

a natural position, clinging to each other, as to the armatures, by their own elasticity. On using from 40 to 45 layers, it was found that the force, F, remained constant, and attained a limit of 1,100 lbs., which could not be exceeded with the conditions of armature, contact, and steel used in the experiments. Stopping at 45 plates, the total weight of the apparatus was determined to be 101.2 lbs., and its portative force 1,012 lbs., or ten times the weight. With a greater number of plates, these proportions rapidly diminished, and the power of the magnet no longer bore so high a relative value in comparison with its weight.

As to whether it will eventually be possible to obtain magnetized bars of even higher powers than thus reached, it remains yet to discover. Their utility may perhaps be questioned, or at least their direct and immediate application to scientific purposes; but the answer to this, as to every other interrogatory of the *cui bono* nature, is simply that even the most abstract of theories may, in the light of new investigation, lead to other ideas of considerable practical importance. Suffice it that M. Jamin has taught us how to construct, theoretically and practically, a magnet capable of producing the highest effect of which it is susceptible, and that it rests for inventors to apply these newly found principles toward the improvement or the origination of devices for their scientific and industrial utilization.

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Contents.

(Illustrated articles are marked with an asterisk.)

Albinism among birds.....	386	Labor and machinery.....	387
Answers to correspondents.....	386	Magnet, the Jamin.....	388
Arsenic in hydrophobia.....	391	Mercurites of Southern Russia.....	386
Boring machine, universal.....	390	New books and publications.....	394
Business and personal.....	395	Newspaper, the new daily.....	393
Cancer by pressure and iron, the.....	388	Ordinance trials, recent.....	393
treatment of.....	388	Patent decisions, recent.....	393
Chromic acid, new method for.....	386	Patents, official list of.....	395
Coal tar interest, the.....	394	Patents, official list of Canadian.....	396
Coffee pot, improved.....	386	Patents, recent American and for- Conservatory, design for a.....	393
Cooking, heating, and drying ap- paratus.....	391	Pinoline.....	386
Dyspepsia, about.....	389	Psychology, an obscure phenom- enon in.....	383
Electrical metallurgy.....	388	Refraction, atmospheric.....	389
Emotions, the.....	392	Scientific and practical informa- tion.....	385
Fuel, a new—Carbonite.....	394	Scientific prophets.....	389
Germ theory and its relations to Hygiene.....	392	Screw propulsion.....	391
Hull Dock Company's new offices, the.....	387	Secondary currents and their ap- plications.....	387
Hydrocarbon vapors, spontaneous combustion of.....	389	Snow melter, a steam.....	384
Inter-oceanic canal, the.....	390	South, life in the.....	386
Interplanetary telegraph, the.....	388	Squares, magic.....	389
Inventions patented in England by Americans.....	394	Ville du Havre, the loss of the.....	384
		Water, impure.....	388
		Wrinkles, two.....	388

PUBLISHERS' CARD.

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THE LOSS OF THE VILLE DU HAVRE.

Another casualty at sea, which, in its terrible details, fairly rivals the horrors of the wreck of the Atlantic, has recently occurred in the sinking of the French steamer Ville du Havre while on her voyage from New York to Havre and Brest, France. She left this port on the 15th of November last, and at 2 o'clock on the morning of the 22d while in mid ocean, was run into by the British ship Loch Earn. All accounts agree in the fact that the steamer was struck amidships on the port side, the effect of the blow being to crush in her iron frame for a depth of at least thirty feet, and to cause her to plunge bow first under the waves twelve minutes afterward. Out of three hundred and thirteen people on board, but eighty-seven were picked up by the colliding vessel, and of this latter number, fifty-four were a portion of the crew, including the captain and some of the

officers. A large number of the rescued went down with the ship and were subsequently found by the boats of the Loch Earn, after as long as one and even two hours drifting in the icy water, clinging to planks and spars. Several were killed outright by the crash of the collision, and others subsequently by the almost immediate falling of two of the masts. The Loch Earn experienced serious injuries about the bow, sufficient to excite apprehension as to her safety; and accordingly, on her falling in with the American ship Trimountain, the survivors were transferred to the latter vessel and by her carried into Cardiff, Wales. The Loch Earn, although spoken shortly after the disaster, has not since been heard from, and there is some fear of her loss.

