

NOTES.

An excellent way to discover the whereabouts of pound about an engine, is to place the end of a piece of rubber hose to one ear and the other at different parts of the engine. Sometimes it may be necessary to stop up the other ear, as sound travels in a very deceptive way. Some engineers put the end of a thin pine stick between the teeth, and let the other end touch the suspected part of the engine. We have always found the hose quicker and more reliable.—*Boston Journal of Commerce.*

A pneumatic telephone has been patented in Canada by Mr. George Noreau, of Quebec, Que., on the 23rd of May, 1891, (No. 36,667.) This telephone consists of a box at each end of a speaking tube, this box contains mechanism for operating the call bells. A bulb of elastic material, when squeezed, causes the bell to ring. The speaking tube has a branch at each end that may be held to the ear, thus an uninterrupted conversation may be carried on in the same manner as the electric telephone.

Says the *Locomotive*. "It should be remarked that water may be heated above 212° Fah. without passing into steam, and while it is under ordinary atmospheric pressure, provided it is kept perfectly quiescent, but let the slightest motion be communicated to it—even the tremor produced by a footstep—and behold! the water which was calm and quiet suddenly flashes into steam. This is the mysterious cause of so many steam-boiler explosions, which take place when the valves have been closed for some time, and the boiler quiescent."

Perhaps readers will be interested in a kink in the engine which came to my notice recently, writes a correspondent of the *Scientific Mechanist*. I have been troubled with the boxes on my crank pin getting warm and cutting away very rapidly I could not locate the cause for some time. I had put my engine in perfect line, and still the trouble kept on. I was on the point of using some strong engineer's language, when I thought perhaps the trouble was in the strap of the crank pin boxes. So I took it off and again filled up my boxes and put them back, but instead of screwing the nuts tight before driving the key in, I inserted the bolt and drove the key down hard, and then tightened up the nuts. Then, loosening up the key, I drove it to the proper place. I have not been troubled with hot boxes since. This way you put your boxes in perfect condition before you have made your strap fast.

NOTES.

The Jenckes Machine Co., at Sherbrooke, Que., has just completed a very large colliery winding engine, 60 tons in weight, ordered by the Intercolonial Mining Co., for work at their mines at Westmill, Nova Scotia. The engine is a double one with cylinders 28 x 60 inches, fitted with Cornish valve gear, and is 500 horse power. The drums are ten feet in diameter, and will wind over 5,000 feet of rope each, and it is intended to hoist seventeen boxes of coal at each lift from the slope of the mines, which are at present about 4,000 feet in depth.

Professor Wiggins, the inspired prophet of weather, has evolved a new idea from the Torricellian Vacuum in his mantop. According to this euphoniously named seer, we are to have a dry summer on account of the increased use of electric wires. The analogy is *as apropos* as if one should say, Baby McKee will take the croup because the Prince of Wales plays baccarat. The official weather prognosticator is enough for one country to be afflicted with. We can abide, with at least a simulation of patience, the mistakes of Greeley, but spare us from the Tices and the Wigginses.—*Electric Enterprise.*

It may be strange to engineers, but it is stated to be a fact, that in high pressure hot water heating the water frequently becomes red hot, pressures of 1,000 to 1,200 pounds per square inch being reached, and when the circulation of the system is defective the pipes become visibly red in the dark. One of the main obstacles in the way of using steam of very high pressures and correspondingly high temperatures, is the difficulty in properly lubricating the cylinders and keeping the stuffing boxes properly packed. With this difficulty overcome, pressures of 400 or 500 pounds to the square inch would be as common as 125 pounds to-day.

The employees on the Victoria Electric Tramway, numbering 33, recently struck for a reduction in the hours of labor from 12 to 9. The president of the company states that he can get plenty of men to fill the places of the strikers.

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