



HINTS TO CORRESPONDENTS.

Names and Address must accompany all letters or no attention will be paid thereto. This is for our information and not for publication.

(9232) G. B. E. asks: Will you kindly inform me if the current going over a telephone line when a person speaks into a battery transmitter is a direct or an alternating one? A. With an induction coil, the transmitting telephone being in the primary circuit, the current in the secondary is alternating, since an increase of the lines of force takes place when the diaphragm is approaching the magnet of the telephone transmitter, and a decrease takes place while the diaphragm is receding from the magnets.

(9233) C. D. R. M. writes: Since air freezes at about 310 degrees below zero, and since the temperature falls one degree for every 333 feet of ascent from the earth, or about 15 1/4 degrees to the mile, it is clear that air must be frozen at less than 20 miles ascent from the earth, and if frozen, it must fall, and friction, heat, and electric phenomena must result. If it is said that 800 cubic feet of air must be compressed into one foot of liquid air, I reply more than 1,700 feet of vapor must be condensed into one cubic foot of rain water, but nature has an easy way of doing it. If it is said, again, that the air is far too rare to be frozen at such a height, I reply, if this were true in general, which is not proven, yet with the wind blowing 50 to 70 miles an hour, as it sweeps upward from the earth, it must carry plenty of common air up into those unexplored regions. A. The constituents of the atmosphere are all of them unsaturated gases at the surface of the earth. As their density is produced by gravity, it follows that they are less saturated at a higher altitude than they are at any lower place, and therefore farther from the point of liquefaction. The contraction produced by cooling is less than that produced by the pressure of gravity. There is, so far as we can see, no reason to suppose that there is liquid air in the higher layers of the atmosphere. It would seem that it should be detected by optical methods, by its effect upon the light, if it were present anywhere in the atmosphere.

(9234) E. P. J. writes: Please give in your inquiry column the number of pounds of lifting power exerted by 10,000 (or 100,000) cubic feet of pure hydrogen gas. Great interest is now manifested by the general public in the possibilities of aerial navigation. There seems, however, to be considerable disagreement in regard to the facts pertaining to the subject. I recently submitted to two supposed scientists the question as to what the lifting power of the hydrogen gas contained in a cylinder 100 feet long and 40 feet in diameter would be, and one gave the answer as 3,000 pounds, and the other 8,000 pounds. Of course, one of them must be wrong, and perhaps both of them. I would be glad to know what your estimate would be. A. The usual allowance for the lifting power of hydrogen gas is 70 pounds per 1,000 cubic feet at the normal pressure of the atmosphere. A balloon 100 feet long and 40 feet in diameter will contain 125,000 cubic feet, and will therefore lift about 8,750 pounds at the start. This includes all weights, bag, car, ballast, aeronauts, food, etc. The answer 3,000 may allow for all these and leave the excess of lifting power. The answer 8,000 evidently is a round number, and includes all weights.

(9235) R. J. L. says: I want to ask you the following question: How to demagnetize a watch? I am working in an electric light plant, and recently my watch became magnetized. Our dynamos are 110-volt, General Electric machines. I have worked around them, and have been leaning on the frame and had the watch close to the field coils many times, but have never had the watch affected before, so I am not sure whether the machines or having the watch close to pieces of magnetized iron is responsible for the trouble. I see jewelers use a coil of wire with a hole in the center large enough to admit a watch, which is connected to an alternating current, and the watch is dropped in the coil and pulled out and it is demagnetized. Now our machines are direct current, and I would like to know if it is possible to do it with our machines, and what the outfit would consist of. I have been taking your paper for about

three years, and have never noticed any information of that kind in your question column. A. A watch may be demagnetized by a direct-current dynamo by hanging it by a string and twisting the string so as to rotate the watch rapidly, near to the pole of a strong magnet. While it is whirling, gradually remove it from the neighborhood of the magnet. The method you describe with an alternating current is far more effective and reliable. You cannot bring the watch into the positions you describe without magnetizing it.

(9236) J. M. M. asks: Will you please to state the approximate weight of water, and also the weight of the iron jackets required to cool a 60-horsepower automobile motor? A. The amount of water required for cooling automobile motors depends upon the tank air surface that can be obtained in location and design of the automobile parts. In the best designs of the present date, about two gallons of water per horse power is used with a rib pipe cooling tank weighing about six pounds per horse power.

(9237) C. E. B. asks: 1. Is it at present practicable to run an automobile with compressed air? A. The operation of automobiles by compressed air has not been a success. It requires expensive machinery to compress the air, and the system is considered too limited in a single run for its successful operation. 2. Could I make a working model of tin? A. You can make a tin model of an invention, but not a proper working model. 3. Have any large corporations experimented with compressed air for a motor power for automobiles, street cars, etc.? A. Compressed air is in use for motive power for railways and street cars, factory tramways, and many other uses requiring transmission of power to considerable distances. 4. Would five or six hundred dollars be enough to perfect it? A. Five or six hundred dollars will be of little account in perfecting a compressed-air plant, on which millions have been spent with but indifferent success.

