MR. C. G. LOEBER'S AIR SHIP.

AN INVENTOR SAYS THAT HE HAS DISCOVERED HOW A DUCK FLIES.

He Declares that he Can Obtain an Air Resistance Varying at Pleasure from an Ounce to Eight Pounds to the Square Inch—And he Appears to be Perfectly Sane.

Mr. Charles G. Loeber resides at 14 Eleventh street, near Broadway. He is a tall, stoop-shouldered man, with full beard and bald head. He had neither shoes nor slippers on his feet when we called on him. Cigars were lighted, and a talk ensued. Mr. Loeber is an inventor. He crossed his left knee with his right foot, rested his elbow on the elevated knee, and began to comb his whiskers with his fingers. His dark eyes brightened when flying machines were mentioned. In discussing an article printed in THE SUN not long ago concerning the work of a Brooklyn inventor, he said: "The man has the right idea when he talks of arranging the upward stroke of the wing so as to prevent a resistance of air equal to that obtained by a downward stroke; but he is as yet at the very threshold of what he wants to accomplish."

In answer to a question as to just what he proposed to do for the world in the way of aerial navigation, Mr. Loeber said: "With my discovery it becomes feasible to build, and I shall construct, a ship of ordinary strong material—iron, steel, or timber—of considerable carrying capacity, say 100 tons, furnished with ample steam power. I shall load it with passengers and freight, and propel it through the air at a much higher rate of speed than present modes of conveyance afford. The ship will ordinarily go no higher than to clear obstructions, but in case of gales or head winds it will be able to rise above them, although in few cases will this be necessary."

"Then you declare your ability to take a ponderous ship, such as you describe, high into the air?"

"The air ship will proceed with ease to any height where man can exist with comfort. As to speed, I do not care to say where I limit it. It is rare for hurricanes to exceed 130 miles an hour. I will state, however, that I am assured of my ability to breast such a storm and make good headway against it.

"You know that the law of displacement," he continued, "can be applied to the atmosphere as well as to the ocean. The weight per cubic foot of salt water is 64 pounds of fresh water, plus 1 23-100 ounces. Hence the displacement of 100,000 cubic feet of salt water floats a vessel and cargo of a total weight of 3,200 tons. But the displacement of 100,000 cubic feet of atmosphere floats only 7,085 pounds, deducting the weight of an equal volume of hydrogen, 594 pounds, the total weight of an aerostat and contents is limited to 7,094 pounds. Therefore, if the law of displacement is to govern air navigation, it follows that to be practical and safe the aerostat must be strong enough to withstand whatever pressure or forces may act upon it by any sudden or violent expansion of the gas with which it is charged through its propulsion in adverse winds, and yet light enough to afford the largest practical margin for carrying capacity. It must needs cover a very large surface and be provided with power and propelling machinery. The law of displacement makes the aerostatic problem one of finding a large light and yet very strong material, and various lots of inventions of remarkable ☞ of a combination of very little weight with great power. Were the atmosphere near the surface as dense as water, the law of displacement would permit the use of the heaviest materials for the construction of stands adequate to large proportions and carrying capacity. These could be floated by making a comparative vacuum, elevated by increasing it and lowered by diminishing it. Equipped with powerful steam engines and locomotive machinery, such an aerostat would demonstrate navigation of the air with some measure of success.

"Then the problem resolves itself into finding an aerostat with power and propelling machinery built light enough and strong enough for the purpose.

"This is exactly what I sought to show. It is needless, however, to weigh the probabilities of success for or against such an undertaking, since it may be assumed on no less authority than nature herself that neither buoyancy nor lightness enters into the successful system of flying animals. The bird is more to its body than, like other animals, and its weight is relatively about the same. Nor does it float. Of the weight of the duck, four pounds, which, with spread wings, displaces 200 cubic inches of air, but it 14,000 of an ounce is buoyed. The South American condor, weighing from 25 to 30 pounds and displacing with spread wings eight cubic feet of air, is buoyed only to the extent of ten ounces."

These birds, then, derive no greater benefit from the buoying property of the air than does man or the quadruped."

