

SEVEN PHYSICIANS PROMINENTLY CONNECTED WITH PRESIDENT M'KINLEY'S CASE.



DR. PRESLEY M. RIXEY.



DR. MATTHEW D. MANN.



DR. HERMAN MYNTER.



DR. CHARLES M'BURNEY.



DR. JOHN PARMENTER.



DR. JOHN H. PRYOR.



DR. ROSWELL PARK.

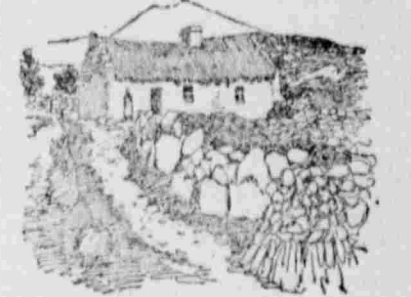
A GIGANTIC BUSTARD.
THE NEW GAME BIRD.

The gigantic bustard, a male specimen of which is shown in the accompanying illustration, has been recently brought to the United States with a view to introducing it in this country as a welcome addition to our game birds. It is a native of Europe, Asia, Africa and Australia and frequents



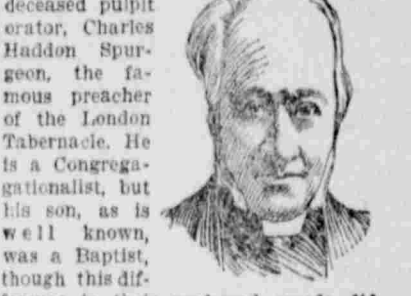
open plains and downs. At one time found in Great Britain, it has become nearly exterminated, although attempts are being made to replenish the supply from Spain. The bustard forms a sort of connecting link between the gallinaceous birds, such as the turkey and the quail, and the largest of the genus, the great bustard, which attains a height of four feet and sometimes weighs twenty-five pounds, the flesh being excellent for the table.

HILLSIDE FARM IN CONNEMARA.
Such a farm as is shown in the accompanying illustration, with an abundance of rocks and stones and scant covering of fertile soil, is frequently seen by the traveler in Connemara, Ireland, either occupied by its



humble cultivator or abandoned by some former resident who sought to better his fortune in America. Connemara is better known for its mineral than for its agricultural productions, and, as one native farmer once expressed it, the rocks lie so near the surface that the farmer has to sow his seed with a shotgun.

VENERABLE REV. JOHN SPURGEON.
It does not appear from his portrait, presented herewith, that the Rev. John Spurgeon is 92 years old, but such is the case. He is probably the oldest Congregational minister now living and has a further claim to distinction as the father of the deceased pulpit orator, Charles Haddon Spurgeon, the famous preacher of the London Tabernacle. He is a Congregationalist, but his son, as is well known, was a Baptist, though this difference in their professed creeds did not give rise to any ill feeling, as the elder used frequently to go to hear the junior preach. He is still quite vigorous, and on his ninety-second birthday, a few weeks ago, laid the cornerstone of a Baptist church, presiding with grace and vigor. His grandson, Thomas Spurgeon, succeeded his father as pastor of the Tabernacle in 1894.



Several methods of preserving the natural color of pressed flowers have been suggested, but the best, it is said, is that used in the New York Botanical gardens. After the specimens have been under pressure for a day or two they are laid in papers heated in the sun, and this is repeated until the drying is completed. This, it is said, preserves the colors perfectly.

OIL ON DUSTY ROADS.
So plentiful has oil become in the newly discovered fields in Texas that it is being used in different parts of the state for laying the dust on the highways instead of water. Half a barrel a mile is sprinkled each day and is expelled from the carts hot. It cements the dust without creating any mud.

BEAUTIFUL FALLS OF FOYERS.
In the accompanying illustration is presented one of the most picturesque cascades in Scotland, the fall of Foyers, which is of interest at the present time



from being threatened with an impairment of its beauty, if not actual destruction, by the damming of its stream. The Foyers, pronounced "Foyers" by the people of its locality, is a small stream which empties into the famous Loch Ness and has several fine cascades. Above the upper fall, as herewith depicted, the chasm is spanned by a graceful arch of stone, which is so massive and time worn as to appear almost a part of the rock itself.

