

THE GORILLA AT THE PARIS MUSEUM OF NATURAL HISTORY.

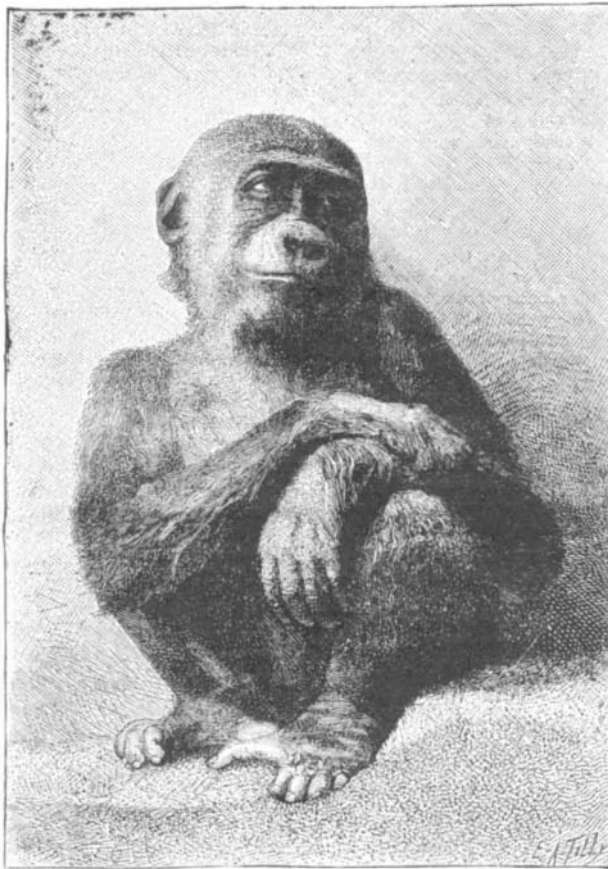
At the beginning of last winter the Paris Museum of Natural History came into possession of a young male gorilla that had been recently imported from Gaboon. This is the first living specimen of this large species of anthropomorphous monkey that has ever reached France. A study of it presents a great interest, as well from a zoological point of view as from that of the development of intellectual faculties.

This gorilla is about three years of age, and already has all its milk teeth, as well as its canines, which are long and pointed, and considerably exceed the molars. Its character is very different from that of the chimpanzee and orang-outang, for it is just as savage, morose, and ugly in captivity as the latter are mild and sociable. It has never shown its keeper the least mark of affection. It allows itself to be touched only with the greatest repugnance, and it usually responds to caresses by biting. It takes no part in the play of the other monkeys, and seems to scarcely tolerate them alongside of it. It is not very active, and usually remains squatting in one corner of its cage, or seated upon a branch with its back against the wall, and scarcely ever moving except to go in quest of food. It makes skillful use of its hands, which are very strong. Its lips are less movable than those of the chimpanzee, especially the lower one, which it never protrudes in the form of a spoon when it drinks. Its extremely movable eyes, the prominence of its superciliary arches, its flattened nose, and its nostrils of immoderate width, all give it a very peculiar physiognomy. Its intelligence seems to be but slightly developed, and, at all events, very inferior to that of other anthropomorphous apes, even of the gibbon.—*La Nature*.

STREET ELEVATOR AT STOCKHOLM.

A part of the suburb Soedermarlin, of Stockholm, is located on a steep and quite high hill, which is known as Mosebake (Moses' Hill), and from which hill or elevation a beautiful view can be had of the surrounding country, woods, lakes, etc. Elegant gardens have been laid out on the Mosebake, but, as it is very difficult to climb up this steep hill, foreigners and visitors generally neglected to visit this most beautiful part of Stockholm. Capt. Knut Lindmark conceived the idea of erecting a tower in the lower part of the town, and connecting the top of the tower with the plateau on the top of the hill by a bridge, which, with the tower, was completed March 19, and is now in

public use. The iron bridge, which is provided with four spans, is 490 feet long. The first column, shown in the annexed cut, taken from the *Illustrirte Zeitung*, is 114 feet high, and in the same two elevator cars are located, each elevator



YOUNG GORILLA AT THE PARIS MUSEUM OF NATURAL HISTORY.—From an Instantaneous Photograph.

car being adapted to accommodate about fifteen persons. The elevator cars are raised by means of a steam engine and a hydraulic press at a speed of about 55 inches a second, so that the cars are raised or lowered the entire height of the tower in about half a minute. The lower part of the tower is surrounded by a station, which contains living apartments for the engineer and conductor. On the top of the tower a restaurant, having a double veranda, is built, from which

veranda a beautiful view is obtained of those parts of the city surrounding the tower. About 3,000 persons are transported each way daily. Two cents is charged for riding up in the elevator, and about one and a quarter cents for riding down in the same. On another page will be found an article suggesting the adoption of a similar structure to the above for transferring passengers from the different ferries to Broadway in this city. It might be arranged for both a footway and cable railroad. There are many other places where the combined elevator and causeway could be advantageously employed, for instance, between Hoboken and Jersey City Heights and the villages beyond.

