later, in 1870, he made a magneto, shown in Fig. 6. Here we have a horseshoe electro-magnet mounted back of, and facing, a plate armature. It is simply a powerful electro-magneto receiver, something like, but immeasurably superior to, the instruments shown in the Bell patent of six years later. Like all the other instruments shown, it will play its part in transmitting speech. Placed in circuit with a battery and a microphone such as is shown in Fig. 4, it will talk.

Our readers will feel with us that the above represents a most interesting collection of instruments. In many instances, even in suits, alleged anticipating telephones are shown by models. This always casts a shade on their testimony, for the suspicion always exists that some change in construction has been made. It may be so minute as to be indefinable in the light of the testimony concerning the originals, yet enough to change inoperative devices into practical working instruments. Such, at least, is the suspicion that is apt is issued weekly. Every number contains 16 octavo pages, uniform in size to be aroused by model telephones. But in the instruwith SCIENTIFIC AMERICAN. Terms of subscription for SUPPLEMENT,
month horse shown we have what are testified to as he
\$5.00 a year, postage paid, to subscribers. Single copies, 10 cents. Sold by ments here shown we have what are testified to as being instruments actually made fifteen or twenty years ago.

Prof. Van der Weyde originally used his telephones for the transmission of music. He did not at first use them for that of words. Any one who has experimented with early telephones, the Bell included, will find cases, such is the degree of this uncertainty that we can readily believe that the early workers with untrained ears failed to catch the feeble utterances of mercial, trade, and manufacturing announcements of leading houses ordinary telephones. If this is so with the perfected instruments of to-day, a fortiori must it be so with the older types. There is a sound sometimes produced & CO., 361 Broadway, corner of Franklin Street, New York. by a telephone that is unmistakable—a peculiar buzzing, as if it was on the verge of talking. When that is reached, articulation is only a matter of adjustment. The early workers must often have reached this stage, and failing to recognize its importance, they did not pass it as successfully as we do.

The Reis and Van der Weyde instruments divide themselves into two classes, transmitters and receivers. It is worthy of remark that the practical working instruments of to-day follow the lines indicated by the German school teacher. A battery current is acted on by a transmitter, and the receiver delivers the message. In the Bell patents, magneto or electro-magneto telephones were prescribed for both ends of the line. Any such service is inferior. A microphone is essential at present for transmitter; the Bell instrument is of use only as receiver.

Another interesting feature of the instruments we have described is the fact that they are all American productions. There is always a certain dissatisfaction in looking to Europe for an anticipation. Legally speaking, foreign use does not anticipate; so in the case of Reis' inventions publication has to be shown, and this has to be coupled with the operativeness of the telephones. The inventors whose productions we have just spoken of were residents of America, and did their work here. Most or all of it was done within a few miles of this city. Van der Weyde concentrated his thoughts on the transmission of music; Holcomb felt that his was not sufficiently perfected to be worth patenting, and so their work went for nothing.

It is the old story, so often retold in the history of invention, that the race is to the swift. Bell, by working out a successful telephone company, has succeeded in establishing for himself and associates the most valuable patent of the world. Any of the instruments shown are far in advance of the telephones of his 1876 patent, but unpushed by business energy they passed out of sight, only to be resuscitated as useful aids in combating the claims of the Bell Company.

More Scared than Hurt.

According to Bradstreet's careful recapitulation, there are about 43,000 workingmen who are on strike in this country at the present time. The whole number of per sons employed in manufactures, mining, trade, and transportation is about 5,640,000. So it appears that not one man in a hundred of those engaged in the indus tries named has stopped work in consequence of disagreement with employers. But the one striker is making more noise in the land than the ninety-nine workingmen who keep about their business. Trade is hurt more by the apprehension of mischief than by the ectual extent of it.—Phila. Record.

Origin of Sulphur in Coal.

M. Dieulefait has been inquiring why there is so much sulphur in stone coal, and why there is so little of free alkaline carbonates in the ashes. For this purpose he has analyzed the surviving species of the families of the coal plants, particularly the Equisetaceæ, and has found in them a proportion larger than usual of sulphuric VIII. PHOTOGRAPHY.-Winking Photographs.-- Directions for acid. Hence he deduces, as the answer to his questions, that the coal plants were more highly charged with sulphur than most existing plants, and that for that reason their alkaline constituents assumed the forms of sulphates instead of carbonates.

