The Stevens Battery Sold.

The costly experiment in naval architecture, known as the Stevens battery, was sold at auction, by order of the New Jersey Court of Chancery, September 29. Something like $2,000,000 have been spent on the undertaking. The hull of the vessel, as far as completed, with the engines and boilers on board, a locomotive boiler and Worthington pump, and a quantity of rope and trestle work, and shed beneath which the battery was housed, brought only $55,000. The buyer was Mr. William E. Laimbeer, of this city. The old iron and articles in the machine shop, blacksmith shop, shed, storeroom, and yard, brought $7,790, making the entire proceeds of the sale $62,790. Two years ago the estate refused $125,000 for the battery.

MAXIM'S NEW FOCUSING ELECTRIC LAMP.

Very nearly all focusing electric lamps have until recently been imported from England and France. The Duboscq was the first electric lamp ever made and regularly placed in the market for sale. It was originally intended by its inventor for use in the theaters of the French capital.

In the Duboscq lamp there are two opposing forces, one for pushing the carbons together, and one for drawing them apart. Each is provided with a separate system of clockwork, and a vibrating detent is balanced between the two in such a manner that it unlocks one system at the same moment that it locks the other. If the current is too strong from a too short voltaic arc, a magnet pulls the detent away from the system that pushes the carbons together, and at the same time unlocks the system that pulls them apart; while if they are too far apart a contra result takes place.

The next electric lamp to meet with popularity was the "Serrin," in which the carbons were fed together by the weight of the positive carrier, their position being nicely regulated by a single system of clockwork. This lamp had quite an extensive sale prior to the introduction of the celebrated Jablochkoff candle into France.

The Siemens lamp may be described as one with a small electric motor inside its case, so arranged that it moves the carbon in either direction, up or down, as may be required.

All the above-named lamps are beautifully made and operate very well in laboratory experiments. For rough usage in the hands of the unskilled they are liable to become disarranged and out of order.

Hiram S. Maxim, M.E., has lately produced a new focusing lamp, of which we herewith give illustrations. It is especially intended for use at sea in connection with his marine projector. This lamp is very strongly and substantially made, all the parts being of considerable weight, with no delicate points requiring fine adjustment.

Fig. 1 shows a side elevation of this lamp. In Fig. 2, which shows the internal mechanism, A is a tube in which the positive carrier operates, and B is the tube of the negative carrier. On the positive carrier there is a rack, C, which meshes into the train of gears. D is a pulley on the lower extremity of the negative carrier. E is the coil of an axial magnet. F is a stop for arresting the movement of the gears when extinguishing the light. G is an adjusting screw which determines the length of the voltaic arc.

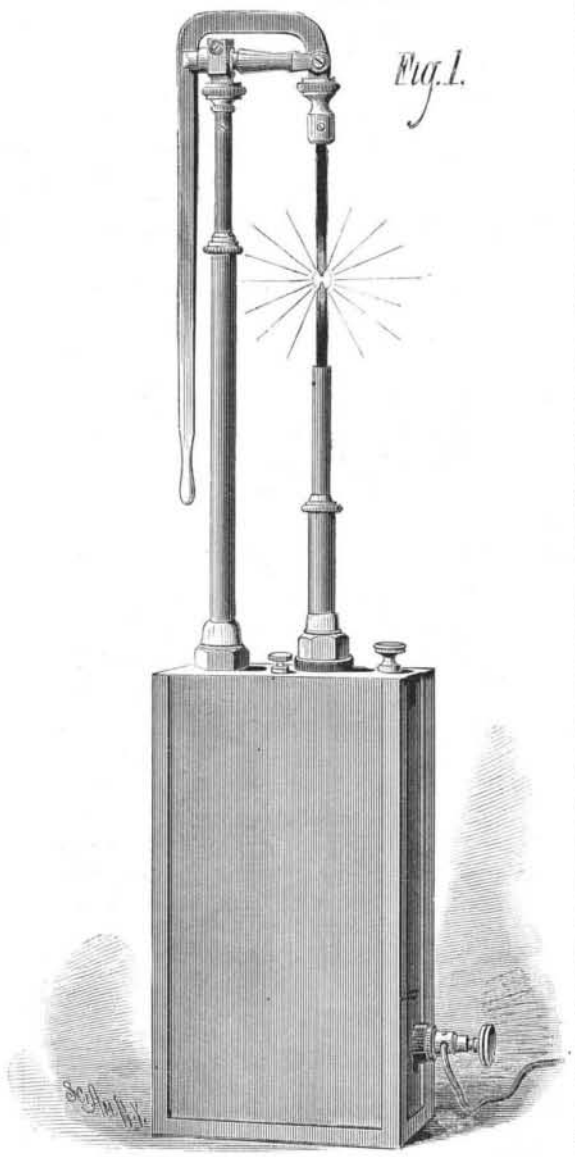
The operation of this lamp is as follows: The positive carrier being drawn upward to its fullest extent and carbons placed in the holders, the weight of the positive carrier sets the train of gears in motion. As the positive carbon descends it winds up the cord and draws the pulley, D, upward. When the two carbon points touch the circuit is completed, the current passes, the helix is excited and draws the coil, E, downward, which, being attached to a detent, locks the gears which prevent any further advance of the positive carbon, and at the same time establishes the voltaic arc by the downward movement of one end of the cord which holds the negative carbon. As the carbons become consumed and the arc becomes lengthened, the degree of excitement in the helix is correspondingly lessened. The spring draws the coil upward until the detent unlocks the gears, when the carbons slowly approach each other until the arc is reduced to a proper length, when the current is brought back to its normal strength, the coil drawn upward, and the gears again locked.

