

COLUMBIA'S LIBRARY.

NOTES ON SOME OF THE RARE AND INTERESTING BOOKS IT CONTAINS.

Although the library of Columbia University will for some years to come have to yield the palm to those of older and larger institutions, it has already reached creditable proportions, containing more than three hundred thousand volumes, and is rapidly growing. Dr. Canfield, the director, is an administrative genius, and under his vigorous policy the library has become one of the best organized in the country. Columbia has not sufficient money to indulge in luxuries, so the sum appropriated for books is divided carefully among the various departments, according to their needs, but specialization can hardly as yet be afforded. It is safe to say, however, that one department will bear comparison with the similar division of any other university library, at least so far as technical knowledge and untiring research are concerned. The collecting of rare books goes on apace; considering the financial limitations of the department the number of volumes accumulated is remarkable.

The university does not enter into competition with collectors at the much advertised auction sales of rare volumes. Expensive first editions are luxuries which must be for the present passed by. The value of such possessions is not underestimated, but Columbia confines itself to securing books which have for the student a definite scientific value. Mr. Simkhovitch, who buys such volumes for the university, not infrequently makes a rich discovery and presents Columbia with a treasure picked up for a mere song, but only in this way and by gift are first editions and remarkable bindings secured.

In spite of these limitations Columbia's rare old books number several thousand. When the Phoenix collection came to the university it brought one thousand rare and valuable works. Thus the department from time to time takes long strides forward, although for the most part it increases only as the director's intimate knowledge of the bookseller's business enables him to lay out money to the best advantage.

One of the library's chief treasures, perhaps its pearl of greatest price, is a first edition of Molière's works, printed in 1682, bound in calf, with the arms of the Dauphin on the back. The value of this book has varied from 110 guineas to 20,000 francs, but the library secured it for \$35. A first edition of Racine's "Esther," a copy of which had sold for 12,000 francs, was secured for 40 cents. Another interesting find just made is a copy of the first edition of "Die Natürliche Tochter," Goethe's more than half forgotten tragedy, published in 1804. A copy of Galileo's famous "Dialogi sopra i due Massimi Sistemi Tolomaico e Copernicano," published at Florence in 1632, is also the property of the university. This is the work which eventually brought Galileo to his knees in recantation; the whole edition was supposed to be burned, and only two or three copies escaped destruction. The scientific interest attaching to the volume is far above its money value to the dealer in old books. The first (1808) edition of Goethe's "Faust" is not a high priced book, although only two copies are known to exist. It has sold for \$150. This book has just been ordered for Columbia, and if it is secured it should become one of the library's treasures. Another book,

worth little to the dealer, but of great interest to the student, is the "Contrat Social" of Jean Jacques Rousseau, in the first edition. It is hoped that this volume, so curiously interesting to scholarly people, may be picked up at no large cost. These books lie out of the range of the average collector.

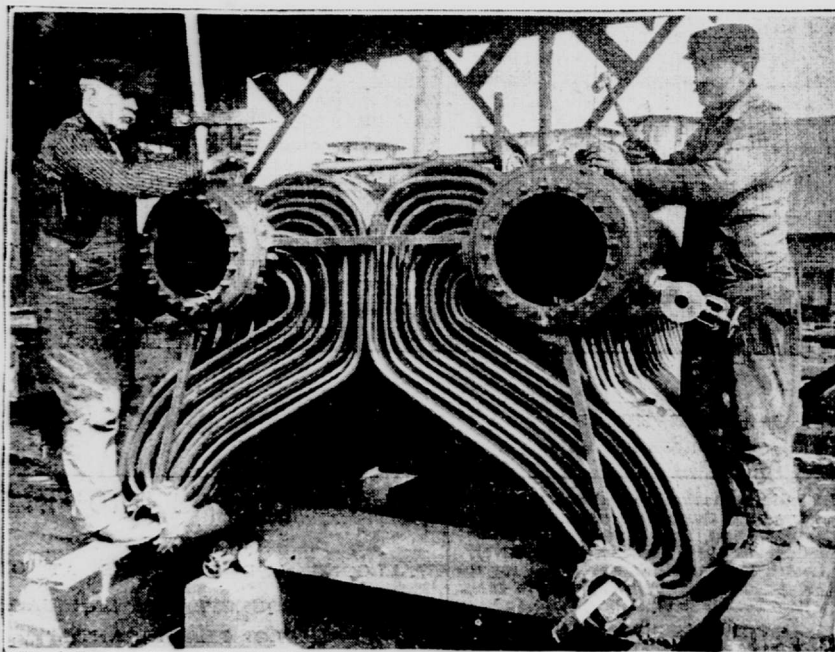
Among the rare books of the library are many dealing with early American history. Vespucci's work on the new world, published in 1508, is among them. Denton's description of New-York, dated 1670, is one of the most valuable volumes. A copy, which was at the time considered unique, sold for \$625. Works on New-France, chiefly from the pens of early French

