

THE "ELBERT H. GARY"—THE GREATEST OF ORE-CARRYING STEAMERS.

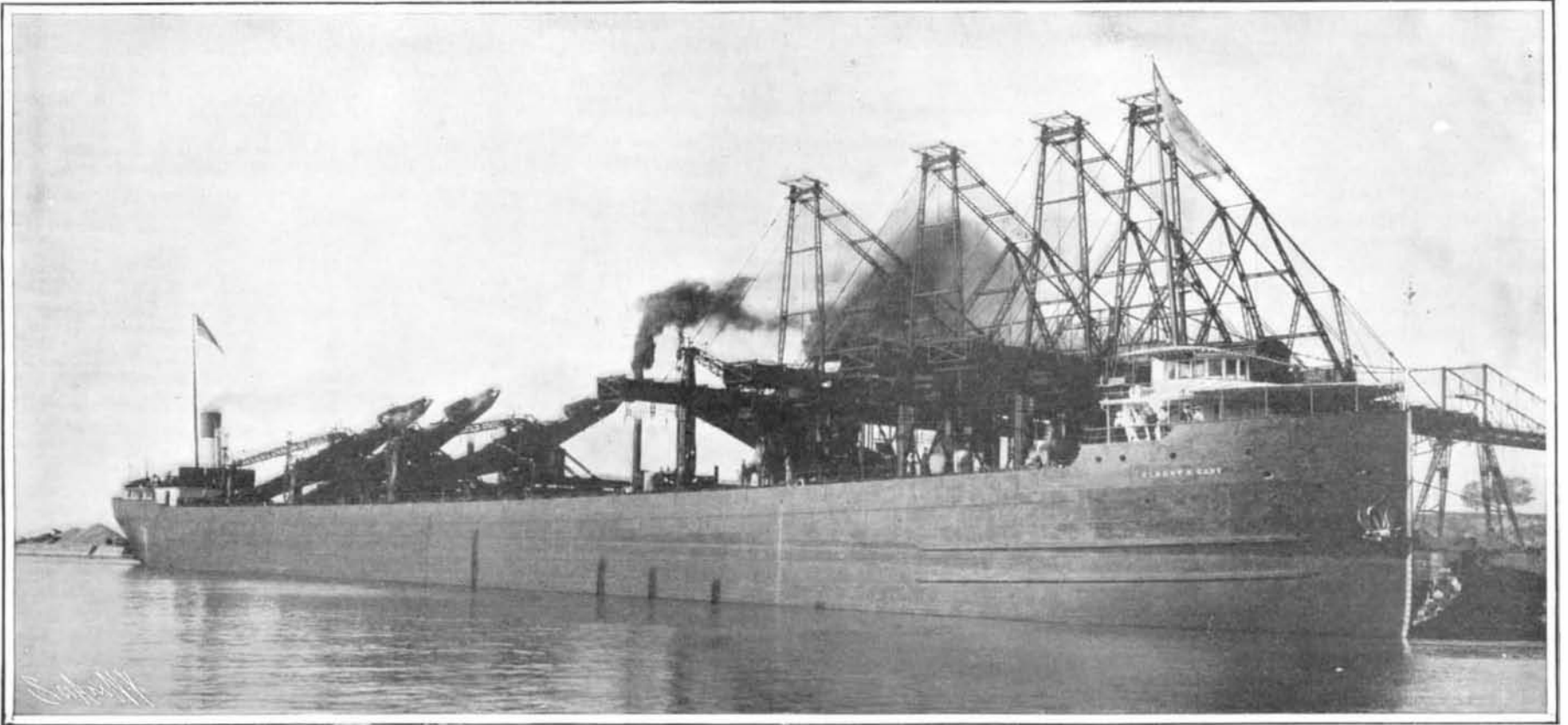
BY W. FRANK M'CLURE.

