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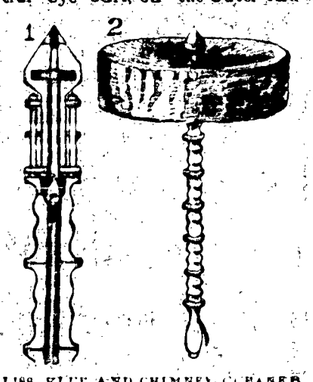
SCIENCE OF THE DAY.

NOTES OF PROGRESS BEING MADE BY MAN.

Lieut. Peary's Trip to the North and What It May Develop—Safety Coupler for Railway Cars—Gleanings from the Industrial Fields.

A Flue and Chimney Cleaner.

This is a simple and inexpensive device which may be readily passed into and through a chimney or flue to clean it, its flexibly connected handle sections conforming to the shape of the flue, so that it may be introduced from a room and moved upward or downward as desired. Fig. 1 is a longitudinal section and Fig. 2 a perspective view of the device, which has been patented. The brush section has a central eye bolt, on the outer end of



BLISS FLUE AND CHIMNEY CLEANER.

which is a conical cap and lock nut, the eye bolt being surrounded by a tube and three or more disks, the latter forming clamps between which the brush material is held, and the disks being drawn together by bolts provided by suitable lock nuts as shown in Fig. 1. A cord attached to the eye of the eye bolt of the brush section extends through handle sections of spool-like form, the number of sections employed varying with the length or height of the flue or chimney to be cleaned, the other end of the cord being knotted or attached to a nut on the outer end of the last section. The latter section also has a side recess in which is pivoted a cam adapted to engage the cord to hold it taut after the different sections have been put in place. In introducing the brush into a chimney or flue, the spool sections are added until the brush section has been forced practically through, when the outer handle section is added and the cord tightened, after which the cleaner is moved in or out as deemed necessary.—Scientific American

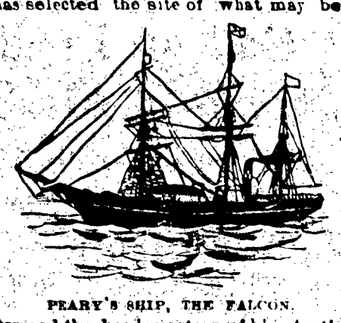
The Peary Arctic Expedition.

The vessel, known as the Falcon, is a strongly built sealing steamer, belonging to St. Johns, N. F., and was specially chartered for Lieut. Peary's trip to the north pole. We give a small portrait of the ship. The Falcon will touch at Boston, Portland.

The Falcon is bark rigged, 102 feet long, 20 feet beam, draws 17 feet, is 311 tons burden, and has twin screws. She is strong and capable of ramming the ice. On deck she carries a steam launch and whale boats.

Besides Esquimaux dogs, eight Rocky mountain burros are carried. Lieut. Peary will teach the burros to walk on snow shoes, and they will be taken on the inland trip to carry the provisions, when their load is used up, they will be killed for food for the dogs. A cote of carrier pigeons was also taken along. Among the curiosities we saw in the cabin was Lieut. Peary's sleeping bag, which is made of the winter coat of the reindeer. The weight is ten and a quarter pounds, hair side inward. Lieut. Peary says he has slept in these bags in perfect comfort when the thermometer registered the very low temperature of 45 degrees below zero F. Packed away in the hold along with the three years' provisions is the house which will be erected in Greenland and which will shelter the party for two winters. The Falcon will be sent back after landing the cargo and is under contract to return in the summer of 1895.

The expedition will now consist of fourteen members. The list is Lieut. and Mrs. Peary, Mrs. Gross of Brooklyn, Mrs. Peary's maid, S. G. Entrikin, West Chester, Penn.; James W. Davidson, Austin, Minn.; E. R. Baldwin, Oswego, meteorologist. Dr. E. Vincent, F. W. Stokes, Philadelphia, artist, W. J. Swain, Indianapolis, stenographer. Hugh Lee, Meriden, Conn.; G. H. Carr, Chicago. Evraud Astrup, the Norwegian geologist. George Clarke, Brookline, Mass. and Matthew Hanson, a colored valet. On the east side of Inglefield Gulf, Greenland, in about latitude 78 degrees 45 minutes north, 35 miles somewhat north of east of Redcliffe, Lieut. Peary has selected the site of what may be



PEARY'S SHIP, THE FALCON.

