Clintonite, or Seybertite?

THE first discovery of the mineral called by these names was in 1828, by Mr. J. Finch, Professor W. W. Mather, and Dr. William Horton, at Amity, Orange County, N.Y. It was named "clintonite" on the spot by the discoverers. Dr. Beck soon after examined it sufficiently to enable him to decide it to be a distinct species; but he made no publication of the fact at the time, though it was distributed to collectors under this name.

In the *American Journal of Science* (vol. xvi. 1829) it was described by Mr. Finch under the name of "bronzite," which he then thought it was; and, although no analysis is given, the description is complete in every other respect, and thoroughly identifies the mineral in question.

In the same journal (vol. xix. 1831, p. 169), in a report of the "Proceedings of the New York Lyceum of Natural History," the following sentence occurs: "Dr. Torrey presented bronzite (clintonite) from Orange County." There can be no doubt as to what mineral is meant.

Clemson, in the *Annales des Mines* (3d series, vol. ii. 1832), describes the same mineral, giving the first analysis, under the name "seybertite," after the well-known chemist, Henry Seybert. It was also called "chrysophan" by Breithaupt in the same year, and "holmsite" by Thomson in 1836.

In Beck's "Mineralogy of New York" (1842) there is a statement of the facts in the case, a claim of priority being made as follows: "The name 'clintonite' was given to it by the discoverers in honor of DeWitt Clinton; and, as all subsequent examinations have proved their opinion that it was a distinct species to have been correct, it seems to be proper that the name should be retained. It has been generally adopted by the German mineralogists, and those of New York certainly will not hesitate to follow the example." This conclusion was accepted, and the name generally adopted. Dana, who uses "seybertite" in 1837, changes to "clintonite" in his 1844 edition, and retains the name in those of 1850 and 1854. In the fifth edition (1868), after the name had held its place for more than twenty-five years, Dana goes back to "seybertite," because, as he says (p. 508), "Clemson's name "seybertite" . . . has therefore priority of publication, and must be accepted as the name of the species." In this he has been followed by most writers since, and "clintonite" has been placed in the list of synonymes.

But the fact is that "clintonite" was the name first given and first published; for the publication in 1831, quoted above, is earlier than that of any other name except "bronzite," which of course cannot stand, and indeed was not meant as a new name. Further, this name was in general use among dealers and collectors before Clemson's name appeared at all. It therefore seems right, and a matter of simple justice, to adopt the name "clintonite," under which indeed the mineral is best known, as the name of the species, thus honoring "our distinguished statesman, scholar, and man of science, DeWitt Clinton."

ALBERT H. CHESTER.

Hamilton College, Clinton, N.Y., April 29.

INDUSTRIAL NOTES.

The Thomson-Houston System in Boston.

THOSE in whose mind there still clings some doubt as to the reliability of the electric railway will find in the following report of the Cambridge Division of the West End Street Railway, Boston, figures, furnished by the Thomson-Houston Company, that prove conclusively that the electric railway can be depended upon. This road has a previous record of but 9 trips lost out of 1,179. The following report is for the month of April: average number of motors in daily service, 8; round trips of motor-cars, 2,720; time in service, motor-cars, 3,232 hours; mileage of motor-cars, 17,680 miles; round trips, one tow-car, 2,720; round trips, two tow-cars, 226; time in service, towed cars, 3,500 hours 30 minutes; mileage of towed cars, 19,149 miles; total car round trips, 5,666; total car mileage, 36,829 miles. Of the above round trips, but 7 were lost. In addition to the new contracts mentioned in the last issue, the Thomson-Houston Company has just contracted with the Naumkeag Street Railway Company of Salem, Mass., to supply them with 6 motor-trucks, each equipped with two 15-horse-power motors. They will be used on the line from Salem to the Willows. The company has also received an order from the East Harrisburg Passenger Railway for one double-motor truck, equipped with two 15-horse-power motors. Work is rapidly progressing on all the roads which the company has under contract, and very soon some of them will be put in operation. Work on the new line of the Revere Street Railway is being rapidly pushed toward completion. The piles are all driven, the cross-timbers put on, and the track is nearly all in place. The line is double-track, and will extend from Winthrop Junction to Crescent Beach, and may be continued beyond there on the tracks of the West End Street Railway Company of Boston.

Electric Railway at Atlantic City, N.J.

During the last week the Sprague Electric Railway at Atlantic City was started, and the operation of the road on the trial trip of the cars was perfectly successful; and the cars ran over the entire distance of the road at a speed exceeding fifteen miles an hour, towing another car behind them. A number of the officials of the road were present, and expressed great satisfaction at the operation of the cars, their ease at starting and in rounding the curves. The equipment of this road includes the new 15-horse-power motors of the Sprague Company, and all the latest devices and improvements in use by the Sprague Company upon their street-railways. This system of roads at Atlantic City, which is now being completely equipped with electricity, is controlled by the Pennsylvania Railroad Company. Before adopting any system upon this road, the officials of the railway company made a thorough investigation of all the systems of electric propulsion, both cable and electric, in use in all the cities of this country, and during the investigation, which lasted about five months, visited nearly all the cities in which there were electric railways in use. They were so thoroughly satisfied by this investigation that electricity is the most convenient and economical as well as reliable force for operating the street-cars, that they have given orders to cover the entire equipment at this place. It is estimated that the roads will carry very large numbers of passengers during the coming season.

More Street-Railways.

The coming of summer is heralded by the large number of street-railways which have decided to adopt electricity upon their roads. During the centennial week that has just passed, a number of railway companies have signed contracts for complete electrical equipments; and it is interesting to note that among these is one of the largest and most important street-railways in the important city of St. Louis, Mo. We understand from the Sprague Company that they have closed a contract during the past week with the Lindell Avenue Street Railway Company of St. Louis, Mo. This contract calls for 10 cars of 30 horse-power each, to be operated over 5 miles of track. The overhead system will be used, and the line covers some of the most noted and principal streets of that city. The contract of this company with the Sprague Company calls for a complete equipment, including dynamos and full station equipment. Another of these contracts is with the Wilkesbarre and Westside Railroad of Wilkesbarre, Penn. It will be remembered that the Wilkesbarre and Suburban Railway was one of the first to equip with electricity; and, since this road has been put in operation, its success has been so great that its management have ordered an additional number of cars. The installation of this second line in the same town with the other lines is a most gratifying indication of the success which electric railways have gained. This line will extend over 4 miles of track, and the equipment will include 3 complete Sprague cars, and all the latest attachments in use upon many of the Sprague roads. The Bay City Street Railway Company has also contracted for electrical apparatus during the past week, and this equipment calls for 3 cars and 5 miles of track. Before deciding upon any system, the Bay City (Mich.) Railway Company made an investigation of electric railways now in use, and visited a large number of cities in which there are electric railways in operation. As a result of this investigation, the contract was awarded to the Sprague Company.