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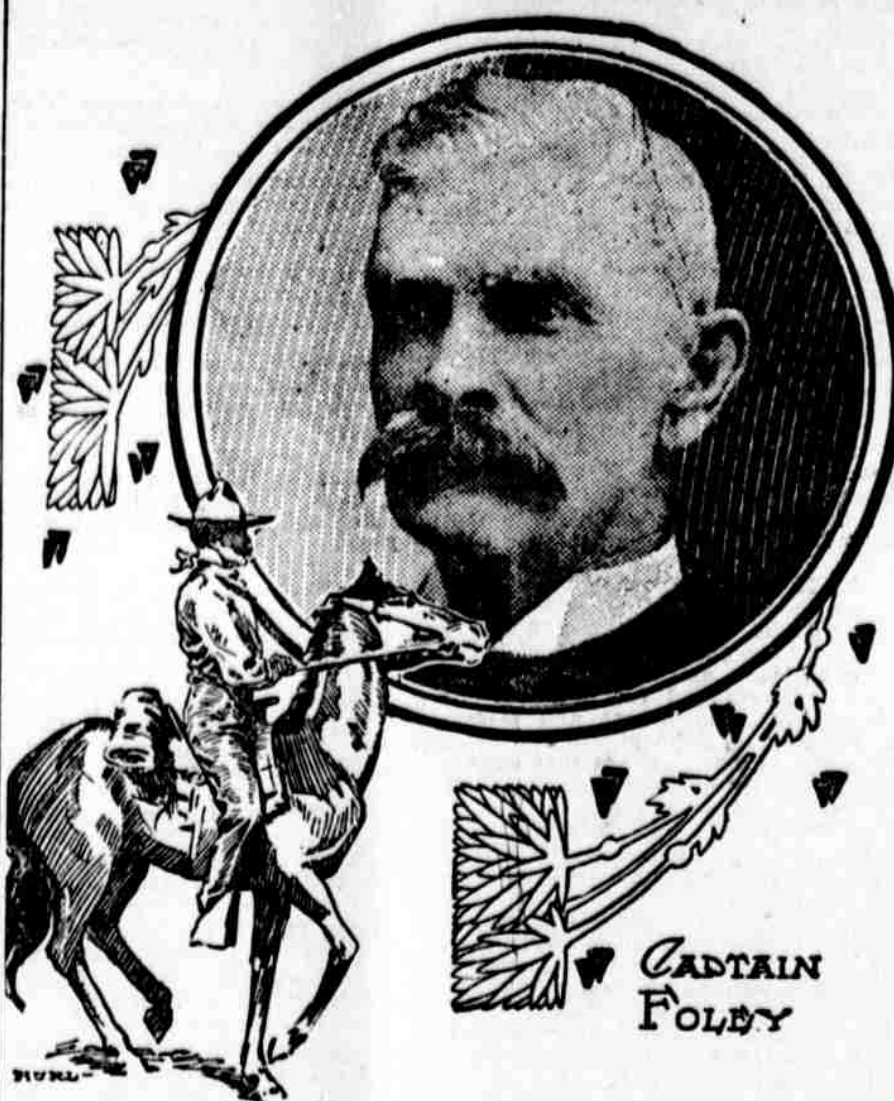
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RIDES TO FRISCO IN NINETY DAYS.



At an age when most men are content to sit in the easy chair and watch the youngsters, James P. Foley, 65 years old, captain of the police force of Logansport, Ind., will ride horseback to San Francisco on a \$500 wager that he can complete the trip in ninety days.

This will not be the first time that Capt. Foley has ridden over the Western country. He has fought Indians in the Black Hills and was in Utah during the exciting times when the Mormons sought to exclude the Gentiles. He has ridden over the deserts of New Mexico and Arizona, climbed the Colorado mountain peaks and knows every mile of the great Panhandle range in Western Texas. The rugged life of his younger days has left the captain a strong constitution. He is straight as an arrow, agile as a panther, and there are few fester runners in Indiana. Prisoners who fall into his clutches and show fight, invariably get the worst of it. He keeps in training all the time. Each morning, winter or summer, no matter how severe the weather, he takes a gallop into the country, astride his wiry Indian mustang.

Capt. Foley has figured that he will be able to make forty-five miles a day through Indiana, Illinois and Nebraska. Through the mountains he is only counting on averaging from ten to fifteen miles.