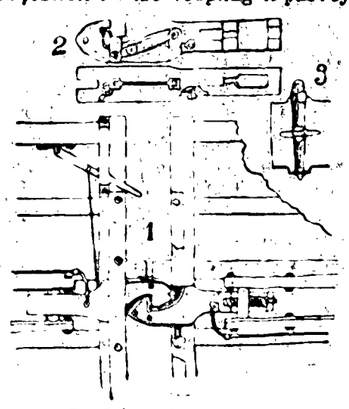
termed the headquarters of his Arctic expedition. It is 400 miles north of the most northern station now occupied in Greenland. There will be reconstructed the winter house, and thence Lieut. Peary will make exploring advances, and perhaps approach the north pole.

A Photographic Discovery.

Attention is called by Schumann, the well-known Vienna chemist and photographer, to his recent discovery that the photographic energy of the ultra-violet rays on collodion and gelatine plates decreases strikingly at the wave length uu 200, falling off to a similar extent toward the more refrangible side; the cause of this decline in energy, according to W. Schumann, lying first in the impermeability to light of the collodion and gelatine, in which the sensitive ingredient of the coating of the plate, that is, the silver haloid is embedded—and, further, in the impermeability of the air which the rays have to traverse on their [illegible] to the plate. This, he states, he has established spectographically, remarking also that, if these two absorbents be removed, the silver haloid shows itself many times more sensitive for the rays beyond 200 uu than it was in presence of the collodion and gelatine—the photographic efficacy, too extending far beyond the previous limit of the ultra violet light, viz., wave length 88.2 uu. The production of a film of pure silver haloid on the plate is a matter presenting great difficulties has also been accomplished by M. Schumann. After numerous experiments, a process was found by which, for now two years all plates have been prepared necessary for observing the rays between the wave length 185—. The air could only be removed from the rays by exhausting the spectograph, and in this manner about twenty different spectra were followed far beyond [illegible]

An Improved Car Coupling.

This coupling is so secured to the cars as to prevent its pulling out, and its interlocking jaws render the telescoping of the cars impossible. Fig. 1 show the application of the device in a bottom plan view of the meeting ends of two cars coupled. Fig. 2 being a horizontal section and side elevation of a drawhead. Each drawhead has its hooked nose transversely recessed to receive a tongue of an adjacent coupling preventing vertical displacement, and is adapted to receive the link of an ordinary link and pin coupling, for which a pin hole is provided. Each drawhead has an interior passage, the inner end of which has a nipple to receive the coupling device of the train pipe of an air brake system, while its outer end opens into a vertical tapering socket in the interlocking face of the hook, such faces, when engaged, forming a seat for a plug as shown in Fig. 1, having a straightway port to make the passages continuous from car to car. The plug preferably has a metal core surrounded by a rubber jacket or packing and an eye by which it may be chained to the car. The shank of the drawbar is shorter than usual and side bars between which the drawhead is loosely secured, are bolted to the draw timbers or sills, springs being interposed on either side of the pin or key. The drawheads are close up to the dead blocks or bumpers, so that the force of meeting cars will be largely expended on the bumpers. Only a small portion of the rear end of the drawbar is confined between the draught timbers, thus allowing the body of the car to move from one side to the other in rounding curves, while the jaws of the drawhead remain rigid, and are subjected to a straight pull at the time. For uncoupling, a push piece is arranged in a transverse cavity of the drawhead, and jointed to a lever connected by a rod with a hand lever at the side of the car. This lever may be placed in such position as the construction of the car may render convenient. It is impossible for the coupling to part by



ERVIN'S CAR COUPLING.

one car dropping lower than the other, and with this coupling all danger to trainmen in coupling and uncoupling is avoided.

