

of this unfeeling of uncertainty as to its behaviour under all conditions, and because of the extra vigilance required on the part of the water-tender.

Marine architects and designing engineers seem to have considered the cylindrical boiler utterly unsuited for pressures exceeding 165 or 170 pds., and it seems certain that with a cylindrical boiler, a pressure of above this point is obtained only with great difficulties of construction. I have only heard of one boat on the lakes, or engaged in the coasting trade in the United States, which carries a pressure of over 200 pds. in Scotch boilers.

On the lakes, there are a considerable number of boats with water-tube boilers, carrying a pressure of 250 pds. or thereabouts, of these, two, the Northland, and Northwest, the magnificent, exclusively passenger steamers of the Northern Steamship Co. have each twenty-eight Belleville boilers. All the rest, as far as I know, have Babcock and Wilcox boilers.

For naval work, the British Admiralty has favored the Thornycroft for lighter boats, such as torpedo boats and destroyers, while, in the heavy vessels, the Belleville has been given the preference.

The Niclausse and Legrafel D'Allest boilers are used largely in the French Navy.

The Belleville has far outstripped all competitors in the Russian Navy.

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