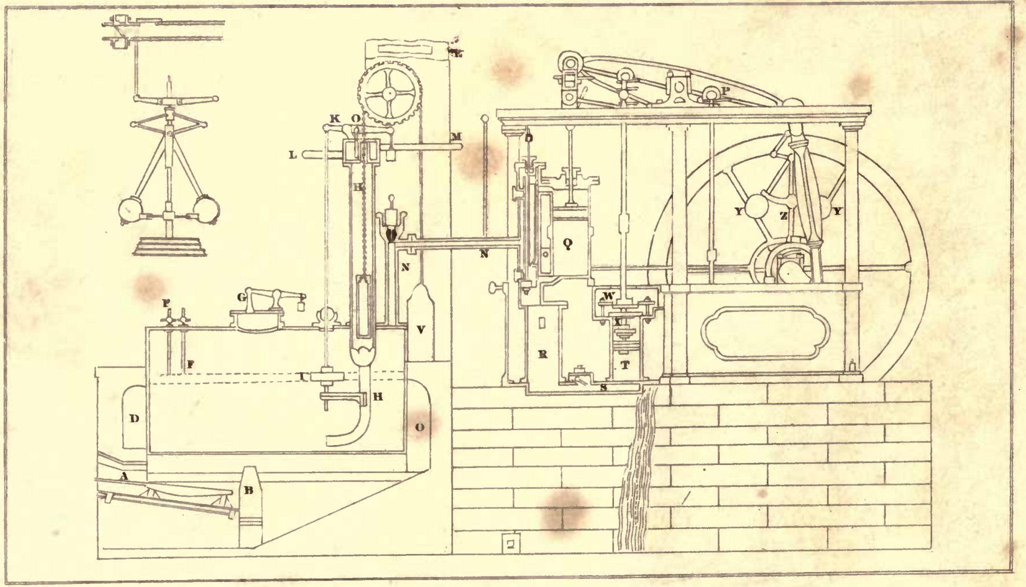
STEAM ENGINE.

Plate 3.



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J. R. Hoessli.

THE

MECHANIC'S CALCULATOR;

COMPREHENDING

PRINCIPLES, RULES, AND TABLES

IN THE VARIOUS DEPARTMENTS OF

MATHEMATICS AND MECHANICS;

USEFUL TO

MILLWRIGHTS, ENGINEERS, AND ARTISANS IN GENERAL.

BY WILLIAM GRIER,

CIVIL ENGINEER

FROM THE FIFTH GLASGOW EDITION

How have we obtained this great superiority over these poor savages? Because science has been at work, for many centuries, to diminish the amount of our mental labour by teaching us the easiest mode of calculation *Results of Machinery.*

PHILADELPHIA:

THOMAS WARDLE, 15 MINOR STREET.

Stereotyped by L. Johnson.

1842.

INTRODUCTION.

It is our intention, in these introductory pages, to make a few observations on the nature of scientific knowledge, which may be useful to the young reader in enabling him to understand more clearly the subjects contained in the volume, and in guarding him against the adoption of false theory, or the wasting of his time in inquiries which can terminate in no useful result. Such introductory observations are rendered the more necessary, as a correct knowledge of the subjects to which they relate, is the only sure foundation on which there can be raised a solid superstructure of science.

It is a general opinion that scientific knowledge is entirely different from all other kinds of knowledge; or that it requires for its cultivation a constitution of mind only to be met with here and there in the great family of mankind; and what is said of the poet is also thought of the philosopher—that he is *born, not made*. All men are certainly not equally endowed with capacities for the acquisition of scientific knowledge, but there are few men indeed who are totally unprivileged. The man who would relinquish scientific pursuits merely because he had no hope of reaching the eminence of a Newton, a Watt, or a Davy, is no better than him, who, in despair of ever obtaining a share of wealth equal to that of the rich inheritor of the land, would cease to make any honest exertion to raise himself from a state of the most squalid wretchedness. We would not be understood by this to bring the acquisition of knowledge into invidious comparison with the acquisition of wealth—the one is in every case a godlike employment, but the other is often the concomitant of vice.

The young mechanic should be made well aware that the knowledge of the man of science differs from the knowledge of ordinary men, not so much in kind as in degree; and the knowledge which guides the little boy in the erection of his summer-house, constitutes a part of that knowledge which guides the best architect in the erection of the most splendid edifice. The boy raises his paper kite in the air, with no other end in view save his own amusement—he has learned to do so by seeing other boys do the same, and by trials he finds that the kite will fly better in a moderate wind than in a perfect calm, and that the weight at the tail may be too heavy or too light, and he regulates his actions accordingly: so far he is a little philosopher. A man raises a kite knowing all that the boy knew, but he raises it with a view of determining the state of the atmosphere so far as electricity is concerned, for which purpose, instead of employing the hempen cord, which was sufficient for the purpose of the boy, he employs a metallic wire, which he knows by experience will conduct the electricity from the clouds to the earth, and thus effects his design. In this respect the knowledge of the man is more extensive than that of the boy, but this additional knowledge has been obtained exactly in the same way as the knowledge of the boy, that is to say, by experience. Even the Indian, unlearned as he seems to be, is in some respects a philosopher. He sees daily that the paddle of his canoe is to appearance broken when he puts it into the water; but it is only to appearance, for by repeated trials, he finds that the paddle is as whole when in the water as when out of it. He knows also, by repeated trials, that the fish, while it shoots along through the clear flood, does not appear to be where it really is; for though the most unerring of marksmen, yet if he throws his dart directly at the point where the fish appears, he will certainly miss it. In vain will he try to strike the fish on the same principles as he strikes the bird flying in the air; but he finds, that when he directs his dart to a line which is nearer to him than that in which the fish seems to move, he will strike the fish. The Indian remembers the circumstance of his paddle, and other circumstances of a like kind, and concludes that, when bodies are viewed through water, they do not seem to be in the place in which they really are. When he knows and acts upon this principle, he is a man of science so far as this is concerned. The man of science, indeed, as we commonly understand that appellation, knows much more than this: he knows that many other substances have a like effect in changing the apparent position of objects when seen through them; that one produces a greater and another a less change, and by repeated trials he ascertains the actual amount of their changes by measurement, and can subject them to the most rigid calculation; all of which knowledge is obtained in the same way as that of the Indian, but is more extensive.

An examination of facts is the foundation of all true science; but science does not consist in a mere examination of facts. They must be compared with each other, and the general circumstance of their agreement carefully marked. When we have compared several facts together, and find that there is one general circumstance in which they agree, this one circumstance becomes, as it were, a chain by which they are all linked together. This general circumstance of agreement, when expressed in language, is what is called a *law*. For instance, it is a law that all bodies, when left to fall freely, will tend to the earth; and this law has been framed by us, because in all cases which we have examined this has been the case; and the term gravity, by which this law is designated, is nothing else than a name invented to express a circumstance in which we have found innumerable facts to agree. It was known for a very long time that water would not rise in a sucking pump to a height of more than thirty-two feet, and this was said to take place because nature abhorred a vacuum. The reason given was afterwards found to be false, yet the knowledge of the fact was exceedingly useful in the construction of pumps for lifting water. About the middle of the seventeenth century, Toricelli, the pupil of Galileo, made experiments on the subject, and found that fluids would rise in tubes or in sucking pumps higher in proportion as they were lighter; and collecting all the facts together, he concluded that the fluids were forced up by the pressure of the atmosphere, and thus laid down one of the most important laws of physical science. A collection of such laws which refers to some particular class of objects, when properly arranged, becomes what is called a theory. Thus we see that a theory, properly so called, is founded on an examination of particular facts, and of course cannot refer to any other but those facts which have been examined; or, if it is attempted so to do, it is no longer a theory, but an hypothesis or supposition. Hypotheses, although they ought not to be relied upon, are nevertheless useful, as in our endeavours to discover whether they be true or false, we may at last ascertain the class of facts to which they belong, and thus arrive at the true theory.

In the examination of facts, it is to be observed, that we must depend on the information derived through the medium of the five senses, that is, the senses of seeing—hearing—touching—tasting—and smelling;—for it is only by bodies affecting these organs that the properties of matter become known to us; and all that the mind does is to compare and classify the information thus derived.

It is a common error to suppose that many of our greatest inventions and discoveries were made by accident. Many wonderful anecdotes are told in support of this assertion; but the very circumstance of their exciting our wonder is sufficient to show that they are out of the common course of our experience, and that, therefore, before they are received, they ought to undergo a careful examination. A multitude of facts might be adduced to prove that knowledge is more regularly progressive than is commonly imagined. Far be it from us to detract from the merits of those great men who have, from time to time, benefited mankind by their important discoveries; but from a survey of the history of science, we are led to the conviction, that where-ever a new path has been struck out in the great field of truth, that path has been previously prepared by former inquirers. Had Kepler not discovered the three fundamental laws of the planetary motions, it is highly probable that the Principia of Newton never would have issued from the pen of that illustrious man; and had it not been for the brilliant discoveries of Dr. Black on the subject of heat, it is probable that Watt never would have made his improvements on the steam engine, that invaluable distributer of power. It is not unlikely, however, from the state of knowledge in the days of Newton, that, independent of the exertions of his mighty mind, the knowledge contained in the Principia would soon after have been given to the world by some one or more individuals—and the like may be said of the inventions of James Watt.

The great lesson which we would wish the young mechanic to learn from these observations is—that great discoveries are never made without preparation—that previous knowledge is necessary to turn what are called accidental occurrences to good account. And when he is told that the law of gravitation was suggested to Newton by the falling of an apple from a tree in his garden; or that the invention of the cotton jenny was suggested to Hargreave by the circumstance of a common spinning-wheel continuing in its ordinary motion while in a state of falling to the ground—let him be well assured, that, had the minds of Newton and Hargreave not been previously stored with knowledge, these discoveries never would have been made by them. Apples and spinning wheels had fallen a thousand and a thousand times, but the knowledge necessary to turn these circumstances to good account was first concentrated in the minds of these two illustrious benefactors of mankind.

In Smith's Wealth of Nations it is related that the ingenious apparatus for opening and shutting the valves of the steam engine was introduced by the accident of an idle boy having fastened a brick as a counterweight to the handles which opened and shut the valves, and thus allowed him time to leave the machine and go to play. This simple trick of an idle boy, it is said, gave rise to the apparatus which superseded the constant attendance of a person while the engine was at work. This, however romantic, is not the fact—the invention originated in necessity, no doubt, but it was begun and perfected by a thorough mechanic, Mr. H. Brighton, about the year 1717.