Once more the size of Great Lakes vessels has been increased by the bringing out this summer of four mammoth steamers each 569 feet long, 56 feet beam, and 31 feet depth. This is 9 feet longer than the steamer "Wolvin," described in the SCIENTIFIC AMERICAN of April 30, of last year, and at that time styled by all odds the largest fresh-water vessel in the world. The four new vessels, built for the United States Steel Corporation, are known as the "Elbert H. Gary," the

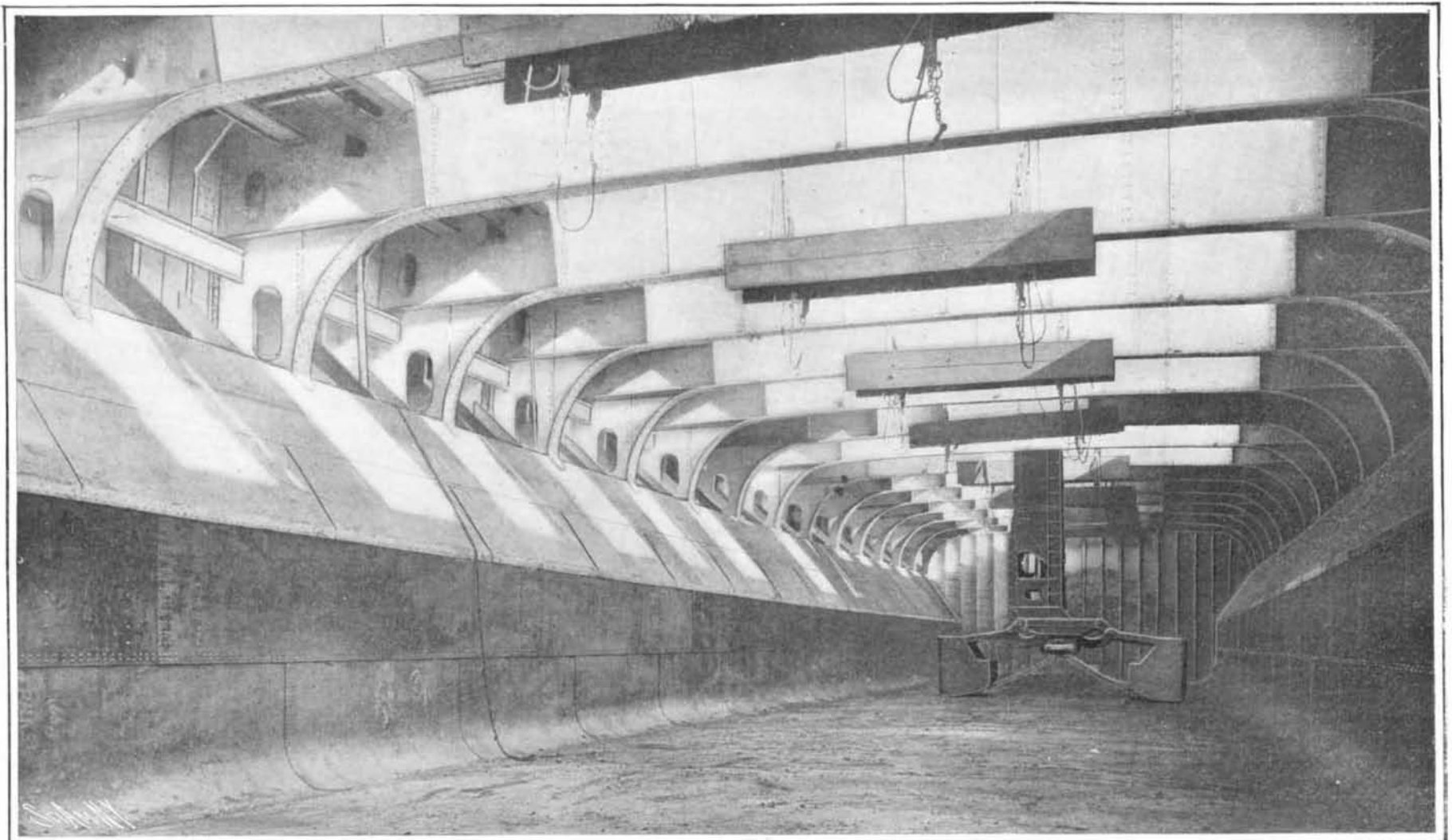
with sides that slope from the main deck to the tank top and ends built on the same slope. The four new vessels just launched, while they have hopper bottoms, differ from the "Wolvin" in that the cargo hold is straight about half-way up from the bottom and inclines thereafter, instead of being an incline all the way. The accompanying photograph of the hold of the steamer "Gary" nicely illustrates this point. This construction is, of course, especially designed for the accommodation of the large modern ore-handling machinery installed within the past few years at lower lake docks. On the "Gary" and her sister ships, as in

