

CROCODILE SHOOTING IN INDIA.

Although the Hindoos, similar in that respect to the Egyptians we read of in the Bible, revere those wild animals which they have to fear, and will often subject themselves to loss of property, yes, loss of their own or their kindred's lives, sooner than to entrap and kill them, they have of late years, often appealed for deliverance to the Englishmen, whom chance or the rumor of a man-eating tiger or crocodile has brought in the neighborhood. The Mussulman has no such qualms of conscience, for not believing in metempsychosis, he has no fear to kill some relation whose soul has passed into the body of the animal he wants to slay.

Shooting crocodiles is at the best but tame sport; but when you know that the old fellow, shown in the engraving, sticking his head through the reeds, has entombed within his spacious belly, and that in the space of only two weeks, several human beings, you rather feel your blood boil, and you determine that you shall destroy his man-relishing appetite forever.

However dangerous the crocodile is in the water, he is not much to be dreaded on dry land. In some places on the African coast the negroes, who readily eat crocodile meat, will, for the sake of his flesh and the pleasure the thing affords them, suffer themselves to be hunted by him—for a while. One of them will attract the notice of a large crocodile and draw him on in pursuit. The distance steadily decreases between the two, and now they are but a foot or two apart. Suddenly the tormentor wheels off in another direction and is far away before the crocodile, who cannot turn with ease, is able to come to a stop. Another negro now takes the first one's place, and the game is kept up till the reptile is exhausted. Then one of the party gets on his back, and with a few hard blows upon his skull, ends that game forever.

LONGITUDE OF THE ASIATIC COAST OF THE PACIFIC.—It is understood that Lieutenant Commanders F. M. Green and C. H. Davis, Lieutenants S. M. Ackley and John Morris, and Surgeon Dale, U. S. N., now in San Francisco, have been detailed by the Navy Department to determine the correct longitude of the Asiatic coast of the Pacific ocean. They sail Saturday for China, to join the *Palos* on the Asiatic station. All points on the coast of Japan and China, connected by cable, will be visited, and their exact longitude determined. The American officers have permission from the cable companies to establish stations and use the wires at night. English officers are engaged in a similar work in New Zealand and Australia. The information obtained from the observations will be exchanged by the two nations. English officers have determined the longitude as far as Madras and Russian officers have made observations on the Siberian coast. All observations have been taken from the Hongkong observatory. The American party will ascertain the precise longitude of that place, there being a question as to the accuracy of the standard. The object of this movement by the Navy Department is to establish correct standards, from which true charts for the protection of maritime interests may be produced.

FOOD VALUE OF VARIOUS SUBSTANCES.—Prof. W. O. Atwater, in an essay on the nutritive value of fish, gives the following table: Taking medium beef at 100, we have, as the nutritive value of like weights of fish free from bone: Medium beef, 100; fresh milk, 23.8; skimmed milk, 18.5; butter, 124.0; cheese, 155; hen's eggs, 72.0; fresh codfish, 68.0; flounders, 65.0; halibut, 88.0; bass, 79.0; mackerel, 86.0; lake-trout, 91.0; eels, 95.0; shad, 99.0; salmon, 104.0; salt mackerel, 111.0; dried codfish, 346.0.

WHENEVER you find a great deal of gratitude in a poor man, you may take it for granted that there would be as much generosity if he were a rich man.

WIRE ROPE TRANSMISSION.—Among the recent improvements in the way of transmitting power for long distances, is the substitution of belts by endless wire ropes running at a high speed. Just where the belt becomes too long for economy there the rope steps in. In place of a flat-faced pulley a narrow sheave, with a deep, flaring groove, is used, the groove being filled out, or lined rather with leather, oakum, India rubber, or some other soft substance, to save the rope. The essential points are a large sheave, running at a considerable velocity, and a light rope. When the distance exceeds 400 ft., a double-grooved wheel is used, and a second endless rope transmits the power 400 ft. further, and so on. The loss by friction is said to be only 8% per mile. If it is required to transmit 300 horse power by means of a wire rope, the size of rope required will be one inch

ANTARCTIC EXPLORATION.—While the energy of modern explorers has greatly extended our knowledge of the geography of the North Polar regions, comparatively little has been done in the exploration of the corresponding portions of the southern hemisphere. Lieut. Wilkes, at the head of an American expedition, believed that he had established the existence of an Antarctic continent, and this discovery was verified a year later by Sir James Ross, who found the extensive Victoria Land with mountains 14,000 ft. high, and an active volcano. Beyond these discoveries, nothing is positively known of these extensive regions of the earth. It is now proposed by the Italian Geographical Society to send out an Antarctic exploring expedition under the command of Lieut. Beve, an Italian officer, who accompanied Prof. Nordenskjold in his recent Polar voyage. The ex-



VENGEANCE ON THE MAN-EATER.

in diameter, running 4,920 ft. per minute over a wheel 14½ ft. in diameter, making 108 revolutions per minute. One is thus enabled, at a small expense, to transmit power in any direction.

THAT WONDERFUL LOCOMOTIVE, built at Paterson, N. J., for an inventor, who, in his design, turned the ordinary locomotive topsy-turvy and imparted power to the driving wheels by friction, has been tried, and is said to have given remarkably good results in drawing heavy loads up grade, but it has not been tested for speed. On an up-grade of about 12½ ft. to the mile, the engine pulled 21 cars weighing over 474 tons with such an ease that more cars were added to the train in successive experiments, until finally 39 loaded cars, weighing 822 tons, were pulled over the same grade with from 135 lbs. to 140 lbs. of steam. In this engine the cylinder and the moving parts are above the boiler, so as to permit the use of double drivers, one set above the other, so proportioned as to give great speed to the driver, resting on the track, and to which power is imparted by friction.

pedition of Lieut. Beve, it is given out, will be fitted out for a prolonged voyage, and it is announced to be the intention of the voyagers to winter in the Antarctic region for the purpose of making a thorough study of its character.

ARTESIAN WATER IN BOSTON.—For some time past boring for artesian water has been in progress in Providence street in the city of Boston. The chances of success were generally believed to be against the effort. Quite recently, however, water has been found at a depth of 1,850 ft., and the well is now capable of delivering from three to four hundred thousand gallons of water a day.

ANOTHER MEXICAN RAILWAY.—The telegraph reports another Mexican railway project, with \$30,000,000 capital. Among the incorporators are Mayor Prince, Ben. Butler, U. S. Grant, Jr., and two Mexican capitalists. The main line is to run from Piedras Negras, on the Rio Grande, to a point on the Gulf of California, with branches.