

WHAT IS SPEED LIMIT?

Question Prompted by the Many
New Methods of Rapid Transportation.

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?"

When the first automobiles reached such perfection that a speed of twenty-five miles an hour was made without injury to machines or drivers the public gasped, the Baltimore Sun says. Yet little by little this record has been changed, until recently Barney Oldfield dashed around a mile course in 27 seconds, the equivalent of 131 miles an hour. And this remarkable rate of speed Barney coolly promises to exceed the next time he enters a contest.

Already it is possible to leave New York on Monday morning and take dinner on Friday in Liverpool. Naval men experimenting with oil fuel predict that within six months or a year the trip will be reduced from five days to three. Small craft burning oil fuel have plowed through the sea on test runs at the rate of fifty miles an hour. Aeroplanes are showing astonishing rates of speed. Beriot's triumph in crossing the English Channel, leaving far behind steamers which left France at almost the same moment, has shown the scientific world what is possible and his record may be broken at any time. The bird-like flights of flying machines at recent exhibitions show clearly that these devices will one day rival the highest rate of speed motion attained by vehicles on the earth's surface. It may be that they will exceed them.

Tremendous speed means the saving of time, and this is a time-saving era. Time is money, and every second saved means dollars to the hustling business men of this generation. This probably is the real reason for the eternal striving for faster methods of transportation.

In England there is in operation a queer looking vehicle which, it is claimed by the inventor, can be run over a single rail with absolute safety at the incredible speed of 140 miles an hour. Already the monorail system is talked of as the most likely successor to our present railroad methods, and plans to try out the English inventor's time-saving train here in America are already under way. With the monorail a success the trip from New York to Philadelphia could be accomplished in about twenty minutes. The Twentieth Century Limited when run from New York to Chicago in sixteen hours, would then be about as modern as a Conestoga "prairie schooner" in the heart of Broadway.

The one desire of the civilized world seems, in this generation, to be to "get there first." New inventions, be they ever so hazardous, are snapped up with avidity by excitement-loving men who are ever willing to brave death in making the idea practicable.

FOR GIRLS TO READ.

New Rule That His Recently Gone
Into Effect at the Postoffice.

It was addressed to a man, but none the less it is a letter for girls to read. "Dear Grant," it said. "Somewhere I have seen this: 'One is never the common sinner.' It means more to me now than ever before.

"This morning I went downtown, as we agreed I should, to get your letter at the general delivery department of the postoffice. I found there were two windows for women, but there was a long line in front of each; so I took my place at the end of one line, feeling as uncomfortable as if everybody knew that I was going to ask for my letter under a false name.

"Don't be impatient with me for that. I hadn't forgotten the arguments in favor of keeping our correspondence secret, and I know father and mother do seem to us unreasonable and unjust, but, you see, to them I am just their little girl, and—well, I couldn't help feeling strange.

"Soon I noticed that the line didn't move. A loud-voiced woman was having an altercation at the window. After a while the woman next in front of me asked a stranger who stood looking on what was the matter, and he came close and explained in a too familiar way, which somehow included me with her, about a rule which had gone into effect this morning, compelling every woman who applied at the general delivery window to give her real name and address. The department, he said, was primarily for the convenience of people who had no fixed address in the city, and it had been misused; a great deal of crime was known to originate there. And he went on to say that he had been there all the morning 'watching the fun,' and that it was 'mighty interesting to see how many married women came there for mail.' O Grant, I felt ashamed!

"By this time a young girl behind me began to ask questions. Then she and a still younger girl compared notes. I couldn't help hearing. They

had been answering some horrid matrimonial ads under assumed names. The little one said her mother would 'just kill her if she found out,' and the other one suggested that if they should give some out-of-town place as their home address, and then insist that the false names were their own, they would probably get their letters all right.

"It made me sick to hear them plan it so coolly, and yet, Grant, for one instant I actually considered borrowing the idea and getting your letter that way. Then I looked up, and not ten feet off stood a man that lives near us. It was just like a flash of lightning,—the curious, unbelieving stare he gave me,—and suddenly I saw myself in it, the 'common sinner.'