NEW BOOKS, ETC.

DIE ASSANIERUNG VON WIEN. Bearbeitet von Paul Kortz, H. Schneider, H. Goldemund, Dr. med. Alois Grünberg und Dr. med. Alfred Freund. Herausgegeben von Dr. Th. Weyl. Mit einem Vorwort von Franz Berger und Dr. med. A. Löffler. Mit 76 Textfiguren und 14 Tafeln. Leipzig: Verlag von Wilhelm Engelmann. 1902. Pp. 194. Price \$4.

DIE ASSANIERUNG VON ZÜRICH. Bearbeitet von Bühler, Dr. Alf. Bertschinger, J. Fluck, H. Peter, G. Fr. Rothpletz, H. Schatzmann, V. Wenner, E. Wüst. Herausgegeben von Dr. Th. Weyl. Mit einem Vorwort von Dr. Th. Weyl. Mit 41 Textfiguren und 10 Tafeln. Leipzig: Verlag von Wilhelm Engelmann. 1903. Pp. 120. Price \$4.

The publication of monographs on the sanitary systems of the larger European cities will doubtless be welcomed by those who have the interests of municipal engineering at all at heart. Data which have hitherto not been available, either because they have not been published, or because they are to be found only in widely-scattered periodical literature, are here collected for practical utilization; municipal officers are given the opportunity of studying with the greatest convenience the improvements which have been made in the sanitation of the leading cities of the world. The first of these monographs, dealing with the sanitation of Vienna, shows how difficult a task was encountered in that city by engineers. With municipal traditions extending back for hundreds of years, it was no light task to undertake a complete renovation. It is, therefore, not to be wondered at that Vienna was transformed into a modern metropolis only after it had outgrown its city walls, which happened about forty years ago. Even in that brief space of time the city has not been quite able to counterbalance the losses which its previous tardiness had entailed; still, a city of its size more than deserves the attention of the municipal engineer.

The city of Zürich, which forms the subject of the second monograph, has progressed far more rapidly in the same period. The town has been provided with a good supply of drinking water. An admirable drainage system has been installed. Large sums of money have been appropriated for the extension of the water system and for the building of broad streets. The administration of the health board of the town is admirable. Unfortunately, the rather defective vital statistics of the town render it impossible to prove the effect which these sanitary conditions must have had upon the health of the community.

TELEPHONY. Part III. The Construction of Cable Plant. By Arthur Vaughan Abbott, C.E. New York: McGraw Publishing Company. 1903. 12mo. Pp. 142. Price \$1.50.

The appearance of the third part of this excellent work will be welcome to electrical engineers. The subject is a very important one, and as far as our knowledge of the subject goes, is well treated. The contract and specifications for cable construction occupies more than half the book. We have already called attention to the very lucid nature of the

contracts outlined in the previous volumes. It would be wise if every industry had similar contracts adapted to its own peculiar line of business.

HANDBUCH DER INGENIEURWISSENSCHAFTEN. Zweiter Band. Der Brückenbau Sechste Abteilung: Eiserne Brückenpfeiler, Ausführung und Unterhaltung der eisernen Brücken. Bearbeitet von G. Mantel und W. Hinrichs. Herausgegeben von Th. Landsberg, Dr. Th. Schäffer, und Ed. Sonne. Dritte vermehrte Auflage. Mit 275 Textfiguren, Sachregister und 13 lithographierten Tafeln. Leipzig: Verlag von Wilhelm Engelmann. 1903. Pp. 371.

The second volume of this admirable handbook of civil engineering (which may be regarded more as an exhaustive treatise than as a handbook) deals with certain important questions in bridge construction, notably iron bridge piers, and the construction and maintenance of iron bridges. Particularly in the chapter on Iron Piers is to be noted an excellent theoretical discussion as well as a description of practical improvements which have been made within the last decade. The late W. Hinrichs prepared the chapter on Bridge Maintenance with praiseworthy thoroughness.

YOUNG IVY ON OLD WALLS. A Book of Verses. By H. Arthur Powell. Boston: Richard G. Badger. 1903. Pp. 57.

Mr. Powell has here collected several poems which have appeared in the popular magazines of the day, and has added thereto verses which have hitherto not been published. Although it hardly falls within our province to pass upon the poetical merits of his verses, to us it seems that he is at his best in his descriptions of nature. Particularly happy seem to us the poems entitled "After the Rain" and the "Mummers."

LIGHT WAVES AND THEIR USES. By Albert A. Michelson. Chicago: The University of Chicago Press. 1903. 8vo. Pp. 164. Price \$2.

