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Vol. LXXIV.—No. 12. ESTABLISHED 1845.

NEW YORK, MARCH 21, 1896

THE UNITED STATES PROTECTED CRUISER OLYMPIA.

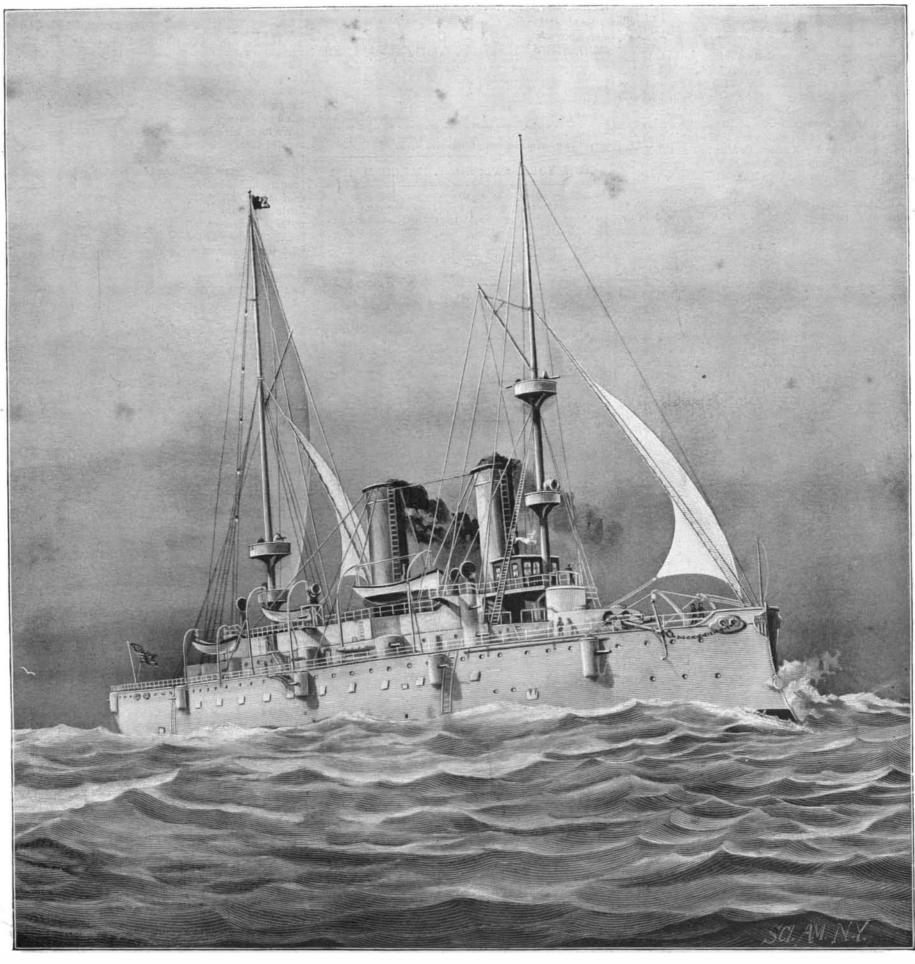
There is a certain respect in which the Olympia can easily challenge comparison with any other protected cruiser either in our own or in any other navy of the world. There is no other ship which can show on a sink the completed ship to her designed load line. given displacement so high a development of the various qualities which go to make up the efficiency of this type of warship.

The science of warship design, as has been frequently pointed out in the Scientific American, is largely a matter of compromise. When the naval designer sits quantity—the displacement—which is written down the greatest coal endurance of any ship in the world Olympia with the new Eclipse class of British cruiser,

before all others; and within the limits of this quantity he makes his distribution of weights. He allots so much to hull, so much to machinery, so much to guns. armor, stores, and all the minor fittings which will speed she has had to sacrifice her offensive power to

manner in which he distributes his weights; and the essential feature. It would be an easy matter, com-

-provided there were no limit upon displacement. The Columbia can steam 23 knots against the Olympia's 21 88 knots; but to get this 11/2 knots of extra such an extent that she would be an easy prey to the The genius of the designer will be shown in the smaller ship in a naval duel. Judged by the ships which have lately been produced, the United States most successful ship will be that which secures a high designers are considerably ahead of those of foreign all-around efficiency without the sacrifice of any one navies in their ability to turn out ships with an allaround efficiency. There is only one firm, the famous paratively, to build a ship which should be at once the Armstrong Company, of Newcastle, England, that down at his board to plan a new ship, there is one fastest, best protected, most heavily armed, and have equals them in this respect. A comparison of the



THE UNITED STATES PROTECTED CRUISER OLYMPIA.

and with the Blanco Encalada, built by Armstrong & Company, will show this very clearly.

