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PROPOSED ELECTRIC LIGHT TOWER AT NEW ORLEANS.

The convenience and economy of electric illumination for harbors and water fronts, particularly when it is desirable to handle freight by night as well as by day, have been amply demonstrated in this country and in Europe. The experience of Liverpool on this point has been especially valuable, both in showing the economy of the electric light for docks and shipping, and the very satisfactory working of lights raised high in the air.

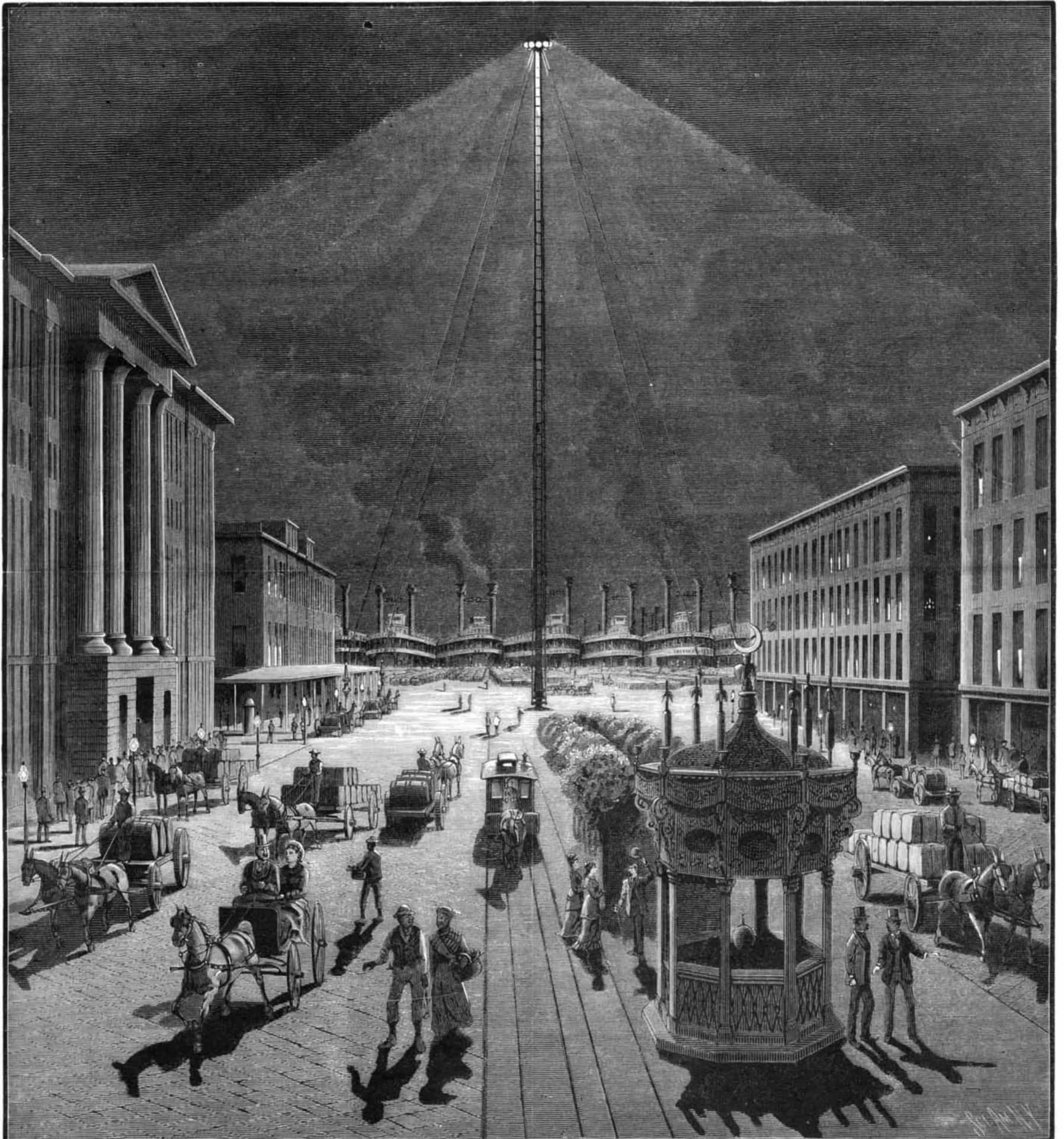
The crescent shape of the river front at New Orleans, the massing of the shipping business along a comparatively short reach of shore, and the broad open space along the levee to

be illuminated, conspire to make the elevated electric light especially serviceable and appropriate there; while the high cost of wharfage makes it extremely desirable that every possible facility should be afforded for the rapid transference of the vast cargoes of cotton, sugar, grain, and other bulky commodities handled at that port. It is doubtful whether there is in the whole country another space of equal magnitude calculated to be so largely benefited by the new method of lighting as the busy crescent of the New Orleans levee.

Two serious obstacles have been encountered in the practical development of plans of securing such artificial illumi-

nation on a grand scale by means of powerful electric lamps raised on lofty towers. The towers are costly and not easy to erect; and a good deal of awkward machinery is required to lower the lamps for trimming every day and return them to their position at the top of the mast. To do away with the latter difficulty entirely and to very materially lessen the former are the objects of the light tower invented by Mr. William Golding, of New Orleans, and illustrated by the engravings herewith.

From time immemorial a standard illustration of perversity and impracticableness has been the man who would begin to
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ELECTRIC LIGHT TOWER FOR CANAL STREET AND LEVEE NEW ORLEANS.—DESIGNED BY WM. GOLDING, M.E.