All the parts being nicely pivoted, very little change in the electromotive force is required to lock or unlock the gears. In places where a special engine operates the dynamo machine it is desirable to use as small an engine as possible. Space can thereby be economized, and the first cost of the apparatus for operating the machine, as well as the steam used, demand that the machine should run as lightly as possible.

When the carbons in a lamp run together or approach very near to each other, much more power is required than when a proper distance is maintained between them. With this lamp, however, very little margin has to be allowed, as the construction of it is such that the carbons can draw apart to the desired distance at any time.

Tests have shown that machines of all makers run lighter on this lamp than on any other, and with much less fluctuation of power.

Any further information may be obtained from the United States Electric Lighting Company, 120 Broadway, New York



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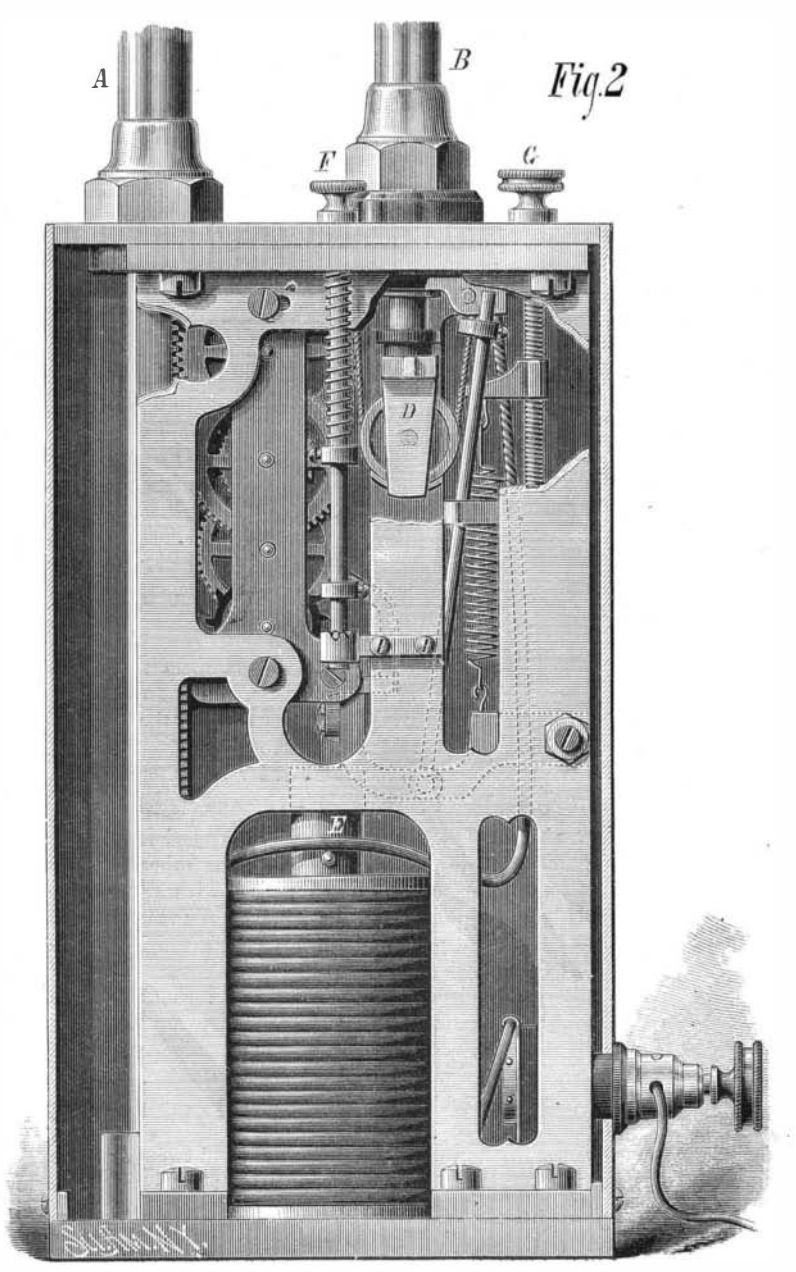

MOVEMENT OF MAXIM'S LAMP.