	******	<u></u>				
	Displace- ment.	Horse power.	Speed.	Protective deck.	Normal coal	Armament,
	Tons.			Inches,		
Olympia	5, 800	17,363	21.68	4¾ to 2	400	Four 8 in., ten 5 in. quick fire, four teen 6 pounders, ten light guns.
Eclipse	5,6 00	9,600	19·5	2}6	550	Five 6 in. quick fire, six 47 in, quick fire, eight 3 in. quick fire, six light guns.
Blanco Encalada	4,400	14,500	22:78	4 to 13/4	900	Two 8 in., ten 6 in. quick fire, twelve 3 in. quick fire, twelve light guns.
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The great superiority of the Olympia over the Eclipse on every point of comparison cannot be attributed to the extra 200 tons displacement of the former; and the comparison is even yet more puzzling when we substitute the Armstrong cruiser for the Olympia. On 1.200 tons less displacement than the Eclipse, the Blanco Encalada carries a heavier armament at three knots higher speed.

The main battery of the Olympia, composed of four 8 inch and ten 5 inch breech loading rifles, is entirely on the main deck. The four 8 inch guns are mounted in pairs in two turrets of Harveyized steel 31/2 inches thick, revolving within barbettes of 4 inch nickel steel armor. Firing through an arc of 280 degrees and having an axial height of 22 feet, these guns have a great range of action, besides being unusually well protected from return fire.

The ten 5 inch guns, which are of the rapid fire type, are housed in armored sponsons four inches thick, and are so placed that they give a direct bow or stern fire from four guns and a broadside discharge on either side from five.

The secondary battery, composed principally of fourteen 6 pounder rapid fire guns, is stowed in armored sponsons on the berth deck and along the hammock berthing above the 5 inch guns, affording the greatest convenient range and command. The disposition of the 6 pounders on the berth deck is such that, while free from the flash of the main battery above, they may maintain a complete belt of fire around the ship. The six 1 pounders and the four Gatling guns, which constitute a minor phase of the secondary battery, are distributed in the fighting tops, and at advantageous points on the bridges. There are five torpedo discharges; one at the bow, one at the stern, and two on each broadside.

From a commanding position just abaft and above the forward turret, the commanding officer, incased by five inches of nickel steel, will bring his ship into action; and the most modern means of communication bring every important point within immediate

The principal dimensions are:

Length on water line	340 feet.
Beam, extreme	58 "
Draught, mean	21 " 6 inches.
Displacement, normal	5,800 tons.
Coal supply, normal.	400 "
Coal supply, bunker capacity1	,093 ''

The vessel has twin screws, each shaft being driven by its own vertical, triple-expansion engine. While not admitting strictly of comparison, the Olympia and the Minneapolis have engines individually alike, one having two sets and the other three. On trial, the Minneapolis developed 21,000 horse power, a proportion

HIL FORESTRY.—Sargent's Studies of the Forests of Japan.—By CHARLES E. BESSEY.—An interesting resume of the wonderful variety of forest trees in Japan. of 7,000 for each engine, and the Olympia developed
17,313; over sixteen hundred horse power more in each
17,313; over sixteen hundred horse power more in each
Kluzia Notoniana.—A valuable greenbouse plant.—1 illustration 16861

Kluzia Notoniana.—A valuable greenbouse plant.—1 illustration 16861 engine than was realized by the larger craft.

The contract called for only 13,500; and the difference between that and the trial result is indicative of the wide margin of safety reserved by the government and upon which the contractors, at their own risk, are willing to encroach when a premium of \$50,000 is placed upon every quarter knot of speed in excess of contract requirements.

Miscellaneous Notes.

It has been suggested that the boards of health of

Behring, of Berlin, and Roux, sub-director of the Pasteur Institute in Paris, for their discovery of the means of curing diphtheria.

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NEW YORK, SATURDAY, MARCH 21, 1896.

Contents.

(Illustrated articles are marked with an asterisk.)

