

ding four or five thousand years ago, and before there was any steel known reinforced those teeth with something almost as hard as diamonds.

When Tod Sloan won his first race in England by leaning close over the neck of his horse, he made a mighty sensation and revolutionized the way of riding races.

But Professor Cobern in his excavations at Gerges, found an ornamental set of harness so constructed that the rider must have hunched himself up on the neck of his horse. And that was in the age of the prophet Elijah. The horrors of ancient wars are fearfully portrayed on tablets recently excavated.

The professor says the Romans liked to make their carnivals dramatic. For instance, when a woman was to be executed they clothed her in a bear's skin, then sent her to the arena and turned a hungry lion loose. With the first blow the lion tore away the bear skin and then proceeded to "eat the lady."

Hatsepan was the first queen of history and reigned about thirty-five hundred years ago. She was the first woman's rights woman of whom there is any account. She was found in the temple of Deis el Bahari. She was a great old girl. She wore a false beard, dressed in male attire, called herself "him," but she wrought many improvements and built a great temple to commemorate her deeds. She led a revolution to success, was a close friend of Senmut, who made the first six-sided column, and who was the first landscape gardener.

But Hatsepan loved perfumes as much as any modern woman and invented one herself.

When Parihu—"the Lord of the Land of Punt"—made a return visit to the court of Egypt, he carried a boomerang.

Senmut built the great temple for Hatsepan on a rocky declivity from which it was partly hewed out. It had a frontage of 750 feet. Professor Cobern says:

"It is to be remarked that the first woman to rule devoted herself more to art and commerce than to war. Her age was one of the greatest in Egyptian history. Art of all kinds flourished, and botany as a pursuit began with her. One could almost make a map of her expeditions by the plants and trees that were brought to Egypt, and she also collected zoological and ethnological specimens.

"Furthermore, she was at the apex of a great movement for the advancement of woman. One never sees movements such as this begin all at once. Traces of it are to be seen for a century before her time, and a century afterward. I was amused to note, in the earlier pictures, that aside of the Kings were little figures that I thought were babies, until I read the inscriptions and found they were wives. But after the reign of Hatsepan an Egyptian Pharaoh is pictured in his chariot with his wife, full size, and he is actually kissing her!"

Only a couple of centuries after this first feminist movement came an epoch which was to change the map of the world and furnish the foundation of all modern laws. This was the era of the foundling—Moses. In our day he might have been left on a rich man's doorstep. But in his day they had different ways of doing things. As Professor Cobern said:

"Some persons have tried to confound Sargon, who lived a thousand years before this era, with Moses. As a matter of fact, both were foundlings, and both were placed in baskets to float down the canal. That was the common method of disposing of inconvenient children. Rich people went to the canal every day to bathe. Consequently a baby in a basket would float down among those who would be likely to take a fancy to it."

As pictured by Professor Cobern, Moses is one

of the overtowering figures of the past—Napoleon, Blackstone, and Bismarck all in one.

"I saw thousands and thousands of tons of refuse at Mount Sinai where copper mines had been worked by the children of Israel. For thirty-seven years they were taught citizenship and fitted for self-government under Moses. They learned to make implements of war, and in many respects were no different from the people of today.

"Why, their doctors had to pass examinations, and seemed to be about as wise in many respects as our own. They knew enough, at any rate, to write their prescriptions in a language 1,000 years ahead of their time. One of those prescriptions, recovered in recent years, proved to be an infallible recipe for growing hair. And, in a totally different handwriting, was the notation: 'And it works.'

"They could tell the area of a circle in the snap of a finger, which is more than we can do. They knew the signs of the Zodiac, and I have read references to the moon as 'shining by the reflected light of the sun.'"

They had labor unions in Rome; the wheat ships that plied on the route between Rome and Carthage were from 250 to 1,500-ton ships.

The professor says: We have found in Egypt, from the third century before Christ, wedding documents in which the husband agreed to make all his property over to his wife, on condition that she would take care of him while alive and afford him respectable burial when he died. And how do you suppose we came to find those documents? The wife broke her agreement when the man died. She skimmed so much on the burial arrangements that the man's children protested and took the case to court."

There was a plutocrat class in Rome, the same as we have in our cities.

Can Christianity prevent ours going the same way that the ancient civilization went?

Will the New Zealander really sit on a broken arch of London bridge and moralize?