X. ZOOLOGY.—Lapdogs.—An account of the principal varieties of Liliputian dogs, and their characteristic point. —One illustration, showing 12 of the more famous breeds, drawns from life by JEAN BUNGART.

8677

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Contents.

(Illustrated articles are marked with an asterisk.)

Aerolite, great, finding a 34
Air engine, improved* 34
Birds killed by electric light 34
Birds, protection of, Audubon
Society for 34
Books and publications, new 34
Business and personal 34
Canal, Panama, official report of. 33
Canal transportation, deep water &
Climate, modifying the, by clos-
ing Straits of Belle Isle 34
Comet, Brooks', No. 1 34
Developer, an improved 34
Dilatancy* 34
Dirt pan* 3
Engine, air, the McKinley* 34
Engineers, locomotive, for 32
Galveston harbor
Hat, silk, to restore gloss to 84
Horse, balky, how to disappoint. S4 Horse power for hay carriers* 38
Ice spicules*
Inventions, agricultural34
Inventions, engineering 34
Inventions, engineering
Inventions, miscellaneous 34
Ironclad, peppering an 34
Lemura in the Berlin Zoological
Doming in the Berne Boological

Newspaper stant and bined* 388
Noises, mysterious 393
Notes and queries 347
Oregon disaster, the 337
Pumps, a chat about 340
Railroad ties, ozokerite 388
Removal of warts 388
Stereoscope, new form of 340
Stop motion for doubling machines* 388

chines* or touching machines*
Stoppers, fixed, removing.
Stove grate, Baily's*
Street cleaning and garbage removal in Boston.
Sulphurfin coal, origin of.
Tanks, water, for fire purposes.
Telescope, inventor of.
Tool, hand, improved reciprocating*
Trade mark decision.
Tympan, improved, Squier's*.
Warts, removal of.

TABLE OF CONTENTS OF

SCIENTIFIC AMERICAN SUPPLEMENT

No. 548.

For the Week Ending May 29, 1886.

Price 10 cents. For sale by all newsdealers.

- III. BOTANY.—Tricks with Vegetables.—By JOHN R. CORYELL.—Ingenious method of training fruits and vines into odd shapes and positions.—Possible manipulations of gourds, grapes, strawberries, apples, etc.—7 illustrations.
- ELECTRICITY.—Terrestrial Magnetism.—Prof. Balfour Stewart on the cause of the solar diurnal variations.—A discussion of the on the cause of the solar diurnal variations.—A discussion subject before the London Physical Society.....
- V. ENGINEERING AND MECHANICS.—The Tilbury Deep Water Docks.—Description of the opening of the docks on April 16.—The progress of the work since its beginning.—The details of construction, the mechanical equipment, electric lighting installation, fire extinguishing precautions, hotel accommodations, and other features.—Its uses.—I illustration.

 Transmission of Steam.—By CHAS. E. EMERY.—Theseventh of the regular course of Sibley College lectures.—A discussion of the properties of steam which make it adapted for transmission, the methods of maintaining pressure and providing for condensation:
 - methods of maintaining pressure and providing for condensation; mechanical devices, measurements, and precautions necessary to
 - methous of manual methods measurements, and precautions necessary to observe.

 The Largest Gas Holding Tanks in the World.—A detailed account of the two tanks recently constructed from the designs of Mr. Charles Hunt for the Corporation of Birmingham.—6 figures...

 The Friedrich Steam Engine.—A new type of motor devised for domestic purposes and the smaller industries.—Perspectiveriew and 2 diagrams.

 Sea Walls.—Prof. RANKINE'S statement of the necessary conditions to be observed in these constructions.

 Changed Gauge of Southern Railroads.
- VI. GEOLOGY.—Artesian Wells.—The requisite and qualifying conditions for their occurrence.—By Thos. C. Chamberlin.—Rainfall.—Irrigation by artesian wells.—Adequacy of rainfall measured by capacity of strata.—Escape of water at lower levels than the well.—Conditions relating to the well itself.—Loss of flow in the well.—7 figures.

 Geology of Natural Gas.—By Chas. A. Ashburner.—Conditions of the occurrence of natural gas.—The anticlinal theory.—Prof. Lesley's opinion of the theory, and of the duration of the supply.—Conclusions.