has no great monetary value, but is much desired by the owner of the manuscript.

THE YACHT ARROWS BOILERS.

THEY ARE OF THE WATER TUBE TYPE, AND ARE STRICTLY AMERICAN PRODUCTS.

Great expectations have been entertained regarding the speed of the steam yacht Arrow, now being built by Lewis Nixon for Charles R. Flint, of this city. It is hoped that she will develop a velocity exceeding forty miles an hour for short runs. If that anticipation is realized it will be partly the result of the boat's



BOILER FOR CHARLES R. FLINT'S NEW YACHT ARROW.

writers, form a notable part of the library.

Of early printed books, published between 1465 and 1500, the library has fully three hundred. The number of volumes dating from 1500 to 1550 reaches up to something like twenty thousand. These books are of value from the point of view of the scholar rather than that of the artist. Fine bindings are not among them. The library owns one fine missal of the sixteenth century, a treasure which came to it with the Phoenix collection. The authorities hope to round out the department by adding manuscripts from time to time. Their educational value is realized.

Mr. Simkhovitch is enthusiastic over this department. Collecting has been for years his hobby, and he possesses much information in regard to the book world. Dealers all over the world are in constant communication with him. But the fate of the collector is sometimes discouraging. For ten years Mr. Simkhovitch has possessed the manuscript of Petrus Pomponatius, the sixteenth century heretic, dealing with faith, free will and predestination, and for the ten years he has been searching for the book, printed in 1567. The British Museum has a copy, but nowhere else can one be found. It

beautiful lines and partly the consequence of her engines and boilers.

The engines are of the quadruplex expansion type, were built by Wright, of Newark, and should have a capacity of four thousand horsepower. Steam for them is to be generated by two water tube boilers, which look a little like Thornycroft's handiwork, but are strictly American products. They were designed by Mosher.

The chief features of the boilers are as follows: Grate surface, 120 square feet; heating surface, 5,540 square feet; pressure allowed by United States steamboat inspection regulation, 440 pounds per square inch; weight of the two boilers, empty, 1286 tons; weight of the two boilers in steaming condition, 1559 tons weight per square foot of heating surface, without water, 5.02 pounds; weight per square foot of heating surface with water, 6.3 pounds. The boilers were built by Lewis Nixon.

BRAINS.

From The Detroit Journal.

Of course a pretty girl can't have any brains, but that doesn't account for all the feminine brainlessness, by any means.

"UNEASY LIES THE HEAD."

SUGGESTIONS TO MITIGATE THE HARD LOT OF MONARCHS THREATENED WITH ASSASSINATION.

From The Spectator.

The problem is to prevent a man in the street from reaching the king either by bombshell, bullet or knife, and experience shows that it is nearly, if not quite, insoluble. Bullet proof carriages are of no avail against dynamite cartridges, nor can the king be deprived entirely either of air or light. One would have thought an escort which rode close would be a sufficient security, but either it is not or the kings find such escorts on all occasions wearisome and hampering beyond endurance. Disguise is out of the question, for reasons of dignity. The use of the dagger can, we think, be prevented, either by extreme watchfulness on the part of the king's companions or by setting orderlies to ride close up to the carriage steps, or by Cromwell's device, the wearing of a shirt of mail, which can now be constructed of aluminium rings, and need not therefore be intolerably heavy.