The illustration herewith shows the famous "Mad Mollah," who has given the English in the Sudan so much trouble at the head of his fanatical army. The real name of this gentleman is Haji Mahomet Bui Abdulah, and he claims to be the incarnation of the prophet Mohammed or Mahomet, who has shown rather questionable taste, it would seem, in choosing such a "fuzzy wuzzy" as the "Mad Mollah" for his "visible presence" on earth in this twentieth century.

has held for forty years. His father was the city clerk for four years before him and died while in office. Prussia's recent action in making all railway return tickets valid forty-five days has been promptly followed by Saxony and Baden.

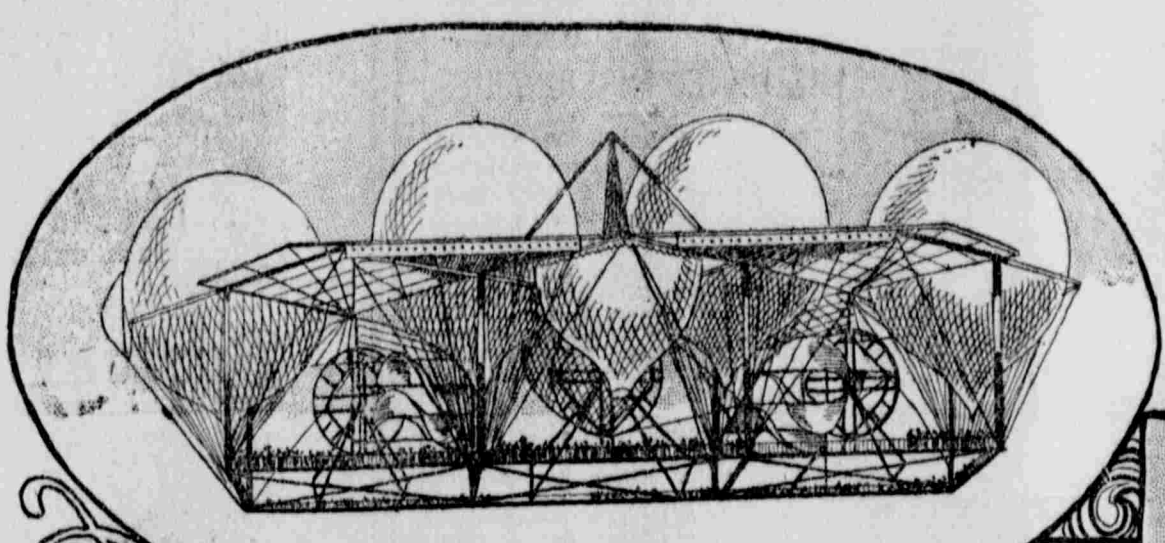
Night schools established a year ago in Honolulu to teach English to Hawaiians have been abolished because of nonattendance.

AERONAUTIC FAILURES THAT MARK THE
PROGRESS OF THE ART OF BALLOONING.

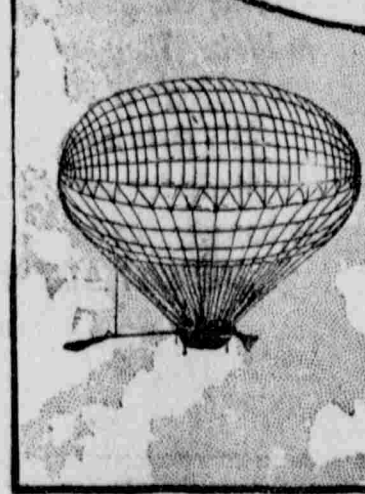
If anything were needed to show that the aerial highway is a hard road to travel, it is furnished by the history of aeronautic failures, both in modern times and in the past. The notably unsuccessful attempts of late made by that intrepid aeronaut M. Santos-Dumont in his endeavor to capture the prize offered for the best dirigible balloon is of course fresh in the minds of all, but another failure has been more recently announced in that of M. Rose, who built a balloon of the "catamaran" variety, with two cigar shaped gas containers and a sumptuous cabin or car, with steering apparatus of the most approved type, only to find that he could not move it any distance from the earth. The great "ascensional screws" lifted the machine to the extent of their power, the assembled spectators cheered the balloonist and his daughter, seated in the car, but the costly aerostat stuck fast, "never to go again," until, as the inventor confessed then and there, it shall have been lightened by at least 200 pounds of its weight. And M. Rose is said to be an experienced aeronaut who has made many ascensions and who had planned his faith to this creation as the very perfection of human endeavor in this direction. Still, repeated failures do not daunt the men who aim to navigate the atmosphere, many of them seeming to have heads as light as their balloons, while many, again, are as completely supplied with "hot air"—for the public to inhale—as the Montgolfier balloon of a hundred years ago.

