

along the latter line at the present time, and considerable progress is probable in the early future; but the variance of State regulations is very great and the problem confronting the people is yearly growing greater.

THE NEW AIR SHIP.

CHICAGO, Feb. 15.—The famous and flighty Darius Green was nearer success than the present operator of the Pennington flying machine. The machine flies all right enough, but it flies after the fashion of a toy balloon, with a lifting force nearly as great as that possessed by the little red circus toy. In fact, the effort of one finger is enough to bring the ship to the ground from its lofty position near the ceiling of the big exposition building on the lake front.

The public is invited to see the ship—upon payment of the small sum of 25 cents, to watch the greasy-looking canvas bag float around for fifteen minutes. It is not an aimless journey, this fifteen-minute flight, for the big balloon goes round and round with almost mathematical precision. Several thousand people see the big gas bag every day, and all but about a hundred of these thousands are thoroughly disgusted with the claims of the inventors. This remaining hundred is made up of impressionable people who always stand ready to enthuse over anything new. They are the same people who went wild over unfortunate Marie Bashkirtseff's crazy utterances in her "journal."

SHE DON'T NAVIGATE.

The Mount Carmel Air Ship company has for months been promising to give a satisfactory demonstration of the air ship's success. The big ship that was promised to make the trip from St. Louis to Chicago over a month ago has never yet been seen—the only air ship that the public has had a glimpse of (at 25 cents a squint) is the big, sleepy looking, wobbly gas bag at the exposition. The *News* correspondent is not attempting to throw cold water on a meritorious enterprise or display of inventive genius. He, in common with every other newspaper man in the city, is disgusted with the claims that the air ship people are making with so little foundation in fact. All Chicago is surprised that the management of the ship should not retire with its treasure rather than putting it up incomplete and unsatisfactory for a picaresque admission fee.

THE SHIP.

The model, which is not "now in successful demonstration at the exposition building," is about thirty feet long. In shape it reminds one of an abnormally large and fat sun fish. Some people say that it looks like a thick cigar. Perhaps it does—it looks like most anything but an air ship. It is made of varnished cloth, and in front of it there revolves a two fan propeller, which is run by a piece of twine belting that comes from a little motor that is carried under the machine. The tail is the rudder, and two awnings on the side allow the thing to settle to the ground easily. The ship does not carry its own electric power. The cells stand on the floor, and a wire runs from them to the motor that makes the

propeller fan revolve. There is no car for passengers, and if there was the ship could not lift a wax doll. There is a canvass box under the long gas bag, and on its sides are three or four windows put on with a marking pot. The effect is amusing to a disinterested visitor, but to an air ship enthusiast it is disgusting.

Inventor Pennington claims that he will yet construct a ship of aluminum that will sail the air successfully and carry passengers. There are few who have faith in him. In a circular the management says that the big ship will be built. He says the buoyancy, screw, vacuum, aeroplane and parachute will be the principles that will run the machine to successful demonstration. "The screw principle," he says, "is used in this ship to propel the same as in water. Water is a fluid, so is air. The screw will work in air better than in water, because the air is flexible. The vacuum principle on this ship is combined with the screw. The blades on the screw are shaped so that after the air is discharged on their outer diameter it is deflected at a point aft of the center of the buoyancy chamber and it is utilized to force the ship in the same direction that it is traveling. The aeroplane principle is utilized the same way that a sail is used on a vessel. The parachute is used to retard the velocity of the air ship in its descent. It will be shown in the brief description of the ship how these principles are applied. The main part of the machine is the buoyancy chamber; this in shape is an oblated spheroid, being larger at the center and tapering symmetrically to a point at either end and looks like a huge cigar. On the inside of this chamber are two compartments: one is a receptacle for gas and the other is used as an engine room. The engine that occupies this room is a three-cylinder rotary and propels the large wheel in front of the ship. The fuel that supplies this engine is gas and is fed direct. The main shaft on this engine is hollow, and the large propeller is keyed directly on to it. This shaft is made hollow to let the air pass through it in the cylinders to keep them cool. On the top of the buoyancy chamber is placed the sail. This extends its full length and can be manipulated so that the currents will act to propel the ship as it does a sailing vessel in the water. Attached to this sail is the rudder that guides the ship either to the right or the left, and underneath this rudder is the tail. This tail is patterned after a bird's tail and is used to raise or lower the ship independent of the propeller wheels at the sides. On the sides of the chamber are placed the wings. These wings are so made that when the ship is descending they improvise themselves into parachutes, which makes the descent gradual. On each of these wings are placed two propeller wheels for raising and lowering the ship.

Mr. Pennington was doubtless very buoyant when he wrote the above description of his ship more so than the ship itself. The *News* correspondent, along with every other person in Chicago, would like to see the air ship succeed, but it will never do so until its backers go out of the show business and send Pennington and his big, wobbly toy to the woods for some more thinking.—*Denver News*.

FRANCESCO CRISPI.

No wonder that Crispi's sudden defeat and consequent resignation should excite universal interest and provoke such comment throughout Europe. Crispi stood at the helm of Italian politics, with a definite and comprehensive foreign policy which involved the interests of all Europe, and guided it so boldly through the turbulent stream of diplomacy as to raise Italy to a prominence where her position constituted an important, if not a paramount, element in the balance of European powers. His present resignation recalls more vividly to mind the presence and career of a man who has gained the reputation of a great statesman in the arena of European politics, where the measures of comparison are represented by such giants as Bismarck, Kalnoky de Gierst and Gladstone.

Signor Francesco Crispi was born at Salerno, of a respectable family. He studied for the bar, but evinced an early inclination for political life and an ambition to participate actively in the politics of his nation. He took a keen interest in the troubles which agitated and divided the early period of United Italy, and during the triumphs and calm which followed the struggles of Vittorio Emanuele, Crispi warily preparing himself for a career which brought him so much distinction and which elevated him to the highest position in his own country. Though he held office under Emanuele, being minister of interior during the year of 1877-78, it was not till after Umberto's succession to the throne that Crispi became so important and influential, if not irresistibly powerful, in the field of Italian politics.

With the accession of Umberto to the Italian throne, the political atmosphere of the country began to be cleared. The king had in prospect a period of assiduous application, of careful and cautious management of newly combined forces. It was necessary to build up the empire, to add cement to a loose foundation which had been kept together and covered only by the glamour of recent conquest. The hangers-on at court, for whom he always displayed an unmitigated contempt, were soon dismissed and driven off, and the king entered on his wise policy of being careful of the sentiments of the people he was reigning over, with whose consensus alone he knew he could make the structure everlastingly firm.

Crispi, from indulging in extravagant diatribes, soon began to espouse a definite plan of domestic and foreign policy. His tirades about *Italia irredenta* (irredeemed Italy), his republican sentiments, his youthful sallies of patriotic enthusiasm, that recognized no bounds to national empire and no limits to individual freedom, soon shaped themselves into a clear exposition of democratic principles, into an explicit representation of the reforms necessary at home and a policy requisite abroad. His oratory excited his susceptible countrymen. Opposition only made his determination more strenuous, more persistent. He displayed a most untiring ability for agitating the public mind, for stirring public sentiment, and on his entrance