

Scientific American.

ESTABLISHED 1845.

MUNN & CO., Editors and Proprietors.

PUBLISHED WEEKLY AT

No. 361 BROADWAY, NEW YORK.

O. D. MUNN.

A. E. BEACH.

TERMS FOR THE SCIENTIFIC AMERICAN.

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The Scientific American Supplement

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Address MUNN & CO., 361 Broadway, corner of Franklin Street, New York.

NEW YORK, SATURDAY, MARCH 24, 1888.

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No. 688.

For the Week Ending March 24, 1888.

Price 10 cents. For sale by all newsdealers.

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HENRY BERGH.

The founder of the New York Society for the Prevention of Cruelty to Animals died at his home, 429 Fifth Avenue, on March 12, 1888. He was born in this city in 1823. He was partner in early life with his father, a shipbuilder, whose yard was situated at Corlaers Hook. In 1842 he retired from business and went abroad. He was appointed secretary of the American Legation in Russia by President Lincoln. On his return, as he passed through England, he became acquainted with the president of the English Society for the Prevention of Cruelty to Animals, and decided to found a similar society here. This became his life's work. The society was instituted in 1865. Statutory powers of prosecution and arrest were conferred upon it in 1866, and thenceforward without salary or compensation of any sort he devoted all his energies to the forwarding of his chosen cause. The results of the twenty-two years of work now closed are incalculable in extent of good. Abuse of the lower beings is now rarely heard of in this city. In this State there are 400 workers, and thirty-six other States have similar organizations. The headquarters of the society are in a building on the corner of Twenty-second Street and Fourth Avenue, which was erected about 1872. To it was devoted a legacy of \$150,000, which was left to the society by Louis Bonard, a native of France, who had amassed a fortune in trading with the Indians. Every form of abuse of animals received his attention, and the officers of his society seconded his efforts. Cock-fighting, dog-fighting and rat-baiting were all attacked and practically suppressed by the society. His methods often seemed arbitrary and quixotic, but everyone supported him, and public opinion was his justification for his most extreme acts. His appearance was remarkable, his height and slender figure and sad countenance attracting attention even where he was not known.

ROTARY STEAM SHOVELS.

The manufactory of the rotary steam snow shovel is located at Paterson, N. J., one of the suburb cities of New York. But it unfortunately happened that not one of these remarkable machines was present in the shop at the time of the recent great snow storm. All were in use out West, where their wonderful powers have been exhibited this winter to the greatest advantage in keeping open the roadways. Had but a single one of these machines been available in this vicinity last week, all of the railways leading to the metropolis might have been soon cleared, and the greatest portion of the losses to the railway companies and inconveniences to passengers and the public would have been avoided. One of these machines placed in front of a passenger train would have gone through any of the snow drifts we had, at the rate of twenty-five miles an hour, picking up and delivering the snow in a great stream, like a column of smoke, to a distance of one hundred and fifty feet from the track. It will thus be seen how quickly all the tracks around New York might have been opened.

In view of the great losses to the trade and commerce of this city by the recent storm, it would be a good investment for our municipal authorities to order and keep in storage a couple of these rotary shovels, for use in case of emergency. The parsimony and short-sightedness of the great railway companies that center here, such as the Pennsylvania, the New Jersey Central, the Delaware & Lackawanna, the New York Central, and New York, New Haven & Hartford, is such that they cannot be depended upon to do anything of this kind. To have such machines on hand in readiness for use would be simply an insurance against loss, and would be a good investment for the city to make, even if the machines were not called into use more than once in ten years.

CAR STOVES.

If there is one thing more certainly demonstrated than another by the experiences of the late great snow storm, it is that every passenger car must be provided with first-class heaters and a supply of fuel, so that in case of necessity each car may be kept warm.

During the recent storm probably a hundred trains were stuck fast in the snow within a radius of 25 miles from New York; and had it not been for the presence of the stoves, great suffering would have ensued. The plan of heating by steam taken from the engine will not answer for extraordinary emergencies, like a genuine blizzard. It is generally necessary to detach the locomotive from the train to fight the snow, in which case the cars cannot be kept warm.

It is true many dreadful disasters have happened from badly constructed stoves, by collisions and derailments. But in every case where the improved forms of stoves have been used, properly secured, no bad results therefrom have taken place. It would seem to be within the range of legitimate invention to provide stoves that will not scatter fire, and also with extinguishing devices, whereby the fire will be instantly put out in case of accident to the car.

