

KNABENSHUE IN FLIGHT

Daring Aeronaut Not Afraid While in the Air.

STRONG MAN OF STEEL NERVE.

Young Toledo Aeronaut Says He Feels as Safe in the Air as on the Ground—Has to Know Just Where He Starts His Flight to Toledo, His Hometown, Which Goes in Any Direction Excepting in a Gale.

"When I am up in the air sailing in my ship I feel just as confident and safe as when I am walking on the earth," said A. Roy Knabenshue, the young Toledo aeronaut, the other morning as he carefully threaded his fingers around the huge silk bag that had safely carried him from New York city in a flight on the previous afternoon. "My ship can go into the air in any direction unless there is a gale blowing."

That statement was proved when the daring young aeronaut sent his airship from the vacant lot at Broadway street and Central Park West to the Flatiron building and back, to the great amusement of thousands of persons who lined the sidewalks and gazed into the air for more than an hour, says the New York Globe. Scores of persons had heard that the ship was to appear shortly after 2 o'clock, and they obtained positions from which to watch the flight to advantage.

Knabenshue's car is so light and filmy of construction that the first idea is that it could be blown away by a man's weight. It does not weigh more than fifty pounds, exclusive of the engine.

A structure made of the thinnest of wood is suspended from the silk bag, and upon this the young inventor spruce scantlings, held together by little bolts, none of which is more than an eighth of an inch thick.

The frame is fashioned after the shape of a triangle, the extreme length of it being an ellipse, sharply pointed at the ends. Cross members connect the scantlings at equal distances of about a foot are this steel wires that hold the frame scantlings in shape and support the engine and the man who operates the machine.

The machine when in flight presents a fascinating and picturesque appearance. The huge gas bag is almost transparent, and the man in a man's suit on it has much the appearance of the sail of a first class yacht at sea. Below the bag hangs the frame and upon the inventor sits and guides the ship and runs the engine which operates a propeller at one end.

This propeller is the only visible moving thing on the car. The aeronaut is but a speck in the air, and if it was not known that there is a man on the frame it would take the hardest kind of peepshow to convince any one that there was.

Knabenshue himself is a man of twenty-eight. He is thin and strong and with nerves of steel. He weighs but 140 pounds, stands five feet seven inches, is of clear complexion and has a clear eye. This species of kite and fish makes him best fitted for the task that he has undertaken, for every pound of flesh that he carries means corresponding weight which can throw him off his equilibrium at the right place and bringing his ship to the right angle of equilibrium. In his judgment errors death would be his if he were not so thin.

Knabenshue comes from good stock. His father is now the American consul at Belfast, Ireland. Knabenshue, Sr., was at one time editor of a Toledo newspaper and it was there that the son achieved his greatest victories over the winds. Like a pilot of the sea, Knabenshue knows the currents of the air. This is an art which can be properly sailing of an airship as it is to the man who holds the wheel on the greatest ocean gyrfalcon.

It takes fifteen hours to inflate the airship bag. It is made of canvas lined with sand held the inflated bag in readiness for the adjusting of the framework when the ship is being made ready for flight.

Great Fire in London Prevented. "Within the next few years, I tell you, there will be another great fire, attended by loss of life, in the city of London." This is the prophecy which Edward Atkinson made to one of the representatives of the St. James Gazette. As regards the mechanical appliances employed by the London fire brigade Mr. Atkinson gave it as his opinion that we are far behind the United States. "Your appliances are mere toys," he remarked. "I read of your having in London which can throw a jet of 500 gallons a minute, but that is not enough. I have not seen a single standpipe in any street here. An American standpipe is made to the highest floor of the loftiest building and is so constructed that the engine on its arrival can be connected without a minute's delay. No hose is needed, and water is thrown by the nozzle. We do not have, as you do, a few such jets of water thrown from the ground level."

No More News in China's Army. An imperial edict in China abolishes bow and arrow from the army. All the soldiers are to be armed with the most modern weapons.

Bile Poison

has a very bad effect on your system. It disorders your stomach and digestive apparatus, taints your blood and causes constipation, with all its fearful ills.

Theford's Black-Draught

is a Bile tonic, liver regulator, and blood purifier.

It gets rid of the poisons caused by over-supply of bile, and quickly cures bilious headaches, dizziness, loss of appetite, indigestion, constipation, malaria, chills and fever, jaundice, nervousness, irritability, melancholia, and all sickness due to disordered liver.

It is not a cathartic, but a gentle, natural, liver medicine, which cures without irritating.

Price 25c at all Druggists.

THE MOSLEM BIBLE.

How the Koran, According to Tradition, Was Given to Man.