ENGINEER AND INVENTOR.

Among the recent deaths in this city was that of Col. Eugene H. Angamar, of New Orleans, La. He was a highly educated engineer, and before the war one of the most successful sugar planters of St. Landry Parish. He devised and practically demonstrated during the year 1859 a method of closing crevasses, which quickly checked those terrible overflows that so often inundated the finest portion of his State. It is of record that through the efficiency of his apparatus—tested on our coast before and after the war—many dangerous crevasses were closed in a remarkably expeditious manner He invented several methods of exploding torpedoes and otherwise proving his engineering skill. He filled the office of engineer of the State of Louisiana, having special charge of the levee system and the connection with the Mississippi of some of the tributaries of the great river. He was later in charge of the method of applying compressed air to the uses of street cars in New Orleans. Subsequently he devised a method of applying steam to surface and elevated city railroads, which, while retaining all the especial power of steam, divests it of the objections to use in city streets. By charging the boiler at the station with highly heated water and his furnace with a few shovels of live coals, his car makes a run of twenty miles without attention to either the fire or water supply during the trip. Obviating all smoke, gas, or exhaust of steam while in service on the most crowded streets, from the large volume of water used, nearly three times that of other boilers, rendering the boiler entirely safe, his method was successfully demonstrated recently by a continuous run of three months on the Third Avenue horse railroad of this city.

THE Extension Water Gauge Company, whose apparatus we recently illustrated, have their headquarters at Cheshire, New Haven county, Conn. Mr. C. N. Marcellus, 91 Liberty street, New York, is agent. The company have no office in New Haven, as erroneously stated in the article referred to.

RECENT INVENTIONS.

Mr. John Collins, of Brooklyn, N. Y., has patented apparatus for generating gas for mineral waters. This is an improvement in that class of carbonic acid gas generators in which the discharge of acid into the chamber containing lime or other carbonate is regulated automatically by the variation in the pressure of gas, which acts upon a piston that, in turn, tilts a pivoted lever, and thereby opens a valve that controls the escape of acid from its tank or holder.

Mr. John Collins, of Brooklyn, N. Y., has patented a wagon for mineral water and other gaseous-liquid fountains, so constructed that the fountains can be readily placed in and removed from the wagon, and will be held securely in place while being carried.

An improvement in gates has been patented by Mr. Robert M. Grier, of O'Fallon, Mo. The objects of this invention are, first, to prevent the trouble arising from sagging of gate posts; second, to provide for widening the gate entrance when an unusual width is required; and, third, to furnish a gate of durable construction and requiring but a small quantity of lumber for its manufacture.

Mr. Henry W. Fleming, of Denver, Col., has patented a drill which will bring out a solid core of rock from any desired depth at which it is practicable to drill or bore.

An improved measuring pump, designed to draw out all the fluid from a barrel, and to correctly measure molasses, oil, or any other liquid, and to dispense with oil tanks, measures, funnels, and tapping devices, has been patented by Mr. Fradelshon Harris, of Rockport, Ill.

An improvement in the class of pendulums designed for use in connection with clocks requiring compensating pendulum has been patented by John W. Hile, of Leavenworth, Kan. This improvement consists in the construction and arrangement of parts, whereby the bob or weight is adjusted up or down automatically to compensate for changes in the length or extension of the pendulum due to changes in temperature of the surrounding air or adjacent surfaces or objects.

Mr. Alden B. Richardson, of Dover, Del., has patented an improved device for soldering tin cans, which is an improvement on that form of device shown in Patent No. 74,290, in which a copper block is notched to receive the edge of the can, and this notch is filled with solder which is kept in a melted condition by a flame beneath, while the can is soldered by singly turning its edge in the notch of the copper block.

Mr. Israel V. Ketcham, of Brooklyn, N. Y., has patented an improvement in milk pails used by dealers for delivering milk in small quantities to consumers. The object of the invention is to furnish a self-measuring pail from which a regulated quantity of fluid shall run at each inversion of the pail.