It is evident the recent legislation in some of the States aimed to banish independent heaters and stoves

from passenger cars will need to be modified. The stoves are almost as necessary for the comfort of passengers as are seats to sit upon.

THE LESSON OF AN EMERGENCY.

The recent great storm will not have been without some good results if it energizes the efforts of those seeking to introduce some hitherto obviously needed public improvements, and puts spurs to government and municipal officials, heretofore all too tardy in recognizing what is incumbent upon them in the changed conditions of modern commercial and industrial life. Among such improvements that have long been urgently called for, one is that of putting underground at least a portion of the telegraph and electric light wires in all large cities, and burying some of the telegraph lines connecting the most important commercial centers. It would be ludicrous, were it not too serious a matter, to think of telegraphic messages being sent between Boston and New York via London, 6,000 miles under the ocean, as was necessary on March 12 and 13. While passenger and freight trains were stalled in snow drifts all the way from Boston to Baltimore, the telegraph service of the country was suddenly paralyzed, and the arc light wires, torn from their supports on poles and house tops, and crossing telephone and telegraphic wires, became at once a source of danger to human life and probable cause of conflagrations, an emergency which the companies prudently met by shutting off the electric light currents, leaving in darkness those who had depended upon them for light.

A New Water Supply for Paris.

It is well known that Paris is not well provided with regard to drinking water, having to draw its chief supply from the upper course of the Seine and the Canal de l'Ouercq, branching off from the Marne. A Swiss engineer, Herr Ritter, has submitted to the Paris municipality a plan by which the city may be furnished with an ample supply of water from an inexhaustible source—the lake of Neufchatel, Switzerland—at a cost of 300,000,000 fr., or £12,000,000. This heavy outlay would, however, be covered after construction by a safe revenue for interest and amortization. Herr Ritter is an engineer who has established his reputation for the construction of water works, and the success attending the works he erected at La Chaux-de-fonds has encouraged him to make the proposal in question to the Paris municipality. Some time ago another engineer, M. Beau de Rochas, proposed to furnish Paris with water from the Lake of Geneva, at a cost of 500,000,000 francs; but the scheme was not accepted, probably on account of the great expense. Herr Ritter is more moderate in his estimate, and there is a probability of its being ingaccepted. The principal details of the great undertaking are given as follows: The distance between the Lake of Neufchatel and Paris is 312 miles, and the surface of the lake is 1,620 feet higher than the mean level of Paris, its total area covering 350 square kilometers. This vast body of water, even if it were not replenished, would be sufficient to supply Paris for two years at a rate of 132 gallons per head per day, the level of the lake falling no more than three feet, and the water, which would flow with a speed of rather under 100 feet per second, would arrive at Paris at a temperature of 50° Fahr. But a lowering of the level of the lake is not to be thought of, for the lake has tributaries yielding a larger supply of water in the hot season than in winter. Herr Ritter does not intend to take the water from the surface of the lake, but to draw it off, as is done in the case of Chicago from Lake Michigan, by an underground heading 262 feet below the surface of the lake, where it has a temperature of only 43°. The water would be taken through a tunnel 22 miles long, under the Jura Mountains, to the Desoubre Valley, in the department of the Doubs, and thence in an arched conduit along the slopes of the hills to Paris, where it would arrive still at an elevation of 394 feet. As the present reservoirs of Paris have an elevation of only 295 feet, raising the fall, or pressure, by 100 feet, with a flow of 4,400 gallons per second, would give a tremendous motive power. Herr Ritter has calculated that in this manner Paris could be furnished not only with an illimitable supply of excellent drinking water, but also with the electric light in all the streets and water power in all the workshops at a reasonable price, independently of the advantages accruing to the districts through which the conduit would be laid, and which could also draw their supplies from the same source. Herr Ritter estimates that it would take six years to complete the works along the whole line.—London Morning Post.

Look Out for Benzine.

According to the American Exchange and Review, "it is a little known fact that hard friction can develop sufficient heat to inflame benzine vapor, especially if the surface rubbed be varnished with shellac." They had also been informed by a competent and truthful mechanical engineer that the head of a "soldering iron," which it is well known is far below "red heat," had, in his own experience, been sufficient to set fire to an escape of benzine vapor.