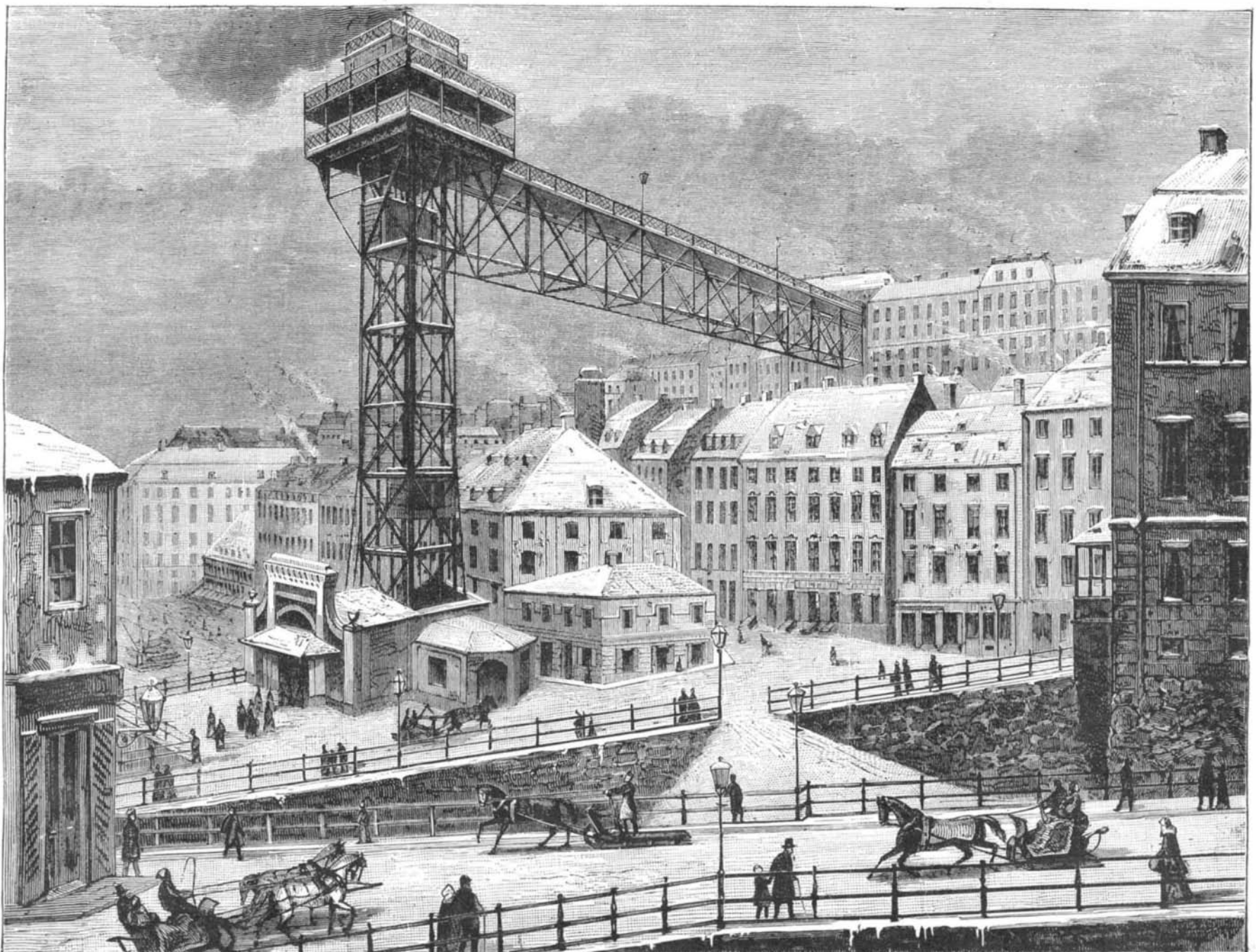
Capitalists interested in elevated railroads will do well to consider if their interests will not be promoted by extending branch lines of road to all the ferries in the city, as has already been done at 34th Street, or by some plan similar to the one suggested by the illustration.

The Poisons of Well Waters.

In an article on water analysis by Prof. H. B. Cornwall, in the *School of Mines Quarterly*, he states experiments are now in progress at Columbia College laboratory to determine whether any opinion as to the probably more or less nitrogenous nature of organic matter in water can be formed from a comparison of the observed amounts of "albuminoid ammonia" and "oxygen consumed by organic matter." Tests made on such characteristic liquids as beef tea and infusion of soft and fresh wood chips gave decisive results, but the investigation has not yet been carried far enough to show whether the approximate proportion of organic carbon and nitrogen can be determined in this way, or whether any clew to the source of the organic matter in ordinary waters can be so obtained.

Attention is also called to the recent article by Darton, giving some very interesting results of experiments made by him on the volatile nitrogenous organic matter which Remsen, and later, Marsh, have shown to exist in many waters. Darton concentrated the distillate from various well waters, and tested the residue by injecting it under the skin of rabbits, producing in most cases either death or very serious disturbances in the animals. These marked effects were obtained from waters which had been shown to contain much volatile nitrogenous matter.

EVERY pupil must have been vaccinated before he will be received in the lyceums and colleges of France.



THE GREAT STREET ELEVATOR, STOCKHOLM SWEDEN.