their engines from 30 or 40 up to 70 or 80 millions, and sometimes to even more. And we have more lately seen how, by increased attention to the conditions of marine-engine economy , a consumption of from 5 lb . to 7 lb . of coal per irdicated horse power per hour has been brought down to from $2 \frac{1}{2}$ to $3 \frac{1}{2} \mathrm{~b}$.

Something like these reforms has been introduced into por table-engine practice by the agency of the Royal Agricultural Society's quadrennial trials, and we have this year an engine running steadily for nearly three hours with a consumption of but $2 \frac{1}{2} \mathrm{lb}$. of Welsh coal per effective or dynametrical horse power per hour, equal probably to about $2 \frac{1}{5} \mathrm{lb}$. or $2 \frac{1}{4} \mathrm{lb}$. of coal per indicated horse power per hour, the measurement to which most engineers are better accustomed. Put into Cornish notation, 21 lb . of coal per effective horse per hour means a duty of nearly $88 \frac{8}{4}$ millions of foot-pounds for each hundredweight of coal, a result which, we need not say, has been but rarely surpassed even in Cornwall.
This result is, of course, a maximum result, obtained by the exercise of the greatest care in design, in construction, and in working. That in the working was perhaps the most re markable of all, and we say, advisedly that it would have well paid any farmer employing steam power to any considerable extent, as many now do, to have sent his engine driver or drivers to Bury, even from a distance of 200 miles or more, and to have kept him or them in the show yard during the whole period of the trials, to study the wonderful jockying (and we do not employ the term reproachfully) of eorge Wilkinson with Clayton, Shuttleworth and Co.,s engine, of Robert elles with Tuxford's engine, of John Bristow with Ransomes and Sim's, and of Whitcombe with the Reading Ironworks', engine, the latter when worked to 50 per centabove its nominal power, giving the greatest economy, of fuel yet recorded, Clayton and Shuttleworth beating on the trials at nominal power. Not perhaps that the care was so much, if at all, greater than that of railway engine drivers, when working, as thexlately did on the reat Eastern Railway, by contract ; but railway practice is not often accessible to portable engine drivers, nor, differing so much as it does from their own, does it so directly carry home its lessons of example. Even if they be not likely to be generally repeated in every day practice, it should be as interesting to the large farmer-the steam farmer we will call him-as to the engineer to observe the expedients by which a little engine, not working within a warm house, but in the open air, is nevertheless enabled to rival, in its dynamical results for a given weight of coal, the triumphs of Cornish and marine and locomotive practice. Not only is the boiler lagged, but it is sheltered from winds and rain, and there was rain and wind in plenty, and more than enough, last week and this, at Bury. The coal is broken into lumps hardly larger than dice; it is fed to a fire hardly threeinches thick (plenty weretold, and some, perhaps, believed, that some of the fires were not one inch thick). The distribution of coal upon the grate is as even as the utmost care can make it; the firedoor is never allowed to
be open a moment longer than absolutely necessary; the ash be open a moment longer than absolutely necessary; the ash
pan is carefully cleared of cinders and lits of unburnt coal, to be added to the fire for the final effort when all the clear coal is gone; the ash-pan damper is regulated with the nicest care, and where not tight in all its joints, all openings except at the bottom are carefully stopped with rags, so as to compel the entering air to pass through the whole volume of heated air contained in the pan; the feed-water is heated by waste steam almost to boiling; the safety valves are screwed to slightly more than the working pressure, and the latter is maintained to half a pound at one fixed point on the gage the slise the open where this is possible, as in many cases it was; the open where this is possible, as in many cases it was; the ated in respect of thumping; the piston packing is in the most perfect condition, neither tight nor loose, as drivers un derstand the terms; the oiling is assiduous'and just sufficient and everything is done that the driver, with all his wits about him, can think of to prolong the time of work with the quantity of coal so scrupulously weighed out to him. It is here that engine driving, or even boiler-stoking, becomes a profession; and there was a curriculum of technical educa tion, in at least one of its important branches, in the week's trials concluded on Tuesday last. Could the large competing firms make drivers as well as engines, they would surely in rease their trade ia the later, way of business, or to educate the former gratuitously, for noth
ing would more hasten the adoption of steam upon the farm both at home and abroad, than a general understanding ane practice of the best principles of engine-driving, so splendidly exemplified in the trials at Bury.
It is difficult to point to any new feature of design which has attributed to the excellent results attained. It is even difficult to say what the results prove as to many questions of plan and proportions which are often discussed by engineers ad, now and then, by steam farmers. Clayton's double cyl ioder engine beat his own single-cylinder engine; but thi could not have been.because of this difference in the number of cylinders, since the double-cylinder engines were worke at 80 lb ., while the single cylinders were limiled to 50 lb
