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THE ATLANTA EXPOSITION.

Among the successful means employed to draw visitors to all the great expositions have been the naming of special days for different cities and States, thus inciting local enthusiasm in the bringing together of people from such localities. "Manhattan Day," or the day specially set apart at the Atlanta Exposition for citizens of New York, occurred on Monday, November 25.

The Costa Rica building, shown in one of the ac-

companying illustrations, is located in one of the least obtrusive parts of the exposition grounds, near the Plaza. The architectural features, as will be seen, are national in their outline, the main building being surrounded by a broad, sun protecting piazza, the long lines of whose roof are broken by successive arches and supporting columns. In addition to national exhibits, many of the dishes and beverages of that country are served.

In another view we show an interior of the main

hall of the Fine Arts building. There are three halls for exhibiting works of art in this building, the one herewith shown being devoted to statuary. The exhibits include work in marble, bronze, staff, etc., from heroic to miniature in size. The walls are also hung with drawings, photographs, paintings, etc. An entrance door to one of the other halls, devoted to paintings, is seen in the background.

One of the finest views of the Electricity building is (Continued on page 344.)



COSTA RICA BUILDING.



STATUARY HALL—FINE ARTS BUILDING.



THE ATLANTA EXPOSITION—ELECTRICITY BUILDING, LOOKING ACROSS CLARA MEER.

THE ATLANTA EXPOSITION.

(Continued from first page.)

obtained by looking eastward across the lake, or Clara Meer. Our engraving, the view of which was taken from this point, shows the design of the architect, Mr. Bradford L. Gilbert, to great advantage. The total length of this building is 262 feet, with a width of 85 feet. Exhibits of the latest electrical novelties are shown here, including a large contribution from the Bell Telephone Company's works.

In one of the corners of the Government building is an exhibit of the United States Fish Commission, which forms the subject of the large view on this page. Tanks of fresh water on one side of the walk and salt water upon the other side of the walk, both being lighted from the outside, are filled with rare and beautiful varieties of fish and turtle, affording a novel and interesting comparison, of which the sightseers seem never to tire.

A Mountain Railroad in India.

A mountain railroad of great strategic value has just been completed by the British government in the Indian frontier. It runs through the famous Bolan Pass—in which so many English soldiers have perished—to the important post of Quetta. Ten years ago a railroad was opened from Sibi to Quetta, but this has proved a complete failure, in consequence of frequent landslides. The new road runs over the old one at the start and finish, but the sixty miles in the middle, which traverse the pass, constitute a short cut, and have been constructed in the face of extraordinary engineering difficulties. The highest point of the line is at Kolpur, 5,463 feet above Sibi, and seventeen tunnels, varying from 100 to 1,000 yards, have been cut through rock or clay where the foundation seemed surest. Of these tunnels, that through the Panir Hill was the most difficult and important. It is 1,000 yards in length. If the tunnels on this line are important, the bridges are not less so, the main object to be achieved being the defeat of the Bolan River, which when flooded becomes a torrent, sweeping all embankments and bridges before it. There are many bridges of only a few yards in length, but the two most important are those called the Hanar and the Ocepur. These are each more than 150 yards in length, and they are 65 feet above the river when in torrent, and are practically secure against the worst floods. To give an idea of the difficulty of the route it may be mentioned that in the most difficult section of all—between Hirok and Kolpur—the Bolan ravine is crossed nine times in four miles.

Electric Funeral Trains.

Managers of Chicago electric street railways are preparing to cater to funeral parties. Somber colored cars will take the place of hearses and the mourners will follow in trailers instead of carriages. The Calumet Railway Company will have a funeral car running in about a month. The car above the trucks will be black, and the trolley pole will be wound with crape.

Inside the car, just back of the motorman, a bier will occupy one side. Opposite this are to be seats for the minister and pallbearers. The mourners will sit along the sides of the car. The motorman and conductor will be uniformed in black.

