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The Transfer of Gold Coin in New York.

The last annual report of President William Dowd, to the Clearing House Association, showed that within the twelve months covered by his review, \$375,000,000 in gold coin was taken through the streets of this city to meet the requirements of the threescore banks included in the association. This \$375,000,000 weighed over 686 tons, coming from the sub-treasury to the clearing house on balances. Of course these balances vary from day to day. During the administration of Assistant Treasurer Acton, the largest debit noted for any one day was on July 3 last, when over \$7,000,000 went out. Prior to the appointment of Mr. Acton the balance on one occasion reached over \$8,500,000, and to pay it 17 tons of gold had to be taken from the sub-treasury vaults and passed over to the clearing house authorities for proper distribution among the creditor banks.

Not the least interesting feature of this immense transfer of gold under the direction of the Clearing House Association is the fact that each and every dollar of the millions is carried through the streets and delivered by one man, or, rather, by one man and his assistants. That man is John C. Barkley, popularly known to every banker, broker, and office boy in the city's financial center as "Honest John Barkley."

Service for the clearing house by no means limits his work. Every dollar shipped to Europe or received from Europe is conveyed to or from the ship on his trucks, and scores and scores of fashionable families are never content to leave the city for summer homes until Barkley has transmitted their silver to safety vaults.

John C. Barkley does not work for nothing, nor for mere pleasure, nor for glory. He has a truck on which he can carry, in gold, \$2,000,000, or 40 shipping kegs. The fee for each keg is \$1, or for the trip out of Wall street to the steamship company's pier, \$40. But this is far from excessive when consideration is given to the responsibilities attending the business.—N. Y. Times.

Progress of Telegraphy.

131,100 miles of poles, 374,368 miles of wires, 12,100 offices, nearly thirty millions of messages transmitted, over seventeen millions of dollars received, over ten millions paid for

expenses, leaving over seven millions of dollars in profits—such are the astonishing returns of the Western Union Telegraph Company for the single year ending June 30, 1882. Enterprise, good management, and the possession of valuable patents have been the basis of this extraordinary success.

A Test of Potato Seed.

This season's tests of the productiveness of different sizes of potato seed, at the New York State Experiment Station, show the following per acre yield of small plots planted side by side in drills three feet apart and one foot distant in the hill:

Kind of Seed.	Merchantable.	Small.	Total.
Single eyes cut deep.....	152 bush.	39	191
Ordinary cuts.....	127 bush.	75	202
Whole potatoes.....	83 bush.	75	158

Besides the increased return Director Sturtevant notes that the quality from "single eyes cut deep" was "superior," while that from the other seed was "but ordinary."

