

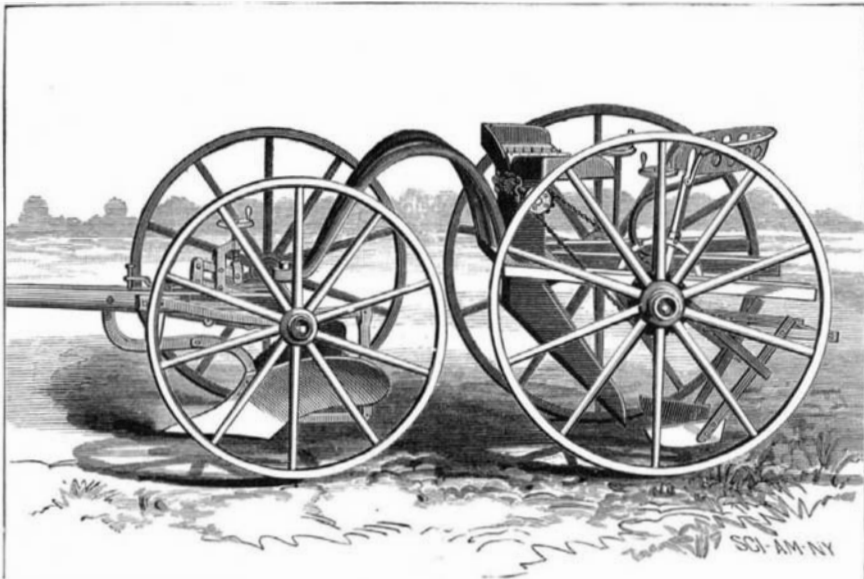
CANE PLANTING MACHINE.

The accompanying engraving shows a cane planting machine recently patented by Mr. C. C. Coleman, of Honolulu, Hawaiian Islands. The machine is constructed with a double mouldboard plow to open a furrow to receive the seed. The beam of the plow is made short and curved forward, and is pivoted to the rear end of a lever, the forward end of which is pivoted to the rear part of the tongue, to support the draught strain upon the plow. A series of levers connected with the plow are operated by a hand screw, by the turning of which the plow can be adjusted to enter the ground to any desired depth, and can be raised above the ground for convenience in turning around and passing from place to place. To the center of the forward axle is pivoted the end of the reach, which is made in three branches, which are arched to give the wheels a free movement in turning; the rear ends are secured to a frame rigidly attached to the axle. To the forward middle part of this frame is attached a casing, to the front and rear sides of which are journaled two rollers placed a little distance from each other, and parallel with the length of the machine. In each roller are rows of spikes of sufficient length to take a piece of cane from the lower edge of the inclined feed table, carry it over, and drop it into the casing. To the lower edges of the tables are secured guide bars, which are curved to fit against the rollers to prevent the pieces of cane from dropping down at the outer sides of the rollers, while allowing them to come so close to the rollers as to be

taken up successively by the spikes. To the lower part of the casing is hinged a tapered spout, the lower end of which follows along the furrow and deposits the cane. The pieces may be placed parallel with the furrow, or crosswise, as may be desired. The casing and spout are divided into two compartments by a partition, so that the pieces from the rollers will pass separately to the ground. Beveled gear wheels on the forward journals of the rollers mesh into gear wheels on a shaft, which is revolved by an endless chain passing around a chain wheel on the hub of one of the rear wheels; the seed dropping rollers are thus operated by the advance of the machine. The pieces are covered by covering plates attached to standards, the pitch of which can be readily adjusted; these plates can also be adjusted at a greater or less distance apart. The plates are held securely in any position by means of a lever projecting upward across an

A Protracted Lawsuit.