Hardening Plaster.

It is stated that French builders, who have carried the art of hardening plaster to where it is used for flooring, either in place of wood or tile, employ for this purpose six parts of good quality of plaster intimately mixed with one part of freshly slaked white lime finely sifted. The mixture as thus composed is laid down in as quick time as possible, care being taken that the trowel is not used upon the surface for too long a time, after this the floor is allowed to become very dry, and is subsequently saturated in a most thorough manner with sulphate of iron or zinc, the iron giving the strongest surface, its resistance to breaking being found to be twenty times the strength of ordinary plaster. It appears that with sulphate of zinc the floor remains white, while when iron is used it becomes the color of rusted iron, but if linseed oil, boiled with litharge, be applied to the surface, it becomes of an attractive mahogany color, this being especially the case if a coat of opal varnish is added.

Refining Silver Ore.

Those who are interested in the treatment of silver bullion and other products of silver mines have given considerable attention of late to a new method of reduction and refining, of special value it is claimed in respect to facility and economy, as compared with the ordinary proceeding in vogue. The process in question, it appears, is much shorter and cheaper than any other now in use, with the additional advantage of less handling of the metal being required, the important fact being stated that silver is thus refined to 9.98 and gold to 9.90, both of these points representing the maximum requirements. The process make a complete separation of the gold, silver and copper, and, as the operation employed is known as the wet process, it does away with any resort to matting and roasting furnaces.

Not a Tenant.

Neighbor—Does your father rent that house you live in?

Boy.—No, indeed. It's his own house, every bit of it. It's been bought and paid for, and insured, and mortgaged, and everything.

Sad Havoc.

Western Man—We had a terrible conflagration in Dugout City last week. Only seventeen houses left standing.

Eastern Man—My goodness! How many were there before the fire?

Western Man—Nineteen.

ST. FRANCIS' CREDITOR.

He Sold All That He Possessed and Gave the Price to the Poor.

While St. Francis was still living in his father's house he had undertaken the repair of the Church of St. Damian, in Assisi, and had promised the priest who was in charge there that he would pay the whole cost of the restoration. Before the work was finished St. Francis was turned out penniless by his father, and he was unable to fulfill his promise. Some years passed away without any increase of wealth on the part of St. Francis or any hope of coming payments on the part of the priest. The priest knew that the poverty, not the wealth, of St. Francis had been increasing during the years.

When Blessed Bernard of Quintavalle became the first disciple of St. Francis, his master made it an obligation that he should sell all he had and give the price to the poor. The sale was made in due time, and a few days afterward St. Francis and Bernard gathered the poor of Assisi into the great square and began to divide the money among them. While St. Francis and his disciple were thus busy, the priest of St. Damian came to demand the payment of the debt that was due to him. St. Francis on the moment gave him a handful of crowns out of Bernard's money and would have given as much more, but the priest had to make haste away, owing to the outcry that was raised against him by the poor, to whom it seemed that he was depriving them of what was intended for themselves alone.

He went away hastily, well paid indeed for what he had done to St. Damian's, but not content with his bargain. The cry of the poor kept ringing in his ears by day and by night. He felt that he had defrauded them. He could not put the money with any other money but laid it apart, folded up. One day, too, as he was reading the Scriptures, his eyes chanced to fall on the words, "It is not lawful to put him in the corbona, because it is the price of blood" (Matthew xxvii, 6), and constantly throughout the day he caught himself repeating the words, "It is the price of blood."

By degrees he became afraid of the money and would not touch it or even look at it. All this had gone on for some time, when one night as he was asleep he dreamed that he saw a brilliant golden cross raising out of the mouth of St. Francis. The top of the cross reached up to the heaven, and the arms of it spread through the whole world. While he looked he saw also a mighty dragon, which had been lying in wait for the destruction of the city of Assisi, lift up its head, and seeing the cross turn away and take to flight. This dream was repeated for the second and third nights. On the third morning Sylvester (that was his name) arose, went and sold all that he had, gave the price to the poor and became a disciple of St. Francis. He was the first secular priest that became a friar minor.