While we are on this subject we cannot pass over another very common prejudice, which we conceive has a very hurtful tendency on the progress of the young mechanic. We allude to the pride that some men take in boasting that all their knowledge is original; or that they are self-taught. This is, in other words, stating, that no assistance has been taken either from teachers or books; and goes only to prove, that the knowledge of the individual so circumstanced must be very limited indeed. The unassisted exertions of one man must be very feeble, when compared with the collected exertions of the many who have gone before him in the career of discovery. That man must know little of geometry who has not availed himself of the use of Euclid's Elements, or some work of a similar nature; and the Elements of Euclid would have been meager and confined, had he not availed himself of the discoveries of his contemporaries and predecessors. A like remark may be made on the cultivation of every department of knowledge; and to those whom we are now addressing we say—learn from others all that you possibly can, and when you have done so, try to correct and improve what you have obtained. We know of no dishonourable means of acquiring knowledge, and therefore wherever we meet it we are disposed to respect it, even though it should not contain one particle of originality, if such be possible; for it is not easy to conceive how any man should be in possession of useful knowledge, and not make some new application of it; and a new application of an old principle is certainly one constituent of originality. With a knowledge of what others have done, that workman will be less likely to waste his time in enterprises which may ruin him by their failure, or in speculations which are unsupported by the principles of science.

In the museum of the mechanics' class of the university founded by the venerable Anderson of Glasgow, there is preserved the model of a machine to procure a perpetual motion. For the contrivance and execution of this beautiful specimen of workmanship, we are, we believe, indebted to an ingenious clock-maker of Dundee, who has proven himself a master in the use of his tools. But had he been acquainted with the first principles of mechanics, or with the nature and failure of the various attempts which had been made beforo his time for the same purpose, he would have seen the utter folly of his enterprise, and would have spent the seven years which he occupied in the construction of this truly beautiful model in some more useful employment. These seven years might have been devoted to the construction of timepieces which would have been of infinite service to the commerce and navigation of his country—in guiding the lonely mariner when far away on the billow—in determining the exact distance and direction of the part for which he is bound—whereas, the model of his perpetual motion is preserved in the museum as a lasting monument of this clock-maker's ignorance, perseverance, and handicraft.

It is another common error to suppose that genius alone can make a man a great mechanic, a great chemist, or a great any thing. Some one makes the remark, that every man is more than half humanity; and we do believe that the differences of the degrees of knowledge of different men arise more from their difference of application than from original differences of capacity. Let, therefore, the young workman earnestly try to learn, and we do assure him that he will make advances which will be proportional to his application.

This book has been written with the view of assisting the young workman in obtaining a knowledge of the calculations connected with machinery. The first part is devoted to such parts of arithmetic as workmen generally require, and in which they are most commonly deficient. Nor is this deficiency to be wondered at, since the school books in our language contain, generally speaking, no explanation of the nature of the rules which they give, and are, moreover, embarrassed with so many divisions and subdivisions, that the mind of the scholar is perfectly perplexed, nor can it lay hold of the great leading principles which pervade the whole system. As this is the great instrument used throughout the book, we have endeavoured to make its use and management easily understood. The examples which we have given are indeed few and simple; but, if carefully considered, they will be found sufficient to establish the principle. The mere habit of calculation cannot be said to constitute a knowledge of arithmetic; it is easily obtained, but is of no avail without the principles. This is well illustrated by an occurrence of but recent date. To construct a set of mathematical tables requires, not only a knowledge of principles, but also immense calculation. M. De Pronney was desired by the government of France to construct a very large set of such tables; a task which would require the labour of a mathematician for many years. But Pronney fell upon an expedient which was every way worthy of a man of science. A change in the fashions of the Parisians had thrown about five hundered wig-makers idle, and Pronney contrived at once to give employment to these barbers, and at the same time to serve the purposes of science. He digested the principles of the calculation of these tables into short and simple rules, and printed forms of them, which he gave into the hands of these workmen, who, in a few months, produced a set of tables, the most correct and extensive that ever has been made. The peruke-makers may, so far as the construction of the tables was concerned, be regarded as mere machines, under the guidance of M. de Pronney. The same principle has been of late years carried to a far greater extent by our countryman, Professor Babbage, who has invented a machine by which logarithms and astronomical tables may be calculated and printed with the most unerring certainty, thus obviating the necessity of employing either calculators or compositors. Let not these statements induce you, however, to neglect the practice of calculation; on the contrary, improve yourself in it wherever you can, but be also careful to learn the principle.

In that part devoted to geometry, we have given such information without demonstration as was necessary to the right understanding of the rest of the book; and the like may be said of the conic sections, mensuration, and useful curves. Thus far the book may be said to be a compend of certain branches of the mathematics. It is hoped that the reader, to whom such studies are new, will not be contented to stop here; but will be induced to investigate these subjects in theory; and for such as may be desirous of entering on such a course of study, where there is nothing to be met with but unsophisticated truths connected together by a chain of the most beautiful relations, we intend to offer a few words of well-meant advice as to the order and means of prosecuting such studies.*

In the first place, let the Elements of Euclid be studied so far as the end of the first book, in the course of which it should be borne in mind, that there is nothing really difficult to be met with. The greatest difficulty is, we believe, this, that, to a proposition which is so simple as to be almost self-evident, there is often

* In a very creditable work, recently published, "Stuart's History of the Steam Engine," it is stated that mathematics is not necessary to make a great mechanic, and Watt is cited as an instance. The instance chosen is most unfortunate for the author's assertion. Watt was descended from a family of mathematicians, and inherited in the highest degree the genius of his ancestors. One instance will sufficiently prove this. With a desire to determine what relation the boiling point bore to the pressure of the atmosphere on the surface of the water, he made several experiments with apothecaries' phials, and having found the relation between the pressure and temperature of ebullition, under different circumstances, he laid the temperatures down as abscissæ, and the pressures as ordinates, and thus found a curve whose equation gave that well known formula, the equation of the boiling point. No man but a mathematician of high attainments would have thought of such a method of proceeding. To this we may add, that mechanics is a branch of mathematics; for, as Sir Isaac Newton has defined it, "mechanics is the geometry of motion."

attached a long demonstration, which is apt to lead the reader to suppose that there is really something mysterious in it, which he does not understand. This proceeds from the fact, that it often requires a greater deal of circumlocution to show the connection of simple propositions with first principles, compared with propositions which are more complex; but we have no hesitation in saying, that if the steps of the propositions are carefully considered, one by one, they will be easily understood, and will lead at last to perfect conviction; for, as Lord Brougham has well observed, "Mathematical language is not only the simplest and most easily understood of any, but the shortest also;" and Euclid has transmitted to posterity a specimen of the purest mathematical language. Of Euclid's Elements, there are various editions. Those of Simpson and Playfair are generally used in this country, and are deservedly popular. That of Dr. Thomson is a very valuable work, and very correct. But we beg to recommend to the workman the edition of Mr. Robert Wallace, of Glasgow, both for its execution and cheapness. The demonstrations are clear and short; many new propositions are added, and the connection of theory with practice is never omitted where it can be introduced.

When the first book of Euclid has been read, the study of algebra should be commenced, on which subject there are few good treatises to be found. That which we think best is the treatise of Euler, a book which has come from the hand of a master, and is therefore characterized by great simplicity. Another good book is the treatise of Saunderson. Let either of these works, or others if they cannot be had, be read carefully so far as to equations of the second degree. If any one part of this department can be said to be difficult, it is that of powers and roots, which is a subject of the greatest importance; and should, on that account, receive the most careful attention; and, if the treatise of Euler be used, we have no hesitation in saying, that little difficulty will be experienced. It may be necessary to observe, that attention should be paid all along to the intimate connection of arithmetic and algebra, which will tend to the better understanding of them both. Having advanced thus far, Euclid must again be returned to; and, after revising the first book, read on to the sixth inclusive. Occasional revision of the algebra is recommended, and an advancement as far as equations of the third degree; after which Euclid may be read to the termination. The study of trigonometry may then be introduced; on which subject we have various works of various merits. The treatise prefixed to Brown's Logarithmic Tables may be employed; and when it is understood, and the management of the logarithmic tables acquired, the works of Gregory, Lardner, or Thomson may be consulted; the last is the most simple. After the study of trigonometry, Simpson's conic sections may be read with advantage.

Perhaps it may be a kind of relief at this stage, to see something of the application of mathematics to mechanics, and, for this purpose, the work of Keil on Physics, or the article Mechanics, Hutton's Mathematics, Tegg's edition. The neat little treatise of Mr. Hay of Edinburgh will answer the same purpose exceedingly well. But for the purpose of obtaining a good knowledge of theoretical mechanics, a more extensive knowledge of mathematics than we have hitherto supposed becomes absolutely necessary. A knowledge of the method of fluxions and fluents, or the differential and integral calculus, which bear a strong analogy to each other, and which have been employed for similar purposes. The simplest work on fluxions, and we believe the best, is the treatise of Simpson; and this may be followed by a perusal of Thomson's differential and integral calculus. With this preparation the student may now go on to read the first volume of Gregory's Mechanics, a book in which, we believe, he will find ample satisfaction. The second volume of this excellent work is almost entirely popular, and can cause no difficulty whatever. Another work, well worthy of a perusal, is that of Sir John Leslie: we allude to his Natural Philosophy; a book which, though neither strictly mathematical, nor strictly popular, yet contains much valuable information communicated in both ways. Indeed all the works of this great man, although much has been said against them as to the floridness of their style, will, nevertheless, be found to amply repay the trouble of a perusal.

We will not lengthen out these directions, as we conceive that when the student has advanced thus far he will be possessed of much valuable information, and will have a sufficient knowledge of both books and things to guide himself in his future inquiries. We say future inquiries, as it is our firm conviction that he who has advanced to the point we have considered, will be too deeply imbued with a love of science, even for its own sake, ever to cease from its cultivation, so long as his mind is capable of cherishing one ray of its benign influence.

As the library of the workman cannot be very extensive, the few books which it contains should be well chosen. The treatises published by the Society for the Diffusion of Useful Knowledge cannot be too warmly recommended; and are easy of access from their cheapness and mode of publication. Indeed, the foundation of this society forms a most important era in the history of mankind; and we fondly hope, as we firmly believe, that the benevolent exertions of its talented members will be crowned with success.

In recommending this course of reading we do not mean to insist that the mechanic should leave unopened works in the lighter walks of literature. In the volumes we have mentioned he will find directions for the construction and management of the steam engine, and other powerful and complicated machines; but it should not be forgotten that in the dramas of Shakspeare, and the novels of Fielding, Smollett, and Scott, he will find illustrations of the structure and economy of the *human mind*, the most powerful machine of all. These, and the poetry and the periodical literature of the day, together with historical and biographical works, will often afford agreeable and instructive relaxation from severer studies.

The author of the following pages hopes that his work will be found useful to workmen in general; and though no book was ever written so as to meet the views of every man, yet he trusts that the artisan will find much information in it, which he daily requires, collected and compressed within a smaller compass than in any work of a similar nature. Should this book be deemed a failure, it must at least be acknowledged that its aim has been utility; and that to a class of men on whose intelligence, exertions, and welfare, the prosperity of the nation depends. There is, indeed, a strong competition between this and other kingdoms in the improvement of the arts and manufactures; and, although Britain still stands pre-eminent among the nations in this respect, yet she must not, on that account, relax her endeavours toward improvement, otherwise she will be seen left lagging behind. When we reflect on the circumstance, that it is to workmen themselves that we have ever been indebted for improvements in the arts, it is reasonable to expect that this is the source from whence such improvements will continue to flow; and among workmen it may be safely affirmed, that he who is the most intelligent will be the most likely to make improvements.

