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NEW PATENT SELLING TRICK.

The latest trick of pretending patent sellers is to write to the patentee that it will be necessary to send them 180 copies of the new patent in order to effect a sale. If the patentee does not happen to have the 180 copies on hand, they (the sellers) will obligingly obtain them.

TUNNEL RAILWAYS IN NEW YORK.

The franchise for the construction of what is known as the East River tunnel was granted to the New York and Long Island Railroad Company by the New York City authorities on December 10. The general features of the proposed work have been already described in our SUPPLEMENT, No. 755.

The most impressive feature about the tunnel is its great depth and the crossing underground of the entire city.

The tunnel will give direct railroad communication between Brooklyn and the North, South, East, and West. It will bring the seashore of Long Island in direct communication with the interior of the State of New York, so that excursion trains can carry their passengers directly to the Rockaway or Coney Island sea beaches.

The estimated cost of the tunnel is \$1,000,000 per mile. Its deepest point within the city will be at 2d Avenue, where there will be 118 feet, principally of rock, between it and the surface.

This scheme is in accord with the movement of the day in the direction of giving additional facilities for crossing the Hudson and East Rivers.

The problem of ventilation has been disposed of by the introduction of electric motors and of the electric light. A tunnel to-day may be lighted from end to end, and may have an atmosphere uncontaminated by smoke and gas from engines.

The problem of intercommunication between the opposite sides of the Hudson and East Rivers at New York should be attacked from the standpoint of rapid transit. A number of tunnels should be built, corresponding with the principal cross streets of New York. They could be of smaller size than the present North River tunnel, or this projected East River tunnel, as they would be built to accommodate smaller cars and motors.

If new railroads are to be brought into New York by bridges or tunnels, the establishment of track yards becomes necessary. For these there is no room on the island. This is another indication that the rivers should be crossed by rapid transit lines only.

In accord with the ideas of intercommunication between the present city and the adjacent shores is the proposed consolidation of New York and its environs. A board of commissioners is now in existence for investigating this plan, and already a report has been received from the president of the commission, Mr. Andrew H. Green.

OPENING OF THE NEW PULITZER BUILDING.

The Pulitzer building, erected as the publishing headquarters of the New York World, was formally opened on the evening of December 10. Numerous invitations had been issued to leading representatives of the press and government and others, and several thousand guests assembled to inspect the building and take part in the ceremonies.

The building, which stands upon the corner of Frankfort Street and Park Row, in this city, is remarkable for its great height. It is the highest office building in the world, and is the highest structure of any kind in the city. The top of Trinity Church steeple is barely on a level with the floor of the lantern on the dome.

The editorial offices are elegantly furnished, and the building contains every modern appliance for the tenants as well as for the publishers. It contains 79 rooms devoted to the publishing of the paper and 149 rooms for general office purposes.

THE ARTIFICIAL PRODUCTION OF RAIN.

The question as to whether rain can be produced by artificial means is to be tested by the United States government. On motion of Senator C. B. Farwell, of Illinois, a clause was added to the Appropriation bill which provides that, under direction of the Forestry division of the Department of Agriculture, \$2,000 shall be expended in experiments having for their object the artificial production of rainfall by the explosion of dynamite.

In a communication from Senator Farwell the following theories are advanced: "My theory in regard to producing rain by explosives is based partly upon the fact that after all the great battles fought during the century heavy rainfalls have occurred. This is historical and undisputed. Senator Stanford, one of the builders of the Central Pacific Railway, informed me lately that he was compelled to do a great deal of blasting through a part of the country where rain had never been known to fall in any useful quantities and where it has never rained since, and that during the period of the blasting, which was nearly a year, it rained every day.

The subject of rain production by means of concussion