the drier by means of a fan, so that a partial vacuum is constantly maintained in the drier; and this steam is carried into the lower part of a chamber, where, as it rises, it meets with a series of sprays or sheets of water which fall from overlapping shelves. In this way the steam which comes from the drier is condensed, and flows away as an inoffensive rill, having no more odor than the condensed water of an ordinary steam-radiator. In this process of drying, sixty per cent of the weight of the garbage is removed.

"The second stage of the operation consists in putting the dried garbage into an apparatus called an extractor, where the grease and oil which it contains is thoroughly removed by benzine used in an automatic way, so that it is used over and over again without loss. The present plant in Buffalo disposes of about 30,000 pounds of garbage daily. From this, about 1,800 pounds of grease is recovered; and the remainder of the dried and pulverized garbage, amounting to a daily average of about 12,000 pounds, is quite rich in ammonia, phosphates, and the other constituents which are valuable in fertilizers, and it is readily sold to the manufacturers of fertilizers. This dried product is screened, and what is removed is sorted out, and nearly all of it finds a market. The old rubber brings a good price; the rags are sold; the bones are valuable as a source of bone-meal; the waste tin, brass, and other fragments of metal, all readily sell; and only a small residuum, such as corn-cobs, pieces of crockery ware, etc., are used as filling. According to the showing of those who are pecuniarily interested, and of the health authorities at Buffalo, a business of this kind pays a good percentage on investment, and an examination of the works must convince any person that a sanitary triumph has been achieved. Upon the first introduction of the garbage to this treatment, it is subjected to a temperature which of course immediately disinfects it, if any of it should be infectious; and from none of the processes through which the garbage is put is there the least odor which is suggestive of danger; and, though much benzine is used in the second stage of the treatment, no smell of it whatever is detected anywhere in the establishment during its use."

SPRAGUE ELECTRIC ROADS AT READING AND WILMINGTON.

IN this issue of our paper we present views of two recent electric roads, taken from photographs, — one in Pennsylvania, and the other in Delaware.

One of these represents one of the cars upon the Wilmington, Del., City Railway. This railway, which was installed by the Sprague Electric Railway and Motor Company of New York, has been in operation for about eight or nine months; and the president and the directors of this road have felt so very well pleased with its operation, that they have ordered an additional number of cars. The railroad is two miles long, using the regular Sprague overhead system of wiring, with small working conductor three-sixteenths of an inch in diameter, which, according to the Sprague system of electric railways, is the only wire suspended over the street.

SPRAGUE ELECTRIC ROAD AT WILMINGTON, DEL.

Our other view gives a representation of two electric cars on the East Reading and Black Bear Railway, passing each other upon a turnout. This road has recently been installed by the Sprague Electric Railway and Motor Company, and has been in operation only about two months. The road has been operating very successfully ever since its installation, and has been carrying a large number of passengers.

FOGS.

AT the anniversary meeting of the Royal Meteorological Society, held on the 16th of January, Dr. W. Marcet, president of the society, delivered an address on "Fogs," which he illustrated by a number of interesting lantern-slides. Fogs and clouds are one and the same thing. A cloud is a fog when entered into; and a fog seen from a distance, suspended in the air, becomes a cloud. After describing the various kinds of fog, — e.g., river, sea, Newfoundland, radiation, town, etc., fogs, — Dr. Marcet referred to London fogs. Dr. Tyndall has accounted for them by assuming each particle of