

secular education. The measure at present agitating the empire and even threatening to disrupt the German cabinet is said to represent entirely the will of the monarch. However, it is thought that influence enough will be found in the parliament to make it a law.

This measure is probably the most unique in the history of the church and state in their combined capacity. It provides for compulsory religious instruction in the State schools.

But the emperor designates the religions which are to be recognized as orthodox from his standpoint. They are Lutherans, Old Lutherans, Roman Catholics, Greek Catholics, Anglicans, Moravians, Quakers and Jews. For these eight sects religious instruction will be provided, and every German parent may choose any one of them for his children, but in the event of his rejecting the whole, he will be compelled to leave the country.

It is said that every one of the immediate advisers of the German Emperor are opposed to this bill, but the latter is firmly entrenched for religion as a factor in moulding peaceful, industrious subjects, and in giving his people eight sects to choose from he thinks that is as far as religious liberty should go.

A BRAVE AND DETERMINED SPIRIT

THE appearance of General B. F. Butler in the Supreme Court of the U. S., at Washington, in behalf of the two Chicago anarchists, Fielden and Schwab, last Tuesday, drew a large crowd to see and hear the well-known veteran. A number of distinguished lawyers occupied the division of the apartment divided off for attorneys, while the portion allotted to spectators was not only crowded, but the throng extended twenty feet around the entrance. As the General is a conspicuous figure in American history, all citizens naturally take a more or less personal interest in him; we therefore present the following extract from a special correspondence of an eastern contemporary, descriptive of the scene in the court room on the occasion in question:

"General Butler appeared to be feeble in strength and in voice, and as he arose to address the court he was assisted to his feet by Lawyer Saloman. His words were scarcely audible to those sitting near him. There was plenty of force to them, but they were of such a guttural and incoherent character that they ran together into a low rumble. Much of the General's address was read from manuscript, a practice very unusual for him. He frequently laid aside the copy, however, and interjected vigorous elaboration of the points. He used occasional gestures and several times brought his clenched right fist down with a thump

upon the high table provided for those who address the court.

It is evident that the vigorous, uncompromising soldier, capable lawyer and effective orator has reached the point in his career toward which we are all traveling. We will all get there if we live long enough. General Butler's energetic and forcible spirit is still present, but it cannot make itself felt as of old, being imprisoned by natural conditions that interrupt the manifestations of the powers that exist within. There is something sublime, however, in the spectacle of a courageous mind continuing to struggle to exhibit itself even when its physical medium for expression is well nigh worn out.

MORE FLYING MACHINES.

THE New York *World* has a special from Salem, Illinois, showing that the perennial state of flurry in which the people are kept regarding the alleged discovery of aerial locomotion, and which had "eased up" a little of late, has revived and grown to its former proportions. By a singular coincidence the inventor this time is Judd Green—not a brother of the famed Darius, "no relation"—and he lives in the place named, holding the important office of city marshal there. He is described as a real genius. When a boy, the flying top attracted his attention, and like Watts poring over his mother's tea-kettle, he evolved a great idea, that idea being that aerial navigation was possible. Recently he has been engaged in working on his plan of an airship, and has just completed his model. The model has been examined by Congressman W. J. Bryan, of Lincoln, Neb.; by Judge Schaeffer, formerly Chief Justice of this Territory; by ex-Senator Thomas E. Merritt and other prominent men, and they are not only impressed with it, but Mr. Bryan especially expressed himself as of the belief that the plan was not only feasible but that it would prove a success. As may be observed from the model, it is void of wings and other appendages. It is cigar-shaped, with propeller at one end and a rudder at the other. Beneath the basket or car is a screw power, which while in motion lifts its own weight, and will be used as ballast. For the present, until he obtains letters patent, Green prefers that a minute account of it be not made public. Subsequently, however, a complete description of it is to be given.

There is still another inventor at work in the same State, solving the problem of aerial navigation. The secretary of State of Illinois has just

granted a license to a number of Chicago capitalists to organize a stock company with a capital of \$30,000,000 to develop the contrivance of this other genius. The company will be named the Pennington Aerial Mail, Express and Construction Company.

E. J. Pennington, the inventor, has been engaged in constructing an airship, capable of carrying seven persons, and to be operated by electricity, which he claims will make the trip between Chicago and New York in six hours.

Prof. Pennington gave demonstrations of the capability of his air-vessel at the Chicago and St. Louis Expositions last fall, but they were not successful, as far as aerial navigation was concerned. An explanation, however, was given by the gentleman which was accepted as satisfactory by his supporters. In Chicago there was not sufficient room and the contrivance could give no exhibition of its sustaining power and speed within the building. In St. Louis the height at which the ship was operated was only eighty feet and it had to keep inside the fair grounds.

The inventor claims that he can travel at the rate of 100 miles an hour in any weather and against headwinds. The operating machinery is constructed to create a vacuum in advance of the airship thus acquiring its motion from the air pressure in the rear. This plan, it is said, renders the ship entirely independent of air-currents. The trial trip from Chicago to New York will be made within a few weeks. And so confident of success are the Chicago capitalists who are behind Mr. Pennington, that they are having no difficulty in organizing their stock company, and obtaining ample cash subscriptions.

J. L. McKittick, one of the incorporators in talking to a *Chicago Mail* reporter was most enthusiastic in his praise of the new invention. He says it will revolutionize war, travel, and even existing social conditions. But it is better and safer to defer further speculation until after the trial trip.

THE BUREAU OF AMERICAN REPUBLICS.

PERSONS contemplating a trip to any of the Latin American nations, either for business or pleasure, would do well to place themselves in correspondence with the Director of the Bureau of American Republics, at Washington, D. C.

This institution is the outgrowth of the International American Conference held at Washington some two