This enabled the double-cylinder engines to work more ex pansively, and possibly it will be said with more expansion than a single engine would bear, and still work with uniform ity. With 80 lb . steam, however, the single engines would have run well, cutting off at one sixth stroke, and but one only of the doulle-cylinder engines tried cut off as short a one-eighth, and only one other as short as one-sixth. The eason for the difference of pressure is, no doubt, that doubl cylinder engines are now oftener made for plowing, and aro
better made for this purpose than common portable engine mostly with single cylinders, which would (not, however, be cause the cylinder is single) not be safe at 80 lb . As a mat ter of fact, the best result attained in the trials, the best per haps on record, was had from a single cylinder engine work ing to one half more than its nominal power-the system of testing the engines not only to their nominal power, but subsequently, to one half as much more, having been intro duced for the first time at the trials at Bury. So, too, som of the engines, which were not doing particularly well, were observed to have strokes more than 12 inches long, aud were hence called long-stroked engines. We heard some good jndges assert that the long-stroke engines would be nowhere yet the best result of all, and that when working to one ha roke of all, viz, 18 inche
Without look., the best that have been booked at Bury, we must hope to such results become more general, and that consistently with reasonably economical construction and working. At present ordinary portable engines burn, as they burptat Bury, from 5 lb . to 9 lb . of coal per horse power per hour, or, on the av erage, twice what they ought. In other words working a 10 horse engine up to 15 horse, for ten hours a day, they burn cwt. to $12 \frac{1}{4}$ cwt. per day, so that with coal at 1 s . a cwt., the difference in the cost of fuel between the most economical an the most wasteful engine would amount to 9 a. per day, and the average difference might be taken at 5 s., equal, for even 100 days' workjing in the year, to the interest on $£ 500$, or to that on $£ 350$ even if 1s. 6d. extra were paid for a first rate dri ver. The means of economy lie in sound construction, thorough lagging of the boiler heating the fued water libera ugh lagen in expansion, in sho the true miserly care to prevent loss heat, heat being the true repler. All th and the most careful firing and fettling of the engine are ne essary to economy. And will other engine makers allow on or two, or even three or four, firms to run off with the great prizes of these Exhibitions? It takes a great deal of mone to carry on business in these days of competiticn, but it sound policy to expend the moneyjudiciously in building better engines, and with this to keep in sight every means, even to the most refined to secure economy of working. And what wonderful rosults would be attained, too, by prizes for engine driving as well as prizes for engines. If bets were made on engine races, the winning jockeys would come in for handsome gratuites, as happens with the triumphs at Ep som, at Ascot, and at Newmarket ; and, seriously, good en-gine-driving is just now most wanted of all on the steam arms of England
We are almost amused at reading the above from the Fm gineering. It seems strange, indeed, that such care must be used in the firing of the boilers and the distribution of the coal" on the grate; that the "ash-pan should be carefully cleaned of cinders and unburnt coal;" that "all openings except at the bottom-the draft-should be carefully stopped with rags;" that the "feed water should be heated by waste steam almost to boiling; the safety valves screwed to slighty more than the working pressure! and the brasses of the engine left as free as can be tolerated in respect to thumping, tc., etc.
Surely the experiment should have succeeded under such circumstances, if there was any merit, whatever, in the encines. This extreme carefulness to details is impossible in ordinary work, then why should it be observed in competitive rials? The proper test for agricultural as well as for other machinery is simply to try it under the ordinary and extra rdinary circumstances of daily use. The suggestion of prizes for engine driving is a good one, and we do not see
why that and firing should not be made objects of competition.
The results of the trial referred to in Engineering were highly satisfactory, the consumption of coal per dynametrihorse power per hour being 2.54, 2.71.2.98, and so on up 7.99 , We doubt if equal results have ever been attaine in this country. There is no doubt, however, that every thing was arranged even to the minutest details to this end. Such results give as much future promise as present gratification

OFFICIAL REPORT OF
Patents and OLains

## Issued by the United States Patent Office,

or the week endina august 6, 1867


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67,395.-Machine for Twisting Augers:-W. L. Aldrich



67,396.-Screw Plate.-Walter Ashton (assignor to himsel


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6r, 401 .-Padiock, etc.-Wilson Bohannan, Brooklyn, N. Y.