Science AND INVENTION

At the International Conference on Scientific Aeronautics, held recently in Milan, Mons. Teisserenc de Bort presented some interesting results of the expedition to the equatorial regions of the Atlantic organized by himself and Lawrence Rotch. Contrary to expectation, he said, they had found far lower temperatures in the upper air above the equator than at corresponding elevations in temperate latitudes. At the equator the temperature goes on decreasing up to the greatest elevations attained by kites and balloons. At the height of eight to eight and one-half miles temperatures were recorded as low as minus 80 degrees Centigrade, or 112 degrees Fahrenheit below zero.

The Heroult electric process for the production of steel is now in practical operation at Renscheid-Haston in Germany, and it is reported that the steel produced is much superior in many ways to that made by older methods. Steel of great purity and homogeneous quality is made from ordinary scrap-iron rubbish, melted, and then subjected to the action of an electric oven, in which the necessary carbon, manganese, nickel and other substances required to produce steel of various qualities are added to the liquid metal. The oven has a capacity of from one and one-half to two tons, and is heated by a current of 100 volts. The new steel is said to be stronger and more resistant to wear and tear than the old-fashioned crucible steel.

The Petit Parisien states that M. Boudy, a French engineer, has made a sensational discovery in the direction of aerial navigation. The inventor calls his discovery an aerial torpedo boat, and it is proposed to make use of it in warfare. M. Boudy claims that with the aid of the new machine he will be able to remain for several days in the air and to rise to such a height that shelter will be afforded from projectiles. It will be possible, he declares, to rise or descend at the will of the aeronaut, to travel against the wind, to navigate perfectly, and, in addition, to carry shells or grenades for use in war time. The minister of war is giving his attention to the claims of M. Boudy, and experiments will shortly be made in connection with the invention.

Examination of a photograph of the spectrum of the brilliant star Arcturus, made by Professor Hale and Mr. Adams at the Carnegie Solar Observatory on Mount Wilson, California, shows a very striking correspondence between many of the spectral lines in the light of that star and those observed in spots on the sun. The conclusion seems to be unavoidable, says Mr. Adams, that the physical conditions existing in sun-spots and in the atmosphere of Arcturus are nearly identical. A similar study of the spectrum of the bright star Betelgeuse, or Alpha Orionis, shows that sun-spot lines are also present there, but even more intense than in Arcturus. It is inferred that Arcturus is probably cooler than the

sun, and Betelgeuse cooler than Arcturus.

An explanation of a curious optical phenomenon sometimes witnessed on frosty nights, which is called the "pseudo-aurora," is offered by an official of the weather bureau. The phenomenon takes the form of beautiful columns of silvery light standing over electric arc lamps and other bright lights and sometimes appearing almost to reach the zenith. It is said that sometimes the evening star has a bright shaft below as well as above, while the rising moon stands in a broad column of light. These appearances are due to floating frost crystals, which keep their reflecting faces horizontal. On examination it has been found that the crystals concerned in the exhibition were thin, six-sided plates of ice, never more than one millimeter in diameter. When the wind blows these little plates were upset, and the columns of light caused by the reflection from their surfaces disappear.

Good Enough for Louis.

The officials of the Privy Chamber, it appears, showed plainly that it annoyed them to be obliged to eat at the same table with Mollere; so Louis, hearing of their rudeness, said to the actor during the petit-lever:

"I hear you are badly entertained, M. de Mollere, and that my people don't find you good enough to eat with them. Perhaps you are hungry. Sit down here and try my en cas de nuit" (a provision made in the evening in case the royal appetite should suddenly require satisfaction during the night). Then, cutting a chicken and ordering Mollere to be seated, the King helped him to a wing, took one himself, and gave orders that the most favored personages of the court be admitted.

"You see, I am making Mollere eat something," said Louis, "for my valets de chambre don't find him good enough company for them."—H. Chatfield-Taylor's Mollere.

Baffled but Determined.

While Mr. Graham calmly and deliberately opened the morning paper and ran his eye over the head-lines, his wife looked volumes of reproach and impatience.

"Can't you tell me about that fire yesterday, before you read everything else in the paper?" she asked, at last.

"Certainly, my dear, certainly," said Mr. Graham, when she had repeated her question. "Er—here it is:

"At 4:30 yesterday afternoon the great boiler at Stafford's burst. The scene which followed baffled all description."

"Is that all it says?" demanded Mrs. Graham, as her husband's eye seemed inclined to wander over the page.

"No," said Mr. Graham; "there are three full columns of description on this page, and it says 'continued on page six.'"

Not a "Thank You."

"I never knew a woman who wasn't bound to have the last word with you." "Unless it was in a street car and you were to say, 'Take my seat, madam.'"—Philadelphia Ledger.

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