

Recent Novel Experiments with Dynamite upon the Ocean Bar at Brunswick, Georgia.

The bar known as St. Simon's bar, prior to 1882, had from earliest knowledge of it an available depth of between 16 and 17 feet at mean low tide, of between 23 and 24 feet at mean high tide. A wreck closed this channel. A new channel opened to the north of the old, of 14 feet at mean low tide, 20.8 at mean high tide. The latter channel was closed to commerce by a wreck in 1889. The best available outlet remaining over the ocean bar was, in 1890 and spring, 1891, 11.5 feet at mean low tide, of 18.3 feet at mean high tide.

The commerce of the port was threatened with disaster. The municipal authorities, unable to secure immediate government aid, determined to undertake some measure of at least temporary relief, and sought to procure a dredge, failing in which, C. P. Goodyear, a lawyer, suggested explosions of dynamite sunk upon bottom of bar.

The trial commenced July 8, 1891. August 22, 1891, the depth obtained in a new and straight channel was 13.3 feet at mean low tide, 20.1 feet at mean high tide.

The author of the idea, under an act of Congress authorizing him to continue upon the "no cure, no pay" plan, has pursued the same methods, increasing the size of charges from 15 pounds to 50, then to 100, then to 200 pounds, exploding thus far 60,000 pounds of dynamite, and now has a channel across entire bar, with shoalest depths of 22.3 feet at mean high tide, which he expects to further deepen to at least 16.3 feet at mean low tide or 23 feet at mean high tide during the month of August. No shoaling has occurred at any point since commencement of the work. The gain already effected of 4 feet is certainly remarkable, and is a boon to the commerce of Brunswick. Further progress of this work will be watched with interest, as it will determine whether the author of the idea has made a great discovery applicable to ocean bars at other ports. The total expenditure thus far upon this work is understood not to have exceeded \$30,000.

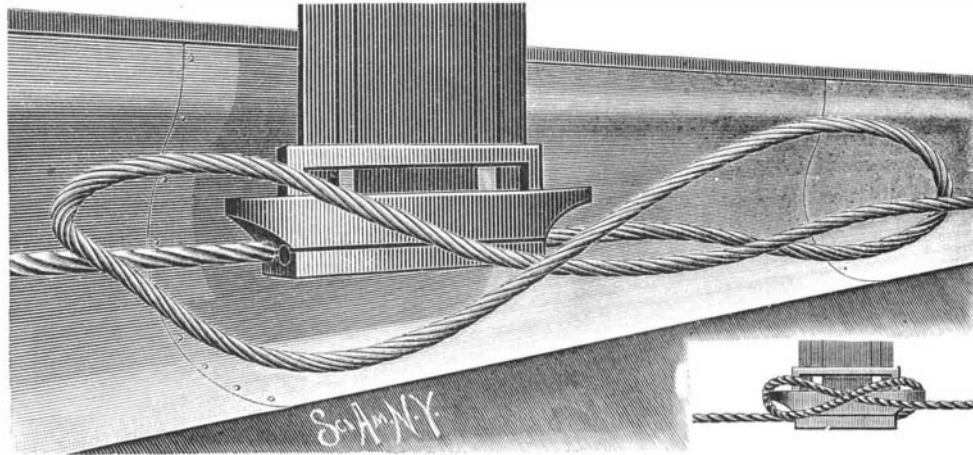
Bathing After Excessive Exercise.

The popular notion of the injurious effect of a cold bath taken by one who is overheated from exercise, must possess—as all such ideas have—some basis in experience; and yet it is falsified by the experiences of athletes from the days of the Greeks and Romans even until now, who find in this procedure a refreshing and stimulating tonic after the exertion they have recently undergone. And, physiologically speaking, a cold plunge or douche taken immediately after the physical effort, when the skin is acting freely and there is a sense of heat throughout the body, is as rational as in the experience of the athlete it is beneficial. It is paralleled by the tonic effect produced by the cold plunge when the skin is actively secreting after a Turkish bath, and finds its rationale doubtless in the stimulation of the nervous system, in the increase of internal circulation, and also in the renewal of activity to the cutaneous circulation after the momentary contraction of blood vessels due to the cold. The popular belief, doubtless, rests on the injurious effects which may be induced by the bath in one who does not resort to it immediately, but allows time for the effects of fatigue to show themselves on the muscles and nerves and for the surface of the body to get cool. Taken then the bath is more likely to depress than to stimulate, there is less power of reaction and greater liability to internal inflammations. At such a time a warm bath rather than a cold one is more suitable and more safe. It has been suggested, however, that the practice of indulging in a bath after violent exercise may initiate renal disease. Of this there is no evidence. The transitory albuminuria observed after prolonged cold baths may indicate the disturbance in the renal circulation which ensues upon them, but these cases are in a different category from those to which we are now alluding, nor are we aware of any facts to prove that even in them Bright's disease has been developed in consequence of the transient departure from the normal. Lastly, it must be remembered that those indulging in athletic exercises of all kinds are presumably sound in heart as well as limb, and that such persons may take with impunity, and, indeed, with benefit, measures which would be distinctly harmful to the weakly.—*Lancet*.

