

## A WEEKLY JOURNAL OF PRACTICAL INFORMATION, ART, SCIENCE, MECHANICS, CHEMISTRY, AND MANUFACTURES.

## Vol. LXV.-No. 1. ESTABLISHED 1845.

### NEW YORK, JULY 4, 1891.

S3.00 A YEAR. WEEKLY.

THE MCDOUGALL WHALEBACK STEEL VESSEL. The old ballad commencing "In the North Sea Lived a Whale " has its use now in a facetious adaptation of this line to the needs of a souvenir issued by

tic coast, and also in excess of the tonnage of those inous, and is a vast testimonial to the importance of that spected on the Pacific and Gulf coasts and all the rivers inter-state commerce which is largely the product of of the United States combined. The development of the past thirty years. Less than ten years ago a steam the shipping interests upon this arm of the Atlantic propeller of 1,200 tons registry was a large carrier upon the people of Superior, Wis., in commemoration of the within the past three years has certainly been marvel- the Great Lakes, and its carrying capacity was gener-

launching of the first two vessels of the McDougall whaleback pattern, built at the shipyard in that city, an event that took place on the afternoon of the 15th of November last. The two boats went into the water sideways, and floated in their slips as if they were in their natural element.

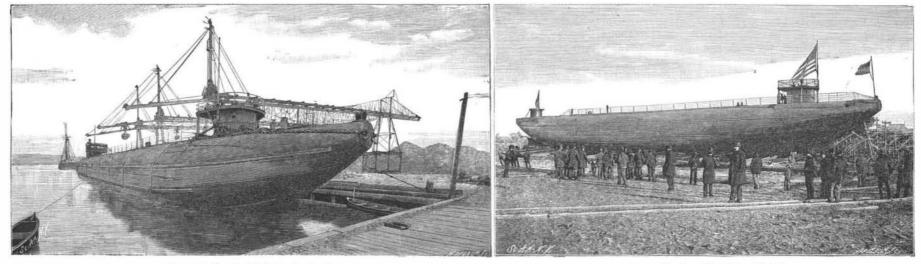
The somewhat surprising information to an Atlantic coast seaman is contained in the recent report of the Commissioner of Navigation, in which it is stated that the registered tonnage of the vessels inspected on the Great Lakes for the year ending October 1 was in excess of the tonnage of those inspected on the Atlan-



LAUNCHING OF THE JOSEPH L. COLBY, AT SUPERIOR, WIS.

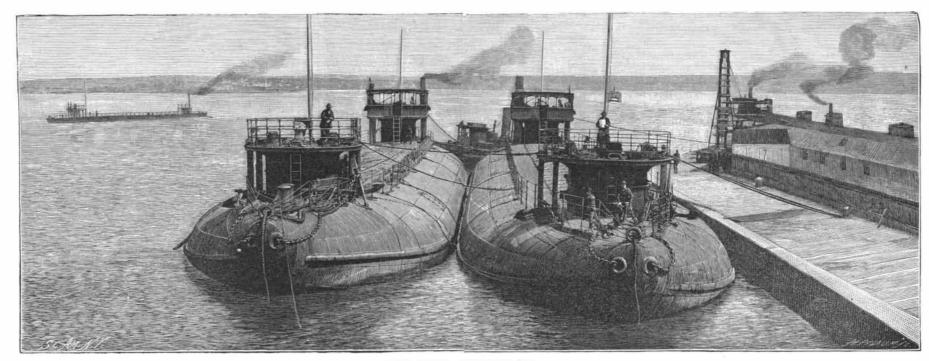
ally limited to about an even tonnage with its registry by the cumbersome power used and the amount of internal "works" deemed necessary to give it strength and solidity. But since 1885 the size of the lake steamer has gone up as high as 1,900 tons registry, and with a common though varying carrying capacity of from 2,000 to 3,000 tons, with some vessels of 4,000 tons capacity.

The sailing vessel is rapidly passing into the limbo of forgetfulness, and the deep and fast steamer is gathering to itself the business of the lake carrying trade. The lumber traffic still adheres to the sailing vessels, but



WHALEBACK BARGE No. 104

THE COLBY IN DRY DOCK.



TWO WHALEBACK BARGES.

WHALEBACK STEEL MERCHANT BARGES.

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iron ore, coal, wheat, flour, and merchandise go to the steamers for low rates and quick transit. And the present tonnage of the lakes is kept in an absorbing chase of distances by the enormous traffic turned over to the vessels by the railroads at deep water terminals like Chicago, Buffalo, and Superior.

In the mad rush of invention upon the land, marine architecture was allowed for a quarter of a century in this country to suffer somewhat. Land transportation absorbed all the powers of men's invention. But it was only a slumber for a season. Cheap transportation between the East and West became so important a factor that human nature could not resist the pressure, and so it happens that from the deep water's end in the middle of this continent, where land and water have their final junction, so to speak, from the head of Lake Superior, within dinner call of the farmers of Minnesota and Nebraska comes the latest and most wonderful innovation on marine architecture that has met the waters since Fulton's steamboat was put afloat. Alex. McDougall, of Superior, Wis., an old lake vessel master and agent, is the inventor, and is now at the head of the practical operations of a ship yard at that place which has keel blocks for the simultaneous construction of ten steel vessels, and from which the American Steel Barge Company, the owner of the plant and patents, expects soon to turn out 52 vessels per year, or one each week.