foot draft it is expected that ere long they will carry 15,000 tons each at a trip. All four steamers in a season will move not less than 800,000 tons of ore, and will operate when loaded at a speed of about eleven miles an hour. At present the draft maintained at most ports on the lakes is but 20 feet. Therefore these great steamers will not load as heavily now as they will in years to come. It is said that there are not more than ten or twelve vessels in the world having a greater capacity than the "Gary," "Corey," "Perkins," or "Frick."

On the steamer "Corey" there is a new departure in



THE "ELBERT H. GARY," ONE OF THE FLEET OF FOUR MAMMOTH ORE-CARRIERS, THE LARGEST FRESH-WATER CRAFT AFLOAT. HER LENGTH IS 569 FEET.



ONE OF THE TWO CARGO COMPARTMENTS OF THE "ELBERT H. GARY." A CLAM-SHELL ORE-BUCKET MAY BE SEEN IN THE BACKGROUND.

"William E. Corey," the "George W. Perkins," and the "H. C. Frick," and were brought out in the order named, the last having been launched on August 26. These vessels, it is said, represent a total carrying capacity equal to the entire Great Lakes fleet of twenty-five years ago. Their construction indicates that the "Wolvin," launched last season, is a success and, more important still, that the day of the small carrier for ore and coal has passed beyond a doubt.

In the description of the steamer "Wolvin," heretofore referred to, it will be recalled that particular attention was given to the innovation represented in her cargo hold, which was built in the form of a hopper

the case of the "Wolvin," there is an absence of stringers and stanchions below deck. Instead of the arch construction, however, the new ships have the straight girder across the deck. There are thirty-four hatches with 12-foot centers, all of which are operated from a central station. A 9-foot space between the hopper and the ship's sides and the water bottom with its depth of 5½ feet furnish a water ballast capacity of 8,500 tons, which is about 500 tons more than in the steamer "Wolvin." The engines are triple-expansion, with cylinders 24, 39, and 65 inches, with 42-inch stroke.

The four new ships cost about \$1,720,000. On a 22-

the way of floors. With this exception, and also the fact that the "Corey" is fitted up with elaborate passenger apartments, the four new vessels are all alike. Instead of wood, the floors of the "Corey" are all of cement. This change makes the vessel practically fireproof. A cement had to be found that would stand any amount of jar without breaking and also one that would give an adequate finish for a vessel carrying passengers. The floors with which the "Corey" is now equipped, it is claimed, are adequate in every respect. It is believed that in years to come no more wooden floors will be laid on these large ships if the cement floor proves to be all that is claimed for it.

The first of the new steamers launched, the "Elbert H. Gary," in June last, broke all previous records for Great Lakes cargoes by carrying 12,003 tons, or 13,443 net tons of iron ore from Escanaba to South Chicago. The greatest records in unloading the new ships have been made at Conneaut harbor, where a cargo of 9,945 tons was unloaded from the "Gary" in four hours and fifty minutes. The sister ship, the "George W. Perkins," was unloaded at Conneaut on July 17 of 10,514 tons in four hours and fourteen minutes. This broke all previous unloading records.

