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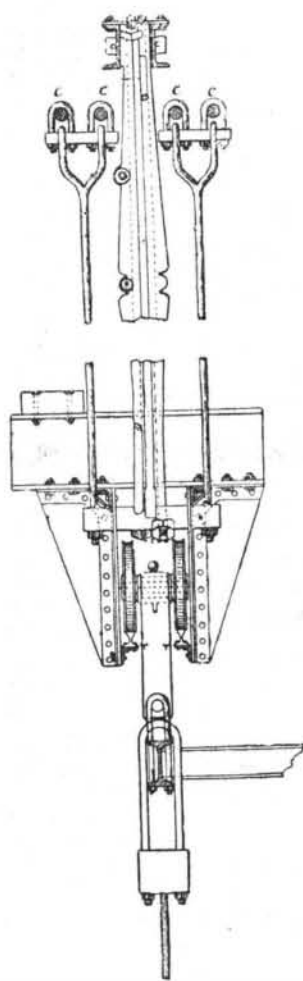
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PROPOSED BRIDGE WITH MOVABLE FLOOR OVER THE RIVER BILBOA, SPAIN.

The city of Bilboa is on the northern coast of Spain, situated about 12 miles from the mouth of the river of same name. At the river entrance, on each opposite side, are the enterprising towns of Arenas and Portugalete. Although each town has its railway and tram car line to Bilboa, no steam ferry or bridge exists to establish communication across the stream. One difficulty as to a bridge has been the great expense, having in view the arrangement of the proper grades. The problem, however, has been lately solved by a talented architect, M. Alberto Palacio, who has designed a movable bridge, of which we herewith give engravings from *La Ilustracion Espanola*.

The structure is on the suspension principle. At the dock line on each side of the river are two iron piers, on which the bridge cables are supported as shown. The towers and cables need only to have strength enough to support themselves and a suspension platform or car on which the traffic is carried. Hence the construction is much lighter and less costly than an ordinary bridge would be. Between the towers two pairs of rails are arranged, as shown in our cross section, on which runs a truck, pendent from which, by means of a skeleton frame and guy ropes, is a platform for passengers, carriages, horses and carts, etc. This platform is hauled back and forth across the river by means of an endless cable worked by steam engine at the base of one of the towers. The platform moves on a level with the street grade on either side of the river, and is, therefore, very convenient of access for all kinds of traffic.

The height of the bridge at the center of the span is about 130 feet above high water, thus allowing plenty of clearance for vessels. The estimated cost of the work is \$75,000. It is expected the bridge will be soon



erected. This structure is on the same general plan as that of Mr. John F. Anderson, of this city, which was designed to span the Hudson River between New York and Jersey City. The Anderson bridge was on a much larger scale, and the platform or movable floor was intended to carry a full railway train. It was illustrated and described in the *SCIENTIFIC AMERICAN* of January 24, 1885.

Quillaya Bark in Catarrh.

Dr. Trechinski writes in the *Ejenedelnaya Klinicheskaya Gazeta* that he finds powdered quillaya bark of great service in both acute and chronic catarrhal rhinitis. It is put in a paper bag and the patient directed to shake it up and snuff up the dust from it every few minutes. At first the secretion is increased, and is of a brownish or yellowish color from the admixture of pus cells. After a very short time, however, it diminishes in quantity, and becomes quite colorless. The nose then becomes dry, and the passage through it clear. If the use of the quillaya is prolonged, the secretion is continued, but is quite colorless. The powder, when introduced into the nares and pharynx, appears to increase the secretion from the mucous membrane, but at the same time to remove all the pathogenic matter existing there.

The Australasian Association for the Advancement of Science.

The formation of this association, which already gives promise of being a great success, was first suggested by Professor Liversidge, of the Sydney University, during the exhibition in Sydney in 1879.

The first general meeting was fixed at the Sydney University, for August 28.

The number of members at the end of July exceeded 400.



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