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The Evening Times.

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KNIGHTS OF PYTHIAS

Elections in Canada are generally followed by a large number of protests in the courts. It is worthy of note that the province of Ontario has set a new standard. Only one protest followed the recent provincial elections, and that was not a party but a personal affair. Commenting on the fact the Ottawa Journal (Independent) says:

THROUGH THE AIR

People are disposed to read with interest whatever bears the stamp of any authority on the subject of aerial navigation. On Monday the despatches from New York gave an interview with Mr. Henri Farman, the noted French aeronaut, who has come to America to give exhibitions in his aeroplane. The report of that interview may now be supplemented by the following article from the pen of Mr. Farman, written for the New York American of Tuesday:

"Flying will be as common as automobiling within ten years. It will take another decade to perfect the flying machine for practical and safe use. It took several years to bring the bicycle, and the automobile to that state, and now the energies of the mechanic and the aeronaut are turned to the perfecting of the flying machine. Some people will always remain too timid to go up into the air, just as some are even now too timid to courage or the ability to ride a bicycle either. It will become quite a fad, I believe, for a man to take his wife and friends a hundred or two hundred miles in his flying machine to call on some friend in the country. The flight of the imagination that conceives such a plan will be bridged within ten years, I believe. The novelty of such trips will wear off just as does the novelty of an auto jaunt.

"Air sailing will remain in its experimental stages only a few years longer. The time for experimentation is passing rapidly. "Half the solution of the air-sailing problem rests on the perfection of the motor. My motor weighs over 200 pounds, one-fifth the entire weight of the machine with me in it. It is fifty-five horsepower, but only three-fifths of that can be used. Half of the available power is applied to the propeller, which leaves me only nineteen horsepower for driving purposes. That is the defect of the present motor, on the remedying of which progress in air navigation depends. When I can increase the horsepower without increasing the weight, the problem will be solved. For instance, my present one weighs 220 kilos, or over 1,100 pounds. The available horsepower of the motor is thirty-eight. When I can reduce the whole outfit to twenty kilos in weight to one horsepower in use, half the difficulty of flying will be overcome.

"The other half lies in the problem of aerial balance. The machine must balance itself automatically, like a bird, before absolute safety in flight can be guaranteed. The only way such mastery of winds and air can be obtained is by the successful imitation of the bird. A machine of the monoplane type—a winged flying machine—will be the practical airship of the future. I have been studying the monoplane machine, and will begin the construction of one as soon as I return to France. My aeroplane is too big and clumsy for practical use. I am also experimenting with a "flying fish" type of machine, with three planes, one partly

over the other, like a staircase; but I pin my faith in the practicability of air-sailing on the monoplane machine. "I had a splendid opportunity to study the models for this type during my trip across the ocean on the Touraine. I watched the sea gulls from the deck all day long. They can remain absolutely motionless overhead as if pinned to the atmosphere. In five years that secret will be solved. I say five years, because aeronauts are all earnestly trying to solve the problem of balance now. Judging by past events it ought to be completely mastered in five years.

"My faith in the solution of both the motor and the balance problems is best illustrated by the promise I made my wife the other day. I told her she would enjoy the novel sensation some day of breakfasting with me in Paris, lunching in Marseilles and dining on the African coast all in the same day. "I have been trying a new kind of equilibration on the plan of the bird, but the experiment is incomplete. I do not know how successful it will be. I believe I have the right principle and will pursue the experiments when I return to France. I will give close attention to the balancing problem during any of the exhibitions here. The Brighton Beach experiment will not be as satisfactory as I would like to have it. The track is not long enough. It takes 100 yards to start and 100 yards to stop the machine, and the intervening space left is only about half a mile. That will suffice, however, for a reasonably straight flight, if the wind is not too strong or gusty.

"Balancing is not a practical thing. It will always remain an adventure to go up in a balloon. The only commercial value of a balloon will be as an engine of war from which to drop projectiles. The element of danger with the gasbag is too great. Another obstacle to its general use is its ponderous size when the bag is inflated. "The successful flying machine will never rival the railroad for commercial utility. It may succeed the automobile as an instrument of recreation and I dare say the usual quota of brave lives will be sacrificed to make it an available means of travel, but it can never supplant the railroad.

"I do not prophesy that flying machines will be used by every one in ten years, but I venture the prediction that excursion trips in them will be no novelty before another decade has passed.

On the subject of imperial unity the Montreal Star says: "This is no time for the joints of the British Empire to grow loose. Where divisions are visible, they must be cemented. Where gaps appear, they must be bridged. We must get near enough together to feel the shoulder touch and so be ready for immediate and united action at the restless command of necessity. In this regard, every one of us can do some building over against his own house. Let us see that our influence is always for harmony and good will. Canada even today is one of the mainstays of the Empire, and in the future must become one of its greatest hopes. It is our duty to see that the stay is kept steady and that the hope is not disappointed."

Determined to have the biggest attraction for the Chatham exhibition management sent for Governor Fraser of Nova Scotia. Now let the St. John management get a line on Mr. Taft. In Hot Springs, Virginia, the other day, Mr. Taft got wedged in a telephone booth, and the hotel carpenters had to saw him out. If Chatham gets Fraser, it's Taft for St. John.

The hot war has swept from Venezuela to Honduras, and that funny little country has handed back their papers to the foreign consular representatives. However, three robbers in a Boston street can do more damage in a day than the Honduran army could do in a week.

At least the city is to be provided with street corner signs, so that persons unfamiliar with a locality may learn their whereabouts. The estimated cost is so small that the citizens will wonder the work was not done years ago.

