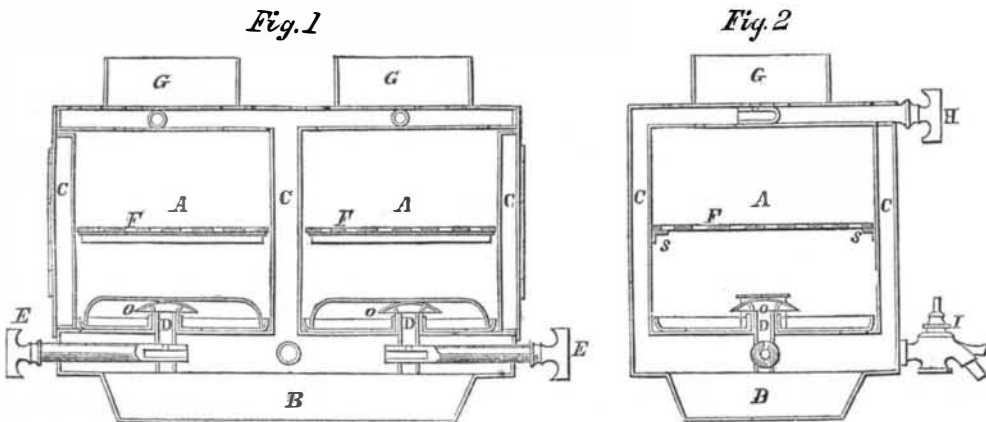


**IMPROVED STEAM COOKER.**

The annexed cut illustrates an improvement in apparatus for cooking by steam, the principal object of the improvement being to permit the steam to come in direct contact either with the articles to be cooked or with the vessels which contain them, or to be shut off at pleasure. Fig. 1 is a longitudinal section of the apparatus and Fig. 2

Now, if it is desired to bring the steam in direct contact with the meat, the stopcock is turned to admit it into the oven, or if desired, it can be shut off. The pipes, D D, are protected from the juice of the meat or other substance by the caps, o o, placed a short distance above them, so as to allow the steam to escape under the caps. On the tops of the ovens are the seats, G G, for vessels



**DEVENDORF'S IMPROVED STEAM COOKER.**

a cross section, A A being the ovens, B B the water pans which are fitted to set into the top of an ordinary stove, and C C the steam space about the ovens. A pipe, D D, leads from the top of each water pan to the middle of each oven, being opened and closed by the stopcocks, E E. The pans containing the substance to be baked are placed on the shelves, F F, of perforated metal plate, which are supported by the ledges, s s.

for boiling food, and the steam is admitted directly against the bottoms of these or shut off at pleasure by turning the stopcock, H. The water may be drawn off by the stopcock, I, and a safety valve guards against explosions.

This apparatus was invented by L. B. Devendorf, of Cedarville, N. Y., who has applied for a patent on the same through the Scientific American Patent Agency.

**ENGLISH RAILROADS.**

The railroads of Great Britain and Ireland, completed at the beginning of 1856, extended 8,054 miles, and more than enough of single rails were laid to make a belt around the globe. The cost of constructing these railroads had been £286,000,000. The working stock comprised 5,000 locomotive engines and 150,000 carriages and trucks; and the coal consumed annually by the engines amounted to 2,000,000 tons; so that, in every minute, 4 tons of coal flashed into steam 20 tons of water. In a single year, there were 111,000,000 of passengers conveyed on railroads, each passenger traveling an average of 12 miles. The receipts during the year amounted to £20,215,000; and there was no instance on record in which the receipts of a railroad had not been of continuous growth, even where portions of the traffic had been abstracted by new lines. The wear and tear of the railroads was, at the same time, enormous. For instance, 20,000 tons of iron rails required to be annually replaced, and 26,000,000 of wooden sleepers perished in the same time. To supply this number of sleepers, 300,000 trees were felled, the growth of which would require little less than 5,000 acres of forest land. The cost of running was 15 pence per mile. Tunnels, of a size never before contemplated, have penetrated for miles through hard rocks, or through shifting clays and sands, in order to admit of the construction of these railroads; embankments and viaducts have been raised and erected on a scale of magnificence surpassing any former similar works; bridges of various novel kinds, invented and constructed for the special occasions, carry the railroads over straits of the sea, through gigantic tubes—across rivers, suspended from rods supported by ingeniously devised piers and girders—and over slanting roads on iron beams, or on brick arches built askew.

