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NEW YORK, SATURDAY, DECEMBER 31, 1892.

Contents.

(Illustrated articles are marked with an asterisk.)

Table listing various articles such as Agricultural inventions, Army magazine rifle, Arsenic, spontaneous combustion, etc., with corresponding page numbers.

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT No. 887.

For the Week Ending December 31, 1892.

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Table listing contents of the supplement by section: I. ARCHAEOLOGY, II. CHEMISTRY, III. CIVIL ENGINEERING, IV. ELECTRICITY, V. HYGIENE, VI. MECHANICAL ENGINEERING, VII. MISCELLANEOUS, VIII. NAVAL ENGINEERING, IX. TECHNOLOGY.

RENEW SUBSCRIPTIONS NOW.

The year of 1892 will be closed with this issue of the SCIENTIFIC AMERICAN and many subscriptions expire with this number. The publishers desire to call attention to this fact for the reason that, by remitting the subscription price without delay, the name of the subscriber will not be taken from the books and he will continue to receive the paper without interruption.

Those who send their subscriptions directly to this office will be assured of the regular receipt of the paper, by mail prepaid.

PROPOSED RAILWAY TUNNEL UNDER THE TWO RIVERS AT NEW YORK.

A large railway tunnel under the North and East Rivers, connecting Brooklyn, New York City, and Jersey City, has been projected by Mr. Austin Corbin, of the New Jersey Central Railroad and the Long Island Railroad. It is said the Pennsylvania Railroad has been considering the matter of joining in the construction.

THE TWO ENGLISH-AMERICAN STEAMERS.

The two magnificent ocean steamers of the Inman line, the City of New York and the City of Paris, heretofore sailing under English colors, though owned by American citizens, will shortly assume the flag of the United States, in accordance with the recent act of Congress authorizing such assumption.

Heretofore the ships have sailed between New York and Liverpool, calling at Queenstown. In March next they will change to Southampton, where passengers can be landed at the dock, and reach London in less than two hours' time, thus avoiding the delays, inconveniences and long railway rides of the Liverpool route.

The speed supremacy heretofore enjoyed by these ships will probably be overcome in the course of a few months, when the two recently launched Cunard steamers Campania and Lucania, each of 30,000 horse power, 700 feet length, 20,000 tons, are ready for sea.

Under the new order of things, commencing in March, the City of Paris will deliver the United States mails at the London post office at least eight hours earlier than she has previously been able to do, and from four to five hours sooner than any other steamship, except the City of New York.

him in the English metropolis, where he can enjoy a half day's sightseeing before the tourist who came by Liverpool arrives.

IMPROVEMENT OF LOCAL POSTAL FACILITIES.

Postmaster-General Wanamaker has entered into an agreement with the United States Automatic Dispatch Company, of New York, by which the company agrees to lay, at its own expense, a double line of tubes or other form of conduit, connecting the main Post Office building in New York with the main Post Office at Brooklyn for the transmission of the mails.

It is further agreed that the company shall provide electric power for the operation of the system, and shall lease it to the United States year by year, or sell it to the United States at its actual cost. The transportation, it is said, will be done by a miniature trolley railway, inclosed in a 16 inch square conduit.

This scheme reads very well, and could, no doubt, be made to operate; but the cost of maintenance, interest, and attendance would render it a very expensive method of doing the simple work of carrying the mails between the New York and Brooklyn post offices—a distance of a little less than two miles.

What is urgently needed for the improvement of postal facilities in New York, Brooklyn, Chicago, Philadelphia, and all our towns, is not a plan of tubes, but a systematic employment of the street railways. Our cities are ramified in every direction by numerous lines of cars, horse, steam, elevated, and cable, which are in motion day and night.

In St. Louis a street car mail system has been commenced on a small scale, and works with much success. Now let us have it extended and employed in a thorough manner to all our towns and cities.

A Large Freight Steamer.

On the 22d of October last Messrs. William Doxford & Sons, of Pallion, Sunderland, launched from their ship building yard the steamer Samoa, which has been built to the order of Messrs. Crow, Rudolf & Co., of Liverpool.

A MEDICAL CENTENARIAN.—The death of Dr. Enoch Fithian, of Bridgeton, N. J., on November 15, removes the oldest living medical graduate, as he was reported to be, of the University of Pennsylvania, from which institution he received his diploma in medicine in 1815. He was born in May, 1792.