God gifted Blessed Sylvester with great humility, wonderful silence and with such a spirit of contemplation that he seemed, like Moses, to see God face to face. St. Francis asked his advice in every doubt and difficulty. It was by the counsel of Father Sylvester he sent his brethren to preach throughout the world rather than keep them to spend their lives in silent prayer. Once when the city of Arezzo was raging with intestine strife, when street was armed against street and family against family, St. Francis sent Father Sylvester to be the peacemaker in the strife. Approaching the city, Father Sylvester saw the whole air above the city filled with devils, who were rejoicing over the anger that raged beneath. He commanded the evil spirits to go and leave the city at rest. At his word they fled away, and when he had entered within the gates he found that the strife was already at an end. Filled with years and blessings, he slept peacefully in the Lord about the year 1240.—Franciscan Tertiary.

The Irish Brigade at Antietam.

General Nelson A. Miles, U. S. A., speaking at the banquet of the Irish-American club of Chicago at the Auditorium on March 17, 1891, bore the following magnificent testimony to the valor of the Irish troops in the Union army: "I have seen," said General Miles, "the Irish brigade many times engaged in battle, and I remember as it passed over the green turf of Malvern Hill, going into action on that memorable occasion, that Meagher, riding in front of the line, turned and drawing his own brave sword said to his command, 'Come on, my good men, Ireland shall have another day!' He remembered with love his own native land while battling for the life of his adopted country.

"At Antietam, I remember distinctly seeing the brigade ascending a crest swept by shot and shell—the morning light glistening on the bright banner of the stars and stripes. Alongside of that banner of freedom, those men carried the flag of their native country—the green flag of Ireland. Coming under the hot fire of the enemy, both flags went down, only to be raised again by some stout heroes and again fall to earth. They rose and fell in that way no less than five times, until both were reddened with patriots' blood; yet they moved on together through the storm and smoke of battle to final victory."

Uphraim.

Awake, O King! whose fellow men
Are but the rough hewn blocks of one
Vast pedestal beneath thy throne.
Awake! Those blocks can wield the pen.
There is a tongue in every stone!

Awake, O King! The surges swell
Around thy palace walls. They pour
Into its gates. Their hollow roar,
Of royal navies is the knell,
Whose wrecks lie scattered on thy shore.

Awake, O King! That swelling sea
Is Thought, and Speech its breaking waves.
Thou dreamest that it gently laves
Thy coast and sparkles bright for thee.
Awake! an angry tempest raves!

Awake, O King! Speak thy command—
They will obey, those slaves below—
Say to the waves, No farther go!
Awake! stretch forth thy mighty hand,
Command the winds, No longer blow!

—Donahoe's Magazine.

THE GREEN FLAG OF IRELAND.

Ensign of a Splendid Race and Naturalized Long Ago in the United States.

Some prominent citizens of Chicago on the so called Irish day at the World's fair caused the Irish flag to be raised on the official flagstaff, but a Mr. Millet, who is in charge of the decorative effects, ordered its removal because "Ireland was not a nation."

Whatever the decorative artist of the World's fair may think about it, it makes little difference in this matter whether Ireland is a "nation" or not. The entire civilized world recognizes what is called the Irish flag, not as the standard of an independent nation, but as the ensign of a splendid race—a race of red blooded, big hearted men, with many faults of course, but with many virtues—a race whose presence in numbers in any nation has always been hailed with welcome by the better and more high minded sort of people.

Besides, the Irish flag was long ago naturalized in the United States. Even before the stars and stripes had been adopted officially as the American ensign the Irish flag had floated in the front of battles on American soil for the establishment of American independence. During all the four years of the civil war it was carried alongside of the stars and stripes by many regiments of the Union army.

That brave and patriotic American, the sturdy General Edwin V. Sumner, reverently doffed his hat to the Irish flag when, at the battle of Savage's Station, the Eighty-eighth New York of Meagher's Irish brigade, waving it defiantly, held off many times their number of Confederates and successfully covered McClellan's retreat. It was the Irish flag again, borne beside the stars and stripes, that at Fredericksburg forced its way under the fire of 60 cannon and a withering blast of musketry and came nearest to the stone wall at the base of Marye's Heights.