"That is all. I waited just long enough to say to those silly girls what I should wish somebody to say to my little sister in the same circumstances, and then came away without getting your letter—which I wanted more than words can tell.

"And, Grant, please—please understand and sympathize when I say that I cannot have letters, even from you, at the expense of deceiving my father and mother. If our love for each other is all that we believe, it can live down opposition; if it must be, it could even outlive an enforced silence—but it can never stoop to anything that even seems vulgar or tricky."—Youth's Companion.

HUMOROUS TAXIDERMIST.

English Museum wherein is Told
the Story of Cock Robin.

Beneath the shadow of the ruined castle of Bramber, England, there is a novel and interesting museum well worthy the attention of all who find themselves in that prettiest of South Down villages. According to the Strand, the exhibits displayed therein are principally examples of the art of the taxidermist, but the subjects are treated in such a humorous manner as to render the museum unique in England. From a child's point of view it is a veritable wonderland, reminiscent of the strange sights seen by Alice when she made her journey into that delectable country. It is not, however, only the juvenile who is captivated with the exhibition; the adult is none the less amused and agreeably surprised at the wonderful ingenuity there displayed.

The idea of thus combining the art of the taxidermist with that of the humorist was generated in the brain of the veteran proprietor, Mr. W. Potter. In 1861 Mr. Potter set to work to construct his first set piece, illustrating the "Death and Burial of Cock Robin." The work was done in Mr. Potter's spare time, and was not completed until seven years had elapsed. The nursery rhyme is too well known to repeat here. The whole of the incidents in the story are graphically portrayed, and, as evidencing the patience and perseverance exercised by Mr. Potter, it may be stated that not fewer than 100 specimens of British birds are included in the setting. In addition to the birds which figure in the story there are the cuckoo, nightingale, goldfinch, hawkfinch, bramblefinch, whinnet, etc. Considerable ingenuity is displayed in the arrangement of the "fish with his dish," the "fly with his little eye," the owl, the bull rendered in miniature, the rook and the mourning birds all a-sighing and a-sobbing.

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 leisure which he always enjoys, being by nature a reposeful man and not the grinding dynamo that people so often fancy him. Few things suit better the mood of idleness than to poke aimlessly around an old house that has its legible traces and signs of human occupancy, and thus one day Edison found himself in the garret of the house, where some old furniture had been stored, a writer in the Metropolis says. Opening one of the drawers, he saw lying within a flat oblong book labeled "Daily Journal." To his astonishment this proved to be nothing less than an original diary kept by Samuel F. B. Morse, inventor of the universal system of telegraphy which bears his name. The entries belonged to a brief but most interesting period of his life, the year 1848, supplemented by transcripts of important correspondence dated back as far as 1843, when the electro-magnetic telegraph system was being constructed between Washington and Baltimore.

Edison put the book away carefully and took it with him when he established himself at his present country home in New Jersey. He has now placed it in the hands of the American Institute of Electrical Engineers, with the remark in his accompanying letter of July 22, 1909: "As this appears to me to be a matter of great scientific and public interest, I feel that this journal should be placed where it may be accessible to others, and I therefore take much pleasure in forwarding the same herewith and in presenting it to your institute in the hope that it may be deemed worthy of receiving a place among the mementos of the telegraphic art in your library."

That Edison himself, the great telegraph inventor of our age, who stands next in line to Franklin and Morse as master of the electrical forces, should have chanced thus casually on a lost relic of his predecessor is, to say the least, a notable coincidence.

Think of the Hot Air in every town that never amounts to anything!

LEGAL INFORMATION

For violating the statute providing that barbers shall be licensed and registered before being allowed to engage in tonsorial toil, appellant in Jackson vs. State, 117 Southwestern Reporter, 818, was convicted. The law exempts students in the university and barbers in small towns. Its purpose is to insure efficiency in the barbers and hygienic conditions in their establishments. The statute was declared unconstitutional by the Texas Court of Criminal Appeals on the ground that it was contrary to the provision prohibiting taxation of mechanical employments, and that by its exceptions it became discriminatory because the evils intended to be prevented could as easily arise in an institution of learning or a hamlet as in the frescoed parlors of a metropolis.

