THURSDAY, OCTOBER 25, 1888.

A Ruined City in Texas

From the Scientific America The surveys at present being made for the Kansus City, Et Paso and Mexiican Railroad, at a point north latitude 33 degrees and west longitude 206 degrees, have passed along the lava flow which by the local population is called the Molpais. It consists of a sea of molten black glass, at the moment of cooling in ragged waves of fantastic shapes. These lava waves or ridges are from ten to twelve feet high, with combing crests. This lava flow is about forty miles long from northeast to southwest and from one to ten miles wide. For miles on all sides the country is the most desolate that can be imagined. It has been literally burnt up. It consists of fine white ashes to any depth which, so far, has been dug down. To the north of the lava flow, and laying in a country equally desolate and arid, the surveyors have come upon the ruins of Gran Guivers, known already to the early Spanish explorers, but which has been visited by white men less often than the mysterious ruins of Palenque, in Central America. Only a few people at Socorro and White Oaks have been at Gran Guivera, because it is at present forty miles from water. The surveyors found the rains to be of gigantic stone buildings made in the most substantial manner and of grand proportions. One of them was four acres in extent. All indications around the ruins point to the existence here at one time of a deuse population. No legend of any kind exists as to be this good city was destroyed or when it was about baied. One of the engineers attached to the surveying expedition advances the theory that Gran Convers was in existence a. I abundantly supplied with water at the time the terrific vol-canic eruption took place.

The First American Locometive.

In 1829 Mr. Poratio Allen, who had been in England the year before to learn all that could be learned about locomo-tion, reported to the South Carolina Company in favor of steam in stead of horse power for that line. The basis of that report, he says, "was on the broad ground that in the future there was no reason to expect any material improvement in the breed of horses, while in my judgement, the man was not living who knew what breed of locomotives was to place at the command.

As early as 1820 and 1830. Peter Cooper experimented with a little tocomotive on the Baltimore and Ohio raffroad. At a meeting of the Master Mechanics' Association in New York, in 1875—at the institute which bears his name-be re lated with great glee how on the trial trip he had beaten a gray horse, attached to

The undeveloped condition at that time of the art of machine construction is indicated by the fact that the floes of the boiler of this engine were made of gun barrels, which were the only tubes that could be obtained for the purpose. boiler itself is described as about the size of a floor barrel. The whole machine was no larger than a hand-car of the present

In the same year that Peter Cooper built his engine, the South Carolina Railway Company had a locomotive, called the "Best Friend," built at the West Point Foundry for its line. In 1831 this company had another engine, the "South Carolina," which was desired by Carolina. which was designed by Mr. Horatio Allen, built at the same shop. It was remarkable in having eight wheels, which were arranged in two

Curiosities of Magnetism.

Most well informed people are doubtless aware that the globe on which we live is a great ball of magnetism; but few have a great ball of magnetism; but few have an idea of the influence this property is continually exerting. Many common but strange phenomena can be traced directly to this source. Statistics show that as many as thirteen steel rails will become crystallized and break on a railroad track running east and west, before those on a north and south track is similarly affected. This is entirely due to the magnetism generated by friction, and the fact that the polarity of the magnetic current is resisted on the east and west track, and not on the one running north and south. Another strange effect of this peculiar force is that exerted on the watches of trainmen. A time piece carried by the conductor running a train twenty miles an hour, however accurate it may be, will, if the speed of the train is increased to say fifty miles, become useless until reg-ulated. The magnetism generated by the flight of a train may be said to be in pro-portion to the speed with which it is pro-pelled, and the delicate parts of a watch, peculiarly sensitive to this influence by reason of the hammering and polishing they have received, are not slow to feel the effect.

Chinese Have No Nerves.

The North China Herald says the quality of "nervelessness" distinguishes the Chinaman from the European. The Chinaman can write all day, work all day, stand in one position all day, weave, beat gold, carve ivory, do infinitely tedious jobs for ever and ever, and discover no more signs of weaveness and incover no more signs of weaveness. no more signs of weariness and irritation no more signs of weariness and tritation than if he were a machine. This quality appears early in life. There are no rest-less, naughty boys in China. They are all appailingly good, and will plod away in school without recesses or recreation of any kind. The Chinaman can do without exercise. Sport and play seems to him so much waste labor. He can sleep anywhere—amid rattling masleep anywhere—amid rattling chinery, deafening uproar, squalling children, and quarreting adults. He can sleep on the ground, on the floor, on a bed, on a chair, in any position. It would be easy to raise in China an army of a million men—nay, of ten millions— tested by a competitive examination as to their capacity to go to sleep across three wheelbarrows, head downward like a spider, their mouths wide open and a fly inside.

DeLesseps says the Panama canal will be opened for traffic by 1890.

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