The famous chancery suits of England, of which everybody has read, sink into insignificance compared with the length of time a suit has been progressing in Northern Europe. The Supreme Court of the Duchy of Brunswick has just given final judgment in a suit of, perhaps, unprecedented duration. It was an ejectment suit by Count Stolberg against the Brunswick Government for possession of the county of Blankenburg and its domains, the market value of



COLEMAN'S CANE PLANTING MACHINE.

which was estimated at many hundreds of thousands of pounds. The original suit was commenced in the year 1604 in the Imperial Chamber of Wetzlar, which was the Supreme Court for settling disputes between sovereign princes of the German Empire. It dragged on through various stages till 1649, when judgment was given, and then it fell into abeyance. Subsequently the county, with its appanages, came into the possession of the Dukes of Brunswick. The object of the late proceedings was to revive this suit, for the purpose of declaring Count Stolberg entitled to the title and domains. The court decided finally against his claim.

IMPERIAL DOM PEDRO II. BRIDGE.

The engraving we give illustrates a bridge, in the design and construction of which are features of an essentially

ing is from the *Engineer*. The inception of the work is due to Mr. Hugh Wilson, C. E., and is being carried out under the approval of Mr. A. L. Stride, M. Inst. C. E., the consulting engineer of the Brazilian Imperial Bahia Central Railway Company.

Comparative Results of Homœopathic and Allopathic Treatment of the Insane.

In an editorial published last month, we gave the results of treatment in the Middletown (N. Y.) Homœopathic Asylum for the Insane as compared with the results in the three similar asylums of the State of New York under the charge of allopathic physicians. In calculating the relative percentages, we inadvertently used the wrong column of figures from the report of the State Board of Charities, and consequently made the percentage of recoveries seem much lower than it really is. The recoveries are calculated from the number of admissions—the only correct method—and the deaths from the total number of inmates treated. The correct statement is as follows:

Three allopathic asylums: Recoveries, 25.37 per cent; deaths, 6.49 per cent.

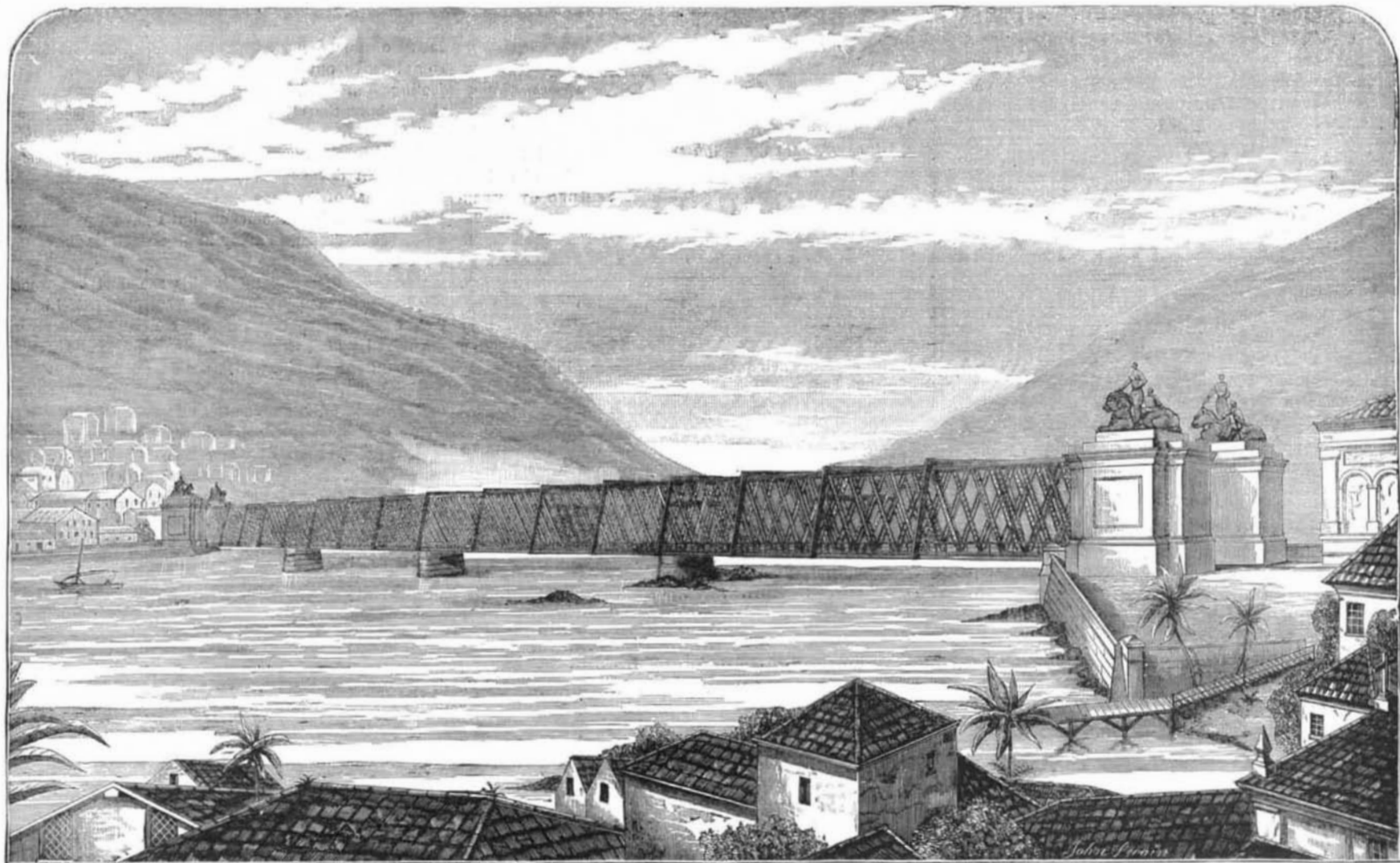
One homœopathic asylum: Recoveries, 40.59 per cent; deaths, 4.39 per cent.