Add to these considerations the fact, that there is a pleasure inseparable from the study of science, which is perfectly independent of all its other advantages, and that the poor man as well as the rich has a right to partake in its enjoyment. The diffusion of scientific knowledge among the working classes becomes thus not only a duty which every man owes to his country, but, besides this, it is an act of benevolence, as it tends to administer pleasure to a class of most useful men, who, in a multitude of cases, suffer grievous privations. The workingman, however, should be made well aware, that no exertion of any individual, or society of individuals, can be of any avail in the diffusion of knowledge, unless the workingman shall make an earnest exertion in the pursuit of science. To the young mechanic we then say—earnestly endeavour to improve your mind; and enliven your spare hours by the cultivation of science; and should this little volume facilitate your progress in that manly employment, the desire of the author shall be fulfilled.

Glasgow, *27th August*, 1832.

THE

MECHANIC'S CALCULATOR.

ARITHMETIC.

VULGAR FRACTIONS.

1. In many cases of division after the quotient is obtained, there is a remainder, which is placed at the end of the quotient, above a small line with the divisor under it: thus—88 divided by 12 gives the quotient 7 and remainder 4, which is written 12) 88 ($7\frac{4}{12}$. Now, this $\frac{4}{12}$ is called a fraction; and it is written in this way to show that 4 ought to be divided by 12; and in all cases where we meet with numbers written in this form, we conclude that the number above the line is to be divided by that under the line. This should be well borne in mind, as it is of the greatest use in obtaining a clear notion of fractions.

2. A fraction is said to express any number of the equal parts into which one whole is divided. It consists of two numbers—one placed above and the other below a small line. The upper number is called the Numerator, because it numerates how many parts the fraction expresses; and the under number is called the Denominator, because it expresses or denominates of what kind these parts are;—or, in other words, the denominator shows into how many parts one inch, foot, yard, mile—one whole any thing—is supposed to be divided; and the numerator shows how many of these parts are taken: as $\frac{4}{12}$ of a foot. The denominator shows that the foot is here divided into 12 equal parts (inches;) and the numerator 4, shows that four of these parts are taken—(4 inches.)

3. If the numerator had been equal to the denominator, as $\frac{12}{12}$, then the value of the fraction would have been one whole (foot;) and the numerator, being divided by the denominator, gives 1 as a quotient. In the fraction $\frac{14}{12}$ of a foot, the numerator is greater than the denominator, and the value of the fraction is greater than one: for the foot being divided into twelve equal parts, (inches,) and fourteen such parts (inches) being expressed by this fraction, its value is more than one foot; and the numerator being divided by the denominator, gives $1\frac{2}{12}$. Again, $\frac{6}{12}$ of a foot is just six inches, or one-half foot; and had the foot been divided into two equal parts, one of these parts would have been equal to $\frac{6}{12}$, or $\frac{1}{2}$ is equal to $\frac{6}{12}$. From this we may conclude, that when the numerator is equal to, less, or greater than the denominator, the value of the fraction is equal to, less, or greater than one whole. It is, then, not the numbers which express the numerator and denominator of a fraction, but the relation they bear to each other, that determines the real value of a fraction. $\frac{1}{2}$, $\frac{2}{4}$, $\frac{3}{6}$, $\frac{6}{12}$, are all equal, although expressed by different numbers,—the denominators of all the fractions being respectively doubles of their numerators.

4. From what has been said, it will easily be seen, that, if we multiply or divide both terms of any fraction by the same number, a new fraction will be found, equal to the first; thus, $\frac{4}{8}$; multiply both terms by 2, we get $\frac{8}{16}$, or divide them by 2, $\frac{2}{4}$, and these again by 2, $\frac{1}{2}$. All who know any thing of a common foot-rule will understand this, at sight.

5. The first use which we shall make of the principle last stated, is to bring two or more fractions to the same denominator, and that without altering their real values. For example, take $\frac{2}{3}$ and $\frac{3}{4}$ of a foot. Multiply both terms of the first fraction $\frac{2}{3}$ by the denominator of the second, 4: we get $\frac{8}{12}$. Next multiply both terms of the second fraction by the denominator of the first fraction, that is, $\frac{3}{4}$ by 3: the result is $\frac{9}{12}$. Now it will be seen (from No. 4) that these two fractions, $\frac{8}{12}$ and $\frac{9}{12}$, are equal to the two $\frac{2}{3}$ and $\frac{3}{4}$,—with this additional advantage, however, that they have the same denominator, 12: the great use of which will be seen hereafter. A like process is employed in the case of three or more fractions: thus, $\frac{2}{3}$, $\frac{3}{4}$, $\frac{4}{5}$,—multiply the terms of the first fraction by 4 and 5, the denominators of the second

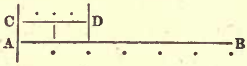
and third, we get $\frac{40}{60}$; next multiply the second $\frac{3}{4}$ by 3 and 5, the denominators of the first and third, we next get $\frac{45}{60}$; lastly, multiply the third by the denominators of the first and second, 3 and 4, we get $\frac{48}{60}$. It will be useful to look over what we have done.—In obtaining the numerators of the new fractions, we have multiplied each numerator in the former fractions by all the denominators except its own; and so also for the denominators. But 3 multiplied by 4, and 4 multiplied by 3, are the same thing, viz. 12: so, likewise, 3 multiplied by 4 multiplied by 5 is 60, and will be 60 in whatever order we take them—3 by 4 by 5, or 4 by 3 by 5, or 5 by 3 by 4; when, therefore, we have obtained one denominator, it is sufficient. Hence the usual rule to reduce fractions to a common denominator: Multiply each numerator by all the denominators except its own for new numerators, and all the denominators together for the common denominator.

6. We are now prepared to add two or more fractions together. It is very easy to see how we may add $\frac{2}{8}$ and $\frac{4}{8}$ of an inch, and that their sum is $\frac{6}{8}$; but it is not quite so evident how we are to add $\frac{2}{3}$ and $\frac{3}{4}$ of a foot. If we had them, however, of one denomination, the difficulty would vanish. By No. 5, bring them to a common denominator—they stand thus: $\frac{8}{12}$ and $\frac{9}{12}$, or 8 and 9 inches; add the numerators, and under their sum place the denominator, $\frac{17}{12}$; divide the numerator by the denominator, (No 1,) the quotient is $1\frac{5}{12}$, or one foot five inches. The reason of bringing them to a common denominator is, that we cannot add unlike quantities together: and we do not add the denominators, their only use being to show of what kind the quantities are. The rule, then, is—bring the fractions to a common denominator, add the numerators together, and under their sum place the common denominator.

7. In subtraction we bring the fractions to a common denominator, and taking the lesser from the greater of the two numerators, place under their difference the common denominator. The reason of this may be easily inferred from (No. 6) $\frac{3}{8}$ subtracted from $\frac{1}{2}$, when brought to a common denominator, $\frac{6}{16}$ from $\frac{8}{16}$ the difference is $\frac{2}{16}$, equal to $\frac{1}{8}$, by No. 4.

8. To take one number as often as there are units in another, is to multiply the one number by the other. To multiply 4 by 2, is to take the number four two times, as

there are two units in 2; and to multiply 4 by $\frac{1}{2}$, is to take four one-half times, or the half of four, as there is only half a unit in the fraction $\frac{1}{2}$. This may be thought so simple, that it need not be stated; but, let it be observed, that it explains a fact in the multiplication of fractions, which many excellent practical arithmeticians do not understand; viz. how that, when we multiply by a fraction, the product is less than the number multiplied. If the fraction $\frac{1}{2}$ is to be multiplied by $\frac{1}{4}$, (let the fractions both refer to an inch,) this is taking $\frac{1}{2}$ (inch) $\frac{1}{4}$ times, or taking the one-fourth part of one-half inch, which is one-eighth. The product $\frac{1}{8}$ is obtained by this simple process: multiply the numerators together for a new numerator, and the denominators together for a new denominator; the new fraction will be the product. That this is true in general may be shown by taking other fractions, thus: $\frac{2}{4}$ of $\frac{2}{6}$,—the product by the rule is $\frac{4}{24}$, which may be simplified by dividing the numerator and denominator by the same number, on the principle of No. 4; if 4 be the divisor, the result is $\frac{1}{6}$, which is the same as $\frac{4}{24}$. Now, that $\frac{1}{6}$ is the real product of $\frac{2}{4}$ by $\frac{2}{6}$, may be shown thus: divide a line AB into six equal parts; take two of these parts, and join them by CD. Divide CD into four parts,



and it will be seen that the two parts of this line CD are just equal to one division on the line AB; or $\frac{2}{4}$ of CD is equal to $\frac{1}{6}$ of AB; so that $\frac{2}{4}$ of $\frac{2}{6}$ is $\frac{1}{6}$. The rule, then, is general.

9. Division is the reverse of multiplication; hence, to divide in fractions,—invert the divisor, and proceed as in multiplication. Thus, to divide $\frac{1}{2}$ by $\frac{1}{4}$, invert the divisor $\frac{1}{4}$, it becomes $\frac{4}{1}$, which, multiplied by $\frac{1}{2}$ gives $\frac{1}{2}$ multiplied by $\frac{4}{1}$, equal to $\frac{4}{2}$; and by dividing, to make the fraction less, we obtain $\frac{2}{1}$, which, by No. 1, is just 2 or twice. This is the quotient; and it is easily seen, if these fractions relate to a foot, that there are 2 quarters or twice $\frac{1}{4}$ of a foot, in one-half foot, or $\frac{1}{2}$.

10. We have now endeavoured to explain the nature of the fundamental rules of vulgar fractions, as simply as possible; but instances often occur, where it is necessary to prepare for these operations;—first, where whole numbers are concerned; and secondly, where the fractions are large, and, consequently, not so easily managed.

11. As to the first, where whole numbers are concerned,

it is to be observed, that when unit, or 1, is used, either to multiply or divide a number, it does not change the value of that number. Thus, 6 multiplied by 1 is 6, and 6 divided by 1 is 6. According to the principle shown in No. 1, we may write the number 6 in this way, $\frac{6}{1}$, without altering its real value—with this advantage, that we have it now in the form of a fraction. We shall illustrate this by a few examples, and show that numbers, whether whole or fractional, are in this department of arithmetic managed by the same rules.

Add 8 to $\frac{3}{4}$, here we write them $\frac{8}{1}$ and $\frac{3}{4}$, which, brought to a common denominator, are, $\frac{32}{4}$, $\frac{3}{4}$—their sum is $\frac{35}{4}$; then by No. 1, divide the numerator by the denominator, we get $8\frac{3}{4}$, the number we set out from. $7\frac{1}{3}$, which is read seven and a third, may on the same principle be put in the form of a common fraction: for it is 7 wholes added to $\frac{1}{3}$ part of a whole, and may be thus written, $\frac{7}{1}$ and $\frac{1}{3}$, equal to $\frac{21}{3}$ and whose sum is $\frac{22}{3}$; divide the 22 by the 3, the result is $7\frac{1}{3}$, the first number. This very simple principle is often used, and is embraced in the following rule—multiply the whole number by the denominator of the fraction, add the numerator, and under the sum place the denominator.