In Arabic the word "Koran" means "that which should be read." The Koran is divided into 114 chapters called suras, a word meaning really "crow," "order," "series." In manuscripts these chapters are not numbered, but their titles, sometimes derived from the subject matter, but usually from the first important word. Some chapters have two or more names because of differences in the manuscripts followed. Each chapter is divided into smaller portions, called verses by non-Moslems, but in Arabic known as "ayat," signs or wonders. The entire book is divided into fifty-one portions, called "ajza," each subdivided into four equal parts, or into thirty parts called "ajza," each consisting of two "ajza," and again divided into four. All the chapters except the ninth begin with the bismillah, "In the name of the most merciful God." Twenty-nine begin with certain letters of the alphabet, which are believed to be the peculiar marks of the Koran and to conceal several profound mysteries. The understanding of which, the more intelligent confess, has not been communicated to any mortal, their prophet only excepted.

According to Moslem tradition, the Archangel Gabriel paid 24,000 visits to earth while revealing to Mohammed the wishes of the Creator. Some few chapters were delivered entire, but the greater part was revealed piecemeal and written down at the prophet's dictation by Zaid, his secretary. The revelation, it is generally agreed, contained the first five verses of the ninety-sixth sura. After the passages had been written down they were published to the prophet's followers, several of whom took copies, while most learned them by heart, and the originals were then placed in a chest in a particular order. This custom is observed in many of the passages were revealed.

Abu Bekr, Mohammed's first successor, collected the originals, which were on palm leaves and skins, and had copies made by Zaid from the dictation of those who had committed the passages to memory. He further placed the suras in the order still followed, putting the longest at the head of the list without regard to historical sequence. Some time later Osman had the Koran copied in the Quran dialect and suppressed the variations made by Abu Bekr.—Chicago News.

POINTED PARAGRAPHS.

Eternal gratitude is eternal slavery. No man knows enough to entitle him to conceit.

If you wish no man to suspect your secret, don't have one.

When some people work they make so much fuss you are sorry they start.

It is a sign a sick man is getting better when he begins to worry about his doctor being away.

They are about even—if you are a boy, it is the wood boy; if you are a girl, it is the dishes.

Every thief admits at the end of his life that he would have prospered better as a honest man.

Of what use are friends? In prosperity a man has no use for them; in adversity they have no use for him.—Aitchison Globe.

A Remarkable Wager.

In the Gentlemen's Magazine, an old English publication, for 1750 appears the following: "On Wed. 29 August at seven in the morning was decided at Newmarket a remarkable wager for 1,000 guineas (\$5,000) laid by Theobald Taaf, Esq., against the Earl of March and Lord Eglington, who were to provide a wheel which was to be run by it to be drawn by 4 horses 19 miles an hour; it was performed in 53 minutes and 27 seconds." Each of the horses was ridden by a jockey and only harness to the carriage by loose straps.

Between the King's Whigs and another jockey, who rode the carriage by moving a handle like that of the modern bicycle.

The "Dighton Writing Book." At Dighton, Mass., lying well out in the wilderness of Taunton river, is a rock of great antiquarian interest. It is a granite boulder about eleven feet long and five feet in greatest height and is known throughout New England as the "Dighton writing rock." One side of the boulder is almost perfectly smooth, as though worn by glacial action. On this flat surface in clear cut outlines are dozens of characters, hieroglyphs and pictures, chiseled by some prehistoric engraver. The archaeologists have never been able to decipher these characters, but they are of undoubted antiquity.

A Hard One.

"My proudest boast," said the lecturer, who expected his statement to be greeted with cheers, "is that I was one of the men behind the gun which shot 'How many miles behind' I piped a note in the gallery.—Philadelphia Press.

Proof of Immortality.

"What authority have you for the statement that Shakespeare is immortal?" "The fact that he still survives after having been murdered by bun actors for 300 years."—Cleveland Leader.

His Cost.

"Yes, I quarreled with my wife about 'nothing.' " "Why didn't you make up?" "I'm sorry, but I'm worried about now is the indemnity."—Pittsburg Post.

Some people make themselves at home wherever they may be—except at home.

Kept Her Joking Promise.

It is related of Lady Penelope Darcy that she was wooed by three suitors at the same time, who had determined to fight as to which should possess her hand. This fact coming to her knowledge, she positively forbade them to fight under penalty of her great displeasure and laughingly remarked that if they would marry them all, strange to say, she fulfilled her promise, as she married, first, Sir George Trembuck of Wolverton; second, Sir John Kings of Fule, and, third, Sir William Jones of Leckhampton. The very gentlemen who had determined to fight for her hand.

Number of Feet a Second.

