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Contents.	
(Illustrated articles are marked with an asterisk.)	
merican Association, meeting 215 Lightning strikes an Oxford museum	

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT

No. 1080.

For the Week Ending September 12, 1896.

Price 10 cents. For sale by all newsdealers

PAGE

II. AUTOCARS, -The De Dion et Bouton Road Motor, -A French traction engine designed for drawing beavy vehicles.-9 illustra-17262

tions
111. BIOGRAPHY. --Li Hung Chang. --Biography of the great Chinese statesman, with portrait groups. -2 illustrations.
IV. CHEMISTRY.-A Completed Chapter in the History of the Atomic Theory. -A most important contribution to chemical 17257

- science.—The definite disproof of Prout's law.—Presidential ad-dress to the A. A. A. S. by EDWARD W. MORLEY. 17269
- V. CYCLING.-A Family Bicycle.-A curiosity incycling.-A family on a bicycle.-1 illustration..... 17263
- on a bicycle.-1 illustration..... VI. ELECTRICAL ENGINEERING.-The Lugano Electric Tram-way.-Details of an extensive installation in the Swiss city.-An advanced system of car propulsion. -3 illustrations..... 17267 VIL ELECTRICITY.-The Nickel Plating of Wood.-An interesting

LI HUNG CHANG AND OUR COMMERCIAL RELATIONS WITH CHINA.

To any thoughtful observer of Li Hung Chang, the distinguished statesman, who is at present the guest of of our industrial establishments is larger, in many cases the United States government, it is evident that what-| much larger, than the country's demands, and it is neever diplomatic purpose may lie behind his visit, it is those of England, Germany, and France. For such a her good will, and the outspoken words of Li Hung task he is in every way qualified. He is a man of keen Chang to the representatives of the New York press on •bscrvation and rare intelligence, whose judgment is the question of the Geary law and the restriction of singularly free from the warping prejudice against Chinese immigration prove that there is at least one diwestern civilization which characterizes the mass of his rection in which we might show our friendly disposition countrymen. He is at once the profound scholar and to immediate and good effect. the practical man of the world; and he is ripe in the possession of an accumulated wisdom and experience European nations also, have failed to realize how litical, and administrative service of his country.

It must be said in passing that the great Chinese not he, the party of progress which he has formed, statesman is one of the most striking and picturesque shall have brought its 400,000,000 of people into close personalities to be found in the wide world to-day, and touch with the outside world, and taught them to value easily takes rank with those two aged states men in and call for the conveniences of western civilization— Europe, Bismarck and Gladstone. So strongly, in- the railroad, the steamship, the electric light, and the deed, has his formative and masterful influence been thousand and one mechanical conveniences in the deimpressed upon his country that he has frequently sign and manufacture of which we are pre-eminent. been called the "Bismarck" of China-than which, we think, no more just and noble compliment could be paid t● him.

Li Hung Chang, moreover, comes among us as the author and chief-we had almost said solitary-representative in high places of the party of reform and progress. For nigh upon twoscore years he has striven, amid discouragements which would have brought dismay to a less courageous heart, to introduce the best features of western civilization into China. He has been met at every turn either with open or secret •pposition, or what was even worse—indifference and apathy. To him is due the credit for such progress as China has made in the modern industrial arts; it was his hand that was mainly instrumental in unlocking the gates of China for the inflow of international commerce, and incidentally of western ideas and is 426 feet long. 48 feet beam, and 28 feet moulded sentiment. The recent disastrous war with Japan, a conflict which he had foreseen and warded off for many years, came at length, and indersed the policy of the great statesman in tones of thunder. In the extremity of its humiliation his ungrateful country turned to him as its last hope, and sent him to the victorious enemy. with full power to treat for peace according to his own judgment.

The war with Japan was the best thing that could have happened for the party of progress in China. The logic of hard facts has brought home to the government, if not to the people, the urgent necessity for following the example of Japan, and adopting the best features of western civilization; and undoubtedly the extraordinary tour of Li Hung Chang among the western nations has been undertaken largely for the purpose of comparing their methods of manufacture and commerce, before entering upon the industrial development of China upon a large scale. This development is certain to come; and Li Hung Chang has positively stated in England that he will devote the remainder of his life to the especial work of extending the transportation facilities of China both by sea and land. If the Vicer \bullet y is successful, this means that an extensive system of railroads will be built-for China is practically without any railroads to-day-and a fleet of ocean and river steamships will be constructed, not to mention the considerable additions which must be made to the navy to bring it up even to the strength that it possessed before the war.

The question naturally arises-and it is being asked Vicerey has passed—whe is to lay out these railroads, erect these bridges across the great rivers of China, and chant and naval ships to be laid down?

