

Gegenwart." It is clearly printed, has numerous illustrations, and the information, which is excellently arranged, is brought down to the latest date and is very full. The volume and the series are of a kind more numerous and popular in Germany than in England.

LETTERS TO THE EDITOR

[The Editor does not hold himself responsible for opinions expressed by his correspondents. Neither can he undertake to return, or to correspond with the writers of, rejected manuscripts. No notice is taken of anonymous communications.]

[The Editor urgently requests correspondents to keep their letters as short as possible. The pressure on his space is so great that it is impossible otherwise to insure the appearance even of communications containing interesting and novel facts.]

The Prime Meridian Conference

IN *La Nature* of November 22 (p. 399) appears what is represented as information obtained at the meeting of the Academy of Sciences at Paris on November 17. It is stated that the proposal made by Prof. Janssen at the Meridian Congress at Washington, relative to the application of the decimal system to the measurement of angles and time, obtained a majority of 24 votes against 21, notwithstanding the "opposition *très-vive*" of the English and Americans. The vote to which reference is made was not on the merits of Prof. Janssen's proposal, but merely whether the opinion of the President that the Congress was not competent to entertain it, should be upheld or not. The decision being in favour of considering it, the proposal was accepted unanimously. On turning to the *Comptes Rendus* of the Academy I find it simply stated that M. Janssen observed that his proposition had been accepted almost unanimously, and without a vote in opposition.

La Nature further refers to the British delegates as having made the discussion on the prime meridian a question of "amour-propre," and as having converted to the British cause most of the representatives present. This statement is no less inaccurate and misleading than the former. As M. Janssen himself remarked at Washington, England did not make the proposal to adopt the meridian of Greenwich, and though the British delegates differed from their French colleagues as to the considerations which should govern the choice of a prime meridian for longitude, there was not a word said by them to justify what is stated by *La Nature*, and it is manifestly absurd to speak of the conversion of the representatives to the British cause, inasmuch as it is a perfectly well-known fact that almost every one of them came to Washington with instructions from their own Governments to vote for the Greenwich meridian. In justice to M. Janssen I wish to add that the *Comptes Rendus* makes no reference whatever to anything having been said by him on this subject.

It is greatly to be regretted that a journal professing to be scientific should have given a colour to the discussions which took place at Washington that forcibly suggests a deliberate intention of exciting national jealousies and animosities.

RICHARD STRACHEY,

December 5

Late Delegate at Washington

It is to be regretted that the French delegates have declined to accept some of the resolutions of the Prime Meridian Conference, but it is to be hoped that their non-adherence is only temporary; at the same time it must be admitted that their contention that Greenwich is not a scientific starting-point for a universal meridian has much to be said for it; the zero of longitude ought certainly to be defined somewhere on the equator, and if it were to be hereafter so defined at a point on the equator having the same meridian as the Greenwich instrument it is probable that all difficulty would be removed. The French are known to attach importance to ideas, and doubtless do not like the apparent supremacy which would be conferred

on Greenwich if it were made the actual centre of departure. The point in question lies somewhere in the Atlantic Ocean, and is therefore on perfectly neutral territory.

One of the great obstacles to the introduction of the French metrical system into this country lies in the forbidding and inconvenient nomenclature attached to it. If the long compound names were translated into short English monosyllables, such as *met*, *kin*, *mim*, &c., not only would their use be greatly advanced and facilitated, but the French nation would in time borrow back from us our nomenclature. Such words offend at first sight by their new and startling aspect, but this all wears off in an hour or two; they require however to be started by some one in authority. There is a strange and unreasonable prejudice in the present day against the introduction of new monosyllabic words without derivation, which happily for us did not prevail in the days of our early forefathers.

It is desirable that at future meetings of the Conference the question of astronomical nomenclature should be considered; the practice of using the same names for sidereal and mean time is extremely inconvenient. I have suggested that the sidereal hour should be called a *sid*, or *sider*, and the second a *cron*, so that sidereal time would be indicated by the letters *s*, *m*, and *c*. Some such change is greatly needed, and new names should also be assigned to minutes and seconds of arc.

London, December 1

LATIMER CLARK

The Electric Light for Lighthouses and Ships

THE application of the electric light to lighthouses and ships appears to me to be capable of considerable extension by a modification of the apparatus used. In lighthouses the practice is to have a fixed light in the lantern, with an apparatus either catoptric or dioptric, or a combination of both, for the purposes of bringing the rays of light from the arc into a parallel beam and sending them to the horizon. Sometimes, if not generally, this beam is cylindrical, and sweeps round at intervals of time as the combination of lenses and reflectors is rotated.

In the case of ships the head-light is an ordinary arc light, and searchers in use on men-of-war are arc lights set in the focus of a parabolic reflector, and pointed straight at the object it is wished to light up.

The arrangement that I would suggest as partly applicable to lighthouses and fully applicable to ships would be to use a fixed arc-light and large parabolic reflector in combination with a large, light, plane or suitably curved mirror to direct the beam of light, rendered parallel and cylindrical by the parabolic reflector, in any direction by means of this mirror only.

To apply this principle to a lighthouse, this light movable mirror would be placed in the lantern at an angle of something less than 45° with the vertical; the arc light and the fixed parabolic reflector would be placed below, centrally, in the tower; the light would then come from the parabolic reflector on the plane mirror, and so be sent in the required direction.

In using this mirror, where the light has to sweep over an angular area of less than 360°, I would use a to-and-fro motion, so that if the time of each sweep from side to side was 30 seconds of time, then any vessel in the middle line would have the light at this interval, but at any angular distance from the centre line the duration of the flashes would differ until, at the extreme range, two would be seen almost together, with almost 60 seconds interval between them and the next two, the sum of the time of two intervals always being the double of the fixed time for that light, and the difference between two intervals for all positions off the central line would enable the distance from the centre line to be determined by a vessel within the range of the light. An arrangement similar to this would answer for masthead lights for ships, the arc light and parabolic reflector being below deck, a light metal tube, terminating with a lantern to carry the plane mirror, going from the deck up to the required height in front of the foremast; the movement in azimuth of this mirror might be of the same kind as that mentioned for the lighthouse, but a much quicker motion from side to side, through 180° in about five seconds, would then give this time for all points in a straight line ahead, but vary at the sides in the manner already mentioned. As the light plane mirror has only to be moved, a clockwork arrangement would answer perfectly well for this purpose. In rough weather, when the vessel rolled, the light would have a tendency to vary too much in the vertical direction, but it would not be difficult to make the correction by a gravity counterpoise.

For war-ships such an arrangement, but on a more powerful