keep it from evaporating, yet the fact remains that because of this feature it could never be used with any criminal intent.

As to its use for a motive power its application will have no limit. Think of how simple the mechanism for a horseless carriage will be when liquid air is once adopted; a reservoir, a vaporizing chamber, and an expansion chamber such as the cylinder of an engine. Its use for submarine boats as a motive power as well as a source of supply for fresh air should not be forgotten.

For propelling our ocean liners it will most certainly find favor because of its great power, and by its use there will be no demand for great supplies of coal, again the question of oppressive heat in the boiler rooms would thus be disposed of because the heat of water at ordinary temperature is sufficient to evaporate it. It can be safely handled in an expansion cylinder and can provide sufficient power to speed our largest battleships at a rate from thirty to forty knots an hour.

Liguid air is sure to be a prominent competitor as the motive power is aerial navigation. A large supply can be easily stored and besides, the light machinery that can be used for the recovery of its latent and concentrated energy is another great factor in its favor.

To enumerate all its future applications would demand limitless patience on the part of the reader, but let it suffice to be said that its possibilities are far beyond those of any form of power yet known. When its properties are well known and the proper appliances invented for its efficient application it is surely destined to be of as much, if not greater, value than the greatly used electricity.

W. E. BRANDT, '99.