(9587) R. T. P. says: In your SUPPLE-695 Water Street, Seneca Falls, N.Y., U.S.A. MENT of December 3, 1904, page 24,185, you say that if 1.000 pounds water was given a velocity of 16 feet per second, it would lift 1,000 pounds 4 feet high. This you will find in the accompanying paper with sundry cal-culations. Will you kindly look them over, and if suitable to your paper, I would like to Foot and Power and Turret Lathes, Plan-ers, Shapers, and Drill Presses. SHEPARD LATHE CO., 133 W. 2d St. Cincinnati, O. get up a controversy upon what I think may be the nucleus of a new power. A. We are sorry to have to inform you that the assumption on which you have based all your calculations is entirely erroneous, and yet it may be difficult for us to point out to you exactly where your fallacy lies. If you were to pass through the center of a ship a tube, as you suggest, keeping the effective displacement of the ship the same, the added resistance to be overcome by the propeller would be equal to the sum of the work that could be obtained from a turbine placed in this tube, plus all losses in the turbine due to imperfect efficiency, If You Want the Best Lathe and Drill plus the friction of the water on entering the tube and passing through it. The water in the tube will be incapable of doing work un-less there is a difference of pressure on the two sides of the turbine. If there is a greater pressure at the front end of the tube, this pressure is created by additional work done by the propeller in forcing the vessel ahead. better plan than the one you suggest would be to place at the sides of the vessel undershot wheels or paddle wheels, and get useful work from the shaft connecting them. In this instance you can probably see that if the shaft were required to do useful work, and therefore overcome resistance, that the paddle wheels would act as brakes on the side of the vessel to retard its progress, and that whatever retarding force they exerted would have to be made up by the propeller in order to keep the speed of the vessel constant.

(9588) V. O. K. asks: An eighth of an inch of water is put in a shallow dish, a small piece of lighted candle placed in the center, and an inverted tumbler is placed over the candle. Now, I would like to know why the water rushes up into the tumbler after FOR GUNSMITHS, TOOL MAKERS, EXPERI-MENTAL & REPAIR WENTAL & REPAIR HONDAL & REPAIR HONDAL & COMPACT AND A COMPACT bustion do not occupy as much space after as they did before the candle had burned them. The result is that water rises into the glass as the gases cool. We have never seen it "rush up," as you express it.

## NEW BOOKS, ETC. ELEMENTS OF MECHANICAL DRAWING. BY Gardner C. Anthony. Boston: D. C. Heath & Co., 1905. 16mo.; pp. 152; illustrated. Price, \$1.50.

This book forms one of the works of the Technical Drawing series. It is a revised and enlarged edition, intended for use in the evening drawing school and technical college. The first two chapters are given up to instruments and their use and general instruction as to tracing, lettering, shading, tinting, etc. The third chapter contains a large number of geometrical problems. The drawings illustrating these problems are on the same page with the text, where they can be readily examined. The book has no folding plates and all the drawings are condensed as much as possible. Besides chapters on conic sections, orthographic projection, isometric and oblique projection; the development and intersection of surfaces and spirals, helices, screw-threads, and bolt heads, there are a large number of problems contained in the back of the book, which are intended to be solved by the student after he has mastered the principles in the preceding chapters.

THE CONSTRUCTION OF CRANES AND OTHER LIFTING MACHINES. By Edward C. R. Marks, A.M.I.C.E., M.I.M.E. New York: D. Van Nostrand Company, 1904. 12mo.; pp. 250; 202 half-tone plates and diagrams. Price, \$1.50.

This is the third edition, revised and enlarged, of a very useful and complete work on all kinds of lifting machinery Starting with a description of the general principles and practice in standard types of lifting machines of the smaller kind, such as pulley blocks, crabs, and winches, and double and treble purchase crabs, the author next describes all sorts of cranes from the simplest types worked by hand to the huge and most elaborate types operated by steam or electric power. Another section of the book is devoted to the description of various patented inventions relating to lifting machinery. In this section are given all the latest inventions and improvements in this line. Part III. describes the present practice employed by leading makers of lifting machinery in the construction of hydraulic cranes and jacks, electric locomotive or travel jib cranes, electric walking jib cranes, foundry cranes and winches, electric overhead traveling cranes, Temperley transporters, and electric and hydraulic lifts or elevators and pneumatic hoists. The book is well illustrated with large cuts of the machinery described and with diagrams of the working parts.

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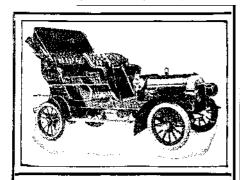
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INKS, THEIR COMPOSITION AND MANUFAC-TURE. Including Methods of Examination and a Full List of English Patents. By C. Ainsworth Mitchell, B.A. (Oxon.), F.I.C., and T. C. Hepworth. Philadelphia: J. B. Lippincott Company, 1904. 8vo.; pp. 251, 46 illustrations.

This work is a complete handbook on inks and their manufacture. It is divided into three sections, as follows: Writing inks; printing inks; and inks for miscellaneous purposes. The chapters in the first section deal with carbon and carbonaceous inks; tannin materials for inks; the nature of inks; the manufacture of iron-gall inks; logwood, vanadium, and aniline black inks; colored writing inks; and the examination of writing inks. Under printing inks, the early methods of manufacture; the manufacture of varnish; the preparation and incorporation of the pigment; and colored printing inks are described. The last section deals with copying inks; marking inks; safety inks and papers; sympathetic inks; and inks for special purposes. The book is very complete and goes into the subject thoroughly. It contains much information of value to all interested in this subject.

THE TOWER OF PELE. By Angelo Heilprin, F.R.G.S., of the Sheffield Scientific School of Yale University. Philadelphia: J. B. Lippincott Company, 1904. 4to.; pp. 62; 22 plates.

Prof. Heilprin has been the chief source of our information regarding the geological changes that have taken place on the island of Martinique for the last few years and to which the attention of the world was first called by the eruption of Mont Pelé in 1902. In 1903 the professor revisited the island, and in this book he describes the middle period in the modern history of Mont Pelé, and shows its condition by numerous photographs reproduced from fine half-tone plates. These plates, of which there are twenty-two, give a complete history of the eruptions and of the devastation wrought by them. The book completes this pictorial description with an up-to-date account of the crater as it now is.

SIMPLE DECORATIVE LATHE WORK. By James Lukin, B.A. London: Guilbert Pitman, 1905. 16mo.; pp. 88; 53 illustrations. Price, 50 cents.

In writing this small volume the author had in view the preparation of a handbook which would enable the amateur, with the aid of inexpensive (and much of it homemade) apparatus, to do simple, ornamental turning of wood, ivory, shells, etc. All the parts of the lathe and the accessories are well described and specific directions are given as to its use. 'The book is untechnical and will be found very useful to the beginner.



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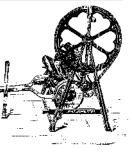
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