CABLE RAILWAY ACCIDENTS.

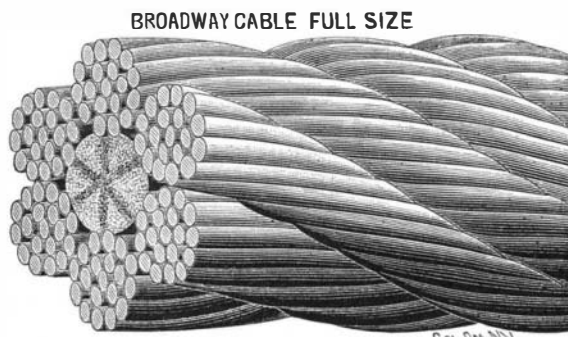
People who are habitual riders on electric and cable cars have a feeling of exemption from shocks and undue speed while riding on the cable cars that is not experienced while riding on the trolley cars, but the cable car system has shown itself capable of accidental derangements which are quite as able to work harm as anything that may happen to the electric car system.

Not long since one of the cable cars in lower Broadway, after a brief stop of the cable, started, and when an attempt was made by the gripman to stop the car, it was found impossible to release the grip, and the car moved down Broadway toward Bowling Green,



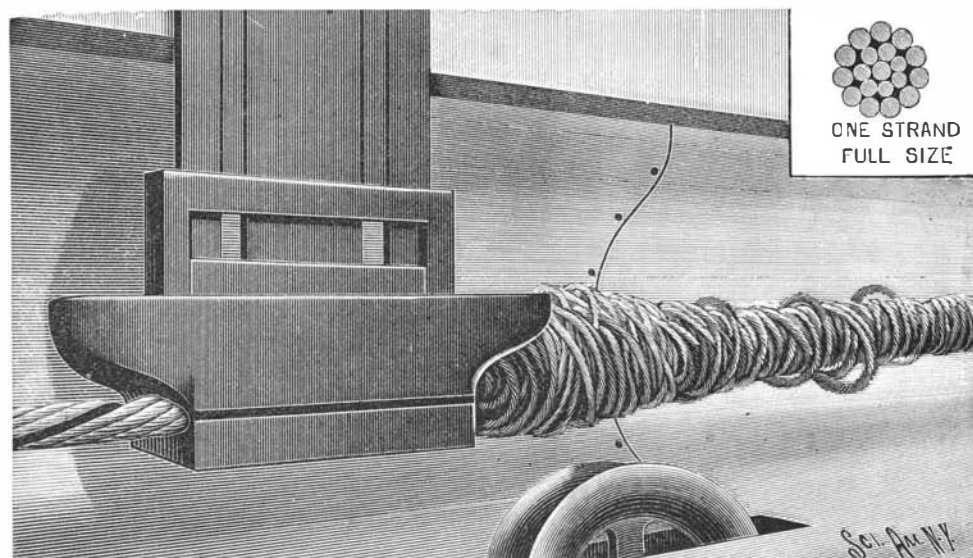
A LOOP CATCHES THE CABLE GRIP.

clearing everything before it, having a propelling force behind of not far from 1,200 horse power, with no immediate prospect of being stopped. As the cable railway has no telegraph, the telephone was brought into use, and in due course of time communication was had with the engineer at the power house, and the cable was stopped. On examination of the grip it was found that a certain amount of slack in front of the car allowed of the formation of a loop, which,



singularly enough, took the form of a hitch around the projecting horns of the grip, as shown in Fig. 1. The only way to release the grip from the cable in this case was to break the grip and remove it from the cable conduit, the car being towed back to the car house by coupling it with another car.

