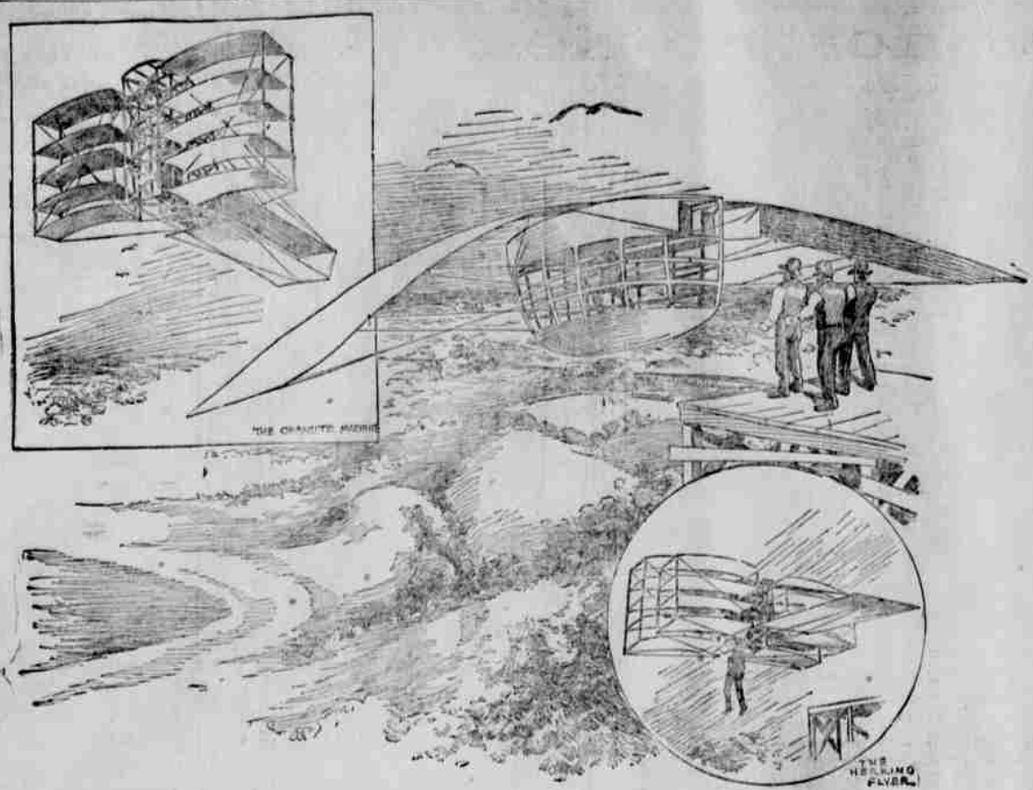


THE INDEPENDENCE OF NORWAY.

A Norwegian Tells Just what the Country Is Striving For, and Its Chances of Getting Just what It Wants.

(By Carl Petersen.)

The cables say that Norway is at the point of revolt against King Oscar and is about to declare itself free.

If this is true it is nothing strange, for Norway has been on the point of a Declaration of Independence for the last twenty-five years. Its discontent dates from a previous King, but Norway's days of real dispute began with the reign of King Oscar II., who came to the throne in 1872.

King Oscar rules over the Scandinavian peninsula, which is divided into Norway and Sweden. It is a large, beautiful piece of land, extending into the Atlantic Ocean and bounded on the south by the North and Baltic Seas, and on the west by the Gulf of Bothnia. Its northern coast is very cold, but its southern is washed by the warm, soft waters of Central Europe.

The greater part of the Scandinavian peninsula is occupied by Sweden, which, perhaps, takes up two-thirds of the territory. The remaining third is Norway. Norway lies by itself, for it is cut off from the mainland by a very narrow neck at the extreme north. Sweden separates it from the mainland of Europe. Norway, except where it borders on Sweden, is entirely surrounded by water, and its people carry on their relationship with the British Isles by means of a swift, active commerce across the North Sea, which at that point is quite narrow.

It is the Norway part of the peninsula which is not wholly satisfied with the state of government in which it finds itself. Norway's complaint is specified, if you ask a native, in King Oscar, who should rule the two countries with equality, but who is partial to Sweden and greatly neglects Norway.