The latest to announce the perfectly steerable aerostat is William Beedle, a British rival to the Frenchmen, Dumont and Rose, who claims to have "reached high water mark in aerial navigation up to date." This may seem like rather a mixed metaphor, like that of the man who "smelled a rat" and saw him floating in the air; but, at all events, Mr. Beedle's model works well and has within it, he says, the promise of an airship 100 feet long and 15 feet beam, to be unsinkable and noncollapsible, as he does not intend to follow Dumont's example and necessitate a possible rescue by firemen from the roof of a skyscraper hotel. His steering fan is at the front; Dumont's was in the rear, and while the driving power of his motor is increased the weight is less than that of any now in use. The only trouble with the Beedle airship is that it has not been tried except as a model, and several better known aerostats have gone farther than that without actually running the risk of being hoisted by their own petards, notably Professor Langley of the Smithsonian Institution and Hiram Maxim, the gun man.

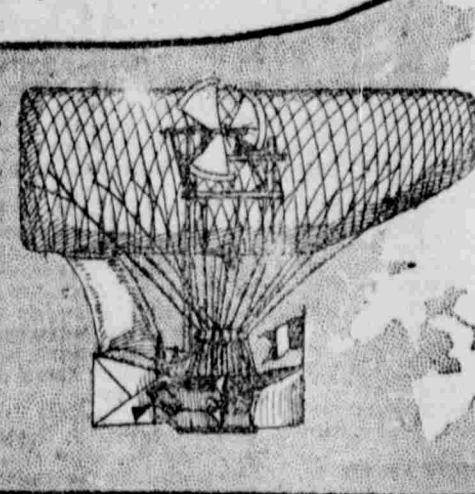
But, notwithstanding the fact that the ratio of failures is out of all proportion to the successes, there has still



PETERS, 1850.

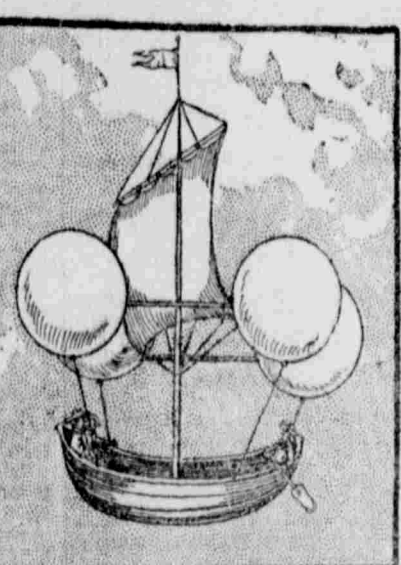


BELL, 1850.

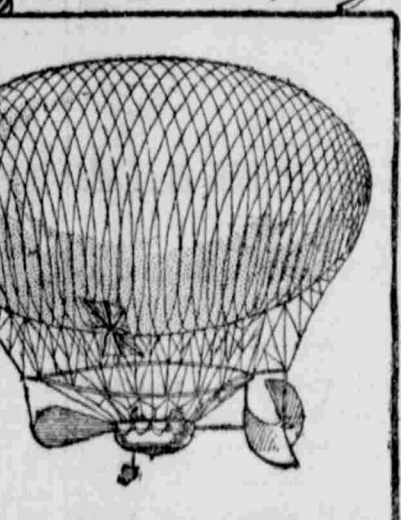


DELAMARNE, 1865.

needless to say, both were failures of the most pronounced type. Then there was a Brazilian priest who about the beginning of the eighteenth century proposed to float his airship by an iron grating filled with large amber beads, the occult powers of which, he claimed, were sufficient for the purpose, but which never operated well. Less fanciful, but still impracticable, was the invention of Monck Mason of Nassau, who about 1843 adapted the screw and rudder to a cumbersome machine elliptical in shape, the only trouble with which was that, like the twin "catamaran,"



LANA OF BARCELONA 1670.