	Acetylene apparatus, the Fuller* 187	Iron and steel production, Amer-
	Amalgamator, Dunn's* 180	ican
	Astronomical	Lace curtains, to laundry (6785)
	Babcock, Lieut. W. C 179	Meteorite, Spain's big
	Baby carriage, Mayer's* 180	Mineral wool
	Banana, the	Mirror, a transparent
	Behring Straits commerce 184	New York City rapid transit
	Bird's nest, metal	plans
	Books and publications, new 188	Notes and queries
	Botanical garden, New York 183	Ocean depth, a great
	Botanical work, an old	
		Olympia, United States cruiser.
	Brain, double 186	Ostrich's stomach, an
	Buildings, bigh stability of 178	Oysters, fattening
	Burial and infection 182	Patents granted, weekly record.
	Butter, rancid, to make sweet	Personality, dual
	(6789)	Photography, Roentgen*
	Camera, a novel hand 182	Platinum, Australian
	Chimney cowl, De Lanoy's* 180	Railroad speed, highest
	Copyright bill, a new 179	Roid transit, N. Y., plans for
	Cotton seed oil in olive oil 186	Sandstorm in New Jersey
	Cremation, progress of 186	Sea salt in air
	Cruiser Olympia. United States* 177	Scrapbooks, keeping
	Education in Japan 180	Skating rink, Washington*
	Electric patent war, end of an 183	Skating with a sail*
	Fish photographed by X ray* 184	Skins for gloves, preparing*
٠	Fish with sand ballast 182	Stability of lofty buildings
	Food, condensed, for soldiers 181	Star another dark
	France, foreign trade of 186	Straw stacker, Knapp's*
	Gasoline, explosion of 187	Temperature variations
١	Glass plates, colored	Thermometer, introduction of, in
	Glass, to bore 183	
•	Hand with shot, X ray photo of* 184	Trade marks and trade names
	Inventions recently patented 188	Typhoid fever, water drinking in
,	Iron and steel, effect of tempera-	Whitewash, a good (6792)
	inon and areen enect of tembers.	TT LLL LA CARD, a good (0136)

"	from and steel production, A mer-	
Ó	ican	187
6		18
9	Meteorite, Spain's Dig	179
9	Mineral wool	182
6 i		180
4	New York City rapid transit	
2	plans	178
$\frac{2}{8}$	Notes and queries	188
3	Ocean depth, a great	18:
5	Olympia, United States cruiser.*	177
6 '	Ostrich's stomach, an	175
ġ.	Oysters, fattening	185
2	Patents granted, weekly record.	189
	Personality, dual	18
9	Photography, Roentgen*	18
2	Platinum, Australian	182
0	Railroad speed, highest	180
9	Roid transit, N. Y., plans for	17
6	Sandstorm in New Jersey	18
6	Sea salt in air	182
7	Scrapbooks, keeping	18
Ó	Skating rink, Washington*	18
3	Skating with a sail*	18
4	Skins for gloves, preparing*	18
2	Stability of lofty buildings	17
1	Star, another dark	18
6	Star, another dark Straw stacker, Knapp's*	18
7	Temperature variations	18
31	Thermometer, introduction of, in	
3	France	18
34	Trade marks and trade names	18
8	Typhoid fever, water drinking in	18
-	Whitewash, a good (6792)	18
33	Windows, to clean	18

TABLE OF CONTENTS OF SCIENTIFIC AMERICAN SUPPLEMENT

No. 1055.

For the Week Ending March 21, 1896.

Price 10 cents. For sale by all newsdealers.

- I. AUTOCARS.—Mechanical Road Carriages.—By W. WORBY BEAU-MONT.—Cantor lectures before the Society of Arts.—Lecture 11.— Commencement of the second lecture of this exhaustive course, with data and curious illustrations.— 16866
- bIOGRAPHY.—Death of an Indian Ruler.—An enlightened East Indian monarch, recently deceased.—Notes on bis life, with portrait,—2 illustrations.
- V. METALLURGY.—The Use of Plumbaro Crucibles.—Directions issued by an authority on the subject for the guidance of founders and steel makers
- issued by an authority of the state of the little of the military operations in Abyssinia.—A full account of the military operations in Abyssinia, with numerous illustrations and portraits of the Italian and native
- numerous illustrations and portraits of the Italian and native commanders.

 VII. MISCELLANEOUS.—Chinese Musical Instruments.—The curiosities of Chinese music.—Description, with illustrations, of a great many of their instruments.—21 illustrations.

 Gold Production in the Rand During 1891-1895.—Six years' production statistics of gold by months.

 Miss Carlini's Trained Dogs.—Wonderful trained dogs, with reproduction of a photograph of the performance.—1 illustration.

 Notes on Foreign Students in Paris
 Electrical Notes.

 Engineering Notes.

 Miscellaneous Notes.

 Miscellaneous Notes.

 Selected Formulæ...

 Note on Spontaneous Combustion in Mills.