12. When the fractions are very large, it becomes necessary to bring them to a simple form, not only that we may more easily see their value, but that they may be more readily operated upon. Thus, $\frac{6}{72}$ is not so simple nor so easily managed as $\frac{1}{12}$, and the one fraction is just equal in value to the other; for, by No. 4, the numerator and denominator of $\frac{6}{72}$ being both divided by 6, gives $\frac{1}{12}$. Also, $\frac{100}{2000}$, when 100 is used as a divisor, gives $\frac{1}{20}$. Whenever we can find a number which will divide both terms of the fraction without remainders, we ought to employ it, and thus make the fraction simpler in form, though of exactly the same value. The divisor thus used to simplify fractions, is usually called the common measure, and may frequently be found at sight, although sometimes there is no such number at all. Thus, in $\frac{2}{4}$, it is seen at once that 2 is the common measure; but in the fraction $\frac{3}{4}$ no such common measure can be found: consequently, the fraction cannot be made more simple. Sometimes, also, two or more numbers will divide the fraction; thus, $\frac{4}{8}$ may be divided by 4 or by 2—the greatest is preferred, because it brings the fraction to the lowest terms at once. When this cannot be obtained at

sight, the following rule may be employed: Divide the greater term by the less; if these leave any remainder, divide the last term by it; and thus go on dividing the last divisor by the last remainder, and that divisor which leaves no remainder is the greatest common measure. This rule may be applied to the following example:

$$\frac{1470}{2205}$$

By the above rule.

```
1470 ) 2205 ( 1
       1470
        735 ) 1470 ( 2
              1470
              ====
```

735 is the common measure; therefore,

$$735\ ) \frac{1470}{2205} (\tfrac{2}{3}, \text{ the simple form of the fraction.}$$

DECIMAL FRACTIONS.

13. Let us examine the number 3333, (three thousand, three hundred, thirty and three.) The same figure is used, but for every place it is removed towards the left, its value is increased ten times; and consequently, if we begin at the left hand side, and go on towards the right, we see that every figure has a value ten times less than the same figure placed one place nearer the left,—each number expressing tenth parts of the number next it to the left. Hundreds are just tenth parts of thousands; tens are tenth parts of hundreds; and units are tenth parts of tens, &c. Now, the same 3333, with a point placed before any of its figures, would still have the same property of each figure towards the right, having a tenth part of the value it would have had in the next place towards the left: that is to say, the point has no effect in altering the relative value of the figures; but it has this effect, that the figure which stands at its right hand would signify units: thus, 33·33, where we have the same figures as before, with a point placed betwixt the middle two, and from what has been said, we conclude that

the 3 to the left of the point is units. From this it follows that the next 3 on the right of the point is tenth parts of unity, and the 3 following that again tenth parts of a tenth part of unity, or hundredth parts. Had it been written thus: 3.333, the last three to the right of the point would have been a tenth less again, &c; so that all the figures that follow the point to the right are less than units, consequently, they are fractional; and from their decreasing by tenths each place, they are called Decimal fractions—from the Latin word *decem*, ten. Thus, then, $\frac{3}{10}$ may be written ·3.

14. It is to be observed here, that the use of the cipher (0) is in decimals quite similar to what it is in whole numbers,—where its only use is to remove some figure from the units' place, and therefore alter its value tenfold. Thus, in the number 40, the cipher of itself signifies nothing, but serves to remove the 4 to the tens' place. Had it been 04—here the cipher is of no use, because there is no figure to remove beyond it from the units' place. The same is true of any number of units. Now, we have seen that ·3 is just $\frac{3}{10}$ and, from what has been said, it will follow, that .03 is three hundredth parts, or $\frac{3}{100}$, as the cipher in ·03 removes the ·3 a place farther from the units' place towards the right, and (No. 13) makes it ten times less in value than it would have been had it been one place nearer the left; or, it is now tenth parts of a tenth part. For the same reason ·003 is the same as $\frac{3}{1000}$.

15. The number 33 is read thirty and three, and ·33 is read three tenths and three hundredths, or sometimes thirty-three hundreds. Now, $\frac{3}{10}$ added to $\frac{3}{100}$ give (No. 6) $\frac{330}{1000}$, which, simplified, is $\frac{33}{100}$, (No. 4.) If we wished to write $\frac{3}{1000}$ in the other form, it is done simply thus: point 0 in tenth's place, 0 in hundredth's place, and 3 in thousandth's place; that is, ·003. Take, now, $\frac{4}{10}$ and $\frac{6}{100}$; adding, then, by No. 6, we get $\frac{460}{1000}$, simplified $\frac{46}{100}$, which, written with the point, is simply ·46. We may now see, that any number placed after the decimal point is a fraction; which may be expressed by a numerator which is that number, and a denominator consisting of 1, with as many ciphers annexed as there are figures in the numerator: thus, ·3034 is the same thing as $\frac{3034}{10000}$.

16. These simple statements being understood, all that follows will be easy. The principle being kept in mind, that the numbers to the one side of the point have the same

relation to one another as those on the other,—every figure on the one side of the point as well as on the other, being ten times greater than it would have been in the next place to the right, and ten times less than in that to the left.

17. To add decimal fractions, we proceed just as in whole numbers, placing units under units, and consequently points under points, and carrying to each new column to the left, by 1 for every ten in the column already added. As $\frac{1}{2}$ may be written $\frac{5}{10}$ or ·5; $7\frac{1}{2}$ may, therefore, be written 7·5; $4\frac{1}{2}$ may be written 4·5. Now, add 7·5 and 4·5 by the rule we have given, and we will obtain a result which must be correct,—as may be proved by principles laid down in the former chapter. Here we have kept the points under each other, and put a point in the answer just under the others, and the sum is 12, with no decimal fraction. Take $7\frac{1}{2}$ and bring it to the form of a common vulgar fraction, by the principle, No. 11, and it will be $\frac{15}{2}$; do so likewise with $4\frac{1}{2}$ and we get $\frac{9}{2}$; they have a common denominator, and add them by No. 6, we have $\frac{24}{2}$,—now, this fraction, by No. 4, is equal to $\frac{12}{1}$, or 12, the same as before. Take now 135·7, and 1·23, and ·764, and 9·102, and 8·003, and ·035; to find their sum. Here we place, as before, all the points under each other, and proceed as in addition of whole numbers, carrying by tens and pointing the sum in the line under the other points:

$$\begin{array}{r} 7{\cdot}5 \\ 4{\cdot}5 \\ \hline 12{\cdot}0 \end{array}$$

$$\begin{array}{r} 135{\cdot}7 \\ 1{\cdot}23 \\ {\cdot}764 \\ 9{\cdot}102 \\ 8{\cdot}003 \\ {\cdot}035 \\ \hline 154{\cdot}834 \end{array}$$

18. Subtraction is managed in like manner as in common numbers, the same attention being paid to the points. Thus, subtract 33·785 from 1967·32; they are placed thus, and subtracted as in whole numbers, the point in the answer being placed in a line with the others. It is to be observed, that there are more decimal places in the under number than in the

$$\begin{array}{r} 1967{\cdot}320 \\ 33{\cdot}785 \\ \hline 1933{\cdot}535 \end{array}$$

upper, and the deficiency may be supplied by adding ciphers to the upper line, which, as there is no significant figure beyond, does not alter the value of the number.

19. Multiplication of decimal fractions is performed as in whole numbers, paying no attention to the points until the product is obtained, when we point off as many places from the right hand side of the product, as there are decimal places in both the multiplicand and the number which multiplies, or multiplier. Thus, multiply 36·42 by 4·7. Here ·174 are pointed off as decimals, as there are two decimal places in the multiplicand and one in the multiplier—in all three. That this rule is correct, may be inferred from the results of a former example in No. 8. Here we multiplied 4 by $\frac{1}{2}$, and found the product to be 2: now, $\frac{1}{2}$ is equal to $\frac{5}{10}$, which may be written ·5; then let us multiply 4 by ·5, as directed above, and we will find the same result, 2; where, by principle of No. 14, the cipher being pointed off, there remains 2—a whole number.

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  36·42
    4·7
  -----
  25494
 14568
 -------
 171·174
```

```
  4
 ·5
 ---
 2·0
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20. Division may be properly defined, the finding of one number (the quotient), such, that when multiplied by another (the divisor), will give a product equal to a third (the dividend). The dividend may thus be viewed as the product of the quotient and divisor; hence, the quotient and divisor should, together, contain as many decimal places as the dividend. This being observed, the rule will be easily followed: Divide as in whole numbers, and when the quotient is obtained, point off from the right as many places for decimals as those of the divisor want of those in the dividend. Divide 22·578 by 48·6, the quotient $4\cdot6\frac{222}{48\cdot6}$ is obtained by common division, and pointed thus,

$$48\cdot6)22\cdot578(4\cdot6\frac{222}{48\cdot6}$$

because the divisor wants only one decimal place to have as many as the dividend. In many cases, when the quotient is obtained, there will not be as many figures as make up the number of decimal places required; here we must place one or more ciphers betwixt the point and the quotient figures, so as to make up the number required. Thus, divide 1·0384 by 236, the quotient is 44—only two places, whereas there should be four decimals in the quotient;

because there are four in the dividend and none in the divisor. We, therefore, place the quotient thus,—·0044, and to prove that this is the true quotient, we have only to multiply it by the divisor, and the product being the same as the dividend, the operation must be correct.

21. From the great facility with which decimal fractions may be managed, it is very desirable that we could bring vulgar fractions to the same form, in order that they might more easily be wrought with. Now, this may be done on the principles already laid down:—take the fraction $\frac{1}{8}$, and, on the principle of No. 4, multiply both terms by 1000, it then becomes $\frac{1000}{8000}$, which is equal to $\frac{1}{8}$; divide (No. 4) both numerator and denominator by 8; then 8) $\frac{1000}{8000}$ ($\frac{125}{1000}$, which last fraction is expressed in the decimal notation thus, (on the principle of No. 15,) ·125, which, from the way it has been derived, must be equal to $\frac{1}{8}$. This may, however, be found more immediately thus: add as many ciphers to the numerator as you find necessary, and divide by the denominator thus,—8)1000(·125. If we have only to add one cipher before we get a quotient figure, we put a point in the quotient; but if more, then we put as many ciphers in the quotient after the point. Thus, $\frac{1}{25}$; 25)100(·04, and $\frac{1}{25}$ is just $\frac{4}{100}$, or ·04.

22. In many cases the quotient would go on without end; but it is to be observed, that it is not necessary to continue any operation in decimals, at least in mechanical calculations, beyond three or four places, as ten thousandth parts are seldom necessary to be considered in practice. For similar reasons, it is unnecessary to give rules for repeating and circulating decimals: *i. e.* decimal numbers, when the same figures recur in some order—thus, ·3333, or, 142142, &c., carry them to four places, and it is all that is necessary.