It is said that an order will be placed with the shipyards for a vessel 578 feet long in the not far distant future. This would be still 9 feet longer than the four new ships of the United States Steel Corporation. The majority of ore vessels of the future will likely be of 10,000 tons capacity or thereabout.

HOW CLINICAL THERMOMETERS ARE STANDARDIZED AND TESTED.

(Continued from page 296.)

whirling machine, the comparison tank, and the reading stand without undergoing further separate handling. The thermometers when received are of course all numbered, and each lot is also given a number, so that it is easy to keep the record throughout the process. First to determine the ease with which the mercury can be thrown back the whirling machine shown in Fig. 2 is employed. This mechanical device takes the place of the individual throwing back of the index by hand, a performance that often proves so discouraging to the amateur nurse. Two holders whose thermometers have been heated above the normal point are placed in a frame so that the bulbs are at the opposite extremities of a horizontal axis. This is then revolved in a horizontal plane by a vertical shaft through the agency of a crank and bevel gearing as shown in the illustration. On top of this vertical shaft is a glass tube filled with oil or glycerin, and as it is revolved the surface of the liquid takes a parabolic form, the depression of the center of course depending on the speed of rotation. This can be so gaged as to correspond with the maximum muscular effort that should be expended in throwing back the index, and all the observer has to do is simply to turn the crank until the proper speed of rotation is attained. The thermometers that do not fall below 95 deg. F. are removed and rejected, and the holder is then placed in the comparison tank where the clinical thermometers are compared directly with the testing standards of the bureau. This comparison is made at four test temperatures, 96, 100, 104, and 108 deg. F. (or 35, 37, 39, and 42 deg. in the case of Centigrade thermometers) in a water bath, where there is a constant circulation of the liquid, and two standard thermometers are employed in each series of tests. This tank, which appears in the center of the clinical testing table shown in the illustration (Fig. 3), is shown in section in Fig. 4. It is a double-walled vessel of seamless brass tubing, within which is a propeller, *K*, driven by an electric motor and serving to keep the water continually in agitation, the direction of the currents being shown by the arrows. The tank also contains a coil of seamless copper tubing, *C*, through which hot or cold water from the regular laboratory supply can flow, the temperature being susceptible of regulation by the observer through the agency of the two-way mixing cock, *C*. There are four standards, indicated by *PP*, on each of which one of the thermometer holders, *H*, is placed, thus permitting ninety-six thermometers to be immersed in the tank at once. The standard thermometers, *T*, *T*, pass through the cover of the tank and can be read by the small microscopes, *MM*. In practice, however, one microscope proves sufficient, as it can be turned readily from one standard to the other. In the annular space surrounding the inner tank there are two heating coils of cotton-covered constantan wire, *C*, and *C*, shellacked in place around a fine layer of mica. These coils, the resistance of each of which is 80 ohms, are connected with a 110-volt circuit, a rheostat, *R*, to regulate the current, and a wattmeter, *W*, to measure the consumption of energy in the circuit as shown in the diagram. The switch, *S*, when in the position marked "Fast," allows the entire current to flow through the heating coils, but when turned to the "Slow" position it is possible to regulate the current with considerable nicety, as well as to measure with the wattmeter the amount of electrical energy consumed in maintaining a given temperature. The illustration shows the arrangement of rheostat and switches on the side of the table, the wattmeter being inside the top of the table and read through a glass plate. The electric light illuminates the scales of the standard thermometers, while at the right end of the table are shown the hot and cold water cylinders or tanks in which it is possible by electric coils to secure at will a considerable range of temperature.