These vessels are built both as tow barges and as steam propellers. The first boat of the fleet (there are now eleven afloat), the tow barge "101," a small craft of 437 tons registry and 1,400 tons carrying capacity, excited unlimited ridicule and amazement among lake sci vessel builders, but her cost was only \$45,000, and in two seasons she has netted her owners over \$70,000. in the face of active competition, so that the laugh is now differently located. This boat was built in the summer of 1888, and was immediately denominated "the pig" by vessel men-a name that clings to all of her kind.

The first steam propeller, the Colgate Hoyt (named after the president of the American Steel Barge Company), was built in the winter of 1889-90, and has been in successful commission during the season of 1890 in the ore, grain and coal carrying trade between Superior and Lake Erie ports. She carries 2,800 tons

Superior and Lake Eric ports. She carries 2,800 tons of iron ore on a 15 foot draught, and readily makes 12 miles an hour with a tow barge in charge carrying 2,400 tons. The Joseph L. Colby, launched November 15, is a somewhat smaller vessel than the Colgate Hoyt, being designed for passage through the Welland Canal and St. Lawrence River to Montreal. Her dimensions are as follows: Length over all 265 feet, width of beam of this pattern will be built 38 feet beam and 24 feet depth of hold. The tow barges 102 and 103 are of 1,132 tons registry and 3,000 tons carrying capacity; the tow barges 104, 105, 107, and 109 are each of 1,216 tons registry and 2000 tons carrying capacity;

105, 107, and 109 are each of 1,216 tons registry and 3,300 tons carrying capacity.

The Colgate Hoyt is registered at 1,008 tons, and 3,000 tons carrying capacity, with a speed of 15 knots per hour on 800 horse power. This statement will be understood when it is said that the fine steamers on the lakes of 1.800 tons registry, 15 knots speed and 3.000 tons carrying capacity, require 1,600 horse power for their work.

The "whalebacks" are all built upon the same pattern. They are round decked, flat bottomed, and ended up like the pointed end of a cigar. The wheel house on the tow barges is in a mere turret, and the men's quarters (it takes five to man one of them) are under the wheel house. On the steamers, the cabin and wheel house are set up on three turrets. These are the peculiarities that make of these boats a complete revolution in ship building. There is no ponderous bulk above the water to catch and fight the sea in a storm. The water washes over them, not against them. The round deck may make of them the most formidable naval vessel ever built. The flat bottom may make of them famous river boats. The ship yard at Superior has six "slips" and ten piers or ways for keel blocks, so that ten of these boats can be under construction at one and the same time. And Manager McDougall speculates with some enthusiasm upon the fleet of "steam pigs" which he will send to the St. Lawrence in the fall of 1891 to engage in the Atlantic coasting trade for the winter season. There is at present a whaleback tow barge lying on a dry dock in New York City, that was constructed at the Erie Basin for the coast and river trade, while two McDougall propellers are expected here in a short time one of which is to be sent across to Liverpool and one to Puget Sound, on the Pacific coast.

# Scientific American.

ESTABLISHED 1845.

MUNN & CO., Editors and Proprietors. PUBLISHED WEEXLY AT

No. 361 BROADWAY, NEW YORK.

O. D. MUNN. A. E. BEACH.

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#### NEW YORK, SATURDAY, JULY 4, 1891.

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THE CASINO AND PIER AT THE EXHIBITION. One of the novel buildings at the Exposition will be the Casino and pier. The Casino, which will stand out in the lake 1,000 feet from the shore, is intended to reproduce Venice on a small scale in Lake Michigan. Burling & Whitehouse, of Chicago, have completed the design for this structure, and the architecture is of course of Venetian order.

The Casino will be built on piles and connected with the shore by a pier 80 feet wide. The base dimensions of the Casino will be 180 by 400 feet. The building will consist of nine p vilions, two stories in height, and, with the exception of the central one, 80 feet above the surface of the water. The center pavilion will be 10 feet high. There will be communication between the nine p vilions both by gondolas and bridges. Completely surrounded by water, this structure, with its fleet of boats and numerous waterways, is expected to have a decidedly Venetian flavor. Surrounding the central pavilion will run a gallery fifty-six feet wide. The pier connecting the Casino with the shore will form a broad promenade. At the west end of the pier will stand the thirteen columns designed by Sculptor St. Gaudens to represent the thirteen original States. In front of the Casino will be a harbor for small pleasure craft. At night this harbor will be lighted by incandescent lamps sunk beneath the surface of the water on floats. The material of the Casino will be of wood and the walls will be covered with staff. A striking combination of high colorings will be effected. The contract for the construction of the pier and Casino has b**een let.** 

#### FAST BOATS FOR THE NAVY.

We have repeatedly urged upon Congress the importance of high speed for some of our war vessels. Some progress has been made, but our neighbors still excel us. As yet we have nothing that can compare in speed with the best English and German mail steamers regularly em ployed between New York and Europe. Some of these ships have maintained a speed of over 20 knots per hour throughout the Atlantic voyage. The regular speed rate of several of them is 191/2 knots at sea. They are specially built for naval service whenever the need for them occurs. No United States ship could compete with them at sea in point of celerity.