Other applications of these principles will be found in the next chapter, on compound numbers.

COMPOUND NUMBERS.

23. In mechanical calculations, we are often concerned with weights and measures, and it is necessary to know how to operate with the numbers which express these. The rules

given in books of arithmetic are generally very long, and, therefore, not very easily understood; yet the steps of the operation are simple. We shall therefore show the mode of procedure, in some very easy examples, and the reader will find no difficulty in applying the principles he may thus imbibe to cases more complex.

24. If we have to add 9 yards 2 feet 6 inches, to 2 yards 1 foot 3 inches, 8 yards 0 feet 11 inches, long measure. Then we must in this, as in all other cases of compound addition, arrange them in order,

yds.	feet	inch.
9	2	6
2	1	3
8	0	11
20	1	8

the greater towards the left hand, and the lesser towards the right; and there must be a column for every denomination of weight or measure, in which column the respective quantities must stand, so that feet will stand under feet, inches under inches, pounds under pounds, and ounces under ounces, &c. Add now the column toward the right, which in this example amounts to 20 inches, or 1 foot 8 inches, we therefore put down the 8 inches under the column of inches, and add the 1 foot to the column of feet, which comes to 4 feet; that is, 1 yard and 1 foot. The 1 foot is put down under the column of feet, and the 1 yard is added, or carried, as it is usually called, to the column of yards, whose sum is 20.

If we have to add 2 tons 2 cwt. 1 quar. 17 lbs. 10 oz. avoirdupois, to 12 tons 10 cwt. 2 lbs. 2 oz., 2 cwt. 1 quar. 18 lbs. 3 oz., and 9 lbs. 11 oz.; then, from what was remarked above,

tons	cwt.	quar.	lbs.	oz.
2	2	1	17	10
12	10	0	2	2
0	2	1	18	3
0	0	0	9	11
14	14	3	19	10

they will be put down as in the margin. Then the sum of the right hand column is 26 oz., which is 1 lb. 10 oz., we put down the 10 in the column of oz., and carry the 1 lb. to the column of lbs. which is next; and this when added comes to 47 lbs., that is, 1 quar. and 19 lbs.; the 19 is put in the column of lbs. and the 1 is carried to that of quars., which comes to 3, which not amounting to 1 cwt. we put down the 3 in the column of quars. and carry nothing to the column of cwts., which, when added, amounts to 14, this we put down, and, as it does not amount to 20 cwt. or 1 ton, we carry nothing to the column of tons; and when this column is added, its sum is 14.

25. In Subtraction the same principle of arrangement is to

be observed, and the lesser quantity is to be put under the greater. If we have to subtract 1 ton 13 cwt. 2 quars. 17 lbs. 12 oz., from 9 tons 8 cwt. 1 quar. 4 lbs 7 oz. avoirdupois, they are arranged as in the margin. We begin to subtract at the lowest denomination, viz. oz.—12 oz. from 7 oz. we cannot, but we add a lb. or 16 oz. to the 7, which is supposed to be borrowed from the column of lbs. which stands next it, towards the left; now 16 added to 7 makes 23, and 12 from 23 leaves 11, which is put down in the column of oz. Now we must pay back to the column of lbs. the pound or 16 oz. which we borrowed, therefore, it is 18 from 4. Here we have to borrow from the column of quars., and 1 quar. being 28 lbs. we borrow 28, then 28 and 4 are 32, therefore 18 from 32 leaves 14, which is put down, and the 1 quar. paid back to the column of quars.; 3 from 1, we cannot, and must borrow 1 cwt. or 4 quars., therefore 3 from 5 and 2 remains, which is put down. Add 1 to 13 for the 1 cwt. that was borrowed, then 14 from 8, we cannot, but borrow 20 from the next column, then 14 from 28 and 14 remains. Pay back to the column of tons the 1 ton, or 20 cwt. which we borrowed, then 2 from 9 and 7 remains, which is put down.

tons	cwt.	quars.	lbs.	oz.
9	8	1	4	7
1	13	2	17	12
7	14	2	14	11

The same principle holds in other examples, the only variation being that the numbers to be borrowed from the next higher column, will depend upon the relative values of these columns, which may be known by examining a table of the particular weight or measure to which the example may refer.

26. In Multiplication, which is only a short way of performing addition in particular cases; the principles are nearly similar: thus, to multiply 3 tons 2 cwt. 2 quars. 6 lbs. 10 oz. by 3; they are arranged as in margin. Then the first product is 30 oz. or 1 lb. which is carried to the column of lbs., and 14 oz., which is put down in the column of oz. The product of the lbs. is 18, and the one lb. carried is 19, which not amounting to 28 lbs. or 1 quar., nothing is to be carried to the column of quars. The product of the quars. is 6, which is 1 cwt. to be carried and 2 quars. to be put down.

tons	cwt.	quars.	lbs.	oz.
3	2	2	6	10
				3
9	7	2	19	14

The product of cwts. is 6, and the one carried from the former column makes 7, nothing being carried; the column of tons is 9. By examining the following examples, and referring to the tables of weights and measures, the general application may be easily inferred. See Appendix to Arithmetic.

	Degrees.	min.	seconds.
	23	14	17
			6
	139	25	42
Carry by		60	60

yds.	feet.	inch.	8th parts.
17	2	9	6
			5
89	2	0	6
	3	12	8

27. It may not be out of place here to notice, Duodecimal, or what is commonly called Cross Multiplication; which is very useful to artificers in general, in measuring timber, &c.

The foot is divided into 12 inches, each inch into 12 parts, and each part again into 12 seconds; these last, however, are so small, that they are generally neglected in calculation.

If we wish to find the surface of a plank, whose breadth is 1 foot 7 inches, and length 8 feet 5 inches, we place the one under the other, feet under feet, inches under inches, &c., as in the margin. Multiply the inches and feet in the upper line, by the feet in the under line, placing the product of the inches, under the inches, and that of the feet, under the feet. Then multiply the inches and feet, of the upper line, by the inches in the under line, placing the product one place further towards the right, and carry by twelves where necessary; as in this example, 7 times 5 is 35, that is, two twelves and 11 over; the 11 is put down, and the 2 added to the product of the next column,—7 times 8 is 56, and the 2 carried makes 58, that is four twelves and 10 over; the 10 is put down, and the 4 carried to the next column. These are now added, observing again to carry by twelves.

8	5	
1	7	
8	5	
4	10	11
13	3	11

feet.	inch.	
4	7	
8	4	
36	8	
1	6	4
38	2	4

feet.	inch.	parts.		
35	4	6		
12	3	4		
424	6	0		
8	10	1	6	
	11	9	6	0
434	3	11	0	0

The feet in the example are square feet, but the inches are not square, as might be thought at first sight, but 12th parts of a square foot; and also the numbers standing in the third place, are 12th parts of these 12 parts of a foot, and so on.

28. Before we consider the Division of compound numbers, it will be necessary to attend a little to the nature of reduction. This is usually thought by beginners to be very perplexing, but a little attention to the principle, will obviate all this apparent difficulty.

In every lineal foot there are 12 inches, and therefore there will be 12 times as many inches, in any number of feet, as there are feet; thus, in 8 feet there are 8 times 12, that is, 96 inches. In every lb. avoirdupois there are 16 ounces, therefore in 18 lbs. there are 18 times 16, that is, 288 ounces. So that we multiply the higher denomination, by that number of the lower which makes one of the higher, and the product is the number of the lower contained in the number of the higher, which we multiply. In the previous examples, feet and pounds are the higher denominations, and inches and ounces are the lower. From these remarks it will be easy to see, how we proceed in finding the number of $\frac{1}{8}$ parts of an inch contained in 3 yards 2 feet 7 inches, and $\frac{5}{8}$ parts, long measure. Bring the yards to feet, 3 multiplied by 3 are 9, to which we add the 2 feet, which make 11. This brought to inches, is 11 multiplied by 12, or 132, to which we add the 7 inches, making 139. This brought to $\frac{1}{8}$ parts gives 139, multiplied by 8, that is, 1112, to which we add the 5 eighth parts, making 1117 the answer.

The examples subjoined are managed in a like manner; the multipliers varying with the kind of weight or measure.

cwt.	quar.	lbs.	acres.	roods.	poles.
27	1	22	22	3	24

4 mult.	4 mult.
108 quars.	88 roods
1 add	3 add
109 quars.	91 roods
28 mult.	40 mult.
3052 lbs.	3640 poles
22 add	24 add
3074 lbs.	3664 poles.

The work is reversed, when we wish to ascertain how many of a higher denomination are contained in any number of a lower. Thus, in 1440 inches, long measure, there will be one foot for every 12 inches, we therefore divide 1440 by 12, and the quotient will be the number of feet, that is, 120 feet. Then there is no remainder, but if there had, it would have been of the same kind with the dividend, that is, inches. In the same way find how many tons, cwts., quars. and lbs., are contained in 12345678 oz.

oz. in 1 lb.—16	)12345678	ounces.
lbs. in 1 quar.—28	)771604 lbs.	—14 oz.
quars. in cwt.—4	)27557 quars.	—8 lbs.
cwt. in 1 ton—20	)6889 cwt.	—1 quar.
	344 tons	—9 cwt.

The answer therefore is 344 tons 9 cwt. 1 quar. 8 lb. 14 oz.—which may be proved by reducing the work to ounces by the method given above.

29. It is frequently of great use, to express compound numbers fractionally; thus, so many feet and inches as the fraction of a yard. What fraction of a yard is 2 feet 8 inches? Now, from what has been said on vulgar fractions, it will be easily seen that one yard is here the unit, or denominator of the fraction, which must of course be brought to inches. Now there are 36 inches in one yard, which must be the denominator of the fraction, and the numerator will be the quantity taken; that is, 2 feet 8 inches reduced to inches, or 32 inches. The fraction therefore is $\frac{32}{36}$, or simplified $\frac{8}{9}$, which, turned into a decimal, is 0·8888, one yard being 1. So likewise, what fraction of a cwt. is 2 qrs. 14 lbs. 3 oz.? This last reduced to ounces is 1123, which is the numerator of the fraction, and the denominator is 1 cwt. reduced to oz., or 1792 oz.; the fraction is therefore $\frac{1123}{1792}$, which is expressed decimally 0·6264. We think that these examples will be sufficient to show the mode of procedure, and it remains for us to consider the reverse of this; to estimate the value of such fractions in terms of the weight or measure to which they refer.

30. It will be easily seen, that one-half of a foot is twelve times greater than one-half of an inch, or that any given part of a foot, is a twelve times greater part of an inch; thus, $\frac{1}{2}$ of a foot is $\frac{12}{2}$ of an inch; so that to bring any fraction of

a foot to the fraction of an inch, we have only to multiply the numerator by 12. So likewise $\frac{1}{4}$ of a pound avoirdupois, is $\frac{16}{4}$, of an ounce, and $\frac{1}{5}$ of a yard is $\frac{3}{5}$ of a foot, or $\frac{36}{5}$ of an inch; and if we divide the numerator by the denominator, we get in the last example $\frac{1}{5}$ of a yard, equivalent to $7\frac{1}{5}$ inches.