The process of testing is first to bring the temperature of the water in the comparison tank up to nearly the lowest test point, first using the hot water supply, and then by employing the heating coils and fine regulation bring the temperature to exactly 96 deg. F.,

when the standard thermometers are read. All of the holders are then dipped at this temperature, readings of the standard thermometer being made and noted in each case. The holder on removal is placed in a reading microscope, shown on the extreme left of the table, where the exact position of the mercury in each thermometer is observed, the holder being rotated so that each thermometer successively comes into the field of view of the microscope. These readings are all tabulated and the performance is repeated at the three other test points, after which the whirling machine is again called into requisition, and then a second and independent series of tests of the holder is made. If the thermometers pass the tests they are coated with wax and the letters "B. S." and the proper serial number are engraved on the stem, which is permanently etched by immersion in hydrofluoric acid. The bureau demands, as a condition of certification, that the difference at any point in the two series of tests shall not be more than 0.15 deg. F., and that the correction at any point shall not be more than 0.3 deg. F., while the errors in the intervals between the test points must not exceed 0.3 deg. F. Quite naturally there is a demand that thermometers be supplied without any errors—or, speaking scientifically, with a zero correction—and this requires that the manufacturers use extraordinary care in their construction. From the practical point of view it is more important that the error should be known, as if a thermometer is correct to 0.1 deg. F. it is sufficiently accurate for all ordinary work and for most purposes should prove as satisfactory as one with a zero correction, while one with a correction of 0.2 deg. F. can be used, provided the correction is considered when necessary. In the year ending July 1, 1904, of the thermometers submitted for test 88.2 per cent were certified as meeting the requirements of the board, showing that while a fair standard of construction is maintained, yet there is a need of such an official examination. Large numbers of thermometers are being constantly offered for test, and it is the general belief of those interested that the standard of manufacture is being raised. It is possible that at some future time the bureau may provide for the aging of thermometers by placing them under seal for a certain length of time, and thus be in a position to insure that they have been thoroughly seasoned. Other changes in the requirements may be made from time to time as it is found necessary, but the work so far has proved satisfactory to all parties concerned, and is representative of one side of the activity of the Bureau of Standards. The section of thermometry of the Bureau of Standards is under the capable supervision of Dr. C. W. Wainner, whose interesting papers on thermometry and pyrometry published in the Bulletin of the Bureau of Standards, and elsewhere, can be read with profit by all interested in heat measurements.

The Current Supplement.

A. Frederick Collins opens the current SUPPLEMENT, No. 1554, with an article on industrial automobiles. Almost every engineer and electrician is familiar with the fact that the majority of steam-power plants are not operated under the most economical conditions. William McKay analyzes these conditions and makes some helpful suggestions. The completion of the twin tunnels under the Hudson River is described and illustrated. Sir William Crookes's paper on "Diamonds" is concluded. Dr. Alfred Gradenwitz writes on lignite producer-gas plants, describing some new installations. Although the information lately published concerning steam turbines is voluminous, it is difficult to find any unbiased general statements regarding all types of such machines. Prof. Storm Bull gives a classification of turbines and enumerates their peculiarities. Donald Murray presents a most thorough and excellent *résumé* of page-printing telegraphs. His article is of particular interest, inasmuch as he is himself one of the best known of printing telegraph inventors. Of minor articles in the SUPPLEMENT we may mention those entitled "Heat," "How to Read Wild Life," and "Aluminum Alloys."

Synthetic Alcohol.

The Compagnie Urbaine has recently conducted some experiments at its factory at Puteaux concerning synthetic alcohol. A mixture of coke, lime, and various metallic oxides was subjected to the heat of an electric furnace, and a carbide obtained denominated "ethylogene," which by the action of water engendered ethylene. The latter, absorbed by sulphuric acid, furnishes sulphonic acid, from which alcohol is extracted by distillation with water. At the same time an ether is produced, a little acetic acid, and acetone.

Production of Cocaine in Peru.

This industry has been much developed of late years. The factories producing cocaine are scattered through different localities. The production has reached 11,000 kilogrammes per year, corresponding to the treatment of about 1,500 tons of coca leaves. The leaves are exported for use in the production of wine

and various medicaments. The total production of leaves is estimated to exceed 2,000 tons, not including the quantity consumed by the inhabitants. The cocaine exported from Peru is not chemically pure; it contains from one and a half to two per cent of impurities. The most important market for the product is Hamburg, where the demand is constantly increasing. At that port the crude product is purified and resold.—*Revue de Chimie Industrielle*.