Few men could tell if they were asked how many feet per second they walk. A press photographer whose work requires him to know all manner of things, says: "The average man walks four feet per second. A dog on his ordinary jog goes eight feet a second. A horse galloping at a second runs at a deer over the ice makes twenty-five feet. A race horse makes forty-three feet. A sailing ship makes thirteen feet."—Chicago Chronicle.

Seems Otherwise at the Track.

"Wealth does not bring happiness," said the ready made philosopher. "Why not?" answered the man who frequents the race track. "But when I compare the facial expression of a person who has won with that of a person who has lost I have my doubts."—Washington Star.

Shaking His Preconception.

The girl with the Auburn hair had suffered him to put his arm on the back of the seat, but when he tried to take her hand she drew it away. "Mr. Spoonell," she said, "you must try to shake your preconception into a three bagger."—Chicago Tribune.

Many foolish things fall from wise men if they speak in haste or be extempor.—Ben Jonson.

THE PENRYN DIVERS

FEATS OF THESE RECKLESS PACIFIC OCEAN ISLANDERS.

They Are About the Most Daring of All Underwater Workers—Paralytic, Headed and Headed, and are Among the Dangers They Brave.

Three native divers famous for their deep water feats came out in a pearting sloop with us one afternoon and gave a fine exhibition, says a writer in the London Graphic. The bed over which we halted was about ninety feet under the surface. Our three divers stripped to a "parao" apiece, and then, squatting down on the gunwale of the sloop, with their hands hanging over their knees, appeared to meditate. They were "taking their wind," the white steersman informed me. After about five minutes of perfect stillness they suddenly got up and dived off the diver's end. As they fledged up and down the tiny deck, talked, speculated and passed away the time for what seemed an extraordinarily long period. No one, unfortunately, had brought a watch, but the traders and schooner captains all agree in saying that the Penryn diver can stay under water for full three minutes. At last one after another, the dead heads popped up again, and the divers, each carrying a shell or two, swam back to the boat, got on board and presented their catch to me with the same grace and high good nature that are the birthright of all Pacific Islanders.

As a general rule, the divers carry baskets full of them before coming up. Each man opens his eyes, catches once and hunts through the shells for pearls. Usually he does not find any. Now and then he gets a small gray pearl or a dozen white ones or a big, irregular "baroque" pearl of the "jew

el" variety, and once in a month of Sundays he is rewarded by a large gleaming gem worth several hundred pounds, for which he will probably get \$50 or \$75.

Dresses are sometimes used in Penryn, but in such an irregular and risky manner that they are really more dangerous than the ordinary dress. The diver wears a helmet and jumper. No boots are worn, no clothing whatever on the legs, and there are no weights to prevent the diver's balance. It sometimes happens, however, that the sloop, that the diver trips, falls and turns upside down, the heavy helmet keeping him head downward until the air fills his lungs, and he drowns, and he is miserably suffocated. The air pump above is often carelessly worked, in any case, and there is no recognized system of "clearing" except the jerks that mean "Pull up."

"They're the most reckless devils on the face of the earth," said a local trader. "One lot of a man straggled by the air till he was nearly dead. He'll stick down there all day, grubbing away in twenty fathoms or more till he feels paralysis coming on."

"Yes—they get it lots of 'em. If you was to go down in twenty fathoms you can do five and twenty, but if you was to go down in twenty and stay 'alf the day, you'd come up 'alf like anything and not able to move. That's the way it catches them, and in they must get some one to come and get them with a sloop, and they're all right by morning. So then down they goes again, just the same as the first time. I've worried about 'em up dead at the end of the day. How does that happen? Well, I allow it's because he's been working at a big lot and he's got all right, and then, do you see, he'll find something a bit extra below of him, in a boiler like, and down he'll go after it, and the extra fathom or two does the trick. Then they'll get it, and the rats leaving at them from the deck of the Duesch, so you know as well as I do how many there are. Didn't I them how it did the fin was up, that's because you've got your own but, I suppose, you want to, if the water isn't to turn it aside. But about the divers? Oh, they don't mind the Atlantic, but the can't swim, it's the diving canoe outside they'll go for. Yes, they'll run a canoe and a man through at a blow easy enough, but they don't often do it. "About the diving? Well, I think the naked diving is very near as safe as the machine, taking all things. Worst of it is, if a karam makes or an onco comes along 'll bite an arm or leg of the man anyway and eat 'em outright if it's big enough to do it. Swoofah! Well, it's the fishing canoe outside they'll go for. Yes, they'll run a canoe and a man through at a blow easy enough, but they don't often do it. "About the diving? Well, I think the naked diving is very near as safe as the machine, taking all things. Worst of it is, if a karam makes or an onco comes along 'll bite an arm or leg of the man anyway and eat 'em outright if it's big enough to do it. Swoofah! Well, it's the fishing canoe outside they'll go for. 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