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Contents.

(Illustrated articles are marked with an asterisk.)

Table listing various articles such as 'Andromeda's loss', 'Lime, turning, improved', 'M. Pasteur's researches in the treatment of hydrophobia', etc., with corresponding page numbers.

TABLE OF CONTENTS OF

THE SCIENTIFIC AMERICAN SUPPLEMENT

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Table listing contents of the supplement by section: I. CHEMISTRY, II. ENGINEERING AND MECHANICS, III. TECHNOLOGY, IV. ELECTRICITY, ETC., V. ARCHITECTURE AND ART, VI. BIOLOGY, ANTHROPOLOGY, ETC., VII. MISCELLANEOUS.

THE GREYHOUNDS OF THE ATLANTIC.

It is a question whether the new class of steamships of extreme speed and enormous size can be made as acceptable to their owners as to the public, for the large expense for first cost and maintenance makes it doubtful on which side the financial margin will be found. The managers of the Cunard Line seem, however, to have satisfied themselves of their profitableness, for within the past few years they have added to their fleet as many as five of the fastest and largest vessels afloat.

She has carried as many as 600 first class passengers at one trip, and could this rate be maintained all the year round, she would, of course, be a very profitable investment; but the season of heavy travel is limited, and for a large part of the year she must either be laid up or run at a loss.

M. PASTEUR'S RESEARCHES IN THE TREATMENT OF HYDROPHOBIA.

The entire civilized world has for some time past been watching with intense interest the experiments on the treatment of hydrophobia conducted by the celebrated French scientist, Dr. Louis Pasteur. These researches have now been so far completed that the results have been presented by the investigator to the French Academy of Sciences.

from the time of the accident. To carry this system into effect, it will be necessary to have rabbit farms established, where the animals will be kept constantly inoculated with the disease, just as we now have bovine farms for the production of vaccine virus.

WAR BALLOONS.

At a recent meeting of the Military Service Institution, held at Governor's Island, Gen. Russell Thayer, of Philadelphia, presented in detail his system of independent and dependent dirigible balloons, intended particularly for use in war times.

The independent balloon is for observation chiefly, and has sufficient carrying force to enable it to drop powerful explosive bombs upon the fleet or camp of an enemy, and cause greater destruction than the most formidable fortifications.

The form is that of a circular spindle, the longer horizontal axis of which should be three and two-thirds that of the smaller. The body is at all times perfectly inflated, so as to remain rigidly in shape. The suspended deck, carrying the machinery and crew, is firmly supported and braced.

The motor is a high pressure air compressor coupled directly to a newly devised carbonic acid gas engine and a reservoir for storing the air until sufficient pressure is obtained. At given intervals of time, the compressed air is suddenly released, producing a powerful forward thrust.

Gen. Thayer expressed his belief that air ships, even 1,000 yards in length, could be operated without difficulty, since the resistance does not increase in proportion to the size of the ship. Last year the United States Ordnance Board recommended the construction of an experimental balloon, 100 feet in diameter and 367 feet long.

The construction of the dependent dirigible balloon is similar to that of the independent ship except the motive power, which is here electricity. The track consists of two parallel wires supported on poles above the ground.

It is expected that a speed of at least 20 miles an hour could be obtained. A model of the balloon and track was shown, and by making the connection was operated successfully.

ACCORDING TO La Lumiere Electrique Mr. L. Senet has invented a new process that permits of the manufacture of aluminum, as well as copper, silver, etc., by electrolysis.