What is the value of $\frac{1}{3}$ of 1 cwt.? By applying the foregoing principle it will be found that $\frac{1}{3}$ of 1 cwt. is $\frac{4}{3}$ of a quar., or a 28 times greater part of 1 lb., that is $\frac{112}{3}$; that is $37\frac{1}{3}$ lbs.—also $\frac{1}{3}$ of 1 lb. is 16 times $\frac{1}{3}$ of an ounce, or $\frac{16}{3}$, equal to $5\frac{2}{3}$ ounces.

31. It will generally be found best to express these decimally, thus, the last example will be $\frac{1}{3}$ of a cwt. or 0.333 of a cwt., or 1.333 of a quar., or 37.666 of a pound. Thus it appears that any fraction of a cwt. is 4 times greater than a like fraction of a quarter, and any fraction of a quarter is 28 times greater than a similar fraction of a pound; hence, to reduce a fraction of a higher to its value in a lower denomination, we multiply the numerator of the fraction, by that number which expresses how many of the lower are contained in one of the higher, while the denominator remains unaltered. On the other hand, to bring a fraction from a lower to a higher denomination, the numerator remains the same; but we multiply the denominator by that number which expresses how many of the lower is contained in one of the higher. Thus $\frac{1}{3}$ of an inch is $\frac{1}{36}$ of a foot, or $\frac{1}{108}$ of a yard; or expressed in decimals 0.3333 of an inch, or 0.0277 of a foot, or 0.00924 of a yard.

32. On a like principle the value of a decimal expressing weight or measure, may be determined, simply by multiplying the decimal by that number of the next lower denomination, which is contained in one of the higher, and cutting off the proper number of decimals in the product,—thus:

```
  37689 of a cwt.
      4
 -------
 1.50756 quarters.
     28
 -------
14.21168 pounds.
     16
 -------
 3.38688
```

Here it will be observed, that the integers or whole num bers cut off are not multiplied, and the value of .37689 of a cwt. is 1 quar. 14 lbs. 3.386 oz.

We will conclude this chapter on compound numbers, with some remarks on Division. The same arrangement is to be observed here as in addition; the greater quantity being towards the left of the lesser.

Let it be required to divide 13 yards 2 feet 8 inches by 4. We say 4 in 13, 3 times and 1 over, that is one yard, which must be reduced to feet, the next lower denomination; that is 3 feet, and the 2 feet are five feet—now 4 in 5, 1 and 1 over, which last being a foot, must be reduced to inches; it is therefore 12 inches, and the 8 make 20; then 4 in 20, 5 times; the answer therefore is 3 yards, 1 foot, 5 inches.

```
    yards.  feet.  inch.    yards.  feet.  inch.
3)   16      2      9   (    5       1      11
     15
    ----
      1
      3 mult.
    ----
      3
      2 add
    ----
3)    5
      3
    ----
      2
     12 mult.
    ----
     24
      9 add
    ----
3)   33
     33
```

POWERS AND ROOTS.

32. The square of any number is the product of that number multiplied by itself: thus, the square of 2 is 4, the square of 4 is 16, the square of 5 is 25, &c. The cube of any number is the product of that number multiplied twice by itself: thus, the cube of 2 is 8, the cube of 3 is 27, the cube of 4 is 64, &c. On the other hand, when we talk of

the square and cube roots of any numbers, we mean such numbers that, when squared or cubed, will produce these numbers: thus, 2 is the square root of 4, 3 is the square root of 9, and 4 is the square root of 16, &c. In like manner, 3 is the cube root of 27, 4 the cube root of 64, 5 the cube root of 125, &c. The cube and cube root are said to be of higher order than the square and square root; and there are higher orders than these, with which we shall not concern ourselves, as they will not occur in our calculations. The method of raising any number to the square and cube powers, will be sufficiently obvious from what has been said above; but the method of extracting the square and cube roots is not by any means so easy. We shall give the rules for the extraction of these roots; and as they are long, we would recommend the beginner to compare carefully each step in the example, with that part of the rule to which it refers; and by doing so attentively, he will find that the greater part of the difficulty will vanish.

33. The rule for extracting the square root is this:

First—Commencing at the unit figure, point off periods of two figures each,+ till all the figures in the given number are exhausted. The second point will be above hundreds in whole numbers, and hundredths in decimals.

Second—If the first period towards the left be a complete square, then put its square root at the end of the given number, by way of quotient; and if the first period is not a complete square, take the square root of the next less square.

Third—Square this root now found, and subtract the square from the first period; to the remainder annex the next period for a dividend, and for part of a divisor double the root already obtained.

Fourth—Try how often this part of the divisor now found is contained in the dividend, omitting the last figure, and annex the quotient thus found, not only to the root last found, but also to the divisor, last used.

Fifth—Then multiply and subtract, as in division; to the remainder bring down the next period, and, adding to the divisor the figure of the root last found, proceed as before.

Sixth—Continue this process till all the figures in the given number have been used; and if any thing remain, proceed in the same manner to find decimals—adding two ciphers to find each figure.

+) from the right to the left

The square root of 365 is required.

```
          365 ( 19·1049
          1
         ----
   29  | 265
    9  | 261
  ---------
   381  |  400
     1  |  381
  ------------
  38204  | 190000
      4  | 152816
  ---------------
  382089 | 3718400
       9 | 3438801
  ----------------
  382098 |  279599
```

The square root of 2 to six places of decimals is required.

```
           2 ( 1·414213
           1
         -----
   24  | 100
    4  |  96
  ----------
   281  |  400
     1  |  281
  ------------
   2824  | 11900
      4  | 11296
  ---------------
   28282  |  60400
       2  |  56564
  -----------------
   282841  |  383600
        1  |  282841
  -------------------
   2828423 | 100759
```

34. The easiest rule for the extraction of the cube root is this :

By trials, take the nearest cube to the given number, whether it be greater or less, and call it the assumed cube : thus, if 29 was the given cube whose root was to be extracted, then, 3 times 3 times 3, or 27, is the nearest less cube, and 4 times 4 times 4, or 64, is the nearest greatest cube ; 27 is the nearer of the two, therefore, 27 is the assumed cube.

Add double the given cube to the assumed cube, and multiply this sum by the root of the assumed cube, and this product divided by the given cube, added to twice the assumed cube, will give a quotient which will be the required root, nearly.

By using, in like manner, the cube of the last answer, as an assumed root, and proceeding in the same manner, we will get a second answer nearer the truth than the first, and so on.

Find the cube root of 21035·8.

If 20 is assumed, its cube is 8000 ; if 30, its cube is 27000, —the one a great deal too small and the other too great: let us therefore try some number between them, as 27 ; the cube of this is 19683, which we shall call the assumed cube ; then, —twice the assumed cube is 39366—twice the given cube is 42071·6.

Therefore, the sum of the given cube and twice the assumed cube is 60401·8, and the sum of the assumed cube and twice the given cube is 61754·6.

Wherefore, by the rule,

```
            61754·6
                 27
            -------
            4322822
           1235092
          ---------
60401·8 ) 1667374·2 ( 27·6047
```

This quotient is the root nearly ; and by using 27·6047 in the same way that we used 27, we will get an answer still nearer the true root. For a Table of Powers and Roots, see *Grier's Mech. Dict.*

THE SLIDING RULE.

35. We are indebted for the invention of this useful instrument to Edmond Gunter. It is a kind of logarithmic table, whose great use is to obtain the solution of arithmetical questions by inspection, in the multiplication, division, and extraction of the roots of numbers. It consists of two equal pieces of boxwood, each 12 inches long, joined together by a brass folding joint. In one of those pieces there is a brass slider. On the face of this instrument, there are engraven four lines, marked by the letters A, B, C, and D : at the beginning of each line, the lines A and D being

marked on the wood part of the rule, and B and C on the brass slider.

36. Before the use of the sliding rule can be explained, it is necessary that a correct idea should be formed of the method of estimating the values of the several divisions on these lines. Let it be observed, then, that whatever value is given to the first 1 from the left, the numbers following, viz. 2, 3, 4, 5, &c., will represent twice, thrice, four times, &c., that value. If 1 is reckoned 1 or unity, then 2, 3, 4, &c., will just signify two, three, four, &c.; but if 1 is reckoned 10, then 2, 3, 4, &c., will represent 20, 30, 40, &c. If the first 1 is reckoned 100, then 2, 3, 4, &c., will represent 200, 300, 400, &c. The value of the 1 in the middle of the line is always ten times that of the first 1; the value of the second 2 is ten times that of the first 2: so that if the value of the first 1 be 10, that of the second 1 will be 100; the first 2 will be 20, and the second 2 will be 200, &c. The value of these divisions being understood, we may now attend to the minute divisions between these. Now, on the lines A, B, and C, there are 50 small divisions betwixt 1 and 2, 2 and 3, 3 and 4, &c.; and it follows, from the nature of the larger divisions, that if the first 1 be reckoned 1, or unity, each of these small divisions between 1 and 2, 2 and 3, &c., will be $\frac{1}{50}$, or ·02; and supposing still the first 1 to be unity, then the small divisions from the second 1 to 2, 2 to 3, &c., will each be ten times greater than a $\frac{1}{50}$, or ·02, that is, each of them will be $\frac{10}{50}$, or $\frac{1}{5}$, or ·2. In the same way, if the first 1 represents 100, the first 2 will be 200; if the second 1 be 1000, the second 2 will be 2000, &c.; and on the same principle as above the small divisions or 50th parts will represent each $\frac{1}{50}$ of 100, or 2, in the first half, or from the first 1 to 2, 2 to 3, &c., and $\frac{1}{50}$ of 1000, or 20, in the second half; or from the second 1 to the second 2, 2 to 3, &c.

37. These divisions being understood, we may proceed to show the method of using this rule in the solution of arithmetical questions.

38. To find the product of two numbers:

Move the slider, so that 1 on B stands against one of the factors on A; then the product will be found on the line A, against the other factor on the line B.

Thus, to find the product of 3 by 8:

Set 1 on B to 3 on A; then against 8 on B will be found the product 24 on A.

For the product of 34 by 16:

Set 1 on B against 16 on A, then look on B for 34, and against it on the line A will be found the product 544.

39. To find the quotient of two numbers:

This may be done in two ways,—either set 1 on the slider B against the divisor on A, then against the dividend on A the quotient will be found on B. Or, set the divisor on B against 1 on A, then the quotient will be found on A against the dividend on B; therefore, in general, it is to be remembered, that the quotient must always be found on the same line on which 1 was taken, and the divisor and dividend on the other line.

Thus, to find the quotient of 96 divided by 6:

Move the slider till 1 on B stands against 6 on A; then the quotient 16 will be found on B against the dividend 96 on A.