 67,403.-Machine for Making Nuts.-John R. Bridges (as-




 rawal of the pressing die.
67,404.-RoLLING Mill.-Pittman Bright, Philadelphia, Pa.


 Grition - Fornma Tanis.-Julla P. Brown, Boaton, Mases.

as set forth.
67,407 Mariker for Sewing Maciines.-Sarah F. Brown












 and




67,413.-STEAM InJECTORS.-Nathan L. Chappell (assignor to



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67,415.- STOVEPIPE DAMPER.-Edwin Cox and A. W. Potter,


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 67,44.-CCRN PLLANTER.-H. S. Mitchell and C. Search,

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$67,45 .-$ Furnace por Roastina Oghse - David Joncs










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subte
 forth. 50 - Artificial Fertilizeru-Henry E. Pond, Frank



 67,452.- Boiler.-Joshua R. Purdy and D. C. Barger, Peek-

 $\mathrm{C}^{4 \text { thb, ith arrangement and combination of tho pots } \mathrm{A} \text { and } \mathrm{B}, \text { covers } G \text { and }}$ abing Machine.-John F. Riggs and Wm. M.

 67,454, - Platronk Matrs, -S. E. Robbins (assignor to










 67,458.- CARPENTER'S PLANE.-G.D. Spooner, Rutland, Vt.





 or the equivalents thereof, the whol betne as and or the purpose
67,461.- DOsT BROSt - Samuel Taylor, Boston, Mass.




































 purposes descripsed tit into








 67,480.-Machine for Grindina Saws.--E. C. Atkins, In-

 57,48i. Copt, Ciss.
 Lope focifed.
$67,482 .-$ SPRing Balance. - W. G. Barker, Detroit, Mich.

 with and lorming part of

 67,485.-Chair Seat.-Alanson Bingham, Surry, N. H.







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 67,489.-Tva Holder.-T. J. Bottomley, Burlington, Wis.

 76 ,491.
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ctite













67,496.-Steam Engine Oil Cup.-Thomas Chatterton,






















 equrposese tiorth, Iron Bell-E G. Cone, East Hampton, Conn.
67500 . $A$ Ast

















 ehomo. 67,506 . Low Water Alarm for Steam Generators.-


















 parpose set forth.
Cilinatit $O$ a arrangement cra ascending endless apron, E , trestle, G , and re





 67,517.-SRIDER OR FRYING PaN.-A. B. Fales, Troy, N. Y







 67,521. - Bed Botтom.-Henry A. and Amos Follett, SmithIfteld. R.II I a bed bottom composed ot two sets of prring bars, e et in al


 stantanily as a eascribed. CULTVATor.-John Frank, Webster City, Iowa.
 operating 日abatani:ally as describedi W. Frederick, Gosport, Ind.










 67,588.-LEAD HGLDER OR PENCIL.--Peter Gabriel, Seymour,
 $67,59$. . Cocoa Nut Cutter and Grater.-John Gardner,


 67,530.-Tube Cutter.-Henry Getiy, Brooklyn, N. Y. Y.
 67,531--Hydrostatic Press.-Charles Graham, Kingston,Pa.

 Morqcito Net Frame.-W. A. Griffeth, Boston Mlass the arrangement and combination or the hinge and wire frame in
conlocition with mewre trame held by the socket as applied to a beadetead
 assigno to himself and 0 Washburn), Camden, N.J. Antedated July
cilimim the reticulated toothed feeding cyllinder, $B$, constructed and oper-



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67,535.- Sewivg Macrive.- H. J. Hancock, New York City
 herein set torthe 67,58, NEEDLE FOR SEWLNG MACHINE.-H. A. M. Harris,
 neadie.
anhe combination with the dobble eve pointed needle of a shield or cap






 67,53.5.-Steam Safety Valve.-J. G. Harrison, New York
city trialm the combination with a lock ap valve box or case, of a ball or











 necessary or eaeh br ick i8 reglated as herein shown and deseribe
67,54. PLow.-J. C. Henrry, Point Douglass, Minn.