A Missouri statute prohibits courts from punishing contempts by fine exceeding \$50 or imprisonment for more than ten days. In Chicago, B. & Q. Ry. Co. vs. Gildersleeve, 118 Southwestern Reporter, 86, it appeared that appellant had disregarded an injunction forbidding his traffic in partly used railroad tickets, and had been sentenced to fifteen days' imprisonment for contempt. Appellant relied on the statute, and expressed the fear that unless the statute were recognized as constitutional the courts could exercise their power to punish for contempt in an arbitrary and oppressive manner. The Missouri Supreme Court held that as the court was created by the constitution, and had inherent power to punish for contempt, allowing the Legislature to regulate this power would be permitting the legislative body to exercise functions properly belonging to the judicial. Three judges dissented.

In United States ex rel. Atty. Gen. vs. Delaware & H. Co. 29 Supreme Court Reporter, 527, the statute prohibiting railroads from transporting in interstate commerce commodities manufactured, mined or produced by them, or in which they were directly or indirectly interested, was construed, three justices dissenting from the court's opinion. The Federal Supreme Court held, in substance, that although a railroad corporation could not transport the product of its own mines, yet it could control a corporation engaged exclusively in mining, and transport the mineral for the corporation which it owned or controlled; that the ownership of a railway carrier of stock in a bona fide corporation producing coal was not the interest in the commodity forbidden the carrier. The court illustrates its deduction thus: A carrier mines and produces and owns coal as a result thereof. It sells the coal to A. It is impotent to move it for account of A. In interstate commerce because of the prohibition of the statute. The same carrier becomes a dealer in coal, buys and sells coal to A. This coal it may transport in interstate commerce. Thus if the rule of literal interpretation were applied this incongruity would result, and the intention could hardly have been to offer an incentive to a carrier to become a buyer and seller of commodities which it transported.

SWIMMING STROKE FOR WOMEN.

"Australian Crawl" Now Is Popular
with Modern Water Nymphs.

"Leander wasn't much of a swimmer if it bothered him any to swim the Hellespont," said Swimming Instructor G. H. Corsan of the Brookline municipal baths. "Now, if Leander had used the 'Australian crawl,' Mr. Corsan continued, 'instead of the old-fashioned 'breast stroke,' he'd have been across the Hellespont before he knew he was started."

Instructor Corsan has been telling Brookline swimmers that they don't know what swimming is if they don't know the "Australian crawl," the Boston Herald says. "The Australians didn't invent this stroke. In the British museum there is a bas-relief of some Assyrians crossing a river—men, women and children—with their enemies shooting arrows at them from the bank. Those Assyrians—and heaven knows how old the bas-relief is—are employing this 'Australian crawl' as plain as day. They'd laugh to see us floundering along with our clumsy breast stroke. The 'Australian crawl' is the only thing for ease, grace, speed and hygiene. It's great exercise for the shoulder and arm muscles, yet there is no effort to it.

"On that account it's a fine thing for girls and women. Up in Toronto, which is my native city, I have been teaching the girls this 'crawl.' They got tired of being taken out canoeing in Toronto bay, having the canoe upset and being left by the fellows to drown or get ashore as best they might. No Toronto boys aren't more ungallant than any others. They're about alike anywhere. But Toronto girls decided they'd learn to swim for themselves. They are experts, too."

The First Thousand.
"It's the first thousand dollars that's hard to get."

"That's right," assented the owner of the garage. "After you separate 'em from that, they'll loosen to any extent."—Louisville Courier Journal.

No girl is entirely happy and satisfied with her lover if she continues to say her prayers during her engagement.

Speaking for himself, a man rarely says that competition is the life of trade, as if he really meant it.

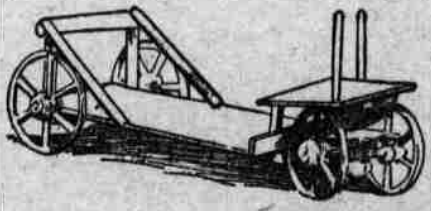
FARM AND GARDEN

A Low Wagon.
A low wagon is a decided advantage at times on the farm if the roads are firm. With a low wheeled rig a man can go into a hay field or corn field and load the rack with half the labor involved with high wheels. Of course a small wheel will sink deeper into the mud and drop into a furrow or small depression that a large wheel will bridge over.