MONCK MASON, 1843

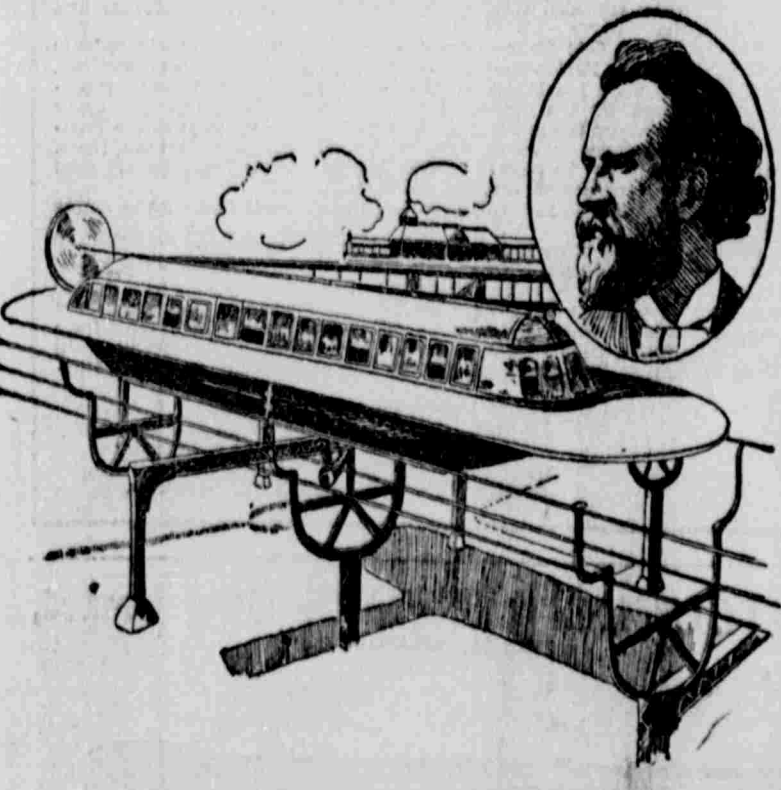
been great advance in aeronautics since the first Montgolfier fire balloon and the first hydrogen inflated invention of Messrs. Charles and Robert went up in Paris in the year 1783. One hundred and twenty years are not long for man to find means for aerial navigation, especially when the knowledge he has incidentally acquired is considered. We must first learn to creep, then to walk, then to run—then perchance to fly. Walking and running may be necessary to man's continued existence on earth, but it is by no means so certain that flying is necessary to his being. However, he has been looking longingly toward the heavens for centuries, as history tells us, as the fictional story of Daedalus tells us and as his present aspirations prove.

While ballooning was admitted to the domain of science by the successful ex-

periments of Montgolfier, Charles and Robert, nearly 120 years ago, the idea of a flying machine had been developed more than 200 years before. In 1670, for instance, one Francis Lana of Barcelona designed an airship which was to be kept aloft by means of copper globes from which he proposed to exhaust the air. But his scheme failed, of course, though he clung to his theory until death laid him low. He had many imitators, who were loath to give up the idea, even though it was shown that, copper being heavier than air, no successful balloons or air globes could be made from it. The gas filled balloon of silk, of course, was then far in the future, and two centuries went by before man successfully emulated the birds and floated in ethereal space. Still, while men had succeeded in securing a buoyant medium for floating in the air, they could not direct the

course of their vessels, but were completely at the mercy of the winds. In 1784 a man named Blanchard claimed to be able to guide his balloon by means of large sails or wings, and another, Lunardi, professed to be able to control his machine with an oar; but,

TO TRAVEL AT THE RATE OF TEN MILES A MINUTE.



The object figured in the accompanying illustration may be termed either an aerial automobile or a terrestrial aeroplane, for, while it derives its means of propulsion from gigantic air screws, or propellers, it travels along a double set of rails. It has an inclosing aeroplane, or horizontal shield, to maintain its equilibrium and support it in the air. It is cigar shaped, made of aluminium, hard wood and glass. Electricity will drive the propellers, and it is expected that the frightful speed of 600 miles an hour will be attained. The car, which is inclosed, is capable of carrying 25 passengers. The speed at which it is intended to propel this aerial train is great enough to take a passenger's breath away, and, while the problem of propulsion has been a great one, that of bringing the train to a stop without smashing everything into smithereens is still greater. The result of the trial trip is looked forward to with great interest, but the inventor, Dr. Adolph Broadbeck, declares that his "artificial bird" will have no more trouble in stopping than the eagle or the swallow, which he is to emulate and, if possible, surpass. Of course, earlier inventors equally confident have been obliged to acknowledge failure, but the enthusiastic doctor in this case will not even admit that there is a doubt of success.

FROM FAR AND NEAR.

The minister of war of Mexico has decided to restrict the number of gambling houses in that city, and officers are warned that if caught in one of the establishments the penalty of dismissal from the army will be enforced against them.