 deberibee.-Means for Reefing Topsails.--Fridolf Hook,









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 pose
67,551 el forthe Stean-engine Lubricator.-Henry and Charles



 $67,553$. -Machine for Making Moldings.-Nicholas Jenk-








 Faile, A, all arranged 67,555.- MeDICAL ConPoUND.-Nicholas Joly. Paris, France.

 as herenin deckAlR and Couch.-James E. Jouett, New York





 1rstI I claim the plated tabe, b. in combination with New York City.

 for the parpose set forth.
67,59 . Michine For Cleaning and Blending Fibrous














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 67,567.-Clothes Drier.-John J. Newman, assignor to















 herein eescribed.
67,733 .- BRoom Head.-T. G. Packer, Mexico, N. Y.










 sibstantially as deseribed.



 67,579.-Sole-fastening Tool.-Oliver P. Pettengill, Tops-

 67,580.-Sand Ejector.-E. W. Poston, Fort Wayne, Ind.
























67,589.-Steam Generator.-Abram Rowe (assignor to

 constracted and arranged sinstantially as shown apd deser ibed.

 see forth.
$67,591 .-T h r e a d ~ H o l d e r ~ a n d ~ C u t t e r ~ f o r ~ S e w i n g ~ M a ~$





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 Pormed sabatatially as and for the parpose set forth.
$67,594$. COMBINED CHURN AND BUTTER WORERR.-Samuel




 in the maner and for the purpose here in specinfed.
$67,597 . W$ Wille, Minneapolis,


 67,599.-ICE CREAM FREEZER.-W. H. Skerret, Cincinnati





 7,603.- Pot Ho How Lid for Cooking Stoves.-John Ste









 the urpose andin the mamer deacribed.
$67,68$. . Wi. - BOILER WATER GAGE.-D. Swain, La Crosse


 67,6010 -Invalid Bed At tachment.-Norman Teal, Ken-


 7, $611 .-$ Spirit Meter and Registering Apparatus.-












 67,6i1--Frame for Mosquito Nets.-M. L. Treadwell,


 67.



 67,616.-N. It TMEG Grater.-Louis Von Froben, Washing-








 67,611 - ${ }^{2}$ STEAM GENERATOR.-S. Lloyd Wiegand, Philadel






 p7,624.-RIVET.-John E. Wootten, Cressona, Pa

























 parpose deecribed.
2,744.-HEATM STOMES.-Charles Jones, Philadelphia, Pa .










 set firth. Insolatar for Telegraph Wires.-David Brooks,


 ,718.-OIL TANE--J.B. Button, Cleveland, Ohio, assignee













 2.722 - Paitr

 2,723. - Horse-power. - Edsell Totman, Columbus, Pa.








 2,714.-CANroN Stove. $-\frac{\text { pesians. }}{\text { Wm. Caven (assignor to Redway \& }}$
 2,7.76. - STove Tor.-Wm. L. McDowell, Philadelphia, Pa.

 2,719. - Pocrermoon.-SSimon \& Isaac Schener, New York
 2,721.- C Csskrt Handus.-Stephen D. Arnold, New Britain,




 2, 288 - ORNAMENTAL STAR- John Dundas, Now Y ork City









## Inventions Patented in England by Americans.

 [Condensed from the" Journal of the Commlasioners of Patents."] PROVISIONAL PROTECTION FOR SIX MONTHS.
 1,784.-HEATrNG AND AnNraling Frinace.-The Union Car-spring Mana
facturing Company, New York City. June 18, 1867.
 1,826-Nipprr.- - Wm. S. S. Millar, Thos.G,Hall, and Albert Mlchelsberg, New
York City. June 22,1867 .




 1,894.-Adjubtable Wrenoh.-J. P. Lindsay, New York City. Jane 28,1867.

4. 18687.-Brifich-LoAding Fire-Arm.-Edwin F. Gunn, Charleston, S. C. July


 1,991.-Mode or Training Hop and Grapz Vines, eto.-Levi H. Whitney,
vallejo, Cal. Jniy 8,167 .
 2,035. - Boors AND Shois. - Edward Heaton, New Haven, Ct. Jnly 11. 1867 .

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A. FESQUET, Chemist and Engineer


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## $F_{\text {The Patent }}^{O R}$




## MACHINISTS' TOOLS

LOWELL MACHINE SHOP
STEVENSON \& PEIRSON, Agents, 48 Kllby street, Boston, Mass.