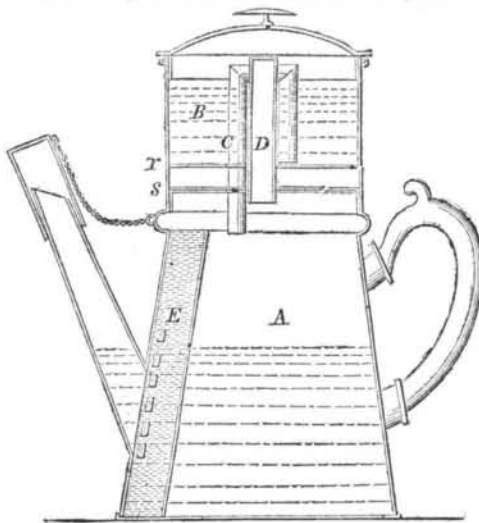
**RAILROAD CATASTROPHES.**

A way train ran into the Albany express train, on the Hudson River Railroad on the afternoon of the 18th inst. One lady, just a few hours married, was killed, and several others badly wounded. The express train had stopped to repair the engine, and the conductor used no means to warn the approaching train of his position. It was by the most stupid and reckless conduct that this accident was caused. On the same day one train ran into another in a like manner, on the Harlem Railroad, and several persons were also wounded in this case. The reason why so many accidents take place on our railroads, is owing to their want of system in management and the immunity of guilty parties from punishment. The train on the Hudson River Railroad which ran into the other was only 10 minutes behind it in starting.

**DEVENDORF'S COFFEE POT.**

The splendid success of the "Old Dominion Coffee Pot" seems to be stimulating inventors to enter into competition for a share of the profits on this useful article. The annexed cut illustrates an improvement, the object of which is to prevent the condensing water from becoming heated by the steam.

The pot, A, is made of the usual form and is surmounted by the condenser, B, which is filled with cold water for the purpose of condensing the vapor which



arises from the coffee in the pot, and restoring it to the pot along with the aroma of the coffee with which it is filled. The condenser is provided with two bottoms, r and s, and the space between them communicates, by means of holes, with the open air, thus shielding the cold water in the condenser from contact with the hot steam in the pot. The vapor is carried up into the condenser by the pipes, C and D, one of which, C, is bent in the form of a siphon, and has the lower end of its short arm open to communicate with the cold water in the condenser. As the steam arises in the pot it passes into the pipes, C and D, and is condensed by the cold water which surrounds them, and flows back into the pot, thus restoring the aroma to the beverage instead of carrying it over the house.

Another peculiarity of this pot is the strainer, E, which is made to slide in parallel guides so that it may be withdrawn from the pot to be cleaned, being curved to fit pretty near the sides of the pot, and perforated with small holes.

An application for a patent has been made on this invention, through the Scientific American Patent Agency. Persons desiring further information may address the inventor, L. B. Devendorf, Cedarville, N. Y.



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Yours, very truly,  
CHAS. MASON.

Immediately after the appointment of Mr. Holt to the office of Postmaster-General of the United States, he addressed to us the following very gratifying testimonial:—

Messrs. MUNN & Co.:—It affords me much pleasure to bear testimony to the able and efficient manner in which you discharged your duties as Solicitors of Patents while I had the honor of holding the office of Commissioner. Your business was very large, and you sustained (and, I doubt not, justly deserved) the reputation of energy, marked ability, and uncompromising fidelity in performing your professional engagements. Very respectfully,

Your obedient servant, J. HOLT.

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