The wagon illustrated is built out of the ordinary farm wagon with full size wheel. First, make an axle nine and a half feet long, with skains that will fit your wheels. Take two timbers eighteen feet long, relatively as strong as 6x8 pine (round timbers will answer if you have them on your farm), hang these under the axle near the skains with five-eighths round iron clips with burrs underneath. Four or six inch blocks may be put between the axle and timbers, which will make them still lower. Chamfer the front ends and bolt together, forming a triangle.

Hang the front end under the front axle by means of a strong, short reach bolted firmly to the timbers just behind the circular part of front hounds. The king-bolt goes through the reach and serves to draw the rear part, but the weight is supported by a coupling in front of the axle. This consists of a heavy eye bolt and large triangular link, which is looped over the projecting end of the reach in front of axle. Cover the timber with a tight floor eight feet wide, as far as possible, without interfering with the turning of the front wheels against the timbers. Deck over the front wheels, resting the decking on a false bolster. All the decking is of sound inch boards, with a strip nailed under the ends of boards to protect them.

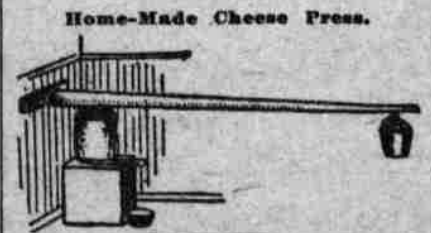
For hay, use stakes in rear, with 2x6 bolted cross-wise, and 2x4 fastened from top of same to the deck to shield



A LOW WAGON.

the wheels. This part may be removed when hauling commodities other than hay. Three short posts may be set in ground with inclined bars and the wagon driven or backed upon same to raise it from the ground, when the wagon can be changed quickly and much more easily than the ordinary rack can be lifted on or off. This wagon may be used for haulingilage, corn, and, in the absence of a spreader, for hauling manure, having no sideboards to bother with.

Figuring Cost of Crop.
Dr. H. C. Price of the Ohio Agricultural College has charged his farm land with 35 cents per hour for man and team and the market price for the products grown, and gets the following results: One sixty acres of corn yield was 79.3 bushels per acre, which cost \$20.39 to produce, and was valued at \$49.47. This showed a clear profit of \$29.08 per acre. On clover hay he raised 3.1 tons per acre on fifteen acres. This cost \$6.33 and produced \$25.26, or a profit of \$18.93 per acre. His twelve acres of wheat averaged 15.29 bushels at a cost of \$12.90 per acre, and with a yield of \$18.52 per acre showed a profit of \$2.63. On oats he had a yield of 20.7 on eight acres. The cost was \$12.13, the proceeds \$12.56 and the profits 43 cents per acre. With 6.4 acres of potatoes his yield averaged 83.3 bushels, which cost \$57.67 and yielded \$84.89, with profit of \$27.22 per acre. In his locality this would seem to indicate that all crops pay, but that corn is the most profitable, with potatoes second and oats with almost no profit.



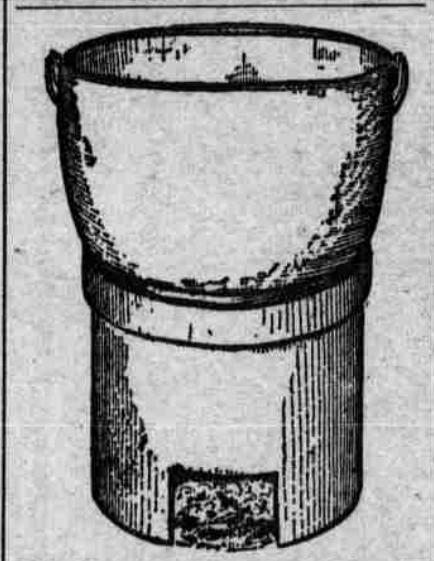
Home-Made Cheese Press.