The Ville du Havre, formerly known as the Napoleon III., belonged to the Compagnie Générale Transatlantique and was one of the largest ocean steamers afloat. Her length was 423 feet, beam 49 feet, depth of hold 40 feet, and tonnage 5,500. She was magnificently fitted up, and commanded by experienced officers, drawn from the regular French naval service.

The list of the lost includes a number of well known citizens of New York and Boston, several members of the Evangelical Alliance, who were returning to their homes, and Judge R. W. Peckham, of the Court of Appeals of this State.

In the absence of the complete details of the disaster, to be elicited by a court of inquiry now in progress, for which the arrival of the mails will have to be awaited, it is difficult to assign the immediate cause. That there is gross negligence and carelessness to be imputed to both vessels, there is hardly room for doubt. It was the steamer's business to give way to the sailing ship, but that the latter could not have, by proper management, lessened the shock of the collision seems very improbable. There are conflicting accounts regarding the sighting of the lights of the Loch Earn, though it is conceded that the night was clear, in which case it is hardly possible that the rapid approach of so large a vessel could fail to have been perceived by the watch of the Ville du Havre.

In this case as in that of the Atlantic, the Metis, and previous wrecks, we are again compelled to revert to that incomprehensible economy on the part of owners which sanctions the lavishing of large sums upon elegant upholstery, gorgeous furniture, and luxurious table at the expense of the provision of the simplest and best known appliances for the preservation of life. As a preventive of just such disasters as the present, there is the electric light, which, placed at an elevated position on the bow of the ship, can be seen at a distance of 15 miles, and which illuminates the surrounding space like a room. The apparatus could be driven by the main engine or donkey at an expense of four horse power. In cloudy and foggy weather or at night, the steam whistle, the ship's bell, fog horns, and the firing of guns, precautions which are never omitted on board of men of war, afford a means of signifying the position of one vessel to others in the vicinity. As for life-preserving apparatus, there are so many excellent and well tried inventions that their mere enumeration would fill columns of our journal. Every mattress on board should be stuffed with cork, and the cabin settees and chairs, if similarly filled, would make admirable supports, sure to float in the roughest sea. Life preservers of the most approved pattern should be placed in every berth, and distributed in the most prominent places throughout the vessel, in numbers largely exceeding the aggregate of people carried. Life rafts should be placed on the upper deck, and conspicuously marked so that they might be resorted to, in sudden danger, without confusion or delay. Buoys also might be arranged outside the vessel, and provided with chemicals which ignite on becoming wet, so that brilliant light might be shed around, enabling people in the boats to pick up others. The buoys could be fixed so as to be easily detached, or to disengage themselves on the sinking of the vessel. Similarly, a number of long copper tubes, hermetically closed and provided with life lines might be conveniently stowed in the chains; these would also float clear. In fact there should be, if anything, a superfluity of these devices. Every boat should be practically unsinkable; and to avoid such losses as were occasioned on the Ville du Havre by crushing, a nest of boats should be stowed amidships, and a part of the space now given up to deck houses be devoted to that purpose. There are also numerous inventions of folding and canvas boats, which could be placed around the decks, occupying little space, and which would also do good service in time of need.

The great desideratum, however, is an unsinkable ship, and to this need we desire particularly again to call the attention of inventors. The compartment plan, though it has been the saving of many vessels, has failed to counteract the effect of severe injuries, which rack the entire frame of the ship. What we require is a hull built with a double skin and honeycombed with air spaces, so that, no matter how big a hole is made, the fabric will still float: either this or some similar device which will keep the deck above water, no matter if the entire hold or lower works fill.

There is a need of compulsory legislation on this subject, which will reach not only our own vessels but those belonging to foreign owners sailing to and from our ports. A clearance might be refused to any passenger ship unless she could show a satisfactory certificate from proper officials that her life-preserving apparatus was adequate and in perfect order; or there might be such exemplary penalties attached to the loss of a vessel, which, upon investigation, it could be proved was not in every particular sufficiently provided, as would force her owners to look to the lives of their passengers with at least as much care as they now give to the insurance of their ships.

A STEAM SNOW MELTER.

