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THE NEW FRENCH ATLANTIC STEAMSHIP LA BOURGOGNE.

This magnificent vessel, of which we give an illustration, is one of the four recently constructed for the Compagnie Generale Transatlantique by the Societe des Forges, at La Seyne, on the Mediterranean. The three other boats are the La Champagne, La Bretagne, and La Gascogne. To all these have been added improvements on the La Normandie, which is considered one of the finest types of the European commercial marine. These vessels have been built expressly for the postal service between Havre and New York, under a contract with the French Government, and their minimum speed will be fifteen knots an hour.

The length of this ship, La Bourgogne, is 480 feet, with a beam of 48 feet. The hull is constructed of steel, and subdivided into several compartments, which will (with the steam pump) prevent the sinking of the ship in case of accident of any kind. She carries 800 tons of water ballast, and as the coal (of which there is a daily consumption of 150 tons) is consumed, its room is filled by water, so that the screw is always submerged. The engines of the La Bourgogne are of 8,000 horse power, and the main shaft of the propeller, which has four blades, is 21 feet in diameter, and divided into three cranks, weighing about fifty tons. The Bourgogne has eight steel boilers, and the average duration of the voyage will be eight days in summer and nine in winter. But it is not alone to the acceleration of the voyage that attention has been directed; special regard has been given to the safety and to the comfort of the passen-

gers. As for safety, all chance of collision during the night, or fire arising from the carelessness of the crew or passengers, is guarded against. The electric light is employed, not only on the masts and bows, but is used in the cabins and passenger saloons, which latter are very capacious and well ventilated. Berths are provided with comfortable beds and bedding; the table is well kept; the provisions are always fresh, abundant, and of the best quality, and the arrangements of the cuisine excellent. Wine is provided *ad libitum* at table, and there is an unlimited supply of drinking water and ice; and a distilling apparatus is also in use. The ship is commanded by Captain Frangeul, one of the oldest and most distinguished officers of the company; his maritime career has been signalized by acts of courage for which he has been awarded the "Croix de la Legion d'Honneur."

