

Gorilla Takes 5,600 Mile Auto Ride

Zoology

Fifth Specimen in America Lands at Camden

A 5600-mile ride in an automobile, all over equatorial Africa, was just a preliminary trip before a long ocean voyage that brought him to America, for a husky young male gorilla that was landed at Camden, N. J., by Julius Buck and his son Warren Buck. The Bucks are hunters and importers of rare wild animals, and in addition to the gorilla "boy," the prize specimen of their present cargo, they have a large number of valuable apes and snakes.

The young gorilla was taken in the Congo during the early stages of their recent expedition, so that it was necessary for his captors to carry him with them during all of their subsequent wanderings. He became very tame, and was quiet and affectionate as all captured young gorillas are said to be, so that he gave no trouble during his long journey. His amiable disposition has continued since his landing on this side, so that it has not been necessary to chain or cage him. This makes it possible to study his



behavior with much less restriction.

Dr. Adolph Schultz, of the Johns Hopkins University, has done considerable work on the growth of anthropoid apes, with especial reference to the growth and shedding of their milk teeth. Since no gorillas have ever been born in captivity, the ages of the animals under observation have always been in question, and each new specimen makes it possible to gather more definite data.

The new specimen brought in by the Bucks makes the total number of gorillas in this country now five. The most recent previous importation was brought over on the Graf Zeppelin last year. Julius Buck already has one successfully acclimated gorilla specimen to his credit—little "N'gi," who lives at the National Zoological Park at Washington, D. C.

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The gorilla that rode all over Africa in an automobile, with one of his captors, Warren Buck of Camden, N. J.

World Power Conference—Continued

WHEN Engineers have made the largest electric generators possible, they will be able still further to increase the capacities of the huge machines another 25 per cent. by running them in an atmosphere of hydrogen gas.

The light, inflammable gas has already been used successfully with a small enclosed generator, M. A. Savage of the General Electric Co., told the World Power Conference. Engineers have learned from its operation how to apply hydrogen to the largest units.

"These data indicate that large generators can be built with efficiencies at rated load six-tenths of one per cent. higher when operating in hydrogen and that the active magnetic material can be reduced some 25 per cent. for the same kilowatt output," Mr. Savage said. "Expressing this in another way, machines of 25 per cent. greater output will ultimately be possible when the limit in capacity is reached in air cooled generators.

"Hydrogen cooling is a perfectly practical thing and its adoption will

mark the next big step in the increase in efficiency of these large units."

Although an increase in efficiency of only six-tenths of one per cent. seems very insignificant, if applied to the world's largest generator, it would mean an additional capacity of more than 1,200 horsepower. The capacity of this one unit exceeds 200,000 horsepower and operates at an efficiency of about 98.5 per cent.

Hydrogen is more desirable than air as an atmosphere for generators because it reduces one of the machines' greatest losses, that caused by wind resistance. Hydrogen has only one-fourteenth the density of air. Just as it is easier for a cook to stir water than a thick cake batter, so the rotor of a generator turns more readily in hydrogen than in air.

THE widely heralded efficiency of the United States was measured before the other nations of the world in a paper presented by F. G. Tryon, of the Brookings Institution and the U. S. Bureau of Mines.

In the United States the produc-

tion of electricity from coal has become 400 per cent. more efficient than it was in 1902, Mr. Tryon said. Six pounds of coal were required to produce one kilowatt of electrical energy in 1902, 3.3 pounds in 1917, and 1.76 pounds in 1928.

A railroad train runs now 40 per cent. farther on a ton of coal than it did 30 years ago. A ton of steel is made by the consumption of a third less coal and the manufacture of a barrel of cement requires 20 per cent. less than was needed just 20 years ago.

Progress will continue, Mr. Tryon believes, both through new inventions and through the bringing of average performance closer to the level of what best performance has already proved feasible.

"The most efficient central station," he explained, "requires only nine-tenths of a pound of coal per kilowatt hour, or barely half as much as the average for all stations. The best steam locomotives in use require only 70 pounds of coal per 1,000 gross ton-miles, as against an average of 127 for all locomotives."

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