Quite true. I was about to add that these birds are also unable to gain any buoyancy which might result from a displacement of air by the strokes of their wings. For that is simply impossible. The wings of a wild duck would, for such a purpose, have to make and keep up a perfect vacuum covering a space of about 52 cubic feet; the condor, a vacuum of about 650 cubic feet. It is self-evident that these birds are sustained and moved by their continuous exertions, and it is also evident that all the factors in this operation are not yet known. We know that the bird flies by the repeating effect on the wings of the wing strokes against the air and that this effect is the result of the bird's power to propel against the air and the air's resistance offered thereto. But a simple experiment will demonstrate that the bird obtains a far greater effect than is produced by any known mechanical device. It is reasoned that a plunger moved against the air with a certain velocity creates a resisting effect against the plunger equal to the effect produced on the plunger if it be stationary and the air move against it with that velocity. Now applying the data elaborated from numerous observations and experiments, it is computed that a plunger moved with a wing surface of 72 square inches would have to make a wing stroke 50 feet deep every second of time, or its equivalent, in a number of shorter strokes, merely to sustain itself. The wing with a wing surface of 8 square feet must, for the same purpose, make a wing stroke 45 deep each second. The expenditure of power thus required is enormous. The duck would have to expend over one-third of a horse power and the condor over four horse power. Now that the bird does not move its wings by anything like the foregoing velocity, and reject as unreasonable the supposition of so much power being required merely to keep them from falling to the ground."

"This, then, is where the secret is involved?" we asked.

"The bird obtains much more of a reacting effect than can be accounted for. This can be ascribed to no cause than that the air offers its wing stroke much more of a resistance than it is now known to be capable of."

"An important point, indeed. Do you care to go into details as to how this increased air resistance is obtained?"

"That is my secret," replied Mr. Loeber, "I have discovered the secret whereby I can obtain an air resistance varying at pleasure from one ounce to eight pounds to the square inch, and I have invented the proper machinery for utilizing it."

So it is this additional resistance from the air—the secret of obtaining which nature has withheld to you—which enables you to gain sufficient abutment in the air to keep an air ship afloat?"

"You have it. But you do not believe me, do you?"

We replied that we would believe him when we saw the ship afloat. In subsequent conversation Mr. Loeber said that his thoughts were directed in their present channel eleven years ago. He was living at that time in San Francisco. Mr. Mariot, editor of the *San Francisco News-Letter*, had a model of an air ship which that gentleman expected to "go up," and it did, but not in the way hoped for. Loeber himself is a German 51 years old, and a native of Hesse Cassel. He has lived in this country since 1848, and is by profession a lawyer.

On being pressed to elaborate his plans for "the air ship of the future," Mr. Loeber stated that the ship on voyage would, in general outline, resemble a bird in flight. It would have several decks and be fireproof. Ample provisions for safety would be made. The essential parts of the machinery are to be duplicated outboard and kept on board. He did not think they would break, but if such a catastrophe happened the construction and appliances of the ship would enable the crew to bring it down in safety. It was claimed that a crew of two men would be required to run a full-sized air ship of say 100 tons capacity.

Negotiations looking toward the building of such a vessel have been begun. Mr. Loeber said that it would hold six persons, four in excess of the crew, who will sustain and propel the ship by hand power. It is not thought that over three months will be consumed in building this model. Mr. Loeber says that he intends to start in it from New York for San Francisco, and to return in it, stopping at intermediate points. Two patents will be required to cover the discovery of the new principle in aeronautics, one on the ship itself and one on the machinery employed to it. These have not been taken out.

When asked why his project has not drawn the attention of capitalists, Mr. Loeber said:

"The world is full of credulous and incredulous people on the subject of flying. Men are afraid to take hold of anything relating to that and through fear of being regarded as visionary. But this is only a small portion of the difficulty attending the practical execution of such a project. In the first place, the experiments are very costly. The subject itself, to many, seems too wild for belief and the only effectual way of demonstrating its success cannot be placed in actual operation. Those who would seem to be interested with the subject—the rich and enterprising—are unsocially conservative in their views. I am a poor man, and I am the last person in the world who should be an enterprising man. I have had plenty of opinions and advice offered me," added the speaker, as he reversed his unsymmetrical attitude, "and not a few have professed undying faith in me and my projects—that is, until, in some cases, their pockets were appealed to."