There are many and cogent reasons why this work, and particularly the former part of it, should fall to sheet iron, such as is used for roofing. The tube is 24 inches in inside diameter, and is suspended from an the lot of American engineers and manufacturers. Geographically ours is the natural market to which the iron ring, to which there are riveted three bars on the Chinese should come. We are separated from them by surface of the mould just before casting. The steel is only one half the distance which intervenes between | poured from the bottom of the ladle into the middle of China and the European manufacturers, and by \mathbf{our} the iron tube. All the splashes are thrown on the policy of non-intervention in their national affairs we walls of the tube, which gradually melts away during have won their confidence to a marked degree; as was the rise of the surface of the liquid steel in the mould. recently shown in their hour of defeat by the Japanese, We had the pleasure, says Helios, of seeing this device when they voluntarily sought the services of an Ameri- in perfectly successful action at the Obouchoff Works, can in preference to any other minister, in negotiating where it is now in constant use. the terms of peace. A Cabot Celebration. But most weighty reason of all for the adoption of the American in preference to the European style of A St. John's. Newfoundland, dispatch says that the railroads is found in the fact that our methods of rail- idea of a Cabot celebration in the colony next year is road building are well adapted to the rapid construct taking definite shape. The British man-of-war Buztion of a large system. In locating and constructing a zard goes north to make a survey of Bonavista Harbor, system of railroads we can defy competition, both in with a view of reporting on the best site for a pier and cost and speed; and in every open competition for the a monument to Cabot. The celebration proper, it is erection of railroad bridges our firms have been able to expected, will take place in July or August next. A underbid the English, German and French builders, public meeting for the purpose of starting the affair will be held about the middle of September. with a large margin to spare.

The question is just now a most important one to this nation. A period of stagnation has followed upon the remarkable activity of the past decade. The capacity cessary for us to look abroad for new markets. The largely prompted by the desire to examine our commer- most immediate and promising field certainly lies in cial and industrial conditions, and compare them with China. It will be greatly to our interest to cultivate

We think that this country, and for that matter the which he has gained in half a century of military, po-mighty a factor in the industrial and commercial world China will become, so soon as Li Hung Chang, or, if

The Big Boats on the Lakes.

.....

Another steel steamship 400 feet long has passed a successful trial off the Chicago lake front, adding, says the Chicago Record, to the very considerable number of these modern vessels, which have marked such progress in the conduct of lake traffic. Twenty-five years ago a lake vessel's captain, could he have sighted one of these monsters off the starboard $b \bullet w \bullet f$ his little sailing craft, would have believed that a mirage affected his vision; to-day these great vessels slip in and out of ports of the great lakes, scarcely exciting comment.

To the average landsman the comparative size of these vessels when ranged by the side of a big Atlantic liner is not comprehended. For example, the Maricopa, which cruised the Chicago lake front recently, depth the American liner St. Louis, one of the large Atlantic liners, is 554^{1}_{6} feet long, 62^{3}_{4} feet beam, with an extreme depth of 42½ feet. In these measurements the great comparative depth of the \bullet cean vessel is most prominent. Almost within the present decade these great lake vessels have been designed and built. They are the result of a demand for additional safety to shipping, for cheaper lake freight, and for a more extended volume of lake business. Along with this shipbuilding the work of deepening and improving the straits connecting these bodies of water has gone on. This work, more than any other agency, will tend to place the maximum limit of carrying capacity upon the lake steamer. In general, with an increased capacity for freight, there has been a decrease in the cost of transporting commodities. With improved loading and unloading methods there are still greater possibilities of cheapening transportation, and with every move in this direction of cheapness the necessity will be more and more forced upon the government to provide greater depth in the straits. In this way it seems that traffic \bullet n the great lakes is yet in its infancy.

On the Casting of Steel.

At the Obouchoff Steel Works, St. Petersburg, great inconvenience was felt for a long time in casting large round ingets of five tens and upward for forging guns. The stream of steel falling from a considerable height into the mould from the 30 ton ladles of the Siemens-Martin furnaces gives rise to a considerable quantity by every manufacturing country through which the of splashes, which in return produce cracks on the surface of the ingots. The same annoyance was also observed in casting rectangular ingets of 25 to 30 tons for provide the millions of tons of steel rail, and the vast armor. M. Posnikoff, the manager of the steel departequipment of locomotives and cars which will be re- ment of the above named works, has devised a very quired ? In what yards are the keels of the new mer- simple method, preventing the steel from splashing. It may perhaps be already in use elsewhere, but any-

process of electro-plating upon a non-conductor.	7270
VIII. FORESTRYForest Preservation in BadenScientific for- estry as applied in Germany. Valuable and important details of	2050
the system there applies 1	7259
IX. HYDRAULIC ENGINEERING.—The Austin Current Motor.— A motor for utilizing the current of a flowing river.—1 illustra- tion	17263
X. MEDICINE AND HYGLENE. A Safe Efficient and Economical	
Depilatory	17261
Pasteurized versus Sterilized Milk.—ByALBERT R. LEEDS, Ph.D. —A very important article for the family.—The insuring of milk from producing disease.	17261
VI MUTALLINCUV Chains and Chain Iron - Pr. C. N. SHAW	
CROSS A monorraph on the manufacture of chain cables and the qualities of iron necessary for the same4 illustrations	17264
Continuation of this treatise on the metallurgists' contribution	
to the fine arts	17268
XII. MISCELLANEOUS:	
Engineering Notes	17266
Electrical Notes	17266
Miscellaneous Notes Selected Formulæ	17266 17267
XIII. NATURAL HISTORY The Black Necked SwanAn inter-	
esting bird, with date and history of its discovery.—1 illustration.	17259
XIV. NAVAL ENGINEERINGThe Launching of Vesseis in FranceThe French system of building and launching wooden unsels. The boundary of Dilloward Structure	17965
vessels The launching of fronciaus to industrations	11200
XV. TECHNOLOGYSilk Made Out of WoodNew attempt at making artificial silkThe use of wood pulp as a basis	17256
H. HORGANValuable note on this point in process work1 il-	
lustration	17270
XVI. TRAVEL AND EXPLORATIONThe Andree Polar Expe-	
ditionNotes on the famous balloon expedition to the North	
Pole5 illustrations	17260