The best precaution of all, however, is perhaps very rapid travelling, as not one man in fifty can so measure pace as to be sure of hitting a mark that moves at twelve miles an hour. This was Napoleon's device, and he kept his life, though whole groups of men were eager to assassinate him, and laid with that end the most elaborate plots. It was because he suspected the Bourbon princes of paying for such plots that he murdered the Duc d'Enghien "in reprisal." Swift driving is said to be the device also of William II, and if it protects him he is clearly bound to continue it. A king in a modern State has no more right to defy assassination than he has to inflict any other useless misfortune on his people. He must not shrink in battle, because that dispirits his armies, but for a man in his position facing assassins is not courage, but foolhardiness.

A king, however, cannot always be galloping; he has his work to do outside as well as indoors, and there will always remain an element of danger in his position, which is best minimized by availing himself of the special liability of all intending assassins to be betrayed. The good among the "party of action" suffer from qualms of conscience, the bad know they have a secret to sell which is worth much money. It is only the fanatics who are at once pitiless and incorruptible, and the fanatics for any cause which is not strictly religious are always few. Still, when detectives have done their utmost, the liability of monarchs to be killed will, we fear, always remain, and is one of the most serious drawbacks to an institution which, though hardly defensible by pure reason—most of the arguments for it being really arguments for gravity in politics—seems to be protected by some instinct in humanity which must have a basis in proved utility. The ultimate origin of that instinct, we cannot but presume, is the passionate desire of men to be led by one who never can gain by treachery or desertion. Kings have been guilty of almost every crime, but we can remember but one in history who ever betrayed his people for a bribe. Anyhow, the kings survive everything, from subjugation, as in Prussia, to revolt, as in Spain, and the man who could devise a scheme to make their assassination impossible would do a service to the world. He would return to monarchs their serenity, and therefore their judicial sense.

THE NEW HOLLAND SUBMARINES.

THE FIRST TO BE LAUNCHED AT ELIZABETHPORT NEXT MONTH.

Fourteen Holland submarine torpedo boats are now being constructed or are under contract, eight in this country and six in England. Six of these are to be turned out by Lewis Nixon at Elizabethport, five of them for the government and one for the Holland Submarine Torpedo Boat Company. This will be finished first and made the subject of experiment for guidance in equipping the others. The company's boat will probably be launched before the close of May. As yet no name has been selected for it, but it will probably be called either the Fulton or the Bushnell.

The boats now being built at Elizabethport will be uniform in size, their dimensions being as follows: Length, 63 feet 4 inches; width amidships, 11 feet 9 inches; height to top of superstructure deck, 12 feet 1 inch. Submerged they will displace 120 tons of salt water, but while running light (nominally on the surface) their displacement is to be 104 tons each. These boats are to be propelled by 160 horsepower gasoline engines, except when fully submerged, when they will rely on storage batteries and electric motors. Under these conditions they are expected to have a radius of action of sixty miles. The promised speed is nine knots on the surface and seven when submerged.

With a single exception the American boats will be able to carry five short Whitehead torpedoes. These, together with the launching tube, will constitute their only armament. One boat, however, is to replace the Plunger, whose construction at Baltimore has been abandoned for various reasons. She will carry only three torpedoes, although these will be considerably longer than those on her sister submarines.

THE SITUATION REVERSED.

From Life.

Miss Robbins—Do you mind if I ask Dr. Coddles to join us?

Willie—Oh, Miss Wobbins, this is so awfully sudden, don'tcherknow!

SHE HAD TOLD THE TRUTH.

From The Philadelphia Bulletin.

Sue—You said you were going to marry an artist, and now you're engaged to a dentist.