The possibilities in the event of the successful completion of an air ship as described were too numerous and too important to be ignored. Some were suggested, and Mr. Loeber showed that he had thought of them all. He said that undoubtedly the art of war would be relegated to the past, or at least be placed on an entirely different basis, when this air ship comes into use. The weaker nations would in reality be the better enabled to combat the stronger, finding in them more to destroy. War would mean annihilation, and would seldom or never be undertaken. He even took pleasure in dwelling on the advantages which the Irish or Russian National party would have in their struggles could they but possess one of his improved air ships armed with explosives. The carrying trade of the world would naturally suffer a revolution. Railways and canals would step down to the level of doing a strictly local business, if any at all, for he claims that the air ship of a given tonnage will cost no more to build than an ocean ship of like material and appointments. Peoria, Minneapolis, St. Louis, and Chicago would become ports of entry and export, and send cargoes of grain and flour to Europe direct, thus, of course, destroying the necessity for enlarging the Erie Canal, for New York's grain trade would then become independent of that water way.

As to the apparent nonsense of talk of this character, viewed as some will look at it, Mr. Loeber volunteered the following: "It is a matter of history that while the Morse Appropriation bill for building the first line of telegraph between Washington and Baltimore hung fire in Congress for several sessions members of Congress made all sorts of fun of it. When a field for telegraphic desired, and any one had a reserve force of wit to explode, the Morse bill was called up. Even after the line was established and in successful working order, Postmaster-General Johnson, being called on by Congress to report as to the advisability of purchasing the Morse patent for $100,000, gave it as his opinion that the telegraph would never come into general use."

Mr. Loeber added that he expected that his model would not exceed $5,000 in cost. He extended a warm invitation to his visitors to form two of the six when he expects to accompany him on his first trip.

Attention was called to a copy of the Buffalo *Courier* of Sept. 13. In an article written, as Mr. Loeber stated, by Mr. David Gray, the editor, that gentleman says:

"It is safe to believe that Mr. Loeber has actually wrested from Nature a secret which would virtually endow a man with wings. It is also difficult to understand how a man who talks so vaguely and writes he does can be either a fool or a deceiver. We do not profess to either comprehend or to be a believer in Mr. Loeber's theory, but we freely confess to a certain interest in it and him. He is a person of undoubted scientific attainments, a German by birth, and a lawyer by profession, and no one can talk with him without being impressed, not merely with his sincerity, but with the fact that he is a man who knows what he is talking about. He is no lobby possessor, but also by his apparent mastery of his subject."

MLLE. MARIE HEILBRON.

Ruined by the Union Generale, and Preparing to Return to the Stage.

PARIS, Feb. 6.—Among the results of the crash of the Union Générale will be the return to the operatic stage of Mlle. Marie Heilbron, and at the present moment there seems to be every probability that America will have the privilege of beginning the reconstitution of the lady's fortune. A few days ago she was rich, and the owner of a splendid mansion in the Byzantine style at 32 Rue de Monceau. Not more than a year ago she was married to a nobleman, the Count de la Panouse, himself sufficiently provided with wealth. What future could appear more smiling than hers? Unfortunately, the Count is a Count. That is to say, he has relations in the high circles "the top of the basket" of the clerical and reactionary society of Paris, who supported the famous Union Générale. All the fortune both of the Count and of the Countess de la Panouse was invested in the Union, and all is lost. A few days after the crash the beautiful mansion was bought by the banker Stern, and the Countess de la Panouse announced her intention of becoming once more for the public simple Marie Heilbron. No sooner was this known than there came offers from America, from La Scala at Milan, from St. Petersburg. Mlle. Heilbron confesses that above all she desires to make money, and she is ready to accept the highest bid.

"I shall do like Sarah Bernhardt," she says. "I shall sell myself, if necessary, to one of those dealers in human flesh who carry on speculations in artistes in the New World."

Why Mlle. Heilbron made use of this phrase I do not venture to ask. It is not flattering to Strakosch and Abbey and their rivals.

And so the capricious artiste will have to begin life over again, or rather to take it up at the point where she left off in the spring of 1880, after a five months' stay at the Paris opera. A three years' engagement—$16,000 the first year, $18,000 the second, $23,200 the third year. This was indeed brilliant for a young person who not so very long ago had been playing at the Varietés in Offenbach's "Brasseriers." Alas! Mlle. Heilbron was more than capricious, or at least people said so, and she and the manager of the opera pulled together so ill that they separated by mutual agreement, after Mlle. Heilbron had appeared a few times in "Faust" and "Don Juan" with no particular success.