This book contains a course of eight lectures delivered before the Lowell Institute at Boston in the year 1899. In these lectures the results of the investigations with which the author has been engaged for the last twenty years are presented in language as free from technicality as possible. They contain much information about light waves which is to be found only in scientific periodicals. The subject while of great scientific interest is presented in such simple form that comparatively little training is needed to enable one to comprehend the essential facts and fundamental principles involved. The three colored plates are admirably executed.

THE WELLCOME PHYSIOLOGICAL LABORATORIES. By Walter Dawson, M.A., M.D. Brockwell Hall, Herne Hill, London, S. C., England. 12mo. Pp. 36.

It was for the purpose of participating in the inevitable advances of scientific thought and discovery, which concern not merely institutions and individual scientific workers, but upon which the progress and intellectual status of mankind so largely depend, that the Wellcome Physiological Laboratories were founded. Mr. Wellcome, who established the laboratories, while a manufacturer of drugs, keeps this institution entirely separate and distinct from his business and under independent direction. The work which these laboratories are doing is very valuable.

THE MECHANICAL ENGINEER'S POCKET-BOOK OF TABLES, FORMULES, RULES, AND DATA. By D. K. Clark, M. I., C. E. New York: D. Van Nostrand Company. 1903. 18mo. Pp. 692. Price \$3.

The fifth edition of Clark's Pocket-Book will be warmly welcomed by engineers. It has already stood the test of time, and has proved itself to be an accurate and useful book. It would be almost useless to give any account of its contents; as far as this goes, it resembles other well-known pocket-books. It deals with mathematics, mensuration, metals, alloys, strength of materials, heat, fuels, steam, steam engines, boilers, railways, steamships, gas, compressed air, windmills, water powers, electrical engineering, and allied subjects.

FÜNFUNDZWANZIG JAHRE IM DIENSTE DER SACCHARIN-INDUSTRIE UNTER BERÜCKSICHTIGUNG DER HEUTIGEN SACCHARIN-GESETZGEBUNG. Vortrag gehalten von Dr. Constantin Fahberg vor dem V. Internationalen Kongress für angewandte Chemie, Reichstagsgebäude, Berlin. 1903. Pp. 38.

GOVERNORS AND GOVERNING MECHANISM. By H. R. Hall. Manchester, England: The Technical Publishing Company, Ltd. 1903. 16mo. Pp. 119, 76 illustrations. Price \$1.

The subject of the governing of engines by mechanical means is a most important one, and the writer has done a distinct service to mechanical engineering in the preparation of the present lucid volume, which is admirably illustrated by engravings and folding plates. Some of the types of governors shown are most novel, and are not used at all in American practice.

INDEX OF INVENTIONS

For which Letters Patent of the United States were Issued for the Week Ending November 24, 1903, AND EACH BEARING THAT DATE

(See note at end of list about copies of these patents.)

Table listing inventions with patent numbers, including items like Abrading wheel truing tool, Accumulator plate, Acid, preparing dialkyl barbituric, M. Eingermann, etc.

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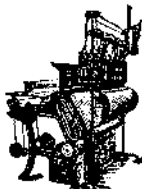
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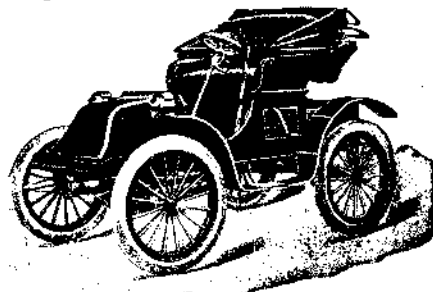


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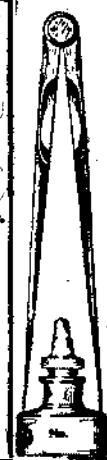
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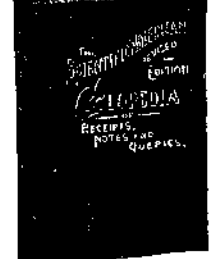


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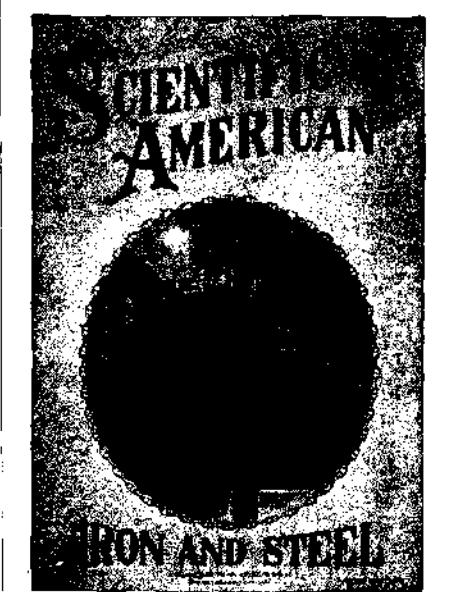
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