Feed Material.
The various feeding materials give results more according to quality than to amount provided the stock. Properly cured corn fodder, hay that was put in the mow at just the right condition and grain that is free from mold or smut, will produce greater gain at less cost than articles that are not of good quality. No rule for feeding, according to weight of the animal, can be depended upon, but the more food an animal consumes the greater its ability to produce if the food itself is not deficient in nutrition.

Raising Pheasants.
The profits of raising pheasants have attracted attention from government experts. It is found that there is a good demand for these birds to stock parks, game preserves and private estates, besides the regular market demand for pheasants as game, and it is claimed the general demand is increasing. The Department of Agriculture has issued a booklet giving practical information on raising pheasants, Farmers' Bulletin, No. 690

Farm Products Exports.
Exports of farm products from the United States have increased from an average of \$150,000,000 a year in the five-year period from 1851 to 1855 to more than \$1,000,000,000 in 1908, according to the Department of Agriculture. The increase in exports has been greater than the increase in population. In 1851-55 the average value per capita of agricultural exports was \$5.85; in 1901-05 it was \$10.88. Exports of packing house products have increased from \$10,000,000 in the 1851-55 period to \$196,000,000 in 1908, the principal items in this group being pork, beef and oleo oil. Since 1905 there has been a decline in the exports of beef, but the balance of trade favors foreign countries by nearly \$200,000,000 in the year ending June 30, 1909, according to the advance sheets of the report of the New York Chamber of Commerce. The report will show that imports into the United States increased \$18,085,245 over 1908, while exports for 1909 fall off \$175,358,326.

Outdoor Fireplace for a Kettle.
When a kettle is used in the open air for heating water, or boiling maple sirup, there is considerable of



the heat wasted, unless a furnace of some kind is built about the fire. The accompanying sketch illustrates a furnace made of an ordinary drain or sewer tile. The diameter of the tile must be of such a size as to let the largest part of the rounding bottom set inside. Dig out a hole in the earth under the tile, says Popular Mechanics, or break a piece out of the tile to make an opening to feed the fire and for the draft.

Combination Hog House.
I have two pastures that have no shade trees in them. It is very convenient, however, for me to run the hogs on them during the summer. For a while I used make-shift shades in the fence corners, but one winter I was building four movable breeding houses and I hit upon a plan by which I could use them in the summer as shade.

All four sides were made on hinges, as shown in the drawing, and in the summer these sides are fastened up. Quite a large number of hogs can find shelter in one of these houses in the



HOG HOUSE IN SUMMER.

summer, and in winter they are just as warm as can be when used for the pigs.—John Y. Beaty, in Farm and Home.

Dairying in Holland.
Dairying in Holland is the principal occupation. The land is worth from \$500 to \$1,000 an acre, yet the people pay their rents or interest on the investment, by producing butter and cheese, which they place on the European markets in successful competition with that produced in America on land less than one-fifth the value. The secret is—efficient cows, excellent care, co-operation and superiority of butter and cheese. A cow stable in America is usually an untidy, uninviting and in many cases absolutely filthy place, where, to the disgrace of civilization, human food is produced. In Holland a cow stable is as clean and carefully cared for as any other room in the house.

Date Cake.
Cream one-half cup of butter with one and one-half cups of sugar, add the beaten yolks of four eggs and beat again. Add one cup of milk, two and one-quarter cups of flour sifted with four level teaspoons of baking powder, then one-half pound of dates chopped and one-half teaspoon of almond flavoring. Bake in thin sheets, cover with a thick icing, and decorate with stoned dates. Cut in squares.

Notes of the Farm Dairy.
The best cows are the ones that the careful dairyman raises for himself.

The best flavored butter in the world is made in private dairies—and the worst, too.

The silo enables the farmer to carry more head of stock than he otherwise could be able to do.

To produce their full milk-giving capacity, cows should be kept as free from disturbance as possible.

No one man can develop a cow into a high producer unless that cow had an inherited quality of development to start with.

The cow with a good appetite is apt to be the cheapest butter producer. Cows that are "snicky" are not apt to be profitable.