It is to Strakosch that Heilbron owes her fame. He studied under Duprez, and made her debut at the Opéra Comique while quite a child, in 1868, in Massenet's first piece, "The Great Aunt." In 1870 she went on a wild tour in Holland, then returned to the Opéra Comique, and in 1872 all Paris went to see her fine voice and her charming figure in the "Brasseriers." One night Strakosch came into her room and told her that she was fit for better things than operetta and buffoonery. "Will you accept an engagement at the Italiens?" Heilbron objected that she did not know Italian and a dozen other things. "In three months you shall sing 'La Traviata,'" said Strakosch, "and I guarantee you will succeed." For some time after that Heilbron disappeared. The newspapers from time to time published a note saying that she had been sent to Italy to perfect herself in singing under Lamperti, and that she was making daily progress in the language of Tasso and Garibaldi. The truth was that she was poring over grammars and dictionaries imprisoned in a charming villa at Maisons Laffitte, twenty minutes' ride from the boulevard. After about three months' Italian education Strakosch liberated his captive and produced her before a skeptical Parisian audience in the old Venladour Theatre. It was a revelation. The appetizing and joyous little actress of the Variétés astonished by the splendor of her voice and the dramatic passion of her acting. After "La Traviata" followed "Lucia," "Otello," "Il Trovatore," all the Italian repertory, and the success went on increasing.

Then began the epoch of foreign travel. Heilbron visited, first of all America, with Albani and Strakosch, then Spain, Russia, and England, meanwhile reappearing from time to time at Paris and creating the "Bravo," the "Jeanne d'Arc," Veronika, reviving with Capoul "Paul and Virginia," then crowning her career by an engagement at the Opera, and finally abandoning the stage in order to become a duchess—the Countess de la Panouse.

Of Mlle. Heilbron's marriage nothing need be said; her private affairs regard only herself. The calmness of an easy and luxurious life has, however, had the advantage of developing her beauty. Her skin and complexion are of a purity that shows a long disuse of rouge and powder. Her eyes and her golden-brown hair are both of a brilliancy that would have tempted Titian. That such talent and such beauty are to quit the retirement of private life the public will certainly not regret. And, on the whole, perhaps the Countess de la Panouse is not sorry to become once more Mlle. Heilbron. T. C.

Readjuster Caucus Nominations.

RICHMOND, Feb. 24.—The Readjuster caucus continued in session last night until 1 o'clock, and completed its nominations for Judges of the Supreme Court of Appeals. L. L. Lewis of this city was unanimously nominated, and Judge R. W. Lacy of New Kent County received a nomination over two opponents. Mr. Lewis is a Republican, and is United States District Attorney for the Eastern District of Virginia. He is also half brother of Lieut.-Gov. Lewis. The full court as nominated is as follows: Robert A. Richardson of Smyth county, T. T. Fauntleroy of Frederick county, Henry A. Hinton of Petersburg, L. L. Lewis of Richmond, R. W. Lacy of New Kent county. They will be elected by the general assembly to-day.

A Good Reason for Disappearance.

MONTREAL, Feb. 24.—There are strong suspicions that Bourgault, the wholesale merchant, lately reported missing, has fled to evade the legal penalty for forgery. A letter has been received by a bank here, the endorsements of which are declared to be forgeries.

Horace Greeley's Peculiar Theatrical Experience.

An unwritten chapter of Horace Greeley's life is given by Harry Hill in to-morrow's *Sunday Mercury*.—*Adv.*

Important Patent Decision.

BOSTON, Mass., Feb. 23, 1892.—Judge Lowell, in the Circuit Court for the District of Massachusetts, has to-day decided, in a case of the Seabury Computing Scale Company against the Pacific Lubricator Company, for infringement of the patent of the Seabury Company for the method of calculating the internal working surfaces of steam cylinders by cut off in triple expansion steam engines, and a valve equivalent to the cut off valve, that the patent is valid, and that the complainants have made a discovery which entitles them to a liberal construction of their claims. The defendants have infringed the complainants' patent, and a decree will be entered for the complainants for an injunction and an accounting.

Railroad Decision.

The Supreme Court of the United States has decided in a case of the Central Transportation Company against the Pullman Palace Car Company, that a contract of the latter with the Illinois Central Railroad Company, by which the Pullman company was to furnish the road with cars, and to furnish all required for the accommodation of its business, and to furnish the best cars in use, and to furnish the best service in the best manner, was not a contract in restraint of trade, but was in the interest of the public, and was a valid contract.