The royal palace is surrounded by the most magnificent grounds, and his fortifications are the finest in the world. Although he lives in a very cold country he raises the most exquisite exotic tropical fruits.

It is indeed a beautiful sight to approach the royal grounds of Stockholm. His Majesty is extremely affable, and entertains all Americans who visit the country, inviting them to the royal palace first, and if they desire, he takes them for a hunt in the grounds afterwards.

He makes a tour of Norway once a year and remains only a short time. While there he does not honor the people with many exhibitions of his carriages or horses, but lives very quietly at Christiania, Norway's capital.

On a recent visit to Norway, King Oscar was treated with cold neglect, and, when he rode through the streets of Christiania, there was a lack of the loud "hurrah!" with which a King expects to be greeted. It was as though the people, by common consent, remained in their houses.

The King, on his side, has equally well exercised retaliation. Although His Majesty does not condescend to discuss them with the people, he has given it to be understood that he thinks the Norwegians are greedheed and difficult to deal with. They ask too much of their neighbor and refuse to consider that their part of the peninsula is the smaller of the two. Piqued at not getting the share of the royal attention, they refuse to receive him at all, treating him with such marked neglect that he prefers to stay away.

On one occasion, King Oscar, accompanied by a number of gentlemen, went hunting in a Norwegian forest. When he entered the wood, as the story goes, the owner of the property ordered him off the grounds, to the great embarrassment of the King. Once told him that he was the King, and that the gentlemen in company with him were some of the representatives of the foreign powers of Europe; but this had no effect upon the owner and he said that King or no King, he would have his forests to himself. This so offended King Oscar that he left Norway on the following day.

The Norwegian trouble has been on the eve of opening for a long time, and, within a few weeks there will be either an amicable adjustment of the matter or Norway will come out openly and tell what she thinks of her King.

BY RAIL FROM BERLIN TO BEIRUT

To Accommodate the Kaiser the Sultan Will Allow a Railroad to Be Built from Turkey-in-Europe to Turkey-in-Asia With a Bridge Across the Dardanelles.

For years Russia has been hemmed in the Black Sea by the Dardanelles, she has appealed to the Sultan to allow her an outlet into the Mediterranean, but in vain. She has attempted to build a navy in the Black Sea, but the Sultan has turned his Kruzers upon it, from the opposite shores of the Dardanelles, and the warships have decided that they were only peaceful liners.

Now the Kaiser visits Turkey. And in a few brief visits persuades the Sultan that it is best that Turkey should be opened up to European commerce and traffic. He points out to him the virtue and advantage of a trans-Turkish railroad, and eloquently, powerfully, but grand a thing a railroad across both Turkeys—Turkey-in-Europe and Turkey-in-Asia—would be. He intimates that he, the Sultan, would be often to visit the Holy Land if he could do so quickly by rail. And thus settles the point with Abdul Hamid and becomes—esteem to the building of a trans-Turkey railroad. Such is new European gossip.

The detailed tidings of this have as yet been rumored in Europe, for knowing the experience with which railroad-building nations look for railroad concessions—nations like Belgium and the United States—it was thought wise to say nothing until the new Chinese road had been tested. If in this it is found that the trans-Chinese road has proved a success, it will then be time to open bids for the Turkish road.

The importance of the narrow strip of water connecting the Aegean Sea and the Sea of Marmora is inestimable. For it amounts to a connection between those great bodies, the Black Sea and the Mediterranean. Ever since the days when fair Helen fled across the back of the Golden Ram into the Hellespont, the neck of water only one or four miles wide and less than forty miles long has been the scene of exciting dramas.

It has been held by Turkey since the European treaty of 1809, though Russia has often intimated a desire for it.

At times the powers have been on the verge of giving it to Russia, to quiet Europe, but if the Sultan opens it to commerce on land by a gigantic bridge and railroad then the powers would have no good excuse for seizing it. For the railroad can lead to only one thing—the opening up of traffic in the darkest orient, or in the Dardanelles. The commerce here would be everything enormous. For this is not only the gateway of all Oriental products, but of the Russian for better or for well. The great commercial value of the Dardanelles, forming as they did, the southern gate to Constantinople, was early recognized. While the Greeks were the principal traders patronizing this strait, the Phoenicians Genoese, Egyptian, African and Syrian traders were not idle, and through the narrow passage, borne by the white wings of commerce to the rich-bosom'd cities of Greece, came the animal and artificial riches of both North and South.