In like manner, to find the quotient of 108 divided by 12, we may take the latter form of the rule, thus:

Set 12 on B against 1 on A; then on the line A will be found the quotient 9 against 96 on B.

40. To solve questions in the rule of three or simple proportion:

Set the first term on the slider B to the second on A; then on the line A will be found the fourth term, standing against the third term on B.

If 4 lbs. of brass cost 36 pence, what will 12 lbs. cost?

Move the slider so, that 4 on B will stand against 12 on A; then against 36 on B will be found the fourth term 108 on A.

41. To extract the square root:

Move the slider so, that the middle division on C, which is marked 1, stands against 10 on the line D, then against the given number on C the square root will be found on D.

It is to be observed before applying this rule, that if the given number consists of an even number of places of figures, as two, four, six, &c., it is to be found on the left hand part of the line C; but if it consists of any odd number of places, as three, five, seven, &c., it is to be found on the right hand side of C, 1 being the middle point of the line.

To find the square root of 81:

Here the number of places are even, being two; therefore, the number 81 is sought for on the left hand side of the line C.

Set 1 on C against 10 on D; then against 81 on C will be found 9, the square root on D.

For the square root of 144:

Set 1 on C to 10 on D; then against 144 on C will be found the square root 12 on D.

42. To find the area of a board or plank:

The rule is, to multiply the length by the breadth, the product will be the area; therefore, by the sliding rule,

Set 12 on B against the breadth in inches on A; then on the line A will be found the surface in square feet, against the length in feet on the line B.

To find the area of a plank 18 inches broad and 10 feet 3 inches long:

Move the slider so that 12 on B stands against 18 on A; then will $10\frac{1}{4}$ on B stand against $15\frac{3}{4}$ on A, which $15\frac{3}{4}$ is square feet.

This may be proved by cross multiplication.

10	3	
1	6	
10	3	
5	1	6
15	4	6

43. For the solid content of timber.

The rule is to multiply length, breadth, and thickness all together.

Set the length in feet on C to 12 on D; then on C will be found the content in feet against the square root of the product of the depth and breadth in inches on D.

What is the content of a square log of timber, the length of which is ten feet, and the side of its square base is 15 inches.

Set 10 on C against 12 on D; then will 15 on D stand against the content $15\frac{5}{8}$ on C.

44. Other particulars on the measurement of timber will be given hereafter, when we come to Mensuration.

MARKS OF CONTRACTION.

45. We earnestly request that particular attention be paid to this chapter, not because it is difficult, but because it is of the greatest importance to the clear understanding of what

follows in this book, and contributes greatly towards its shortness and simplicity.

46. When we mean to say that one thing is equal to another, we use this mark $=$ thus, 3 added to $5=8$, is read thus, 3 added to 5 is equal to 8.

47. But the words, added to, may also be represented by the mark $+$ thus, $3+5=8$, is read, 3 added to, or plus, 5 is equal to 8.

48. So likewise the difference of two numbers may be represented by the mark—, which is a short way of expressing the word subtract, thus, $5-3=2$, is read from 5 subtract 3 the difference is equal to 2; and thus, $3+6-2=7$ is a short way of writing, to 3 add 6 and subtract 2, the result is equal to 7.

49. After the same manner the mark $\times$ is used instead of the words multiply by, thus, $3\times2=6$, is read 3 multiplied by 2 is equal to 6.

50. To show that the operation of division is to be performed this mark is sometimes used, viz. $\div$, which is a short way of writing the words, divided by, thus, $15\div3=5$, is read 15 divided by 3 is equal to 5: but we will in general place the divisor below a line with the dividend above it, on the principle stated in vulgar fractions, thus, $\frac{15}{3}=5$ the same as $15\div3=5$.

51. The square of any number or quantity is marked by a small ^{2} placed at its upper right hand corner, thus, $3^2=9$ is read, the square of 3 is 9. The cube is marked by a ^{3} placed in the same way, as $3^3=27$, that is, the cube of 3 is 27.

The square root is noted in a similar manner by the fraction $^{\frac{1}{2}}$ placed in the same way, as $9^{\frac{1}{2}}=3$, and so likewise the cube root, as $27^{\frac{1}{3}}=3$; but the square root is often denoted by $\surd$ placed before the number or quantity, thus, $\surd9=9^{\frac{1}{2}}=3$, and the cube root, in like manner, by $\sqrt[3]{}$, thus, $\sqrt[3]{27}=27^{\frac{1}{3}}=3$.

52. Parentheses ( ) are used to show that all the numbers within them are to be operated upon as if they were only one; thus, $3+2\times5$, means that 3 is to be added to the product of 2 and 5, that is, the amount of this is 13; but $(3+2)\times5$, means that 3 and 2, that is, 5, is to be multiplied by 5, and the result will be 25; a very different thing from what it was before, which arises entirely from the use of parentheses. In like manner $3+2^2=7$, but $(3+2)^2=25$; here, as in every other case, the whole of the numbers within the parentheses are taken as one whole, and as such are

affected by whatever is without the parentheses. The same thing is often marked by drawing a line over all the numbers or quantities to be taken as one whole; thus, instead of $(3+2)\times5$, we may write $\overline{3+2}\times5$; also $(6\times4)-3\times2$ is the same as $\overline{6\times4-3}\times2$, both being equal to 42.

53. The rule for the measurement of the surface of timber, given in our remarks on the sliding rule, may be expressed thus, length$\times$breadth$=$area; and the rule for simple proportion, to be given in the next chapter, may also be written thus:

$$\frac{\text{Second term} \times \text{third term,}}{\text{first term,}}=\text{fourth term.}$$

54. It is obvious that this is merely a kind of short hand which might be carried still farther; for instance, in the last example we might make F stand for the first term, S for the second, T for the third, and £ for the last, and the rule would then be

$$\frac{S \times T}{F} = £$$

55. We again insist that the young reader will read this chapter carefully over.

PROPORTION.

56. When four numbers following each other are such that the first is as many times greater or less than the second, as the third is greater or less than the fourth, they are said to be in proportion; thus, 2, 4, 3, 6, usually written thus, 2 : 4 :: 3 : 6; the mark : being put for the words, *is to*, and :: for, *as*, so that this would be read, 2 is to 4 as 3 is to 6. Here the first is half the second, and the third is half the fourth, and they are therefore in proportion; but they may be arranged otherwise and yet be in proportion, thus, 4 : 2 :: 6 : 3, where the first is twice as large as the second, and the third is twice as large as the fourth. In all cases the two middle terms are called the means, and the two outer terms are called the extremes. The product of the two means is equal to that of the two extremes, thus in the last example, $2\times6=12$, and $4\times3=12$. Now, if we wanted the last term, to wit, 3, it could easily be found by

means of this property of numbers in proportion. If we had only three terms given, as 4 : 2 :: 6, to find the fourth in proportion, which is the last extreme, and 4 is the first extreme. Now, we must find such a number, that, when multiplied by 4, the product will be equal to the product of the means; $2 \times 6 = 12$, to find such a number we have only, by the definition of division, to divide the product of the two means, viz. 12 by the first extreme 4, and the quotient 3 will be the answer. So universally 6 : 9 :: 12 : where the last term will be found, as before, by multiplying the two means $12 \times 9 = 108$, and dividing the product 108 by the first extreme 6, the quotient will be the last extreme 18, hence 6 : 9 :: 12 : 18. The rule may be expressed simply thus: let F stand for the first term, S the second, T the third, and £ the last, then we have $\frac{S \times T}{F} = £$, and this rule holds true whether the numbers be whole or fractional; and here it may be observed, that it will in most, if not in all cases, be best to turn all vulgar fractions, when they occur, into decimals; thus, $2\frac{1}{2} : 3\frac{2}{3} :: 6\frac{1}{4}$: or $\frac{5}{2} : \frac{11}{3} :: \frac{25}{4}$:

$$\left.\begin{array}{l} 2\frac{1}{2} = \frac{5}{2} = 2{\cdot}5 \\ 3\frac{2}{3} = \frac{11}{3} = 3{\cdot}666 \\ 6\frac{1}{4} = \frac{25}{4} = 6{\cdot}25 \end{array}\right\} 2{\cdot}5 : 3{\cdot}666 :: 6{\cdot}25 :$$

Here the mode of determining the fourth term is the same in all; the two means being $\times$, and their product $\div$, by the first term. This is usually called the rule of three, and is of the utmost utility in practical arithmetic. We shall now show how it is to be applied.

If we pay 40 pence for 2 feet of wood, how much will we pay for 6 feet at the same rate? Here it is clear we will pay in proportion to the quantity of wood; for as many times as we have 2 feet, we will pay so many times 40 pence; that is, the price will be in proportion to the quantity of wood. So that we may say, as the one quantity of wood is to another quantity, so will be the price of the first quantity to the price of the second. Hence the terms in the question will stand arranged thus:—2 : 6 :: 40 : 120, which term 120 is the price of 6 feet, and is found by the rule given above;

$$\text{thus, } \frac{6 \times 40}{2} = 120.$$

57. In every question in simple proportion, there will always be three terms, one of which is of the same kind

with the answer sought, whether it be money, measure, time, force, or any thing, which term in the question we put in the third place; as in the last question the answer was to be money, and therefore the money in the question, 40 pence, was placed as the third term. When this is done, we next consider whether the answer will be greater or less than the third term, and place the greater or less of the other two terms next it in the second place, and the other one first, as the answer may require; after which, employ the rule given above to find the answer.

58. As, for example, 40 men will do a piece of work in 15 days, in how many days will 20 men do the same? Here the answer must be days; consequently, 15 goes in the third term, and 20 men will take more time than 40 to do it, therefore we must put the greatest in the second place, and the least in the first; and it therefore stands thus:—20 : 40 :: 15 : the answer 30, which is found by the rule.

$$\frac{40 \times 15}{20} = 30.$$

COMPOUND PROPORTION.

59. Compound Proportion depends entirely on the same principles as simple proportion. For instance, if 2 feet of fir cost 40 pence, what will 6 feet of mahogany cost, 3 feet of mahogany being equal in value to 9 of fir. Here we may find the price of the 6 feet of mahogany as if they were fir, and it comes out, by the last article, 120 pence, but 3 is to 9 as the price of fir is to that of mahogany; therefore we put the 120, the price of 6 feet of fir, in the third term, and state the proportion, 3 : 9 :: 120 : 360, the price of 6 feet of mahogany. The same would have been more easily found by stating it thus:

$$\begin{array}{l} 2 : \ 6 :: \\ 3 : \ 9 :: \end{array} \Big\} \, 40 :$$
$$\overline{6 : 54 :: \quad 40 : 360.} \text{ Ans.}$$

where the proportions are stated under each other, and multiplied together, which produces 3 × 2 = 6 and 6 × 9 = 54, two terms of a new proportion, in the simple rule, where 40 is the third term; and this is only the particular example of a general rule, where we may have as many proportions as we please reduced to the form of a simple question in the rule of three. As, therefore, that quantity which is of the same kind with the required answer is put in the third term, the rest will be found to go in pairs; two expressing relation of price, two relation of quality, two relation of time, which must be put in proper order in the first and second terms, as directed for simple proportion. When this is done, all the first terms of these several proportions are to be multiplied together for a new first term, all the second terms together for a new second term, which being placed with the third, in the form of simple proportion, and operated upon as there directed, will give the answer.