DR. McCOSH DROPS IN.

His Unexpected Visit to an Alumni Meeting, at which he Relieves his Mind.

At the regular meeting of the Princeton Alumni Association, at Delmonico's, on Thursday evening, an elderly gentleman, a stranger to all present, dropped in just before it was time to call the meeting to order, and announced himself as Mr. Beach of Rome, N. Y., and a graduate of the class of 1838. He was stopping in the city, and, seeing the notice of the meeting in an evening paper, he thought he would drop in, as he might learn something to his profit. A young gentleman in faultless evening dress assured the stranger that he was welcome, but added that nothing special was coming before the meeting.

"About all we have to do at these meetings," said the young alumnus, "is to be agreeable and make one another comfortable. It will take but a short time to transact the business of the meeting. After that we will have a social chat, and finally we will adjourn to the adjoining room, where we shall expect to find something good to eat and drink."

It was Dr. McCosh, the Scotch Presbyterian President of Princeton College, who had so unexpectedly appeared in the meeting, coming all the way from Princeton on purpose to make the surprise. He began by calling out to the Secretary to read louder, so that he might be heard. Dr. McCosh was then invited to take a seat at the President's and Secretary's table. As he did so he glanced at the faces of the old graduates before him, all of whom were laughing or smiling.

"I used to catechize ye, and I'm going to catechize ye to-night," he said, in his pleasantest manner.

As the young gentleman had predicted, the business of the meeting was soon over. All there was to do was to read the minutes of the last meeting and hear the report of the Treasurer, who, it was found, could not make his report, as he had forgotten to bring his book. Then the President invited Dr. McCosh to address the association.

"Well, I don't know as I have anything to say," said the plain old gentleman with his rich Scotch brogue, "I hardly see how you could expect me to have anything to say. If you had sent me word that there was going to be a carefully prepared paper read here tonight, giving me the subject, I would have taken pains to prepare myself to give my views briefly on the same subject after the paper had been read. But all the notice that I got was the usual little penny postal (laughter), simply saying that there was going to be a meeting. Now, it seems to me that you might benefit yourselves and the college, too, by adopting a different plan. What inducement is there for a man who is thoughtfully and studiously inclined to come to such a meeting as this? Why, on my way here I stopped at the house of an old alumnus, and I asked him if he was not going to the meeting. His reply was that there was nothing to go for. Now, at every one of these meetings—and I think they shouldn't be held oftener than about three times in a year—there ought to be read a very carefully-prepared paper on some subject pertaining to science, or literature, or art, something worthy of your consideration, and something that would stimulate you to friendly contest. The subject of the paper should be announced beforehand, and then you would all be ready for the conflict. A room of this size wouldn't be large enough to hold all the alumni young and old, who would come to your meeting. Different views would fly about; witty, wise, and perhaps a few foolish things would be said. It would be a rare, affectionate, and yet sort of intellectual recreation, and when it was over you could all shake hands while the smoke of battle was clearing away. Then, after that you might go into the next room and refresh yourselves while talking over the little scrapes you used to have with the faculty." (Laughter.)

This seemed to remind Dr. McCosh of the recent difficulty with the Princeton students. "One thing we have got to take up," said he, "or it will force itself upon us—I mean college government. There are three plans of college government. One is to govern at all, but let the students come and go it will, as they do in the large medical and law schools. That was the plan adopted in the university which I first attended, and I know that two-thirds of the thirty or forty youth who went from the same part of the country as myself, which was where Burns lived and sang, went to ruin. Another plan is to take complete charge of the students' moral welfare. The other plan comes in between the two extremes. There is no mistaking the fact that our colleges are gradually coming to adopt the latter. The difference is to the moral welfare of the students. It is plainly visible in the Eastern colleges, and I confess it has crept into Princeton to some extent. And I may here let you into one of the little secrets of the faculty, which is that those very Freshmen who were so green and tyrannical and lenient everywhere else are terribly vindictive when in secret the faculty takes up the case of some offender. You have heard a great deal of late about our difficulties down there. The newspapers have teemed with accounts of them, and hundreds of editors who didn't know what they were talking about have criticised us and proffered all manner of foolish advice. We don't object to having our faults exposed, but we do dislike exaggeration and misrepresentation. I suppose the reason why the public hears so much about the quarrels at Princeton is because we are at such a convenient distance to this great city, with its enterprising press. Besides, while we make no attempt to cover things up, other colleges are all the time pushing their unpleasant secrets back into a dark corner."

