



dages necessary to render them complete. It has a crank shaft which is much superior to the old over nick crank, and admits of the fly wheel being placed on either side of the boiler, or a pulley being placed on the opposite side to the fly-wheel of dimensions suitable for working any additional machinery.

The boilers of these Engines are made on the most approved construction, the result of long continued experiment, since fully confirmed by experience. The cylinder, as well as the boiler, is clothed with hair felt, then lagged with wood, which is again covered with sheet iron, giving to the whole a very neat appearance, and adding

very materially to the economy of working as well as facility for cleaning.

In selecting and comparing the effectiveness and prices of portable steam engines, it is of the utmost importance to ascertain *the size of the cylinder*, in which lies the *real power* of the Engine. It is only by obtaining this information that one can accurately judge of its power and capability; for stating an engine to be so many horses' power is very indefinite, and has long since been abandoned by Locomotive and most Marine Engineers, and, if used at all, is only spoken of as nominal.

A waterpoof cover of ample dimensions for covering up and excluding the engine