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The publishers of Forest and Stream have opened, at their office, 17 Chatham street, in this city, a "Kennel Stud Book," or register for recording the pedigree of thoroughbred dogs. This work will undoubtedly in time occupy the same important position among the owners and breeders of pointers, setters, and spaniels that the "Herd Book" now does among the admirers of fine cattle.

THE COMING EMPEROR.

When the sovereign of a great country visits a sovereign people, not imperially, to conquer or conciliate, but as a private gentleman, to study their works and ways for the benefit of his own subjects, it is obvious that a new order of royal entertainments is called for.

He comes for information, not to be bored with windy speeches or pretentious dinners. Our local cooks and office-holders have few charms for him, compared with the achievements of our explorers and pioneers, our engineers and inventors, our scientific and industrial leaders. We shall, therefore, entertain him most royally by furthering to the utmost the real objects of his visit, showing him, in the most unobtrusive and sensible way, our physical and industrial resources, our works of internal improvement, the means by which a great wilderness has been conquered for man.

We may be equally sure that he will be royally grateful for any proper assistance that may be given to the prosecution of his studies. There is talk of his entering the country by way of the Mississippi. That course would be singularly happy, since it would lead him straight to an engineering enterprise in which he cannot but take the highest interest; and at the same time his visit would give eclat to the completion of a work which may do very much to increase the social and commercial relations of the two countries.

A passage from New Orleans to St. Louis, on one of the floating palaces of the Mississippi river, will show the Emperor, as no other journey can, the future aspect of his own great river when it shall have become the highway of a boundless commerce.

The termination of his visit may be as happy as the beginning, for he will take his departure from this city just about the time when the Hell Gate improvement will be ready for the finishing stroke, and we venture to say that no ceremony of state could give him half the pleasure, as to witness the final victory of Science over Nature, in opening up a new and better channel for the commerce of our metropolis.

THE FATHER OF WATERS.

We publish, in this week's SCIENTIFIC AMERICAN SUPPLEMENT, a remarkable document written for our paper by James B. Eads, C. E., of St. Louis, being a review of the Report of the United States Levee Commission, made in 1875.

In this aspect of the subject, the work of reclamation may be justly regarded as perhaps the most useful and important engineering enterprise now before the civilized world. Its successful accomplishment would vastly add to the prosperity of our own country, and benefit all nations, by enlarging the special domain of food supply, besides opening the Father of Waters to the free commerce of the world, floating the largest vessels for an inland distance of fifteen hundred miles.

By reference to the review, it will be seen that Engineer Eads and the Levee Commission have arrived at diametrically opposite conclusions, not only as to the best method of executing the work, but as to the results that might be expected from the adoption of their respective plans.

The Levee Commission aver that the volume of the Mississippi is too great; hence the overflow, to prevent which they recommend a reduction of the river volume by means of side channels. These are expected to conduct large portions of the water to the Gulf, and thereby reduce, as they allege, the flood discharge to the limits of the levees.

The chief questions to be settled are: Is this plan practicable? Will a reduction of the river's volume diminish the food discharge? What has been the experience on the Mississippi and on other rivers having analogous bottoms?

The weight of evidence, derived from past experience on the subject, clearly gives an affirmative answer to the latter question, and this, substantially, is the position taken by Engineer Eads. He declares that the recommendations of the Levee Commission are founded in error.

We shall recur to the subject hereafter.

SOME ANNALS OF A SUCCESSFUL INVENTION.

If we may judge from Punch's frequent cartoons, and from the attention paid to the subject in the English journals, all England is undergoing a skating mania, which outrivals the velocipede furore of six years ago. It is not gliding over the ice on glistening steel blades which has captured the British fancy, for frozen lakes and rivers in England are of rare occurrence, and it is now several years since any regular skating club has had its winter carnival.

It was about eighteen years ago when a then-termed "parlor" skate furore broke out in this vicinity. Halls in various parts of the city were fitted up with smooth floors, and one part of the public flocked thither and hired the skates at so much per hour, while another portion paid for the privilege of viewing the others learn how to manage the new invention. Education in that direction, though vastly amusing to lookers-on, was just the reverse to the learners; for however good skaters on ice the latter might be, they soon found out that managing roller skates was a very different affair, that gliding straight ahead was easy enough, but to attempt to guide oneself by turning the foot was to invite sudden and painful precipitation to the floor.