Will excavators be delving under the ruins of New York skyscrapers three thousand years hence?

### Wit And Humor

CAROLYN WELLS, the authoress, declares that Americans have little humor but wonderful wit; that what passes for humor in Mark Twain's writing is not humor but wit.

We fear the lady has got things turned about in her mind. She thinks the American nation is too young to be either serious or humorous. When John B. Felton, the great California lawyer lost his money in Reese River prospects, and then, seeing the procession on St. Patrick's day coming up Montgomery street, with the flag and shattered harp, thought the flag was like Reese river because it was composed mostly of "sham-rock and a blasted lyre." What would the Wells term that, humor or wit? But she admits that they sometimes run together.

When Adah Isaacs Menkin married the gambler, Barckly, and Parker Pierce wanted them arrested because even if they had committed no real crime it was a clear case of "Alder and a better," was that wit or humor?

The Wells woman says the English have no wit but the best humor in the world. What would she call Disraeli's reply to the question of the difference between an accident and a calamity and he replied: "Were Mr. Gladstone to fall in the Thames it would be an accident, were some one to fish him out too soon it would be a calamity."

Was not Mr. Lincoln's Gettysburg speech serious enough? Was not Walt Whitman's "My Captain, O, my Captain," serious enough?

Wit and humor are twin brothers and the re-

semblance between them is so close that people not very familiar with them often mistake one for the other. It is said that the child of a very loving couple looks like both parents.

The father and mother of wit and humor were a most loving pair.

### Genius In Mechanics

SECRETARY DANIELS should have as many mechanics as inventors on his expert commission. Sometimes inventors cannot give full expression to their ideas. We suspect that great musical composers are never able to give full expression to the deeper and higher music in their souls. It is the same way with machinery. Since Watt created his first crude and rude steam engine, mechanics have been trying to improve it; not its principles, but its working forces.

There was a marvelous mechanic on the Comstock forty years ago. To him more than to anyone else is due much of the efficiency of mining machinery. Mr. Bliss of the firm of Yerington and Bliss, was producing lumber on the shore of Lake Tahoe. The firm had a six-mile railroad from the shore up to the eastern summit of the range. They hauled the lumber up to the summit, then sent it by flume down the eastern slope to the valley above Carson City.

One day Mr. Bliss met Eckart in Virginia City, and said to him: "I want a steamer, want it built of iron, want it for a towboat and passenger boat and want it to go some when required, and do not want it to cost more than \$10,000 or \$12,000. Can you make the drawings for it?" Eckart replied: "Yes, come up day after tomorrow and I will have them ready for you." Did you ever build any boats?" asked Mr. Bliss. "No," Eckart replied, "but I know a little about mechanics, and boat building is only one branch of mechanics."

The drawings were finished. Under Eckart's advice, the plates were ordered from the Baldwin Locomotive Works; the beams and propeller from Buffalo, N. Y., and the engine from San Francisco. The material was shipped by rail to Truckee, hauled by wagon to the lake and the boat was built. Meeting Mr. Eckert again, Mr. Bliss said: "Eckert, that boat will be ready for a trial trip day after tomorrow. Had you not better come and look it over?" "No, try it first and if anything is wrong, I will go then and see it," said Eckert.

"You still think it will make twelve knots an hour?" said Bliss. Eckert answered, "Oh, yes." The boat was started and when four hundred yards from the wharf it was running sixteen knots an hour. We believe it is still a freight boat on the lake. There are much larger and more splendid boats on the lake now, but when a real old timer sees them he shakes his head and in a tone of pity says: "You ought to have seen the Meteor when she came out in '74!"

When the Union Iron Works at San Francisco obtained the contract for building the cruiser San Francisco and the battleship Oregon, Eckart was sent for and planned and set the engines in both ships, and generally superintended the mechanical work. An eastern firm—the Cramps, we believe—had contracts for sister ships, the battleship Iowa and a cruiser the name of which we have forgotten. The San Francisco was finished and ordered around to New York. The sister cruiser was finished and ordered to make a trial trip down the coast. It returned in ten days, leaking badly, had to be put in dry dock and extensively repaired. In due time the San Francisco pulled into New York harbor and her commander reported her arrival to the secretary of war.

The secretary replied and asked how long it would be necessary to fit the ship for sea. The commander replied: "Three hours, just long enough to fire up and take aboard a little coal; the ship is in perfect order."