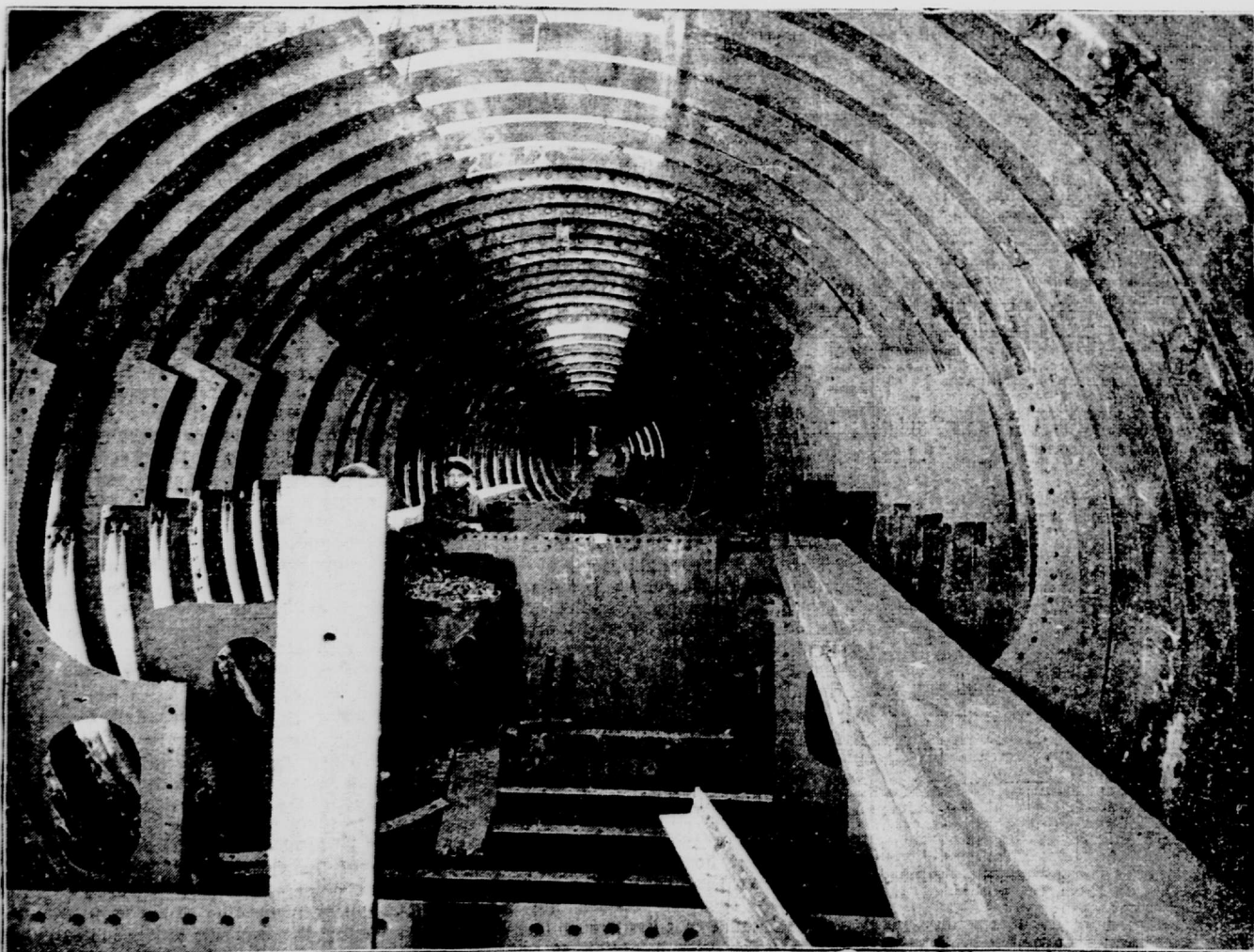
Flo—Well, isn't he an artist? He draws from real life!

ALREADY INFORMED.

From Harner's Bazar.

Disappointed Admirer—Yo' kin tell Dinah dat if she wants dat chump, "Sam" Johnson, she kin hab him. See?

Mutual Friend—He done tole her dat hisself.



INTERIOR OF A SUBMARINE TORPEDO BOAT OF THE HOLLAND TYPE. Frames and plates, looking aft.