A STRANGE WILL

A law case with strangely dramatic adjuncts was lately before the superior court of St. Petersburg. The odd circumstances leading to the legal proceedings were as follows: One of the wealthiest landowners near Smolenak died not long ago, and after the funeral the heirs looked vainly for the will, but without success. A few days later a young man, seeing a graphophone on a table in the dead man's library, put into it a record which he supposed was that of a popular Russian song. To his amazement and terror, instead of a song, he heard the voice of the dead man recite the words of the missing will. The heirs were notified of the discovery, lawyers were summoned, and they lost no time in examining the record containing the will. It was found to be flawless, and the question then arose whether a will on a graphophone cylinder would be deemed valid by the courts. It is, therefore, on this unique point that the superior court must render its decision.

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PRAYER OF CYRUS BROWN

"The proper way for a man to pray," said Deacon Lemuel Keyes. "And the only proper attitude is down upon his knees." "No, I should say the way to pray," said Rev. Dr. Wise. "It stands straight with outstretched arms and rapt and upturned eyes." "Oh, no, no," said Elder Snow. "Such posture is too proud. A man should pray with eyes cast closed and head contritely bowed." "It seems to me his hands should be clasped in prayer," said Rev. Dr. Blunt. "With both thumbs pointing toward the ground." "Last year I fell in Hodgkin's well 'Head first,'" said Cyrus Brown. "With both my hands outstretched, My head a-plating down." "Ah! I made a prayer right then an' there— Best prayer ever I ever prayed. A-standing on my head."

IN LIGHTER VEIN

POOR BUSINESS. European Bandit Chief (after the coach robbery)—"Curse on these personally-conducted tourists! The fourth lot of Americans this month, and each our best! But souvenir postcards, souvenir spoons, guide books, pressed leaves, and pieces of lava!"—Puck.

TOO OLD FOR COLLEGE. "Should a man go to college after fifty?" "Well, he might pass muster at tennis," answered the expert. "But a man can't expect to do much in baseball or football at that age."—Louisville Courier-Journal.

OVERWORKED. The Boss—"What's that?" "The Boss says you'd better send out and get a half-dozen boys to do my work in this office," said the clerk to the Boss. "Harper's Bazaar."

THE PERILS OF THE MOTORIST. From a notice board outside the Sandhurst National school: "DANGER. Motorists Beware of The School Children."—Punch.

SHERWOOD FINANCE. "You refuse cash my check for \$100?" "Yes." "I don't understand you." "Well, it's not worth saving!"—Cleveland News.

APPROPRIATE EXERCISE. "Fidelity Visitor"—"Are you allowed in this place any exercise beneficial for your health?" "Oh, yes, ma'am. By advice of my counsel I have been skipping the rope."—Baltimore American.

AGREABLE. "Oh, I'm crazy to go on the stage." "The stage with a mind analytic." "Was the only time I knew in this age." "When an actress agreed with a critic."—Cleveland News.

THE INGLENOOK PHILOSOOPHER OF KENNEBACASSIS BAY. I think it was Lady Dufferin who in "The Irish Emigrant's Lament" said with honest directness, "The poor make no new friends." Substitute "old" for "poor" and the line will still be accepted as true by the majority of men and women past middle age. Some sixty years ago I taught a school of some forty pupils, and most of those children and their parents were my friends. Only the other day I received a letter from one of those old pupils of mine, in which she wrote that not one of the parents of those boys and girls of mine was alive, those boys and girls of mine were now the only survivors, so far as she could ascertain, of all the children that came to me for instruction. Here were more than half a hundred friends that have never been replaced, and half a hundred old friends are a goodly number. Politicians talk of their "friends and supporters," but there is no friendship in trade—and therefore there can be none in politics. The old, if they are well-to-do, are never in want of so-called "friends" any more than the politician who has the farming out. But such friendship is as insulating as it is grotesque; it shows what a low estimate is placed on the discretion of the person to whom it is offered.

I was visited the other day by a lady that I regard as one of my early friends, though she is many years my junior. Her other lady friend, eight years old, accompanied her. She and I have been particular little assistants, to climb on my knee when I met her at her mother's. Then, there were two gentlemen in the party, brought with them the squirrel chattering and the wood-pecker drumming all about us. My older lady friend and I discussed the various incidents in our lives during the last few years. My younger lady friend clambered on my knee, and pressing her arms against my neck, exclaimed, "While the young gentlemen amused themselves with various athletic exercises, I spoke somewhat mournfully to my elder lady friend of the swift flight of the years." "Let them go," she answered brightly; "they are piloting us home to the faithful friends of our childhood and youth; they will not delay their welcome on our arrival. I rather envy the old," she continued with animation, "they are like the ships that come into the harbor after a long and tempestuous voyage:

"The sailor is home from the sea, And the huntsman is home from the hill." The years should not bring despondency, for aside from the hope of another life, they afford us but little heart-ache and heart-break. After my friends had set out on their return to the city I mused long on the problem of their future. But at last I said to myself, "This young lady who speaks so kindly of the years will never be cast down by their spite; she looks forward to something over which they have no power; their haste is something she will welcome rather than regret. And my little Fred! If she should come to my years how many times will she shake and sob as her castles fall down—as her dreams are dispelled! May she realize though sorely afflicted that blessed are the pure in heart, and be comforted as one wanders through the wilderness of the world!" "These young gentlemen! Well, 'men must work and women must weep,'" I concluded, and straightway fell asleep.

Whitehead, Kings Co., July 24. The little lamb that Mary had For dinner, with some doubt she scanned For dinner, with some doubt she scanned. Oh, not because that lamb was bad, But she'd a hunch the peas was spiced.—Indianapolis News.

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