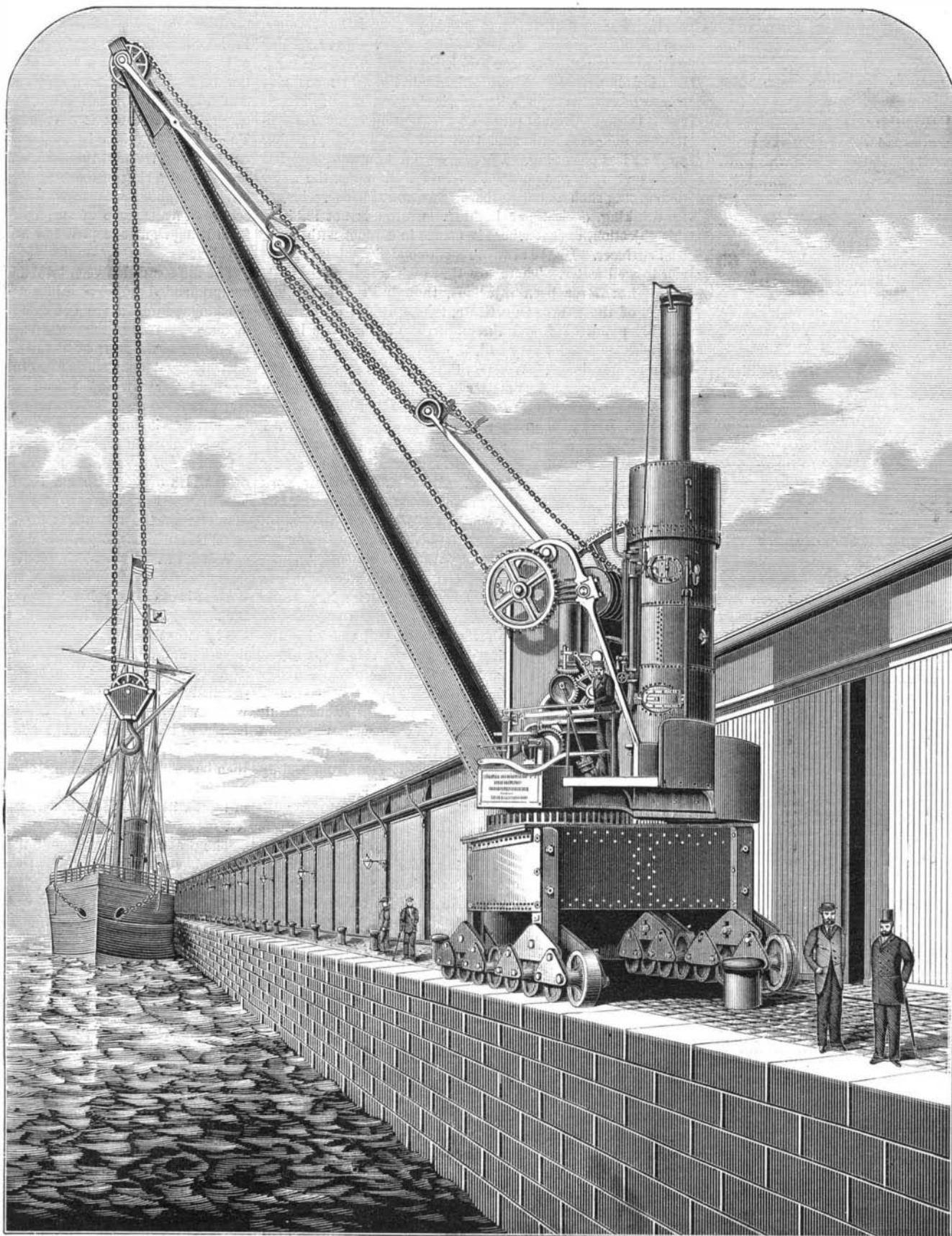
TWENTY-TON PORTABLE STEAM CRANE.

The very fine crane which we here illustrate has been erected on the Stobcross Wharf, near Queen's Dock, for the service of Messrs. Henderson Brothers' Anchor Line steamers. For some years four cranes have been in use for loading and discharging these vessels, two of which have a lifting power of five tons, and two of three tons, at a radius of 30 feet. It was found with these cranes that, although quite competent for nearly all the work required, there occasionally were pieces above their lifting capacity, which necessitated removing the steamer to another part of the harbor to get the use of one of the fixed public cranes. In order to obviate this inconvenience the crane we illustrate was constructed by Messrs. George Russell & Co., of Motherwell, near Glasgow. Its leading features are patented by Mr. Russell, of that firm, by whom this special crane has been designed.

Fig. 1 shows an outline of the crane, and the extremely limited space between the edge of quay wall and sheds. The gauge of the wheels is 10 feet center to center, but in order

to clear the eaves of the shed the central post is only 2 feet 6 inches from the center of the outside wheels. In order to distribute the weight equally on the quay wall and grooved rail near the shed, eight supporting wheels are fitted on each side of the carriage.

Fig. 2 is an elevation of a corner of the carriage, showing the wheels and levers for distributing the weight equally. There are on each corner a pair of main levers with fulcrum, A; at each end of these are fulcrums, B B, with shorter levers carrying the axle pins of the wheels, C C C. The levers being free to adjust themselves, it will be evident that the pressure at A is equally distributed over the four wheels, notwithstanding any irregularities in the quay surface. The outer wheels bear directly on the granite curb, and the inner in a grooved rail. The carriage is of malleable iron plates, 1½ inches thick, 4 feet deep; the eight wheels on each side being 3 feet, center to center, give a wheel base of 21 feet. The central post is of malleable iron, 2 feet diameter; the jib is 50 feet long, of malleable iron plates of box section, and its radius is variable by steam; the chain barrel is 2 feet 3 inches diameter, screw grooved for the chain, and there are double and single purchase gears. Continued on p. 290.



TWENTY-TON PORTABLE STEAM CRANE, GLASGOW HARBOR.