Correspondence.

Soaring of Birds.

To the Editor of the SCIENTIFIC AMERICAN:

In the summer of 1872 I was visiting on the Warm Springs Reservation in eastern Oregon. The residences of the government employes, etc., were in a deep valley between table-lands through which the water-courses had cut deep cañons. I climbed up on one of these tables, the edge of which was in most places perpendicular for ten, twenty, and more feet; and as I stood there in a strong breeze blowing against the face of the slope, a small hawk came gliding along eight or ten feet above the edge, and following the course of the edge; and he kept on until he was little more than a rod away from me. He seemed to be making no effort except a little balancing and turning in order to steer himself. The explanation seemed to me very simple; just there at the edge there was a strong, sharply-ascending current which enabled him to use wind and gravity against each other.

In the autumn of that year I went to Foochow, China, and there I found the city frequented by a species of large bird which we call a kite. It seems to be half hawk, half buzzard in its build and habits. Its flight is heavy and awkward, its wings being too big for its pectoral muscles; and their tips are not pointed like a hawk's, but broad and square across. But it is a master of the art of soaring. There are in Foochow two hills which lie square across the path of the afternoon sea breeze. Here, toward the close of a breezy autumn afternoon, a dozen or a score of these kites will resort and have a genuine coasting game. The sides of the hills are quite steep, and of course there results a strong, sharp upward current at the top. The kites come to the top, and, starting from the eddy in the lee of the top, glide out into the uprushing current, wings balancing up and down and head and tail turning and twisting, till they are in the heart of the upward current; and then they turn broadside to it and are borne upward and backward seventy-five or a hundred feet. Then they descend again into the eddy, and again steer themselves out into the uprushing current. Throughout it all there is very little flapping of the wings; and if the American boy could get his sled back to the top of the hill as easily as these kites get back into the uprushing current, no Chinaman could describe his coasting as: "Whish-sh-sh-sh—walkee bakkee mile!"

One autumn day here in the interior I came to a stretch of waste land by the river covered with tall, dry grass and dwarf bamboos. A Chinaman had just set fire to it, and a strong column of smoke and hot air was ascending, when I saw one of these kites steer straight into that ascending column, and begin to circle round and round in it; and as he did so, he was steadily lifted upward as much as 150 or 200 feet. Then he went soaring off again. One cool, sunny day last spring, when the air was cool, but the sun very hot, I saw a kite steering for a group of buildings just in front of me, from the dark tile roofs of which currents of heated air were ascending. I supposed that the kite was coming to see if he could nab a spring chick; but when he reached the place he at once began circling round and round, sometimes from right to left, sometimes from left to right, at the same time drifting away before a nice breeze from the north; but as he did so he was gradually carried upward till he was at least 500 feet above the ground. Then he drew in his pinions somewhat, just as a hawk does in swooping, and, turning square against the breeze, glided away to the north with the speed of a race horse.

Just west of where I now am is a long, steep slope of perhaps 2,000 feet. The lower half is in the lee of another mountain; but the upper half is fully exposed to the southwest winds of the season. Recently when the wind was almost a gale, I saw a small hawk having a merry coast. The wind was gusty, and sometimes it would bear him up finely; and he would even take a shoot both upward against gravity, and outward against the wind. Again, the wind would suddenly fail him, and then he would flutter his wings much as a kingfisher does when poisoning over the water, till a fresh gust came to his help.

I was much interested in the feats of Lillienthal. He had evidently mastered the kite's secret of the use of upward currents—the use of the upward current and gravity against each other—but alas! he did not have the kite's body, nor the kite's matchless skill in steering.

J. E. WALKER.

Shaowu, Fukien, China, August 7, 1905.