VII. MISCELLANEOUS.-Stamped Envelopes.-Extent of their use. 8671

OFFICIAL REPORT ON THE PANAMA CANAL.

M. Rousseau, the delegate appointed by the French Government to inspect the work on the Panama Canal, has made a report which is likely to be more seriously disappointing to M. De Lesseps than was the exceedingly cautious and tentative one of the Hon. John Bigelow, who assisted at the inspection in behalf of the New York Chamber of Commerce, the points of which were summarized in our issue of May 8. M. Rousseau denies the correctness of the canal company's statements respecting its facilities for construction, the time when the canal will be completed, and the amount of money still required to accomplish the work. This appears to be the first public criticism in France of the canal project, the forwardness of the enterprise, and its financial condition, as these matters have been explained by its directors and promoters; and, as a result, it is announced that the Government cannot authorize a proposed issue of lottery bonds, to provide further means to prosecute the work, until the position of the company is made clear. Nearly all the capital thus far subscribed for building the canal has come from people of small means, four-fifths of it being represented by individual sums ranging from \$100 to \$500. It is thus also that the French national debt is mainly held. To make these small loans popular, the canal company wished to float them with a lottery scheme, but a governmental authorization of such scheme would be a most serious affair in the event of any failure to complete the canal or the interminable postponement thereof, with constantly added cost. De Lesseps may, it is true, succeed in obtaining the necessary funds to keep up work on the canal, notwithstanding this adverse report; but as the calculations of its ultimate cost increase, the difficulty and expense of placing any loans will be augmented, and it seems inevitable that, looking at the project as kindly as possible, the work must drag on for a far longer period than any that has yet been fixed for its completion, even if that is ever accomplished.

GALVESTON HARBOR.

In 1874 the improvement of Galveston harbor was commenced on plans designed by Maj. Howell, U. S. A., approved by a board composed of Generals Tower, Wright, and Newton, U.S.A. The plan contemplated two parallel jetties 12.000 feet or about 2½ miles apart. They were to be submerged, no part of them being higher than mean low tide, and only a portion of them as high as that. From the shore out for several thousand feet, they were several feet below low tide, thus forming huge gaps to facilitate the flow of the tide to fill the bay of Galveston, a tidal basin about 450 miles in extent. The average rise of the tide is about 14 inches. These jetties were to be built of gabions. Each gabion was made of willows in the form of a basket, about 12 feet long, 6 feet wide, and 6 feet deep. This willow structure was plastered over with hydraulic mortar about three inches thick. They were placed end to end in the line of the jetty, and sand was then pumped in them and covers secured on them to keep the waves from washing it out. The jetties were to extend out only to 12 and 131/2 feet depth, respectively.

Nearly two miles of the north jetty were built in this way prior to 1880. This entire work was completely obliterated in 1880, and then Col. Mansfield was put in charge. He recommended the building of the jetties with brush mattresses, ballasted with stone in a manner quite similar to the Mississippi jetties, and on substantially the same locations chosen by Maj. Howell. The advisory board was reconvened to pass upon the new plans, and it advised putting down a trial section of mattress work near the outer end of the old north gabionade, and also the changing of the direction of the south jetty, so that its outer end would be distant only about 10,400 feet from the north one, thus destroying the parallelism of the two jetties.

The vigorous prosecution of the south jetty was then begun (1880), and in March, 1884, Col. Mansfield reported it officially as being completed. It was then 41/4 miles long from the shore to 131/2 feet water.

About this time the people of Galveston became disheartened, declared that no real benefit had resulted from the works in ten years; and after consultation and meetings, the mayor, city council, and a large number of the chief citizens of the place addressed a letter to Capt. Eads, then in England, to know if he would undertake the improvement on the "no cure, no pay" principle, which he had undertaken to do with the Mississippi jetties. The result was that an offer to do this and secure 30 feet depth of channel was made by him, and was formulated into a bill, which was introduced in the last Congress. It provided for the construction of the necessary works and made the compensation depend upon the securing of a 30 foot channel for \$7,750,000.

This bill was vigorously opposed by Gen. Newton and Col. Mansfield, and by others of the Engineer Corps of the army. These two officers, in their official reports to the Senate and House Committees, assured Congress that with \$750,000, or less than one-tenth of what Capt. Eads proposed, they could complete the official plan of 1830, and secure a 25 foot channel. A