

Thinks He Can Fly.

An Associated press dispatch under date of Washington, April 30, says: Professor Alexander Graham Bell today gave at Columbia station, a Virginia suburb of Washington, an exhibition of the tetrahedral kite which he believes is the secret of aerial navigation. The demonstration was made to the members of the National Geographical society, of which Professor Bell was formerly the president. The wind was light and therefore the trials were not as successful as some which have been made in private, but concerning which much has been written by the inventor and other scientists. Three sixteen-cell kites, each said to have a sustaining power of seventy-five pounds, were sent to heights varying from 400 to 1,100 feet, but the wind was so uncertain that the tests were not regarded as satisfactory. Preceding the exhibition of kite flying, Professor Bell explained briefly what he is doing at Cape Breton, where he has his laboratory. He said that the experiments there were on a much larger scale, but that the idea would be apparent from an examination of the tetrahedral kites used in the local demonstrations. The manner of construction of the kites from the first light sticks or aluminum tubes to the finished kite was shown by Professor Bell. The aluminum tubes or sticks are eight inches long. Three are first used to form a triangle and then three more are jointed to the ends of the first triangle and formed together at a common apex, making a figure bounded by four triangles. Other cells of the same size and weight then are taken until sixteen form the tetrahedral kite the same size as the first cell. Weight is saved in putting the cells together by using one stick only when two cells are fitted together to that, while one triangle requires three rods, two triangles can be made from five rods. When covered with silk, as the kites are, the two triangles have twice the resistance power of one, but one-sixth less weight than two ordinary triangles. The same principle of saving weight is continued further in forming the tetrahedral, the idea being that by making the kites large enough and continuing to save weight a sustaining power will be possible so that a motor and man can be carried. It has been asserted this has been proved at the Cape Breton laboratory, and the trials today have given to the public the first general understanding of how it is done. Professor Bell said the motor eventually would take the place of the kite string and that, when this had been accomplished, aerial navigation is established.

A World University.

The philosopher who said that to have seen Paul at Mars Hill and Rome in her glory would have been to him the culmination of earthly felicity ought to have lived to visit the World's Fair of 1904. He would hear nothing in St. Louis quite so impressive as was the apostle's immortal discourse to the men of Athens, but he would witness marvels of which the contemporaries of Caesar and Trajan never dreamed. If he were with us these days he would see the peoples and activities of countries which were ancient when Romulus made his first camp in sight of the Tiber, as well as those of great nations on continents not discovered until centuries after Oadacer and his barbarians had upset the shadow throne of the "Little Augustus" and ended the career of the Roman empire. Egypt and China, which were old and mysterious in the days of Herodotus are with us, in company with England, Japan, France, Mexico, Germany, Brazil, Italy, New Zealand

and other representatives of old and new civilizations, from all climes and from the four quarters of the globe. A few days or weeks in the World's Fair will give a closer acquaintance with the people and products of Europe, Asia, Africa and America than could be gained by as many years of travel over the earth. Here the most typical of all the interests and activities of the various peoples of the globe will be displayed. The person who makes a circuit of the exposition in the proper spirit will, for the time, lose all his local identity. His own especial horizon will disappear in the broader and fuller environment which will encompass him. For the time he will be no longer an American, an Englishman, a German or an Italian, or be restricted to the twentieth century. Habitat as well as time will be dissolved into the universal. He will be a contemporary of Confucius, of Rameses, of Augustus, of Charlemagne, of Washington, of Bonaparte, as well as of William II., of Edward VII. and of Roosevelt, and will see the centuries pass before him in panorama. In far less time than the eighty days in which the earth has been circled in these expanse-annihilating times the globe and all its peoples, employments and life can be seen and studied in the great world university at St. Louis.—St. Louis Globe-Democrat.

City Perils.

The Civic Federation of Chicago has a committee on public safety which has been investigating the causes of accidents in that city. From the report just submitted it appears that there were 10,707 accidents in 1903, resulting in death or serious bodily injury. In order to adopt measures to reduce the number of casualties, it was necessary to know the causes that led to them. An expert was, therefore, employed to examine the police reports, under the supervision of the city statistician, so that the committee's report might be as authentic as possible. The committee recommends that the city should classify the records of accidents, and make the information readily accessible. At present—and this is probably true of most American cities—the number of accidents occurring in a given period cannot be ascertained without much laborious research. The committee says that this is the kind of information which should be readily accessible and published periodically; that the knowledge of the causes of accidents would suggest remedies for their prevention, and the effect of publication would, no doubt, be to make the people themselves more careful.

Of the 10,707 accidents, 2,000 are attributed to the operation of the street railways and 914 to the steam and elevated railways. There is no attempt made to apportion the fault in the railway mishaps. Doubtless, in the great majority of instances, they were due to the carelessness of passengers. Nearly 1,000 are chargeable to teams. Injuries were caused in 1,156 cases by personal violence, by pure lawlessness, for the prevention of which the police establishment is largely responsible. If the data were at hand, it would be interesting to compare the records of the great cities of the country in this respect, having due regard to population.