TO END AN UNHAPPY UNION.

What was Testified to Yesterday in the Montella Divorce Suit.

The trial of the divorce suit of Pedro Montella against Emma F. Montella was continued yesterday in Supreme Court, Circuit, before Judge Larremore. There was a crowded attendance in the court room. Mr. Eichardt, owner of the house 116 East Fifty-ninth street, in which detectives testified on the part of the plaintiff that they saw Mrs. Montella and Thomas I. Madge lounging in the halls as of the fourth story, testified that he rented the fourth story flat to William A. Chandler, brother of Mrs. Montella, and that greater portion of a corresponding flat in the premises was occupied by Mr. Montella. Mrs. Montella, he said, had always conducted herself with perfect propriety, so far as his observation went, while living in that house. He had experimented a few days ago to see the possibility of a person lurking on the stairs leading down from the skylight, where the detectives say they stood, seeing persons in the hall below without being themselves visible, and he came to the conclusion that it could not be done under any circumstances.

Addison E. Ferris testified that on the evening of the 24 of July, the day on which the detectives swore that they saw Mrs. Montella in the city, he saw her in Cos Cob, Conn., and drove her, her maid, and youngest child to the house of Mrs. Hall, her mother, about a mile and a half distant, and to his own knowledge they remained there over Sunday. On the 26th of August following, the witness said, he drove Mrs. Montella from the railroad station at Cos Cob to the house of her mother-in-law, with the exception of about a short time after ward and drive him back to the station.

When the witness was on his way back to the house he heard a pistol shot and a scream. He went to the front of the house, and immediately after Mrs. Montella ran out and told him her husband had tried to choke her and her children to death. She asked him not to leave her alone with him, and while there he saw Mr. Montella running across the fields to the railroad station. Mr. Ferris said he saw Montella at the station afterward, and asked him what he had been doing with his wife, to which Montella answered, "I will kill her yet." The trial will be continued to-day.

Allowances to Garfield's Attendants.

WASHINGTON, Feb. 24.—The amounts allowed by the committee to audit the expenses of the sickness and burial of President Garfield to the attending surgeons are as follows: To Dr. Bliss, $25,000; to Drs. Agnew and Hamilton, $15,000 each; to Drs. Reyburn and Boynton, $10,000; to Mrs. Dr. Edson, $5,000. Mr. Crumpe, the steward, is allowed $3,000, and the other employees of the Executive Mansion two months extra pay. The committee recommends the appointment of Surgeon-General Barnes to the rank of Major-General, and his retirement in that grade, and the promotion of Dr. Wood to the rank of Lieutenant-Colonel. The committee has also agreed to grant to Mrs. Garfield the remainder of her husband's salary for the current year.

The minority report will be signed by Messrs. Springer and Blackburn will submit a minority report opposing most of the items allowed.

New Incorporations.

ALBANY, Feb. 24.—The following companies were incorporated to-day by filing certificates with the Secretary of State:

The Mauchchunk Gun Company of New York, capital, $50,000(!). The incorporators are Arthur B. Johnson, Thomas C. Platt, and James H. Hassell. The object is to manufacture guns generally. The directors are Thomas C. Platt, Abram R. Gerard, John F. Smyth, Lewis F. Allen, Arthur B. Johnson, James H. Hassell, and Charles P. Young.

The American Matrix Machine Company of New York, capital, $100,000. Incorporators, Alfred Wakeman, Albert Monell, Charles E. Collier, and George Doyle.

The Hazard Consolidated Mining Company of New York, capital, $1,000,000.

Deputy Collector Briggs Suspended.

Deputy Collector James A. Briggs was suspended from duty by Collector Kilbreth in the morning pending the consideration of charges in the matter of the charges preferred against him by Agent Brackett.

A Veteran Circus Man.

Mr. A. Nelligan, one of the managers of Barnum's, has been prominently identified with the circus business for many years, and he was one of the original members of the Sanford circus company, the United States, the combined circuits, Forepaugh's, Barnum's, and with the best circuses of the country. He is now in Chicago, and reports his health improved. He is a man of great ability, and with the best intentions. He is a man of great ability, and with the best intentions. He is a man of great ability, and with the best intentions