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### SOME NOTES ON THE STEAM TURBINE.

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It is interesting at times, in the course of the development of an art, which is progressing in various places and by divers means, to collect as much information as possible concerning it, so that existing conditions may be compared with the past and some insight gained into the possibilities of the future. This fact, perhaps, justifies an attempt to contribute something concerning the steam turbine, even at a time when so much is being published in the current magazines and in the records of engineering societies. The matter in most of these articles is, however, largely made up of reports of single tests or series of tests on one machine and particulars of special turbines; while the object of this paper is simply to put their information in such a form that the comparisons referred to above may be easily made.

The turbine, the oldest type of steam engine, has always attracted more than an ordinary amount of attention, but the results of the epoch-making events of 1884 and 1889, when patents were awarded the Hon. Chas. Algernon Parsons and Dr. Gustaf De Laval respectively, have increased this interest to an almost unlimited degree. Trevithick, Pilbrow, Wilson, and possibly others, grasped the salient features of the modern turbine; but it needed modern workshop facilities, with the attendant accuracy of workmanship and attention to detail, to make the turbine a commercial success. And