In other words, homœopathy cures forty patients in each hundred, while allopathy, under similar influences and with equal facilities, and treating similar cases, cures twenty-five in each hundred. While homœopathy loses by death 4.4 per cent, allopathy loses 6.5 per cent. As there were 946 patients

admitted to the allopathic asylums during the year, it follows that about 142 unfortunates either died or were permitted to lapse into hopeless, chronic insanity who, under homœopathic treatment, might have been restored to health, and returned to their friends and to usefulness. Had the relative percentages of recoveries been reversed, the State Board of Charities would have recommended the immediate discontinuance of the homœopathic institution.—*Hahnemannian*.

Cremation in Italy.

The municipal council of Florence, in its spring session, May 9, 1884, at the request of a committee for cremation, has allowed 200 square meters to be occupied in the Trespiano Cemetery for that purpose. The Florentines seem to



IMPERIAL DOM PEDRO II. BRIDGE.

arched catch bar. To the ends of the sliding shaft that carries the lever and covering plates are fastened the ends of a chain passing around wheels mounted on vertical shafts held in bearings on the axle. By turning these wheels the shaft may be moved longitudinally, thereby giving a lateral movement to the coverers, to adjust them in relation to the furrow.

Further particulars regarding the construction and working of this machine, or the terms upon which it may be manufactured, can be had by addressing the inventor.

practical character. This structure was designed by Mr. James Cleminson, Mem. Inst. C. E., for the threefold purpose of carrying the Brazilian Imperial Central Bahia Railway, to form a public highway, and lastly a foot bridge across the Paraguassa River, between the cities of Cachocira and Sao Felix, Brazil. The principle that has been observed by Mr. Cleminson in designing and carrying out this work is the elimination of all skilled labor, by utilizing the material just in the condition that it leaves the rolling mill, and its treatment throughout by machinery only. Our engrav-

look upon this method of disposing of their mortal remains with some favor.

Trial of a Car Coupler.

At the car shops of John Wood, Jr., Conshohocken, Pa., some of the Reading cars have lately been fitted with the self-acting coupler invented by G. W. Curtis—patent of November 9, 1880. The invention has proved on practical trials to be eminently successful.