The Irish flag is not a foreign ensign here. It belongs to American history, and all the sentiments that it expresses are friendly to American institutions and harmonize with American principles. Indeed it is not going too far to say that the Irish flag is, as it were, a touchstone of true Americanism. Almost invariably the native American who entertains kindly feelings for the Irish is a man who is a sincere believer in the distinctive maxims of the American constitution. On the other hand, it will generally be found that the American who resents the appearance of the Irish flag is an American merely by the accident of birth. He would have been a Tory had he lived at the time of the struggle for independence.—Exchange.

The Bishop of Dallas.

Bishop Dunne was born in Tipperary, Ireland, 45 years ago. His parents came to America when he was 1 year old and went to Chicago. Bishop Dunne was educated at the Catholic Theological seminary at Baltimore and was ordained as a priest on June 29, 1871. Soon after taking the vows he went to Chicago and became an assistant priest at St. Mary's church on Wabash avenue, under the pastorate of the late Father Rolfe. He remained at St. Mary's about one year and was then transferred to St. James' church, Chicago, where he served as assistant to Father Riordan, who is now archbishop of San Francisco.

He remained at St. Mary's more than three years, and when the parish of All Saints was created in 1876 he was called to be its first pastor. In this post he has spent the last 17 years. He built the present Church of All Saints in Chicago, one of the best in that city. To it he added a substantial school building, where he put into practice his forceful ideas concerning Catholic education. Then he completed a parochial residence. Now the parish of All Saints is one of the best equipped of the Catholic congregations in Chicago.

How Catholics Die.

Some time ago a secular paper, the Providence Journal, gave the result of its observation of the contrast between the deaths of Catholic and Protestant inmates of the state poor farm.

It said that such a thing as an absolved Catholic being afraid to die or doubting his ultimate blessedness is unknown in the almshouse. But in one or two cases where a Catholic has come pretty near dying before the priest arrived, his terror and agony have known no bounds. This shows what faith will do, for this life at least. Protestants generally die about as they have lived. They like to have the chaplain come and talk with them, but if he chances to utter a sentiment too orthodox or too heterodox to suit the views of his dying listener the latter will dispute the issue with him to the last gasp.—Catholic Herald.

A Clergyman's Rebuke.

A clergyman was annoyed by people talking and giggling. He paused, looked at the disturbers and said: "Some years since, as I was preaching, a young man who sat before me was constantly laughing, talking and making uncouth grimaces. I paused and administered a severe rebuke. After the services a gentleman said to me: 'Sir, you made a great mistake. That young man was an idiot.' Since then I have always been afraid to reprove those who misbehave themselves in chapel lest I should repeat that mistake and reprove another idiot." During the rest of the services there was good order.—Church Standard.

Centenary of the Holy House of Loretto.

The committee appointed to make preparation for the celebration of the sixth centenary of the translation of the Holy House of Loretto in December next year have already drawn up a programme of the arrangements. The festivities will begin on the 10th of December. As a memorial of the occasion a new altar will be erected in the Holy House.

Only a Dream.

"Oh, John," she cried, with a roguish gleam,
"I've seen a hat—a perfect dream."
"Indeed," said John as he kicked the cat,
"A dream you say? Let it go at that!"

—Exchange.

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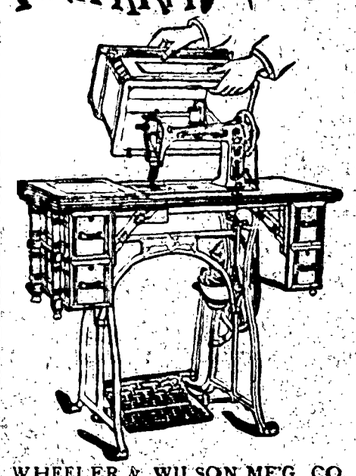

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