Although the cable is sufficiently flexible to permit of passing around the huge drums at the power station and over the guiding sheaves in the street, it was far



A BROKEN STRAND PREVENTS THE WORKING OF THE GRIP.

too rigid to permit of releasing the grip by any manipulation of the cable itself. By viewing Fig. 2, which represents the cable full size, it will be seen that it is no easy matter to bend such an aggregation of steel wires, even though the cable has a flexible center of hemp. The cable is formed of six strands, the exterior layer of each strand consisting of eleven wires, Nos. 9 and 11 alternating, the inner layer being formed of seven No. 9 wires, while the center wire of the strand

is also No. 9, making nineteen rigid steel wires in each strand.

This accident was mainly due to an unnecessary amount of slack in the cable—something which will be guarded against in the future, so that an accident of this character is not likely to happen again.

In Fig. 3 is illustrated an accident of a different character. In this accident the car behaved as in the other case, that is to say, it was carried along the track irresistibly and the gripman was unable to release the grip so as to stop the car. After the power house had been signaled and the engine stopped, an examination of the cable in the conduit showed that one of the strands of the cable had been broken, and the cable, in sliding through the grip, pushed back the strand until 1,500 feet of it had been piled up upon the cable, the strand thus shoved back upon the cable occupying a space of 200 feet behind the grip. This accident caused a delay of several hours. There was no remedy for the delay, as the spare cable had not been laid in the conduit. Traffic had to be suspended until the cable could be put in running condition, which was done by removing the loosened strand.

Although the cable is constantly and carefully inspected in its passage through the power house, it is obviously impossible to guard against an accident of this kind. The only safeguard lies in careful cable construction and in extreme care in making splices. It would also seem that the Cable Railway Company should provide some means of communication between all parts of the road and the power house, by means of which, in cases of accidents like these, the engineer may be notified and the engine instantly stopped. It is remarkable that neither of these accidents resulted in any serious casualties.

Congress of Anthropology.

Anything undertaken by men like Dr. D. G. Brinton and Prof. F. W. Putnam is reasonably sure of success. Hence much is anticipated from the series of meetings in the interest of anthropology to be held from August 28 to September 1 inclusive, in the Art Palace at the World's Fair in Chicago. The plan is to hold daily meetings at a convenient hour, after which the audience will adjourn to inspect whatever portion of the exhibit may best illustrate the papers just discussed. Monday will be devoted to considering anthropological laboratories; Tuesday to folk-lore; Wednesday to the Government building exhibit; Thursday to archæology; Friday to ethnology, and Saturday to foreign exhibits, especially as bearing on European archæology.

The general list of papers includes such topics as: The Anthropology of American School Children, by Dr. G. W. West; Aboriginal American Mechanics, by Otis T. Mason; Critical Study of Flaked Stone Implements, by W. H. Holmes; The Present Status of our Knowledge of American Languages, by Dr. D. G. Brinton; Orientation, by A. L. Lewis; The Ethnology of the Face, by S. H. Thompson; The Folk-lore of Precious Stones, by G. F. King; Folk-lore of the Ojibwas, by Dr. Robert Bell; Omaha Love Songs, by Miss Alice C. Fletcher; Zuni Ceremonials, by P. H. Cushing. Religious rites among the Jews, Egyptians, Hindoos, Indians, and other nations and tribes, will be treated by Dr. Cyrus Adler, Dr. J. G. Bey, Prof. M. Bloomfield, Dr. Franz Boaz, and others qualified to handle such subjects. Prof. M. Jastrow will discuss the historical study of religions as a feature of the college curriculum. Numerous other topics are announced, and the Congress of Anthropology promises to be an assembly of unusual interest and one that should attract public attention.

Corn Bread no go in Germany.

Notwithstanding the recent culinary efforts of a patriotic American to educate the German up to an appreciation of the savory and nutritious properties of Indian meal, Dr. Eugene Sell, of the Imperial Health Department, has reported to the Prussian government that this substance is not a wholesome article of diet, and is unsuited for general consumption. The *Medical Record* thinks if Dr. Sell could but examine some of our stalwart mountaineers in West Virginia and Kentucky, and see how they thrive on hog and hominy, he might be led to distrust the accuracy of his laboratory experiments.