Explosions are sensational causes of accidents, and occupy much space in the newspapers; but the deaths and injuries from such causes during the year numbered only 117, not half as many as were caused by "falling objects." It is believed that it will be found in the last analysis that by far the greater number of accidents were due to preventable causes, though the report does not undertake such analysis. Malice, carelessness, inattention, destroy more lives and inflict

more injury than war, whose purpose is to kill and maim. Fires, almost always the result of carelessness, are responsible for many deaths. Such dreaded dangers as tornadoes and lightning destroyed 687 lives in the United States last year, while the every-day perils of the streets in a single city killed or injured nearly 11,000 persons.—Philadelphia Ledger.

Facts Concerning Oyster Farms.

"How We Are Fed," by James Franklin Chamberlain (the Macmillan Company), is a book for children, but contains much information that would be unfamiliar to most adult readers, one particularly interesting chapter being on oyster farming.

Oyster farms, says Mr. Chamberlain, are far more profitable than are those upon which corn and wheat are raised. This is a new industry in our country, but it is very old in some parts of the world. As long ago as the seventh century, a Roman knight raised oysters for the market, and it is said that the business made him very wealthy.

Except for the first few days of their lives, oysters are prisoners, being attached to rocks, to the shells of their dead relatives and to other objects. They grow in immense numbers, and crowd one another more than people do in the tenement houses. In fact, most of them are soon crowded out and die.

Oyster beds are not found in very deep water, but rather along the shore, generally near the mouth of some river. The oysters often live where they are uncovered when the tide goes out, and on this account, partly, man has used them for food for ages. When the Pilgrim Fathers landed on the shores of New England they found that the Indians used oysters very commonly, and all along the coast were great heaps of shells. At the very first Thanksgiving dinner given in America oysters were served.

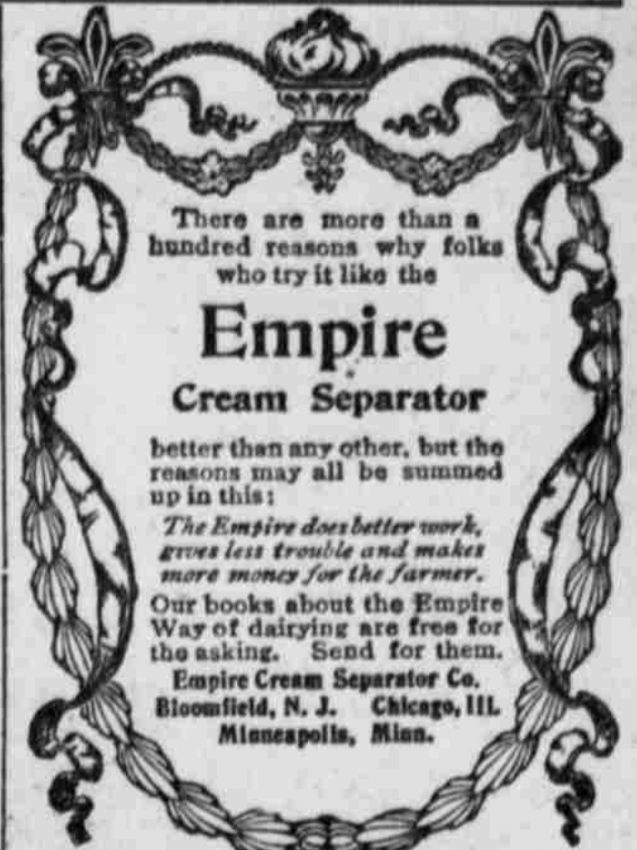
In a single year an oyster will produce more than a million young ones. The young oysters are called spat, and most of them are drifted away by waves and currents or devoured by large sea animals.

Oysters used to be so plentiful on the natural beds that they were very cheap, but by gathering them at all times of the year, so that they had no chance to produce their young, as well as by the catching of the young themselves, many of the natural beds were destroyed. In order to keep up the supply of this food men began oyster farming.

The oyster farmer prepares his farm in various ways. He places clean oyster shells, stones, trays, bundles of sticks and other things on the bottom, so that the oysters may find something to which to attach themselves. Then he places the young oysters, or spat, on these objects. When trays are used, several are placed, one upon another, and bound together by means of a chain. These trays are taken up from time to time, in order to gather the oysters that are ready for market. Sometimes stakes are planted in a somewhat circular form, cords are attached to the stakes, and bundles of sticks are fastened to the cords in such a way as to keep them a little above the bottom. Young oysters attach themselves to these sticks, which may be drawn up when the proper time comes.

Oysters grow at very different rates. In two years they may grow to be six inches in length, or it may take them several years to reach that size. They grow most rapidly on the artificial beds, and are also of a better quality than on the natural beds.

The starfish is one of the greatest enemies of the oyster, large numbers of which it destroys every year.—New York Tribune.



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