

Scientific American.

ESTABLISHED 1845.

MUNN & CO., Editors and Proprietors.

PUBLISHED WEEKLY AT

No. 361 BROADWAY, NEW YORK.

O. D. MUNN.

A. E. BEACH.

TERMS FOR THE SCIENTIFIC AMERICAN.

One copy, one year, for the U. S. or Canada. \$3 00
One copy, six months, for the U. S. or Canada. 1 50
One copy, one year, to any foreign country belonging to Postal Union, 4 00

MUNN & CO., 361 Broadway, corner of Franklin Street, New York.

The Scientific American Supplement

is a distinct paper from the SCIENTIFIC AMERICAN. THE SUPPLEMENT is issued weekly. Every number contains 16 octavo pages, uniform in size with SCIENTIFIC AMERICAN. Terms of subscription for SUPPLEMENT, \$5.00 a year, for U. S. and Canada. \$6.00 a year for foreign countries belonging to the Postal Union. Single copies, 10 cents. Sold by all newsdealers throughout the country.

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Address MUNN & CO., 361 Broadway, corner of Franklin Street, New York.

NEW YORK, SATURDAY, MAY 12, 1888.

Contents.

(Illustrated articles are marked with an asterisk.)

Table listing various articles such as 'Artesian well, new, at Paris', 'Bag holder, improved', 'Books and publications, new', etc., with corresponding page numbers.

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT No. 645.

For the Week Ending May 12, 1888.

Price 10 cents. For sale by all newsdealers.

Detailed table of contents for the supplement, including sections like I. ARCHAEOLOGY, II. BIOGRAPHICAL, III. CHEMISTRY, IV. ELECTRICITY AND THERMOTICS, etc., with page numbers.

A PATENT LAW FOR SWITZERLAND.

Switzerland and Holland are almost the only nations in Europe that have no patent laws. In Switzerland the Federal Assembly passed resolutions in 1886 in favor of submitting to the popular vote the question of the desirability of establishing patent laws, and the voice of the people given in 1887 was four to one in favor of a patent enactment.

SUCCESSFUL MOVING OF A GREAT HOTEL.

In our issue for April 14 we gave a number of engravings illustrating the somewhat novel mode of moving by railway the great Brighton Beach Hotel, at Coney Island, N. Y. By the encroachment of the sea the foundations of the building had become undermined, and its prompt removal inland became necessary.

The Brooklyn and Brighton Beach Railroad Company, the owners of the building, thereupon applied to Messrs. B. C. Miller & Son, of Brooklyn, experienced house movers, to undertake the job. Mr. Langford, the secretary of the company, asked if the house could not be put on wheels and drawn back by locomotives.

PROPOSED REORGANIZATION OF PUBLIC WORKS.

The executive board of the council of engineering societies on national public works have recently been engaged in compiling a short treatise on a proposed reorganization of national public works. The movement in the direction of such reorganization was started at Cleveland, Ohio, in 1885.

Collisions at Sea.

At the recent meeting of the Institution of Naval Architects a paper was read by Mr. J. H. Heck. The author drew attention to the vague character of the existing regulations as regards reduction of speed in foggy weather, and the omission of the element of size, which is of some importance.

By theoretical investigations, which the author gave in an appendix, he arrived at the following results:

(1) Two steamers of different maximum speeds, but of equal size and displacement, when going at full speed, can be stopped in the same distance by the reversing of the engines.

(2) If two vessels of different maximum speeds, but of equal size and displacement, are going at equal speeds, the fast vessel would be under greater control, and could be stopped in a lesser distance, by the reversing of the engines.

(3) A vessel when in the light condition is under much greater control than when loaded, and can be stopped in a shorter distance by the reversing of the engines.

(4) Of two steamers of the same form and speed, but one having twice the dimensions of the other, the smaller vessel is more under control, and can be stopped in half the distance.

(5) Of two vessels of the same size and form, but having different maximum speeds, while both can be stopped in the same distance by the reversing of the engines, the faster vessel will come to rest in less time than the slow one.

(6) Of two vessels of similar form and speed, but of different dimensions, the smaller vessel will come to rest in less time than the larger; more promptness is, therefore, necessary in the case of the larger vessel.

(7) Steamers traveling between ordinary speeds will go an enormous distance before coming to rest if the engines are simply stopped, but not reversed; this distance being at least from twenty to thirty lengths, according to the speed and size of the vessels, showing how much less under control a sailing vessel is when compared with a steamer.

In conclusion the author advocated that experiments on retardation and steering qualities of vessels should be made during the course of the ordinary speed trial trips, to enable seamen to get more reliable and accurate information in regard to the vessels under their charge.

The Appointment of Chief Justice Fuller.

The President of the United States on April 30 appointed Melville W. Fuller, of Chicago, to the position of Chief Justice of the United States Supreme Court, lately rendered vacant by the death of Judge Waite.

The Smith Observatory, Geneva, N. Y.

By the liberality of Mr. William Smith, of Geneva, a first-class astronomical observatory has been established at that place, fully equipped with instruments of the highest standard, to be known as the Smith Observatory.

Ten Cows Hanged.

Samuel Stevens, a milk dealer of Monroe, Conn., on going to his barn the other morning, found the entire flooring of his cow stables had given way during the night and precipitated his ten cows into the opening.