Senator Frye of Maine made the principal address at a benefit given at

Lewiston, Me., for the support of a freed bed at the Lewiston hospital. The net proceeds of the evening's entertainment were \$1,600.

That the Boer General De Wet is not without grim humor is shown in the story of the captured British soldier who complained of the quality and sameness of the food issued to him.

The general told him he had nothing better. "But," said De Wet, "I'll capture a convoy in a few days, and then you shall have better food." Sure enough, he did capture a convoy, and the complaining soldier received full rations, according to promise.

The population of Nevada has shrunk to 42,000.

Baltimore pays about \$300 a year for its display of flags on the municipal building.

The Swedish government is disposed to adopt electricity on its entire railway system.

Artesian wells sunk 1,200 feet in Washington reach abundant water at 70 degrees temperature.

In New Lisbon, a village in Wisconsin, lives Jacob Wildner, who believes

himself to be the last survivor of the followers of John Brown in his raid into Virginia.

The population of New York city, Chicago and Philadelphia is almost one-twelfth of the population of the whole country.

While German farmers are always growing about hard times, statistics show that within the last eighteen years the value of farm animals has

increased at the rate of \$20,000,000 a year in Germany.

A boat carrying six persons has been towed on the Missouri by a Malay kite six and one-half feet long. Headway was made against a somewhat rapid current, and the traction could have been increased by adding more kites.

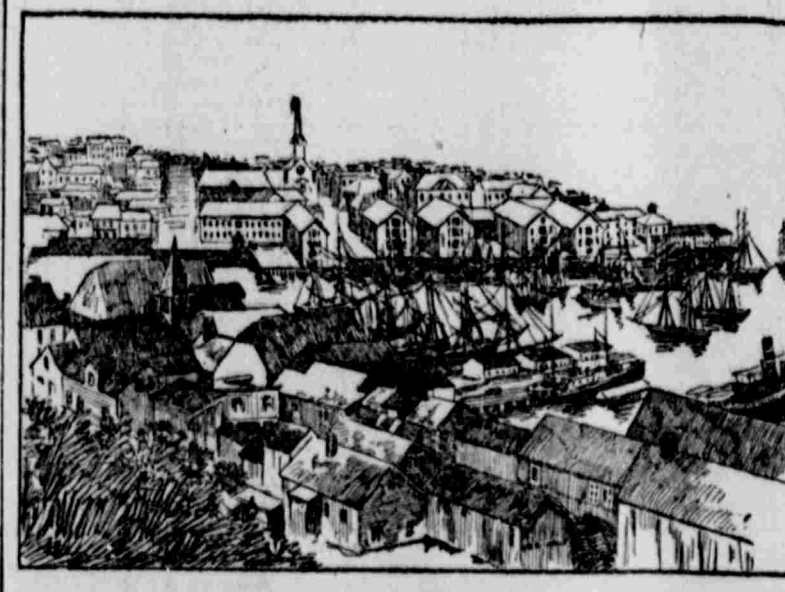
John B. French has been re-elected, at the age of eighty years, to the office of city clerk at Galena, Ill., which he

has held for forty years. His father was the city clerk for four years before him and died while in office.

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THE NORTHERMOST TOWN IN THE WORLD.



Hammerfest, the northernmost town of Norway, is also the nearest to the pole of any aggregation of human beings worthy the name of a town. Its houses are of wood, and it has an extensive trade in fish, oil, seals, walrus hides and teeth, feathers and copper. It lies only 60 miles from the renowned North cape, whence at this time of the year numerous tourists view the famous midnight sun, and, although well within the arctic circle, its 1,500 inhabitants do not suffer greatly from the inclemency of the winter season, while the summers are sometimes oppressively hot.

QUEER THIRST QUENCHERS.

Every year the warm weather brings with it something new in the way of beverages, both temperance and alcoholic, designed to quench thirst in the most effectual manner at a minimum outlay. Excellent as many of these drinks are, they do not satisfy many people, especially volunteers, who are continually compounding new and terrible thirst annihilating mixtures which are supposed to possess potent qualities.

A mixture of meat extract and soda water is boldly advocated by one individual as being not only a drink, but a

"nourisher;" but although, with a view to popularizing the concoction, its inventor distributed a large quantity gratis, no one has hitherto been bold enough to attempt a second draft.

A JUMPING FLY.

A curious lantern fly discovered by naturalists in the Malay archipelago possesses the power of jumping several feet without opening its wings. It has a projection on its head which, when bent back and suddenly released, throws the insect into the air. This fly was seen to jump from the ground to the roof of a hut.