considered the draft of the agreement for the transfer of harbor lots, presented by Recorder Skinner.

The committee discussed this for some time. Ald Frink suggested that the harbor board be asked to discuss the matter of transfer with the C. P. R. The agreement was referred to the board.

Ald. Baxter suggested that Hon. H. R. Emmerson be secured as counsel for the harbor board, as no member of that body had sufficient knowledge of railway legislation to deal with the matter

Ald Frink objected to any lawyer being named and the suggestion was adopted with that amendment.

Ald. Likely expressed himself as decidedly opposed to the project.

Ald. Kelley said he was willing that the recommendation concerning counsel pass if the motion did not commit him to the agreement.

Ald. Codner was opposed to the suggestion.

Ald. Kelley expressed the opinion that the harbor board should negotiate for government control of the West Side berths.

Ald. Baxter suggested that the harbor board consider the suggestion as an affirmative agreement.

Ald. Kelley had a resolution calling upon the harbor board to look into the matter of government control and on the motion of Ald. Baxter the subject matter of the resolution was referred to the harbor board.

It was also decided to call upon the Board of Public Safety to consider the matter of having a telephone exchange provided for the city building.

A SAGE MOVE.

"I summered in a small place where eevrybody played checkers, and I got a reputation as a champion, I can tell you."

"I didn't know you could play checkers."

"I can't. So I only played one game."

"Then how did you get the reputation of being a champion."

"'I took twenty minutes for my first move."

MANY AMENDMENTS

When you started on your political careed, you made numerous excellent resolutions." "Yes," answered Senator Sorghum, pensively; "but I have tacked on a great many amendments since then."

ALSATIAN CHEESE

Take two small Neufchatel cheeses and one small onion chopped fine,two tablespoons of sweet cream, salt and pepper to taste. Stir all together to a creamy paste, then stir the onion into it. Spread thin crackers of any sort and serve for luncheon. If preferred a little appetizing sauce can be added.

BUSINESS WITH THE WEST INDIES

Given Some Attention by Board of Trade

YESTERDAY'S MEETING

Very Little Done—Report of Council Deals With Subsidies—Other Matters

The Board of Trade met yesterday afternoon in regular session, but the attendance was so small that it was deemed wise to adjourn to meet at the call of the chair early next month. Little business was transacted. The summary of business done since the last meeting was received, but was discussed very briefly.

H. B. Schofield spoke of the importance of the visit of the British West Indies trade commission which had been invited to meet in St. John. This port, he said, was in a position to get part of the West Indian trade if its merchants would make an effort to get it. Every member of the board should try to attend the meeting of the commission, which would be held in St. John.

The following firms were nominated for membership on the board and were elected: Charles Robinson, W. A. Munroe, J. C. Mackintosh & Co., Tilley & Fairweather, and Hilyard Brothers.

The summary covered six months work on the part of the council.

Concerning the application of Mr. Gifkins, manager of the D. A. R., for an increase in the subsidy of the St. John-Digby service the report said nothing had been done.

The Magdeline Islands Steamship Company had been recommended for $10,000 Federal subsidy for the South Shore route and was in a fair way to receive the provincial grant of $3,000 as well.

The council recommended the greatest publicity concerning the transfer of harbor lots to the C. P. R., and urged that immediate steps be taken in view of the rapid approach of the winter port season, to supply grain shipping facilities for berths 5 and 6.

The report mentioned that booklets advertising the province had been issued by both the Dominion government and by the C. P. R., and also mentioned the advertising of the port of St. John which had been done by the board.

Concerning the Mexico-Cuba trade the report mentioned the fact that the Elder-Dempster, the Munson and the Boston-Cuban steamship lines would all provide sailings from this port to the countries mentioned, during the coming winter.

The committee on the Tobique Dam had devoted some attention to the provisions of the Tobique Dam bill and would have before it some of the fishery inspectors to give evidence.

Mention was made of the appointment of W. F. Hatheway, M. P. P., and James Pender as delegates to the congress of Chambers of Commerce of the Empire, which will meet in Sydney, Australia.

The work of the New Industries Committee was touched upon and the importance of New Brunswick taking steps to induce the Dominion government to establish a navy yard in this province was urged.

It was also stated in the report that an invitation had been extended to the commission appointed by the British government to inquire into the means for promoting closer trade relations between Canada and the British West Indies.

MONTREAL, Sept. 13.—A big commercial deal involving a million and a half was put through when the Toronto firm of A. E. Ree and Co. purchased the Departmental store business of the Carsley Company Limited. The sale included the uptown store and the stock of the uptown and down-town stores.

QUEBEC, Sept. 13.—The Province of Quebec is gettting after New Brunswickers for fishing without licenses in the Metapedia and Restigouche rivers. L. Cannon, of this city, left today for New Carlisle to represent the Government.