The advantage of high speed is conspicuous in the naval warfare now going on in Chile. At the outset of the war the insurgents had a great advantage in holding possession of the principal vessels belonging to the navy. There remained, however, to the government a few boats, among them two gun boats, not very large it is true, but they are among the fastest in the world, the Almirante Lynch and the Almirante Condell. In consequence of their high sea speed and rapidity of motion they steam with great celerity from port to port and threaten the enemy. They have become the terror of the insurgent fleet, which comprises ironclads such as the Huascar, Esmeralda, and Cochrane. The two gunboats in question lately torpedoed and sank the rebel ironclad Blanco Encalada, which was the strongest and proudest ship they had. This was a dreadful blow to the rebels.

An eminently successful trial of a torpedo boat just For the Week Ending July 4, 1891. completed by Messrs. Thornycroft & Co., for the government of the United States of Brazil, took place in Price 10 cents. For sale by all newsdealers. the estuary of the Thames on the 2d of June. The new vessel is 150 feet long by 14 feet 6 inches beam, there being four torpedo guns suited for the 14 inch art. - The manufacture of initiation activity for the second strations. ASTRONOMY.-Recent Conceptions of Arcturus.-By WM. H. KNIGHT.-A most graphic and vivid account of recent investi-gations of Arcturus, of his motion, size, and probable future..... BIOGRAPHY.-Ednund Becquerel.-An eminent member of an eminent family of scientists.-His life, achievements, and portrait. Whitehead torpedo. Two of these torpedo tubes are mounted on racers on deck and two under deck in the bows, arranged not in the ordinary way, but with gear . BIOGKAPH 1.- Builder - His life, achievements, and portant - Tillustration. - Tillustration. - BOTANY -- Pyramidal Belifower.-- A fine plant, long cultivated in English gardens.- Description of its method of cultivation and propagation.-- Tillustration. - The General Features of the Vegetation of Louisiana and Ad-joining Region, and its Products in Relation to Pharmacy and Al-lied Industries.-- By CHARLES MOHR.-- Economic botany of the Southern United States, with special reference to medical uses... CHEMISTRY.--Fertilizer Analysis.--Methods of analysis adopted by the Massachusetts Agricultural Society.--Full details of pro-cesses enabling them to be protruded through doors in the 1292 skin of the boat. The machinery consists of two sets 1293 of triple compound engines, supplied with steam by two Thornycroft water tube boilers. The trial con-12929 sisted of two parts-first, a series of six runs on the measured mile, with a load of nineteen tons on board. 12933 Manganese in Iron and Steel.—By L. BLUM.—Defectsof Rurup's ethod of determining manganese. during which a speed of twenty-five knots was guar-12934 The Purity of Benzene.—By C. LIEBERMANN and A. SERG [ETZ.—Detection of carbon bisulphide in benzene.—Ill effects ( anteed by the builders; and, secondly, a continuous its presence therein. its presence therein. . CIVIL ENGINEERING....An Enlarged Waterway between the Great Lakes and the Atlantic Seaboard. -By F. L ContHELL.-A suggestion for river and canal work to establish ship transit be-tween the Northwest and the Atlantic Ocean, with tables of sailing distances and an examination of ship railways.-Discussion on the order. run of two hours' duration, during which a speed of twenty-four knots was guaranteed. The results of the six runs were as follows: Mean revopaper.
Comparison of Water Supply Systems from a Financial Point of View.-A most elaborate table, giving the engineering and financial data of a wast number of American waterworks.
VII. ELECTRICITY.-On the Magnetization of Metals...By Thomas T. P. BRUCE WARREN.-Bome notes upon the effect of magnetization on the volume of metals, and a torpedo finderbased lutions per Knots. knot. First run, with tide. 12927 1,065.5 1.289 1.034 1,200.5 1.0.2.3 1.282.5 The mean of these speeds computed by the Admiralty method being 25.858 knots, Messrs. Thornycroft's VIĬ guarantee was more than fulfilled. The mean number of revolutions required to do a knot was found to be 1,165.4. At 1:18 P. M. the vessel was put upon her two hours' run, and at 3:18 it was found that the mean number of revolutions of the screws amounted to 59,174, which, being divided by 1,165.4, the number required to complete a knot in still water, -Various Meal trial. The Sou 12920 tical trial. The Sources and Applications of Borar.-By F. L. FLEMING.-The many applications in the arts of this interesting salt, with notes on its preparation and manufacture. gives a distance of 50.775 nautical miles, or 58.4 statute miles, covered in the two hours. 12921 This

CONTRACT has been let for the construction of a railroad from San Diego to San Quentin, Lower California, a distance of 162 miles. The road is to be built as soon as the Mexican government approves the survey. A cargo of supplies for the road is now on the way from England. The company is to receive \$8,000 per mile subsidy from the Mexican government.