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NEW YORK, SATURDAY, JULY 29, 1893.

Contents

(lilustrated articles are marked with an asterisk.)		
(liustrated articles are u Albinism among animals	marked with an asteriak.) Fence post, Gowdy's [*]	
Cars, railway, cost of	Librarles in Chicago	
pound*	rotaso, soca, etc., from kaint 70 Railway appliances, some new 76 Saws, workguide for, Stein's* 72 Sea anemones, senses of	

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT

No. 917.

For the Week Ending July 29, 1893.

Price 10 cents. For sale hy all newsGealers.

PAGE

- I. BOTANICAL.-Poisonous Plants and their Poisons.-By J. GUARDIA, F. R. M.S..... 14659 Siamese Fruits..... 14660
- II. CHEMISTRY .- The Conditions Determinative of Chemical Change.-A paper read before the Chemical Society, London..... 14661 The Formation of Ozone.-By W. A. SHENSTONE and MARTIN
- III. CIVIL ENGINEERING .- The Pneumatic Process of Sinking a 14650
- The Nature of Depolarizers.-By HENRY E. ARMSTRONG.-Bead before the Chemical Society, London..... 14/49 Electrodes for Storage Batteries.-By G. E. HEYL, Berlin, Ger-
- many..... V. GEOLOGY .- Ancient Glacial Moraine and Drift at the Mouth of the Columbia River.-By W. HAMPTON SMITH.-5 i lustrations... 14658
- VI. MECHANICAL ENGINEERING -Band Saw Machine -1 illus-

THE WORLD'S FAIR INTERNATIONAL ENGINEERING is set. Prior to discharging the torpedo, its flywheel CONGRESS.

The committee in charge of the programme and arrangements for this congress, which opens its sessions on Monday, July 31, has perfected its plans, and there is every promise of the largest gathering of engineers that has ever been held. Headquarters for the engineering fraternity have been established at No. 10 Van Buren Street. These rooms are very commodious and offer every facility for engineers to meet, look after their correspondence, peruse all the leading technical journals of this country and Europe and to enjoy meeting eminent engineers from all parts of the world. In order to facilitate social intercourse, special informal gatherings are held every Monday evening, and these meetings are very popular, from seventy-five to a hundred people usually being in attendance. These headquarters will be kept open for the special entertainment of engineers visiting Chicago during the time of the Exposition. A meeting room for engineers has also been opened in the gallery of the Mining building, in the southwest corner, room number four. In this room the leading scientific papers are on file, and there are almost always a number of engineers present rest-

that the room offers. The work of this congress comprises seven divisions, as follows : Division A.-Civil Engineering, in charge of the American Society of Civil Engineers. Division B. -Mechanical Engineering, in charge of the American Institute of Mechanical Engineers. Division C.-Mining Engineering, in charge of the American Institute of Mining Engineers. Division D.-Metallurgical Engineering, in charge of the American Institute of Mining charge of a special committee. Division F.-Military Engineering, in charge of Major Clifton Comly. Division G.-Marine and Naval Engineering, in charge of Commodore George W. Melville, Engineer-in-Chief, United States navy.

ing from sight-seeing or enjoying the opportunities

NAVAL TORPEDOES.

Up to the present time the most practical forms of torpedoes used in connection with vessels of war have been the Whitehead torpedo, worked by compressed air, and the Sims-Edison torpedo, worked by electricity.

The Whitehead torpedo is the one now most extensively adopted, and it was with one of these missiles, delivered from the Chilean war ship Almirante Condell, that the insurgent ironclad war steamer Blanco April 23, 1891.

The Whitehead torpedo, briefly described, consists of a cigar-shaped cylinder of metal carrying in its lad who was steering the boat, both lost their lives. front end a heavy charge of dynamite, and at the rear two propellers, which are worked by compressed air, with which the main body of the cylinder is charged under a high pressure.

To start the torpedo on its mission of destruction it is placed in a special gun, aimed toward the enemy, and then fired, with a low charge of powder, the propellers having previously been set in motion. The instant the torpedo strikes the water, the revolving propellers take effect and maintain the initial velocity imparted by the gun. The torpedo flies along with a speed reaching thirty miles an hour, and explodes on contact with the intended target. This torpedo is provided with guides or wings and may be made to travel under water, and continues to move until the compressed air is exhausted.

ment fund. At these schools a thorough course of in-The Sims-Edison torpedo also consists of a cigarshaped cylinder, provided at its head with an explostruction is provided for each of the trades. The sive charge, next a reel of small wire cable, an electric branches taught are bricklaying, plastering, plumbmotor, and at its rear a propeller is worked by the ing, carpentry, house and sign painting, fresco paintmotor. The electric current is furnished from on ing, stone cutting, blacksmith work and tailoring. board the ship through a wire cable, which reels off Low tuition fees are charged and instruction is given as fast as the torpedo advances. The torpedo is either day or evening. The New York Trade Schools steered as well as propelled from on board the ship are conducted on the principle of teaching thoroughly through the wire cable. The distance of travel of how work should be done; the scholars actually work the torpedo is limited to the length of the cable, which at their trades in the school until they become promay be from one to two miles. Within this range ficient. The system which Colonel Auchmuty inthe torpedo may be propelled at the rate of fifteen augurated was a new one and has produced remarkto twenty miles per hour, may go under water, and its able results. It has attracted much attention both in direction of flightcan be governed with the utmost ease this country and in Europe, and is regarded by many and accuracy. It has the advantage that its motive as the solution of the labor problem. Hundreds of power may be indefinitely maintained; whereas the young men trained in these schools have become motive power of other torpedoes is soon exhausted. skilled workmen, and command the highest wages. Many successful harbor trials of the electrical torpedo The trade schools are fully described in our SUPPLEhave been made; but we call to mind no example, as MENT, No. 781. yet, of its use in actual warfare. LIBRARIES IN CHICAGO. The Howell torpedo, the invention of Captain How-The recent decision of the Supreme Court of the ell, U.S.N., is the simplest device, and might be styled State of Illinois sustaining the will of John Crerar is the gyroscopic torpedo. It depends for its motive power upon the momentum of a heavy flywheel. This an incident of much public interest, as it means the torpedo is a small cigar-shaped vessel, operated by establishment of a free public library in the south double propellers, no engine or motor other than a flydivision of the city of Chicago. Such an institution wheel being required. The torpedo may be started as this new library gives promise of being will be of from a gun, similar to the other described weapons. inestimable value even to a city as well supplied with The torpedo may be set to run either on the surface or libraries as Chicago is, for by the provision of Mr. under the water, and owing to the gyroscopic character Crerar's will \$2,500,000 was set aside as an endowment of its motive power, it will automatically maintain, for this library. Just where the library will be estable with great exactness, the line of travel on which it lished is still unsettled, further than that by the re-