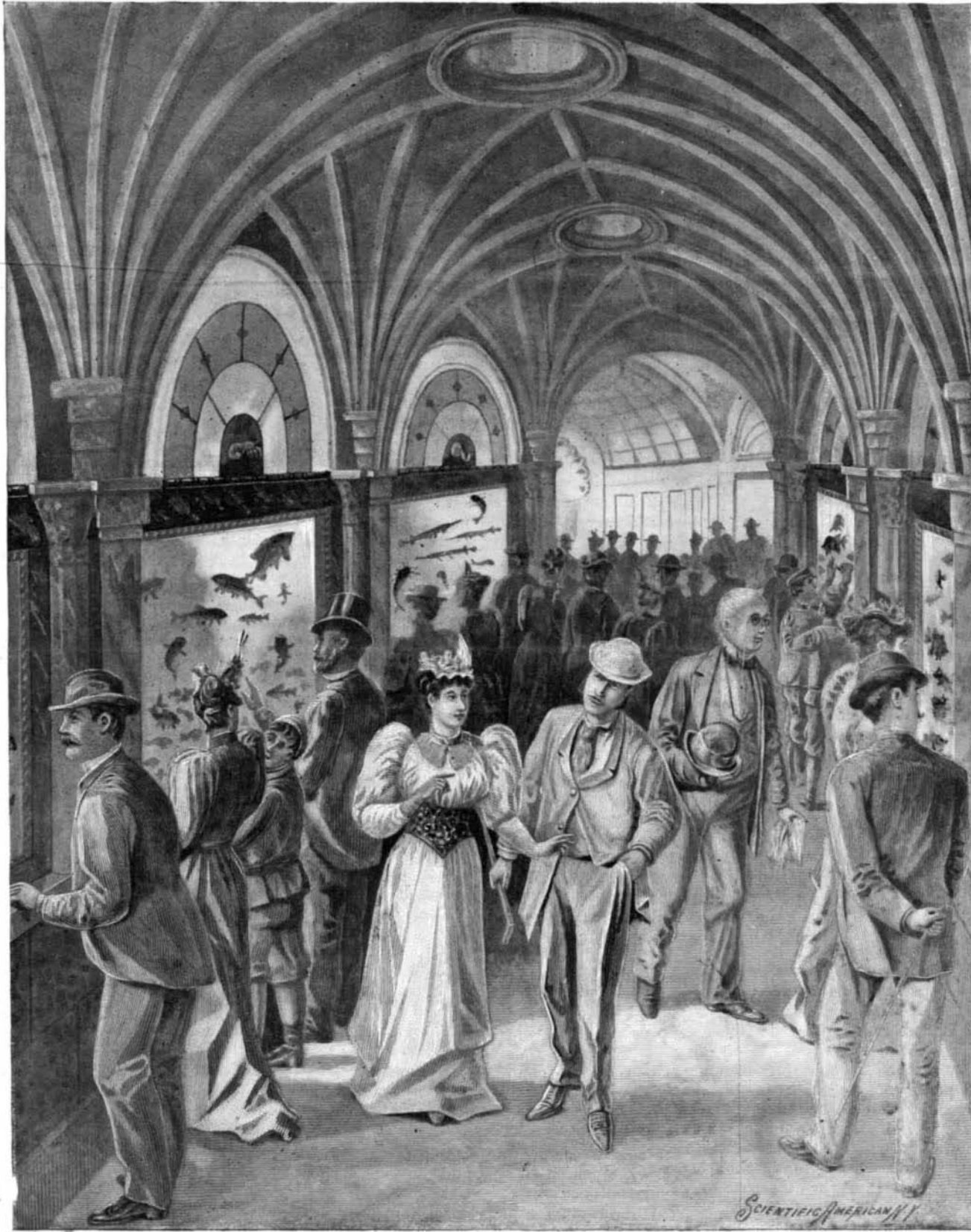
The Cost of the New American Torpedo Boats.

The contracts for the 24½ knot torpedo boats for the American navy have, according to a correspondent of the Glasgow Herald, been given out. Two of them are to be built by the Herreshoffs according to their own design, although it was stipulated originally that the Navy Department designs were not to be departed from. Their price is \$140,000 for each. The third is to be constructed by Moran Brothers, of Seattle, Washington State. The price to be paid Messrs. Moran is \$160,000. The displacement is 130 tons, and the en-

Improved Land Registration.

Next in importance—next greater, perhaps—to these party contests in so many States was the vote in Cook County, Ill., in favor of the introduction into the United States of the Australian system of land registration. This system, which for years has been advocated by all disinterested men familiar with its workings, provides for the public registration of titles and public guarantee of their validity. When the title to a piece of property is once searched by public officials, the owner receives a certificate of ownership, a copy of which is placed upon the public records. Thereafter this piece of property can be transferred with as little trouble or expense as personalty. It is not necessary again and again to employ lawyers to search the title, and the purchaser or mortgagee is absolutely certain that his property will not be swept

from him or become the subject of litigation. When the property is sold or mortgaged, the fact is entered upon the certificate and also upon the county records, and it may change hands until the certificate is canceled and a new one issued, without further cost or danger to the possessor. When the system was first introduced into Australia, a moderate fee was required for the guarantee of titles, but the number of public losses was so much smaller than expected, and the guarantee fund grew so rapidly, that the fee was reduced to a few shillings. In Chicago the registration fee will be two dollars, and the fee for guaranteeing the title will be one dollar for each thousand dollars' worth of property. The guarantee fees being proportioned to the value, small holdings can be acquired almost as cheaply as large. A strong effort was made to introduce the system into England in 1889, but was defeated by the solicitors, who openly resisted the measure as "an attack upon their interests and privileges." When this intellectual labor union to prevent the use of labor-saving machinery was successful, the London Economist served notice upon the legal fraternity that its victory was only temporary, and that the agitation would not stop until real estate had been made as easily transferable as personalty. In Eng-



THE ATLANTA EXPOSITION—UNITED STATES FISH COMMISSION EXHIBIT.

gines, triple expansion, are to develop 2,000 horse power at 412 revolutions. They are to be four cylinder, 12 inch, 19½ inch, and two of 22 inch diameter by 1 foot 4 inch stroke. The boilers are of the water tube type, the grate area being 95 square feet and the total heating surface 5,120 square feet. The total of machinery, including everything, is restricted to 60 tons. The engines, although vertical, are not to be placed opposite each other, as is the universal practice, but in separate compartments, the one abaft the other, as with the old horizontal engines. The correspondent referred to adds that we have recently added to our navy ten first-class torpedo boats of 144 tons displacement, with twin screw triple expansion engines, giving a speed of 23½ knots. The average price paid was \$72,455, so that for the price being paid for the three, the United States could get from British builders, even allowing for the difference in speed, five boats.

land this prediction is as yet unfulfilled, and in America, where a similar agitation has been renewed year after year, the first legislative victory was the law passed in Illinois last winter permitting counties to introduce the system if a majority of the voters so ordered. In Chicago the Real Estate Exchange had been demanding the introduction of the system for several years, and was a powerful enough body to secure the reference of the question to the people. The result indicates that the Australian land registration system may rapidly attain a popularity equal to that of the Australian ballot system. The vote stood: "For, 82,507;" "Against, 5,308." Conservatives as well as Liberals, and rich as well as poor, were practically unanimous in support of a measure to remove the legal barriers to the wider distribution of real property and make its possession more valuable and more secure.—The Outlook.