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THE AMERICAN TURBINE WATER





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At the great Parıs Exposition of 1867.








SCHOOL OF MINES,
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C. B. ROGERS \& \& \& , Manufacturers of


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THE
HARRISON BOILER

## DESTRUCTIVE EXPLOSION



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THE CELEBRATED "SCHENCK"

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PORTABLE AND STATIONARY Steank

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 PATENT SHINGLEE, STAVE, AND

J UST PUBLISHED-THE INVENTOR'S




MTRECACHUSETTS INSTITUTEE OF




Improvement in Turning Barrel Heads. The engraving represents an exceedingly simple machin for turning and chamfering the heads of barrels and casks and the bottoms of tubs, pails, etc. It would seem to be a very efficient contrivance for the purpose.
There are two heads or stocke, A, similar to those of an ordinary lathe, mounted upon shears or a frame, $B$, one spindl -the "live" one-having a fast and loose pulley, and the other-the dead spindle-sliding back and forth by means spindle-sliding back and forth by mean of a screw and hand wheelin the ord nary manner. To the live spindle i secured a circular flange or head which of course, rotates with the spindle. There is a duplicate attached to the dead spindle, but turning upon it as a whee upon its axle. To hold securely the stuff placed between them to be turned, their inner faces are provided with spurs Secured to the bed of the lathe is a stand which supports two uprights, C, which are pivoted to a table, the lower part or base of which slides by a dovetail slot in the stand and can, with its appurtenances, be moved in or out by means of a screw and hand-wheel, D , as the carriage on lathe. Thus, the apparatus can be adapt-
ed to the different sizes of work to be done.
The uprights are pivoted at their lower ends to suitable stands on the table or carriage, and the other ends are adapted for the reception near their tops of turning tools, $E$, held hor izontally in place by means of set screws, as the tools in a turning lathe are held. Just below them, and set at an angle
to chamfer the edge of the head properly, are two plane $\mid$ the cutters engage with the stuff, separate the corners, which irons secured in the usual manner. These cutters and planes are thrown off by centrifugal force, and the planes form the are advanced to or receded from the work by a band lever, F, and suitable links, shown plainly in the engraving, and the imit of their approach is determined by a set screw-the head of which is seen under the lever, at G-passing through head of which is seen under the lever, at G-passi


SPAULDING'S LATHE FOR CUTTING BARREL HEADS.
The operation can, from the foregoing description, be readily understood. A square piece of stuff is put in the lathe between the disks and secured by bringing the disks together. Power is then applied and the disks with their engaged ma terial rapidly rotated. The hand lever is then depressed
evel or chamfer.
The device was patented through the Scientific American Patent Agency March 7, 1865, by E. P. Spaulding, who may be addressed at 2,147 Chonteau Avenue St. Louis, Mo.

## Use of Distilled water.

In Mr. Quin's report upon the Paris Exhibition, reference is made to the use of distilled water at the Wallaroo Copper is made to the use of distilled water at the Wallaroo Copper
Mines in South Australia, stating that until tanks for collecting rain water had been constructed, "perhaps for the lecting rain water had been constructed, "perhaps for the
first time in the history of the world, there was a population first time in the history of the world, there was a population of some thousands, with all their horses, cattle, sheep, etc., drinking aqua distillata." As many readers may not be aware of the fact, it may be interesting here to mention that in the rainless region of the Pacific coast of South America, the entire population of the country between about the 18th and 28 th parallels of south latitude, or some 600 miles from south to north, including the important towns of Caldera, Cobija, Iquique, Pisagua, and several minor ports, have for many years derived their supply of potable water from the sea water of the Pacific, distilled in greater part by coal imported from England, and costing above $£ 3$ per tun.
Not only is a population of many thousand inhabitants, principally engaged in the mines of this district, as well as a still larger number of beasts of burden and other animals, supplied from this source, but even the locomotives on the Copiapo and Caldera railway, and some steam engines for other purposes, are actually driven with distilled water. For a distance of some thirty to fifty miles inland from the coast, very few natural springs are met with in this rainless desert, and when met with they are seldom sufficiently free from saline matter to be potable.-Cor. Chemical Neros.

ATENTS











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 Preliminary Examination on on order to obtain a
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