Now batteries are now erected near the old ones, mounting ten Krupp guns on the Asiatic side and four on the European. The most important of the fortifications of the Dardanelles are in the vicinity of the little Turkish town called by Europeans, Dardanelle.

The railroad will have nothing military about it. Its real and valuable purpose will be to convey the products of Central Europe, Austria, Germany and the rest to Asia, via, and by a shorter route than through Russia. And, if permitted, to allow Russia a gateway for her own products.

It is represented that the Sultan is much pleased at this easy solution of his difficulty with the Powers—it is a solution—and that he is greatly interested in the bridge plans for an enormous suspension bridge to be built over the Hellespont at the narrowest point.

KING OF SWEDEN THREATENED WITH A NORWEGIAN REVOLT.

THE PRESIDENT AND CABINET TO "FLY."

It Is Understood That They Will Occupy Seats in the First "Perfectly Successful Aerial Vehicle," After It Has Had a Whole Year's Trial.

Now that the United States Government has expended $20,000 upon the investigation of the flying machine as an instrument of the air to be used for transportation, observation and warfare, it seems very likely that man will fly with safety in the near future. It is understood that the President and his Cabinet will consent to take a journey in such a vehicle after their terms have expired.

What this means to the human race, we creatures of the every-day world can not take time to estimate. But the President and his Cabinet, over at Washington, to whom we pay thousands every year to do our hard thinking for us, have determined it exactly.

A successful flying machine, launched from the United States to roar in the atmosphere, will roam for this country.

The greatest scientific achievement of the nineteenth century.

The greatest degree of rapid transit on earth.

A weather bureau system that will be a marvel to the world.

A signal service that will scare the enemy at sight.

An army of war vessels that need only make a demonstration in the skies in order to bring out the white flag of surrender.

These are a few of the most noticeable triumphs of the flying machine.

The Government feels that it ought to give us all that is going—all that will benefit the country and its people.

Anyway, Uncle Sam is now viewing flying machines through the eyes of Professor Gresty, and other scientific experts, and if there is any good in them we shall soon know it and will purchase them.

PROF. MOORE'S MACHINE.

Or, at least, of the high officials at Washington is ready and waiting for the successful machine. Professor Willis L. Moore, chief of the Weather Bureau, said recently:

"We know that a thunder storm has its movation away in the upper regions, and begins there sometimes before we feel it here, and we know how to predict it, but as to the great storms of 100 or 1,000 miles in diameter, the main forces that cause them may begin to operate there a long time before we feel them down here. Our high-air explorations are going to be for the purpose of clearing up that mark mooted question, and determining whether these great storms origin ate there, and to determine also whether or not we can see the very inception of the storm by this upper-air route and forecast its coming some three days before it arrives.

"We will have to have something that will be forced up into the air the same as a kite is, and yet a kite will not answer the purpose, for it is a hard thing to force a kite into the air much over 1,500 feet. In this airship, or whatever it may be called, we will place our instruments, which will be automatic."

Many machines will be tried, and this is what the inventors of some of the best known flying machines say of their apparatus.

Colletti, the man who attached notoriety by introducing plans for aerial transit in New York city, describes a very interesting plan.

THE COLLETTI SCHEME.

"Professor Langley and Mr. Hiram Maxim have very clearly demonstrated," he says, "that if such aerial transit is ever to be accomplished it will not be by the balloon principle—that is, machines made lighter than the atmosphere because of the gas they contain—but by a machine that shall be raised and propelled simply by mechanical motion. Not soap bubbles, but birds, must be our inspiration, and the swiftness of the swallows must excite our emulation.

"It should be remembered that Professor Langley, Mr. Maxim and John P. Holland and others have demonstrated by their experiments that aeroplanes of some 1,000 weight, if moved through the air at rapid rates, will sustain themselves and their burdens. In other words, though when at rest they weigh some tons, yet, when in flight they practically weigh nothing at all. This I consider, is the first step toward solving the problem.

"But having attained this first step, these gentlemen are met with the difficulty of starting, then navigating and finally of bringing their aerial machine to a descent without damage to it and its human freight, the thought occurring to them, apparently, that instead Nature has set a necessity for the guidance though not for the succession of flying machines as steel railroads are for both guidance and support of the steam locomotive and carriages. And it occurred to them, all their difficulties of starting, steering and stopping these flying machines would have vanished immediately.

