

that in the course of some thousands of years that figure will cease to be marked in the sky. Many of its stars will have separated, going in several directions, although some of them will continue to keep company, as their journey lies the same way in space. So, too, some of the stars are approaching us and some are receding from us. The spectroscopic, aided by photography, enables astronomers to measure the velocity of these flying suns that are either coming nearer to us or passing further from us, with an accuracy that takes account of a single mile per second. The sun is not exempt from this universal law of motion. It is speeding at the rate of several hundred millions of miles in a year towards a point in the northern heavens situated not far from the brilliant star Vega, a sun that is vastly more luminous than our own. So we on the earth are not traveling, as most persons imagine, in a beaten track around the sun year after year, but the earth follows the sun in its northward pointed course, and consequently sweeps onward in vast spirals around the moving sun, so that we are continually borne into new regions of space.

The extension of the law of gravitation throughout the universe has been questioned, but never very seriously, and every fresh investigation of stellar motion strengthens the belief that that law really governs the whole visible celestial system. In the case of the binary stars, of which a great number are known, the revolution of the two stars around one another or around their common center, evidently takes place in obedience to that law. Now, if gravitation extends throughout the universe, no star can escape from the attractive influence of every other star, and of all the other stars. So gravitation in itself forms, as it were, a system of links or chains binding the stellar system together. More than once it has been imagined that the great center of motion in the universe had been discovered or located. Many years ago Madler thought that the Pleiades were the centre around which our sun was moving, and the beautiful star Alcyone became widely celebrated as the great central sun. But it was all imagination. Later investigation showed that Madler was mistaken, and now astronomers are not even prepared to say in what direction the centre of the sun's motion lies, or, indeed, whether it is not at present actually flying ahead in a straight line. The fact seems to be, that there are many centres of motion, as the tendency of the stars to aggregate in streams and clusters indicates, but the precise relation of these aggregations to one another has not yet been made out.

The very variety which we behold in the universe shows so clearly the operation of systematic forces of development that it serves as an argument in favor of the view that all we see are only different parts of a single system. Elements that exist in the earth are detected glowing in the atmosphere of stars in all quarters, but the same instrument which reveals the presence of these elements, discovers also the fact that the bodies constituted of them are in various stages of development. Our sun represents only one type of a solar body,

and its condition is not permanent and unchangeable. In Sirius and Vega we behold suns which are evidently glowing with a far fiercer energy and a much greater intensity of radiation than our sun exhibits at present. But we may go a step further back than that which Sirius or any star represents, and perceive in the whirling spirals of the Andromeda nebula, and in the vast streams and condensing aggregations of the Orion nebula, evidences of the formation of stellar centers out of elemental chaotic clouds through a process that is going on now, and, so to speak, under our eyes. It is indeed a living universe which includes the earth that we inhabit.—*New York Sun.*

DARING TRAIN ROBBERY.

ROCHESTER, N. Y., Feb. 21.—The shooting of an express messenger on a New York Central train; the rifling of the safe; the flight of the robber on the engine of another train, from which he had driven the crew at the point of a revolver; a running fight from the engine for miles, followed by another engine, filled with railway men, and the final capture of the desperado by a sheriff's posse in a swamp, after a wild pursuit across the country, are some of the sensational features of the most desperate attempt at train robbery in the history of the Central railway, and which cast in the shade, as an exhibition of coolness and nerve, the famous exploits of the Jesse James band or other outlaws of Western fame.

The American Express Company's special between New York and Buffalo carried only goods shipped by that company. Nearly all the cars are run through to Chicago, and contain the most valuable express matter. One car, known as the money car, contains specie from the United States treasury for the Western banks, and money in process of exchange between the banks of New York and the West.

THE LOAD OF WEALTH

sent out from New York on this train is greater Saturday evening than on other days, and often amounts to more than a million dollars, in addition to jewelry and other valuables. The most trusted messengers are placed in charge of this car. Only one messenger, Daniel T. McNery, was assigned to this money car Saturday night, as the work of billing was light. The other cars had two messengers.

The train left Syracuse at 5 this morning in charge of Conductor Emil Laas, with Caleb Cherry as engineer. A coach was in the rear of the train and the money car just ahead. When the train was near Westport the conductor thought he heard an air whistle sound faintly. It aroused him to believe that something was wrong on the express car. Going out on the platform he climbed onto the car and, looking through the hole which the bellcord comes through, he saw the upper part of a man, whose face below was concealed by a red flannel mask. The messenger he could not see. He went back, set the airbrake and called his two trainmen. Suddenly the man's form appeared at the side door of the express car. Revolver bullets whistled past their ears and a voice was heard commanding them

to signal the engineer to go ahead or take the consequence. The train men were unarmed. The conductor told one of his men to jump off and run back to Jordan and telegraph a line to Rochester that they had a train robber on board. This was done, and the conductor signaled the engineer to go ahead at full speed, thinking the robber would not dare to jump and would be captured at the next stop.

THE TRAIN WENT TO FORT BYRON.

Here the brakes were set again and the conductor and trainmen went to the express car. The car showed signs of a desperate struggle. Money packages and jewelry were lying scattered all about. Everything in the car was stained with blood, and messenger McNery was lying bleeding from several wounds and almost unconscious. The robber was nowhere to be seen, and it was supposed that he had jumped and made his escape. The train went on to Lyons.

The news had spread all along the line by this time and the station at Lyons was alive. Among others in the crowd was a well dressed young man, wearing gold eye-glasses, and carrying a satchel slung over his shoulder. It happened that the trainmen noticed this young man at Syracuse before the train started, and they had not seen him since, and the question what he was doing at Lyons, at once suggested itself. An attempt to arrest him was made, but he pulled two revolvers, held the crowd back and backed across the yard until he reached a coal engine, which had steam up ready to pull out for the West. He pulled the pin holding the tender to the first car, climbed over the coal into the cab, drove the engineer and fireman out with his revolvers, pulled open the throttle and

STARTED THE ENGINE.

Conductor Laas and one of the switchmen procured a shotgun, freed the engine of the express, and with the fireman and engineer, started in pursuit of the fugitive.

The central Hudson is a four tracked road, and the engines, though going west, were not on the same track. The express engine soon overtook the robber, who suddenly reversed his engine, and let his pursuers pass him, pouring a perfect shower of bullets into the cab as his pursuers went by. Then the pursuers stopped and the pursued went ahead. Another artillery duel ensued, he shotgun taking part this time. No one was hurt in either battle.

About seven miles farther on the robber found out that the steam was going out of his engine. He dropped off at a cross road and started across the country, going south. He managed to terrorize a farmer into letting him have a horse, and rode on about two miles. Here he procured another horse.

The party in the express engine had returned to Lyons, where the sheriff of Wayne county organized a posse, which, under the command of a deputy, started in pursuit. Meantime the farmers along the robber's line of retreat also turned out, fully armed, in pursuit.

THE RUNAWAY WAS SIGHTED

about five miles south of Newark. The roads were very bad and he made very poor speed. He abandoned his horse