is set in motion at a high velocity. The flywheel of an 8 foot torpedo is capable of storing up a power of 347,000 foot pounds and driving the torpedo half a mile or more with great speed.

The Cunningham torpedo is a new candidate for warlike honors. It is operated on the same principle as a rocket; its motive power being derived from the burning of pyrotechnic compound, the gases of which issue with force from its rear end, and the reaction drives the torpedo ahead. This device is the invention of Patrick Cunningham, of New Bedford, Mass., who is also the inventor of quite a number of improvements relating to rockets.

The Cunningham torpedo has lately been tried with success by government officers at Newport, R. I. Like the others, it is cigar-shaped, and carries the explosive charge at its head. It is intended to serve either as a submarine torpedo, moving wholly under water, or to travel on the surface of the water, as may be required.

It has no screw or propeller, but has extending from the explosive chamber to the stern eight ribs or spirals. with a twist of one turn in forty-eight feet. These give the torpedo a rotary motion similar to that imparted to a bullet by a rifled gun. All the portion of the torpedo aft of the chamber for the explosive is filled with a rocket composition tightly pressed in. The gases escape forward through a large number of small holes just aft of the explosive chamber, and aft through a smaller number of larger holes in the stern. It is the escape of this gas that forces the torpedo through the water. The torpedo tried was seventeen feet long and fifteen inches in diameter. Electricity exploded the rocket composition. The firing tube was Engineers. Division E.-Engineering Education, in run out, so that the torpedo was four feet below the surface when fired.

The propulsion of boats on the rocket or reaction principle has been several times experimentally tried with success. The last experiment in this line that we recall was that of Buisson and Ciurcu, made on the River Seine, in France, in 1886. In a 25 foot boat the inventors placed a small boiler or receiver, which from time to time they charged with blocks of combustible, the gases from which were conducted into another cylindrical vessel called the reservoir, from which the gases were allowed to escape into the air; the reaction thus produced propelled the boat ahead with great velocity. The office of the reservoir was to hold a reserve of gas under pressure while the main receiver was being newly charged and fired. Many successful experiments were tried, extending over a period of four Encalada was sunk in Caldera Bay on the morning of months. But, finally, one fatal day, from some unexplained cause, too great a gas pressure suddenly took place, and the receiver exploded. Mr. Buisson, and a

COLONEL AUCHMUTY, FOUNDER OF THE NEW YORK TRADE SCHOOLS.

Colonel Richard T. Auchmuty died at his summer home in Lenox, Mass., on July 18. He was born in New York in 1831; his great-grandfather was rector of Trinity Church in 1763. Colonel Auchmuty received a college education and afterward studied architecture with Mr. James Renwick and finally became a partner. He served in the civil war, and on his return home devoted himself to charitable work and founded the New York Trade Schools, which he successfully conducted until his death. In 1889, when the schools were incorporated, Colonel Auchmuty and his wife added \$160,000 to their previous gifts. J. Pierpont Morgan gave \$500,000 at the same time as an endow-

Horatio Allen's Ride 14650	0
VII, MEDICINE AND HYGIENEThe Cholera Epidemic 14652	2
Duodenal Secretion and DigestionBy Dr. G. ABCHIE STOCK-	
WELL, F.Z.S	2
Nourishment in Acute DiseaseBy FRANCIS H. WILLIAMS,	
M.DAbstract of a paper read before the Massachusetts Medical	~
Society	ð
VIIIMETEOROLOGYFogs, Clouds, and Lightning 14658	8
IX. MISCELLANEOUSThe Flames of Some Metals	2
The Conversazione of the Royal Society4 illustrations 14651	l
The Sedan Chair.—1 illustration	4
The Great Prise of Paris Bagostky, winner of the Grand Prize	
of Paris1 illustration	4
South Polar Whale and Seal Fishing,-511/ustrations	1
Seal Rookery in the Rehring Seg -1 illustration 1465	ß
	0
X. NAVAL ENGINEERINGA Shallow Draught Steamer, recently	
basi in Rest A frice _1 illustration	
	•
AL. TA ISIVAL CHUGEARDJTOC INCIAN OCCANBY RICHARD	2
Retinet Volcances in the United States - Ry RALPES TAPE 1485	7
MALTINE WORLD'S US UN DIAN BEAN BERGOIDION - The Harden	•
AR. THE WURLD'S COLUMDIAN EXPOSITION.—The Horticul- turel Delage _1 investigation 14849	•
Mings and Mining.—A description of the various State exhibits, 1464	R