 VIII. PHYSICS.—New Experiments on the Cathode Rays.—An inter-

STABILITY OF LOFTY BUILDINGS,

Although the exaggerated vertical proportions of the modern office building render it, architecturally speaking, somewhat grotesque, there is no doubt but that the steel "skeleton" system upon which it is built provides all the necessary rigidity and strength. The vast areas of towering wall which these buildings present to the wind naturally raise the question of their ability to withstand the accumulated pressure which must result when they are exposed to a gale of any strength.

The vibration of lofty buildings has ever been a favorite theme with those who write in the field of engineering romance.

The party who, not so long ago, gravely assured the public that the lantern at the top of the Eiffel Tower swept to and fro through an arc of ten feet, in response to the fiercer gusts of a storm, was shortly afterward followed by another writer, whose pen, more given to fluency than to fact, wrote down a detailed account of the vibrations of a certain well known office building. which were described as being so severe as to stop the clocks on any but the lowest stories! Factory chim neys, church steeples, lofty monuments, and in fact every structure that raises its head much higher than its fellows to the buffeting of the elements, are locally credited with feats of more or less impossible vibration,

That tall factory chimneys do sway to and fro in a high wind, and that a poorly constructed building will rock, can be proved by careful instrumental tests, and in extreme cases the motion can perhaps be detected by the eye, but the frequency and extent to which such movements occur has been vastly exaggerated.

It would be natural to suppose that the elasticity of the steel framework of a fire proof building would allow of a certain amount of "give" or spring, under the severe bending stresses to which it is subjected by wind pressure.

We have been favored with the result of an instrumental test, which was recently carried out on the twenty-first floor of the American Surety building, Broadway, New York, by the engineer and superintendent of the building, Mr. J. Turner. It was made during the height of the heavy storm which prevailed during January 4, when an official wind velocity of 82 miles per hour was registered in the neighboring station. The test failed to give the slightest evidence of vibration; a result which agrees with the testimony of the inmates that in a gale the topmost floors are as still as the first stories. The test was made with transit and level, and though it was not a test of the highest instrumental character, the result was remarkable, for both the plumb bob and the bubble remained perfectly still, even when the building was struck by the heavier gusts of wind.

We confess to some surprise at this practically absolute rigidity; for the absence of any building on the opposite side of Broadway, and, indeed, on that part of the whole block which lies immediately in front of the Surety building, makes it certain that practically the full height, from curb to coping, was exposed to the shock of the storm. Just howgreat was the bending strain set up within the building is a matter of easy calculation. The front exposed to the wind is 84 feet 8 inches wide by 314 feet high, giving a total of 26,585 square feet. The wind pressure corresponding to 82 miles per hour is somewhat problematical, for, although experimentalists have discredited Smeaton's formulæ, they have given us no substitute upon which they are well agreed among themselves. Smeaton gives 31 pounds per square foot as the pressure corresponding to 80 miles per hour. This is undoubtedly too high. Prof. Martin's formula, pressure = $0.004V^2$, works out at about 25 pounds to the square foot, which we will assume to have been maximum pressure on this occasion.

This gives a pressure on the whole front of 332 tons; and a bending or overturning moment of over 52,000 foot tons. These figures give us an impressive idea of the solidity of a construction which proves to be quite insensible to such powerful disturbing forces. It must be due to the combination of a thoroughly well riveted steel structure with the inertia and rigidity of massive walling, into which it is tied and built.

REPORT ON THE PLANS FOR NEW YORK RAPID TRANSIT.

The Supreme Court Commission, consisting of Frederic R. Coudert, George Sherman, and William H. Gelshenan, which was appointed to examine and pass

It has been suggested that the boards of health of large cities require the wheels of all milk wagons to be equipped with rubber tires.

A car load of redwood has been recently sent to Nuremberg, Germany, for use in making lead pencils, California redwood and cedar are about the only woods used in the manufacture of pencils, and the European forests, from which the pencil wood supply was formerly obtained, have become exhausted.

The Albert Levy prize, of the value of \$10,000, has been awarded by the Academy of Medicine to Drs.

Rehring of Berlin and Ross.—A not to only with discussion—a libustrations.

Note on Spontaneous Combustion in Mills.

Note on Spontaneous contected to provide the public toop.—Illustration.

The Liquefaction of Airand Research at Low Temperatures.—Illustration.

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Note on Spontaneous Combustion of Prof. Dewar's claustration.

The Liquefaction of Airand Research at Low Temperatures.

Note on Spontaneous Combustion of the Measures of Prof. D other chemicals.

XII. TRA VEL AND EXPLORATION.—Nansen's Polar Expedition.

—The trip of Nansen in search of the North Pole, with map, portrait and illustrations.—4 illustrations.—1 illustratio