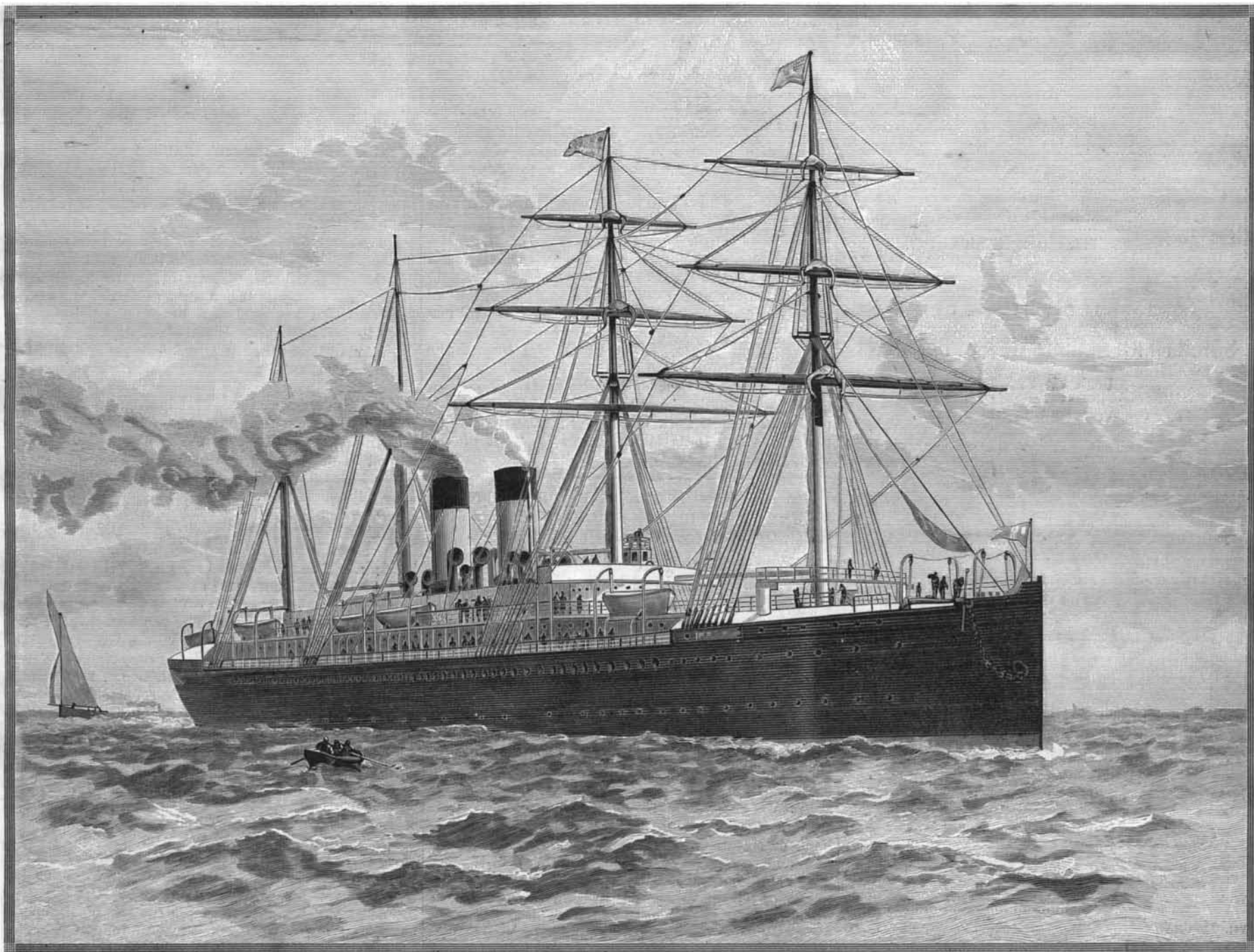
M. Eugene Pereire, who has succeeded his relatives, the celebrated Emile and Isaac Pereire, in the office of President of the Compagnie Transatlantique, has profited by the errors of some other companies, and has directed his operations in a spirit of progress with considerable energy, and with a success worthy of emulation.—*Illustrated London News.*

The Extinction of Kilauea.

On March 6 the active volcano of Kilauea, in the Sandwich Islands, composed of the old Lake Halemau-mau and the New Lake, sank from the bed of the crater, leaving a bottomless abyss about four miles in circumference. The volcanic eruption which has been so active in the past was utterly extinguished.

During the latter part of 1885, both lakes were very active, and boiled and surged from side to side with unusual violence. In the middle of December the New Lake commenced building a wall for itself, which by the first of March had covered its surface. On the evening of the 6th, both lakes were full of boiling and surging lava, and were particularly brilliant up to half past nine o'clock. At that time a series of earthquake shocks began, forty-three in number, which lasted until half past seven the next morning. After the fourth shock, the fires of the New Lake had entirely disappeared, and only a slight reflection from Halemau-mau was visible. During several days following, cracks and rents were made in the surrounding wall, and immense quantities of steam and vapor rose above the crater. Several upheavals occurred to change the entire configuration of the immediate surroundings. Large portions of the edge of the crater fell into the gulf with a sound like thunder. The cone in the New Lake disappeared entirely, while the bottom of the lake can still be seen 500 to 600 feet below its former level; but of Halemau-mau nothing is visible but a gaping abyss, four miles in circumference.

It is possible that the volcanic fires will never be renewed, and that Kilauea will be classed with that large list of extinct volcanoes which tell of past energy and fire. The islanders, it is reported, do not admit this probability, as it would rob them of one of their greatest attractions for tourists. They hold that the lava has found some temporary subterranean outlet, where it may be expected soon to solidify, and being thus cut off from other escape will again fill the crater of Kilauea and recall its dispersed students.



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