

THE BEAUTY AND VIRTUE OF LAURA.

Say from what part of heaven 'twas nature drew,
From what idea that so perfect mold
To form such features, bidding us behold.

-Petrarch.

Shadow of an Inheritance

Old Martha came to wake me, say-
ing: "Your uncle is dying!"
So I went downstairs and stood once
more in front of the half-open portiere,



claims its share of life and joy even
in the midst of catastrophe.—Trans-
lated for the San Francisco Argonaut
from the French.
HYDROPHOBIA.
Some of the Means Used to Combat
This Horrible Disease.

EDITORIALS

Opinions of Great Papers on Important Subjects.

TWELVE MILLION TELEPHONES.
It is reported that there are now in this
country 12,000,000 telephones, or one for
every two houses in the country.

REGULATION OF THE AIR.
LAW has been passed by Germany, France
and Switzerland having to do with the
traffic of the air.

and city ordinances. Add to them the aeroplane laws
soon to be enacted, and consider the muddle of legisla-
tion for which the busy little gasoline engine must be
held responsible.—Toledo Blade.

RAISING THE "MAINE."
THE loss of no vessel, naval or other, ever
made a greater sensation or was fraught
with graver consequences than the mysteri-
ous destruction of the battleship Maine

IS THE WORLD GOING INSANE?
SANITARIUM specialist declares that 265
million of the entire population of the
world will be insane.

WHAT IS SPEED LIMIT?

Question Prompted by the Many
New Methods of Rapid Trans-
portation

AIRSHIP AND OCEAN FLYER

May Cross Atlantic in Three Days—
Monorail the Successor to the
Present Railroad.

Two questions seem to be the most
important problems of the age. They are
"Where is the speed limit?" and
"How fast is it possible to travel a
given distance?"

LITERARY
LITTLEBITS

FROM ONE WIZARD TO ANOTHER.
How Thomas A. Edison Found the
Diary of Samuel F. B. Morse.
In the middle '80's Thomas A.
Edison took a house in Gramercy
Park, New York City, where he found
himself very well situated for the lei-
sure which he always enjoys, being by
nature a reposeful man and not the
grinding dynamo that people so often
fancy him.

A GIRL'S ENTHUSIASM.

The first bride who ever made a
honeymoon trip on a railroad in Amer-
ica did more by that act to expedite
the building of the world's first trunk
line, declares C. F. Carter, in his book,
"Women Railroads were New," than the
ablest statesmen, engineers and finan-
ciers of the Empire State had been
able to accomplish by their united ef-
forts in half a dozen years.

CAUSES OF SMOKE.

Gases Distilled from the Coal Not
Burned in the Furnace.
The direct cause of smoke is the fact
that the gases distilled from the coal
are not completely burned in the fur-
nace before coming in contact with the
surface of the shell of tubes, which
chills them below the ignition temper-
ature. Now, says the Engineering
Magazine, these gases are the volatile
hydrocarbons which all bituminous
coals contain to a greater or less ex-
tent, and which are driven off when
the coal is heated. The percentage of
this volatile matter varies all the way
from 3 per cent for the Eastern an-
thracite to as high as 50 per cent for
the Western lignites. The larger per-
centage of volatile matter the greater
the liability to smoke production, other
things being equal, and the more diffi-
cult is smoke prevention. The behav-
ior of these volatile gases during combu-
sion is complex. There are good
reasons for supposing that a hydrocar-
bon at a sufficiently high temperature
is decomposed into its elements. The
carbon particles are seemingly averse
to combining with oxygen except under
favorable conditions. If the temper-
ature is too low or the air supply in-
sufficient the carbon refuses to combi-
ne and appears later as soot or
smoke. We must have sufficient air at
a high temperature. The question re-
volves about the point of perfect com-
bustion.