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### SCIENTIFIC AND SANITARY.

The longest drawbridge span in the world The longest drawbridge span in the world is that now being constructed between East Omaha and Council Bluffs. It measures 520 feet from end to end. That of New-London, Conn., is 503 feet long; and one over Arthur Kill, Staten Island, just 500. The new drawbridge of the New-York Central over Harlem River has an extent of only 389 feet, but it provides for four tracks, and is the heaviest one in the world, weighing 4,000,000 pounds. The one at East Omaha will weigh, when completed, about 3,000,000.

Coal oil is used for fuel not only under steam boilers on land and afloat and in loco-motives, but in furnaces for making crucible motives, but in turnaces for making crucible steel. A plant of this class was recently described by W. E. Crane, of Waterbury, Conn., before the American Society of Mechanical Engineers. Regarding such use of oil with engines The Iron Age recently raised an interesting point. In summer oil will thow freely through the smally piece in mintage. freely through the supply pipes; in winter extra heat may be required to keep it in a fluid condition Bursted pipes and other such repairs might modify the economy of using that

An improvement has been made upon their air brake by the Westinghouse people, by which greater pressure is exerted if the train be running at very high speed. In fact, there is a valve which regulates the pressure to cor-respond with the speed of the wheels. As the relocity is reduced, the cylinder pressure is reduced. Some experiments were made not long ago with this improved brake on the Pennsylvania Railroad, and the performance was highly satisfactory. A train was stopped in 971 feet from a speed of 60 miles an hour. The ordinary emergency brake required 1,235 feet in which to stop the same train.

Although many inventions of suitable solder for aluminum have been reported in the last few months, there is a tendency among experts to doubt whether the problem has yet been solved satisfactorily. An Englishman who has been experimenting in this direction advises the use of a soldering blowpipe, and alloys his aluminum with some fusible metal, so that it will "sweat" when heated, and thus give the solder a better grip. One great inconvenience experienced in this sort of work is that aluminum transmits heat so rapidly that by the time one end of a strip nine inches long is hot enough to take the solder the other is too hot to hold with comfort.

Pure aluminum is too plable for some of the uses to which it has been proposed to devote it, but experiments in alloying it will unquestionably increase the serviceability and applications of that metal in time. Chromium, the addition of which has such a good effect in hardening steel, has lately been tried abroad with aluminum. The result is gratifying, but the difficulties of effecting the combination are great. Wolfram, a mineral containing tungsten, iron and manganese, has also been alloyed with aluminum, and the product has lately been placed on the market in Eng-land. This metal is almost as light as pure aluminum, but more ductile and harder. It can be worked like mild steel.

The mortality among human beings caused by predaceous animals is very much smaller than that due to snakes: 2.861 human beings were killed in 1891, while 2,962 were killed in 1892, being an increase of 102; but the num-1892, being an increase of 102; but the number of cattle killed by them is very large—67,164 in 1891, against 77,170 in 1892, being an increase of 10,006. It further appears that while 21,389 persons were killed by snakes in 1891, 19,025 were killed in 1892, being a decrease of 2,364; 3,658 cattle were killed in 1891, 14,469 in 1892, being an increase of 200. and 4,498 in 1892, being an increase of 840 There were 16,581 wild animals destroyed in 1891, against 15,988 in 1892; and 85,159 snakes destroyed in 1891, against 84,789 in 1892. The amount paid in rewards was very nearly the same for each year.

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