

"Master, I wonder how the fishes live in the sea."
 "Why, as men do a-land: the great ones eat up the
 little ones."
 —Shakespeare.

The agitation for secession was renewed and Lord Dufferin came out to try and compose the public mind. He was received by

They remained at that work until the coming of the bicycle craze. Both of the boys had shown

"Since we put an engine on our machine we have been improving it, point by point. As we found out how to fly. When we started out we determined to work for a flyer that could go out in ordinary winds. We found that if the wings were of a dihedral angle gives automatic balance in still air but it makes the flyer tip over in winds. We think it is dangerous, and turn our wings down a little. Our flyer is balanced in still air by twisting or warping the outer edge of the plane.

"We learned how to balance with these, but we had trouble with unexpected dives, downward and sideways. The first submarines had the same trouble. We have flown and flown till we hunted out the reason.

"When a flyer goes with the wind it adds the wind's speed to its own. When it flies against the wind it subtracts over the ground is equal to the difference between the flyer's speed and the wind's. A flyer for a few moments over one spot when it flies is just equal to the wind's. I have even seen birds go backward, flying as hard as they could, but the wind's flying machine is uncomfortable because of the dangerous possibilities of landing backward.

"Flying across a wind the machine goes obliquely as seen from the ground. I remember taking a bird on a trip across the country which was against the wind. He looked down and saw the ground sliding sideways under him and got so nervous over that he jumped up and clung to the uprights of the flyer. But a flyer machine acts just as a bird does. In this regard, it points out the difference between the wind's speed and its own. The air comes directly into one's face, excepting for momentary gusts or on quick turns. It always flows directly back along one's back, from the head to the tail. I have seen birds fly nearly sideways across the wind, but they are not in the way they were going. All airships must fly obliquely in the same way. There are no breezes com-

Last year there appeared in London a picturesque character named De Carron. Like Col. Greene, he had been a poor cowpuncher in a Western State, and had crossed to Mexico, where he acquired an interest in an extensive copper field. Amongst his partners appear the name of President Diaz and several other of Mexico's distinguished men. When he crossed the Atlantic from New York he engaged, at a cost so large that I hesitate to mention it, the saloon deck of one of the great Cunarders. He took with him a gay party of guests and a retinue of servants. Everything the heart could wish for or human ingenuity devise—even fresh flowers and fruits of the rarest kinds, fancy drinks, including the seductive cocktail and the cooling John Collins in the morning and highballs at bedtime—were provided by the generous host. Upon arrival at London, where a great hotel had been engaged in advance for the accommodation of the party, De Carron and his guests held court; as it were, and entertained the highest and best people of the land with a magnificence that royalty might envy. The entertainer "took" at once with London society, at least with that kind of society which measures a man's worth by the size of his bank account, and his schemes were floated with little difficulty. It is said that one of his most daring and enterprising strokes was the leasing of one edition of a first-class London illustrated newspaper, which he devoted to portraits of himself, President Diaz and other friends and the scenes and prospectuses of the mining properties he had to offer. When he went away with his guests, De Carron left aaching void in the ranks of those who worship the golden calf, and it is remarked that those who regretted his departure—most were the waiters, whose "tips" were never less than five and often as large as twenty dollars a

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