A new machine for cleaning the tracks of street railways of snow, the invention of John Mullaly of this city, was lately tried here on the Lexington avenue railway. It consists of a car, on which is mounted a steam boiler and a superheater. Under the floor of the car, arranged between the wheels, is a steam chamber, three feet wide, seven feet long, from the bottom whereof project a large number of little pipes or openings. The steam issues from the superheater into the chamber, and is there discharged directly upon the snow beneath, which is instantly melted. The steam tank is surrounded by an apron or curtain, which encloses the escaping steam. On the trial mentioned, the machine worked with success, so far as the melting of the snow was concerned. In regard to the actual expense of its use, we have no data. But considering the large amount of heat theoretically required to melt ice, and the great waste of fuel in the practical heating of steam boilers, it would seem as if this must necessarily be an expensive method of clearing the streets. It would probably be cheaper to shovel up the snow and remove it in carts. But this sort of removal, prompt, economical and effective as it is, the railway companies take especial pains to avoid. Perhaps they will prefer the more expensive method of melting down the snow.

In Park Row, in front of our office, some half dozen different street railways have their termini, and the operations of their workmen in clearing the snow from the tracks, after a storm, are something ludicrous to behold. The street is occupied, for a distance of about one thousand feet, by the convergence of the various tracks, of which there are four. It might, perhaps, occupy two hours of time, if all the companies would unite and cart away the snow. But instead of this, they go to great expense in annoying each other by tossing the snow from one track over upon another, by means of snow plows; and this sort of fun they keep up sometimes for days. One company sends down a great snow plow and brush, drawn by eight or twelve horses, which throws aside the snow upon the adjoining track, and makes a clean sweep. Fifteen minutes later comes along a similar machine, running upon that other track, throws the said snow back again. So it goes on, until the air becomes milder, or the snow solidifies and is no longer loose.

A NEW FUEL—CARBONITE.

A new fuel has recently made its appearance in our market, which, on account of its intrinsic value as well as its novelty, is deserving of notice. Although a natural production it can hardly be called a coal: and although possessing to some extent the properties of coke, it is not produced by any of the methods common to the manufacture of coke. The proprietors have given it the appropriate name of "carbonite." It is found to a limited extent in the bituminous coal fields of Central Virginia, constituting a distinct vein by itself, which is now fairly developed and yielding a steady supply. It is sold in lumps like cannel coal. The surface when broken is dull in appearance instead of glossy, as is the case with cannel or anthracite coal. It burns with a bright flame when first ignited, and almost without smoke, and subsequently settles down into a bed of bright coals not unlike anthracite in appearance, but lacking the intensity of heat produced by anthracite, and at the same time more enduring. It seems to be especially suitable for open grates, and more particularly for parlor use, on account of its freedom from smoke or bituminous smell, and also from the small proportion of ashes (only 2 1/2 per cent) resulting from combustion. The ashes are also of such density that, in the process of stirring or removing, they do not rise into the room.

The analysis recently made by Dr. Wallace, of Glasgow, and given below, shows a larger proportion of combustible matter than is found in any known fuel, being 96 per cent that is available for producing heat. It has but a slight trace of sulphur, and is therefore free from the pungent odor and gas incident to anthracite coal. It is superior to any other fuel in the power of producing steam, and may prove especially desirable for steamships making long voyages, on account of its economy of space.

ANALYSIS.

Volatile combustible matter.....	14.26
Fixed carbon.....	81.61
Sulphur.....	.33
Ash.....	2.24
Water at 212° Fah.....	1.56
	100.00

This unique product of the earth is accounted for as follows: Originally a vein of bituminous coal, but lying upon and covered with a fine clay, it appears to have been subjected to heat by an overflow of trap rock on the surface, thereby expelling the gaseous and volatile properties of the coal. A process of nature has thus accomplished on a grand scale a more perfect result than is attainable by artificial means, and has delivered for human use a deposit of natural coke, so condensed, by the process under which it was formed, as to acquire a specific gravity nearly the same as bituminous coal, and possessing a heating power fully equal to our best anthracite.

THE COAL TAR INTEREST.

The traffic in coal tar is a comparatively new industry, and its growth has been very rapid. This is attributable to the many wonderful transmutations which have rewarded the chemical tests to which the substance has been subjected. From being considered but the worthless refuse resulting from the manufacture of gas, and of no commercial value whatever, it has within a few years attained an importance of no common order and the promise it affords of almost illimitable future development is evidenced by the