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## SCIENTIFIC AND SANITARY.

Consul-General Edwards reports "that  
peanut flour or grits cannot be regarded as  
healthy or nourishing as a regular diet, and  
has been discontinued in the German  
army."

During the epidemic of cholera at Ham-  
burg, Dr. N. Simmonds examined flies cap-  
tured in the post-mortem room at the time  
the bodies were open. In these flies numer-  
ous comma bacilli could be demonstrated.

The French Government is said to con-  
template an extensive use of electrically  
lighted buoys to mark harbour channels,  
in preference to lighthouses, as the former  
expedient is cheaper and quite as effective.

Although the Great Eastern Railway  
of England has burned coal oil in some  
of its locomotives, the fuel which it some-  
times uses in a mixture of gas tar, creosote  
oils and combustible solids, like coal-dust,  
wood, peat, cinders or sawdust.

Aluminum has recently been used, with  
satisfactory results, as a substitute for  
lithographic stone. The metal has this ad-  
ditional merit, moreover: A plate of it  
can be bent up to fit the cylinder of a press,  
when such adaptation is desired.

The thinnest sheet of iron ever rolled  
has recently been turned out at the Hallam  
Tin-Works, near Swansea, Wales. It has  
a surface of 55 square inches and weighs  
but 20 grains. It would take 1,800 such  
sheets to make a layer an inch thick.

Among the varieties of work now done  
largely by pneumatic power are calking and  
stone-cutting. For ship and boiler work a  
very ingenious tool is used, having a vibra-  
tory back-and-forth motion of 15,000 strokes  
to the minute. The length of stroke is only  
about an eighth of an inch.

Extreme cases of habitual drunkenness,  
according to the Manchester correspondent  
of the London *Lancet*, seem to be more  
common in women than in men. An old  
woman was brought before the city magis-  
trates of Manchester recently, charged with  
drunkenness for the 191st time.

Even Russia is making progress in elec-  
tric lighting, the Government of that coun-  
try having recently placed a new lightship  
off the Port of Libau, about six miles from  
the shore. The vessel is provided with a  
powerful electric light, which can be seen  
better than the lighthouse light.

Technical journals from time to time  
discuss gravely various projects for making  
crude petroleum into bricks, to be burned  
like coal. One of the latest of these is  
ridiculed by an English journal, which points  
out that it calls for about one-third of its  
weight of caustic soda—an expensive chemi-  
cal. The inventor suggests that the addi-  
tion of 20 per cent. of clay or sand would  
make the bricks both cheaper and more  
solid, to which the journal in question re-  
joins with a sarcastic suggestion that or-  
dinary coal be cheapened by a similar ad-  
dition.

Carl Winslow, in a Copenhagen publica-  
tion, advances the theory that the so-called  
"canals" on Mars are scratches made by  
bodies coming into collision with that planet.  
When meteoric masses closely approach the  
earth, their friction with the atmosphere  
generates heat enough to burn most of them  
up; and the largest masses that ever sur-  
vive this ordeal and come down to our level,  
rarely weigh over 100 pounds. Out just

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beyond Mars, though, lie the orbits of  
several hundred celestial bodies, called as-  
teroids; and Herr Winslow, fancies that  
these, and not meteors, have done the  
work in question. Some astronomers have  
thought that possibly the moons of Mars are  
captured asteroids.

German and other continental locomo-  
tives are modelled after both English and  
American designs, with the result that a  
mixture of the features of both is found  
in them, the practice of later years, how-  
ever, following more closely the lines of  
English builders. But the inside cylinders  
and crank axles of the English engine have  
not found favor in Germany, where sharper  
curves are permitted than in England, and  
where, therefore, numerous crank-axle  
failures have led to the adoption of out-  
side cylinders. In engines of Belgian make,  
inside cylinders largely prevail, but crank-  
axle fractures occur in large numbers with  
these, notwithstanding the fact that their  
design provides for an extra bearing of  
these axles.

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I CURED A HORSE, badly torn by a pitch  
fork, with MINARD'S LINIMENT.

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