NO MUCH FOR "STREETS IN THE AIR."

Lilienthal said of his celebrated bird machine that it had flown with him and would fly with any one. In describing the Lilienthal machine—as he saw it operated by the inventor—Chanute says of it:

"The chord of the wings is not flat, but slightly curved. The experiments show that the curved form has distinct advantages both as regards the amount and the direction of the resistance. The wing surface is 15 square meters. It is not safe to take a larger surface before having learned to manage a smaller one.

"He takes a short run of four or five steps against the wind, jumps into the air, and glides down over a distance of about 50 meters (over 50 yards). By shifting his center of gravity relatively to the centre of resistance, he can give the wing surface any inclination, and thereby can, to a certain extent, either glide down quicker, or slacken the movement, or alter the direction. If the wind is not too strong and the velocity of the apparatus not too large, I think there is very little danger in this kind of practice."

The celebrated Langley machine, which interested the Government to the point of investigation, is called an aerodrome. He has constantly made successful flights.

PROFESSOR BELL'S OPINION.

Professor Bell wrote of this after witnessing an afternoon in the air:

"No one could have watched these experiments without being convinced that the practicability of mechanical flight had been demonstrated.

"Langley's machine is made of steel and driven by a steam engine. It resembles in form an enormous bird soaring in the air with extreme regularity in large curves. At the trial last May the machine went a distance of a half mile in 1½ minutes."

M. Chanute is another inventor with a machine for the Government to investigate. He says of his machine:

"Large birds are flying aeroplanes, under whose outstretched wings their velocity creates a pressure which is equal to the surface. This is confirmed by the great difficulty they experience in getting under way. They run against the wind before springing into the air. Thus the surfaces of the wings act as aeroplanes as well as propellers, the latter action being produced by the direction of the stroke and the bending upward of the rear flexible portion of the feathers.

"Bird flights are divided into three phases:

"1. Starting, during which great exertion must be made, unless gravity can be utilized.

"2. Sailing, or flight proper, during which the bird exerts its normal force or makes use of that of the wind.

"3. Stopping, in which great exertion may again be required if the headway is to be rapidly stopped, or in which the retarding force of gravity may be brought to do the work by simply rising to a perch.

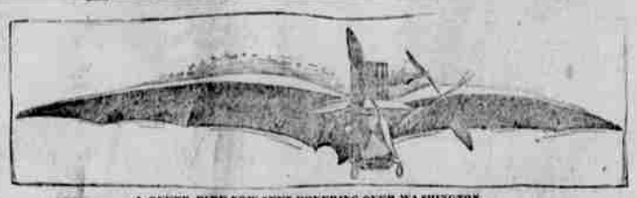
"Man will only contrive a flying machine by adopting the principles of bird flight.

"Birds perform all their maneuvers by changing the inclination of their action, and by changing the angle at which they attack the air. Hence the important thing to know is what pressure the air exerts upon a wing, or, to simplify the question, upon a plane surface, when it meets the air at a certain velocity and with a certain angle of incidence. This has been made possible by Professor Langley's tube of experimental percentages of normal pressure."

A BIG TASK.

It is an appalling thing to reflect that the Government has practically bound itself to test all these in order to determine the best and equally hard to believe that the President will ever trust his life and limb to the machine pronounced by Professor Gresty "A perfectly successful flying machine."

But if it comes right up to the every test, and works well for a year, being all that time in daily use, perhaps we shall all be willing to try it, just as our grandmothers after much persuasion, did and took upon the steamboat, now the commonest craft upon the river and lake.



A QUEER BIRD NOW SEEN HOVERING OVER WASHINGTON.

THE DESTRUCTION OF A CHRISTMAS DINNER IN THE KLONDIKE.

QUEEN VICTORIA LISTENING TO AN ARGUMENT ON ANGLO-AMERICAN ALLIANCE, LORD SALISBURY SITS ON THE OPPOSITE SIDE OF THE TABLE, JUST OUT OF RANGE OF THE CAMERA.

THE PROPOSED NEW ROUTE WILL EXTEND THROUGH TURKEY, ACROSS STRAIT, INTO ASIA MINOR.