THE WEEKLY HISTORIAN



- 1621—Christening of first child born of French parents in Quebec.
- 1672—War declared in Boston against the Dutch; the first declaration of war in the colonies....Union between the colonies of Massachusetts, Plymouth and Connecticut.
- 1680—Elizabeth Morse imprisoned in Boston for witchcraft.
- 1778—The British under Sir Henry Clinton held a council of war and decided to evacuate Philadelphia.
- 1787—First cotton mill in the United States started at Beverly, Mass.
- 1793—A Democratic society was formed in Philadelphia.
- 1800—Connecticut yielded all claim to Western territory....First municipal court established in Boston.
- 1819—Cornerstone laid for the Pennsylvania State capitol at Harrisburg.
- 1835—Railroad line between Boston and Lowell opened for traffic.
- 1838—Earl of Durham arrived in Canada to assume his office as governor-general.
- 1845—Fire in Quebec destroyed more than 1,600 houses....Sir John Franklin sailed on his last expedition to the Arctic.
- 1846—A convention met at Albany to revise the constitution of New York.
- 1848—Maj.-Gen Winfield Scott received by the municipal authorities of New York.
- 1859—First sod of the Georgian Bay canal was turned near Toronto.
- 1861—Savannah blockaded by Federal squadron....Union troops destroyed the railroad between Alexandria and Leesburg, Va.
- 1862—Gen. Banks defeated at Winchester and driven across the Potomac.
- 1864—Nathaniel Hawthorne buried in Sleepy Hollow Cemetery, Concord, Mass....Sidney Edgerton appointed first governor of Montana territory.
- 1865—Galveston, Texas, surrendered to the Federal troops.
- 1869—The Massachusetts State Senate refused to grant the right of suffrage to women.
- 1878—One hundred houses destroyed by tornado at Richmond, Va.
- 1881—Award of \$15,000 made for the attack on American fishermen in Fortune Bay.
- 1886—Haymarket anarchists indicted in Chicago for murder.
- 1888—Boston Corbett, slayer of J. Wilkes Booth, escaped from an asylum in Topeka.
- 1889—Flood at Johnston, Pa., resulting from the breaking of a dam, destroyed 2,295 lives.
- 1891—The "modus vivendi" coercion act passed by both branches of the Newfoundland Legislature.
- 1892—The "High-Water Mark" monument at Gettysburg dedicated.
- 1893—Body of Jefferson Davis taken from the tomb in New Orleans for removal to Richmond.
- 1896—Coronation of the Emperor and Empress of Russia at Moscow.
- 1898—Gladstone's body lay in state in London.
- 1899—French Court of Cassation decided in favor of the revision of the Dreyfus verdict....More than one hundred buildings in St. John, N. B., destroyed by fire.
- 1900—Welland canal dynamiters sentenced to life imprisonment....Gen. John B. Gordon elected commander-in-chief of the United Confederate Veterans.
- 1905—W. W. B. Melnes appointed governor of the Yukon Territory....President Roosevelt offered his services as a mediator to end the war between Japan and Russia.
- 1909—William Lorimer elected United States Senator from Illinois after four months' deadlock....Andrew Carnegie gave \$1,000,000 for a hero fund in France....Alaska-Yukon-Pacific exposition opened in Seattle....Great street car strike was begun in Philadelphia.

LABOR

Bakers' International Union has decided to start the six-day working week in New Orleans, La.

It is reported that the union label section of the A. F. of L., not yet a year old, has a membership of 500,000.

The young women and girls employed in the tobacco factories of Toronto, Canada, have decided to organize a union.

In Sioux Falls, S. D., there are twenty-seven unions, and Aberdeen, Lead, Huron and Deadwood are all well organized.

A labor party has recently been organized in Toronto, Canada, and it intends to take an active part in the next municipal campaign, with the expectation of getting a number of candidates from the ranks of labor in municipal offices.

International President George L. Berry, of the Pressmen and Assistants' Union, has notified subordinate unions that an assessment of one day's pay will be levied between the 23rd and 31st of next May, to be devoted toward the building of a home for tuberculosis patients and aged members.