Forty boys are set to dig a trench in summer; 14 spadefuls can be dug in summer for 12 in winter; 6 men can do as much as 13 boys; and 16 men can do it in 104 days in winter: how long will the boys take? Here the answer is to be, how many days? We have in the question 104 days; the third term, relative of difficulty, 14 spadefuls and 12 spadefuls; of strength, 6 men to 13 boys; relation of numbers, 16 to 40; which will be stated thus:

$$\left.\begin{array}{ll}\text{Relation of number,} & 40 : 16 \\ \text{Relation of difficulty,} & 14 : 12 \\ \text{Relation of strength,} & 6 : 13\end{array}\right\} :: 104 \quad \begin{array}{l}\text{makes the time less.} \\ \text{makes the time less.} \\ \text{makes the time greater.}\end{array}$$

Product,..........3360 : 2496 : : 104 : $77\frac{43}{168}$ days, Ans.

ARITHMETICAL AND GEOMETRICAL PROPORTIONS AND PROGRESSIONS.

60. The subject of this chapter is often referred to in elementary books on mechanical science; and for this reason, we shall draw the attention of the reader, for a little while, to the subject.

61. When we inquire as to the difference of two numbers, we inquire for their arithmetical ratio; but when we inquire as to the quotient of two numbers, we inquire for their geometrical ratio. Thus, $12 - 3 = 9$ and $12 \div 3 = 4$; here 9 is the arithmetical ratio of 12 and 3, and 4 is the geometrical ratio of the same numbers. From this it will be seen, that ratio and relation are terms which have the same signification.

62. When four numbers follow each other, and are such that the difference of the first two is the same as, or equal to, the difference of the last two, these numbers are said to be in arithmetical proportion; thus the numbers 12, 7, 9, 4, form an arithmetical proportion, because the difference of 12 and 7 is the same as the difference of 9 and 4, both being 5. The numbers in an arithmetical proportion may be varied in their position, but still the result will be an arithmetical proportion; for instance, 12, 7, 9, 4, may be written 12, 9, 7, 4, or 9, 12, 4, 7: but the most remarkable property of arithmetical proportion is this, that the sum of the first and last terms is always equal to the sum of the second and third; thus, $12 + 4 = 16$ and $9 + 7 = 16$; and from this it evidently follows, that to find the fourth term, we add the second and third terms together, and from their sum subtract the first; the remainder is the fourth term.

63. An arithmetical progression is a series of numbers such, that, in taking any three numbers in succession, the difference of the first and second is the same as the difference of the second and third; thus, 1, 2, 3, 4, 5, 6, 7, 8, or 14, 12, 10, 8, 6, 4, 2, where the difference of the succeeding numbers in the first is 1, and in the second 2. As the numbers in the first increase from the beginning, it is called an increasing arithmetical series, or progression, and as they decrease, from the beginning, in the second example, it is called a decreasing arithmetical progression, or series.

64. Let us place any one of these progressions above itself, in this manner:—

2	4	6	8	10	12	14
14	12	10	8	6	4	2
16	16	16	16	16	16	16

writing the same progression as increasing and decreasing, the respective terms of the one being directly under the respective terms of the other in columns, as above, the lowest line of the three being the sums of the several columns, which are all seen to be 16. Now, it will be obvious, that the first column consists of the first and last terms of the series, 2, 4, 6, &c., with their sum, which is 16; the second column consists of the first but one and the last but one of the terms of the same series, together with their sum, which is likewise 16. The third column consists of the first but two and the last but two terms, with their sum, which again is 16. We may therefore infer, that, in an arithmetical progression, the sum of any two terms, equally distant from the first and last, is equal to the sum of any other two terms which are equally distant from the first and last, or equal to the sum of the first and last. It will also be seen, that the under line, or sum of the two series, is therefore equal to twice the sum of one of the progressions. Now, there are seven sixteens, or 112, which is twice the sum of the progression, therefore 2)112(56 is the sum of the progression.

65. It is also apparent, that if any term be wanting, that term may be found by adding the common difference, or arithmetical ratio, of the progression, to the term going before the term sought, or subtracting it from the term which follows, if the series is increasing, but the reverse if decreasing. Thus, 2, 4, 8, the term awanting between the 4 and 8, may be supplied, either by adding the common difference, 2, to the 4, or subtracting it from the 8, and we thus get 6. The same may be found by taking the sum of the terms on each side of the term sought, and dividing by 2; thus, $4 + 8 = 12$, then 2)12(6, the same as before; so, likewise, 3, 5, 7, 9, 13. To fill up the term awanting between 9 and 13, we have $9 + 13 = 22$, therefore 2)22(11, which is the number sought, and it is called the arithmetical mean.

66. The quotient of two numbers is their geometrical ratio, and thus a fraction, as $\frac{6}{12}$, expresses the ratio of 6 to 12, and therefore $1 : 2 :: 6 : 12$ is the same thing as $\frac{1}{2} = \frac{6}{12}$. We thus get another view of the rule of three, and it is useful to view any subject of this kind in different ways, as by so doing we acquire a more accurate and extensive knowledge of its nature and application. The limits of this book will not permit us to dwell on this subject, as we have discussed the subject of proportion in a former chapter.

67. In a series of progression of numbers, as 2, 4, 8, 16, 32, 64, where the quotient of any term, and that which follows it, is equal to the quotient of any other term, and that which follows it, such progression is said to be geometrical.

68. Let us take the geometrical progression, 2, 6, 18, 54, 162, and write it as we did the arithmetical, both as in increasing and decreasing series, thus:—

2	6	18	54	162
162	54	18	6	2
324	324	324	324	324

Here we observe that the product of the terms of each column is the same, whatever column we take; and we arrive at a knowledge of the fact, that the product of the first and last terms is the same as the product of any other two terms, one of which is as many places distant from the first as the other is distant from the last term.

69. If one term in the above series were wanting, for instance the second, that is, 6, take the terms on each side of it, and find their product, $2 \times 18 = 36$, now the square root of this, or 6, will be the number sought, which is called the geometrical mean. In like manner we might find the geometrical mean between 18 and 162; thus, $18 \times 162 = 2916$, the square root of which is $2916^{\frac{1}{2}} = 54$, the number sought. The geometrical mean is sometimes called the mean proportional.

70. The sum of any geometrical series may be found thus:

$$\frac{(\text{The greater extreme} \times \text{ratio}) - \text{less extreme,}}{\text{ratio} - 1} = \text{the sum of series,}$$

thus the sum of the last series is—

$$\frac{(162 \times 3) - 2}{3 - 1} = \frac{486 - 2}{2} = \frac{484}{2} = 242, \text{ the sum.}$$

71. Terms relating to proportion often occur in books read by mechanics, of which it would be useful to know the signification; and, to prevent their being misapplied, we give the following illustration. If there be four numbers in proportion, as 4 : 16 : : 3 : 12, then,

Directly,	4	:	16	: :	3	:	12
Alternately,	4	:	3	: :	16	:	12
Inversely,	16	:	4	: :	12	:	3
Compounded,	4 + 16	:	16	: :	3 + 12	:	12
That is,	20	:	16	: :	15	:	12
Divided,	4 — 16	:	16	: :	3 — 12	:	12
That is,	12	:	16	: :	9	:	12
Converted,	4	:	16 + 4	: :	3	:	12 + 3
That is,	4	:	20	: :	3	:	15
Also,	4	:	16 — 4	: :	3	:	12 — 3
That is,	4	:	12	: :	3	:	9
Mixed,	4 + 16	:	4 — 16	: :	3 + 12	:	3 — 12
That is,	20	:	12	: :	15	:	9

To these may be added, duplicate ratio, or ratio of the squares; triplicate ratio, or ratio of the cubes; sub-duplicate ratio, or ratio of the square roots; and sub-triplicate ratio, or ratio of the cube roots.

POSITION.

72. Position is a rule in which, from the assumption of one or more false answers to a problem, the true one is obtained.

73. It admits of two varieties, single position and double position.

74. In single position the answer is obtained by one assumption; in double position it is obtained by two.

75. Single position may be applied in resolving problems, in which the required number is any how increased or diminished in any given ratio; such as when it is increased or diminished by any part of itself, or when it is multiplied or divided by any number.

76. Double position is used, when the result obtained by increasing or diminishing the required number in a given ratio, is increased or diminished by some number which is no known part of the required number; or when any root or power of the required number, is either directly or indirectly contained in the result given in the question.

SINGLE POSITION.

77. *Rule.*—Assume any number, and perform on it the operations mentioned in the question as being performed on the required number. Then, as the result thus obtained is to the assumed number, so is the result given in the question to the number required.

Exam.—Required a number to which if one half, one-third, one-fourth, and one-fifth of itself be added, the sum may be 1644.

Suppose the number to be 60: then, if to 60 one-half, one-third, one-fourth, and one-fifth of itself be added, the sum is 137. Hence, according to the rule, as 137 : 1644 : : 60 : 720, the number required. The truth of the result is proved by adding to 720 one-half, one-third, &c., of itself, and the sum is found to be 1644. The number 60 was here assumed, not as being near the truth, but as being a multiple of 2, 3, 4, and 5; and in this way the operation was kept free from fractions. By the assumption of any other number, however, the answer would have been found correctly, but not so easily. The reason of the operation is so obvious as not to require illustration.

DOUBLE POSITION.

78. *Rule.*—Assume two different numbers, and perform on them separately the operations indicated in the question. Then, as the difference of the results thus obtained is to the difference of the assumed numbers, so is the difference between the true result and either of the others to the correction to be applied to the assumed number which gave this result. Add the correction to this number, if the corresponding result was too small; otherwise, subtract it.

79. A more general rule is this. Having assumed two different numbers, perform on them separately the operations indicated in the question, and find the errors of the results. Then, as the difference of the errors, if both results be too great or both too little, or as the sum of the errors, if one result be too great and the other too small, is to the difference of the assumed numbers, so is either error to the corrections to be applied to the number that produced that error.

80. When any root or power of the required number is in any way contained in the result given in the question, the preceding rules will only give an approximation to the required number. In this case the assumed numbers should be taken as near the true answer as possible. Then, to approximate the required number still more nearly, assume for a second operation the number found by the first, and that one of the two first assumptions which was nearer the true answer, or any other number that may appear to be nearer it still. In this way, by repeating the operation as often as may be necessary, the true result may be approximated to any assigned degree of accuracy.

81. It may be further observed also, that the method of double position, besides its use in common arithmetic, is of much utility in algebra, affording in many cases a very convenient mode of approximating the roots of equations, and finding the value of unknown quantities in very complicated expressions, without the usual reductions.

82. *Exam.* 1.—Required a number, from which, if 2 be

subtracted, one-third of the remainder will be 5 less than half the required number.

Here, suppose the required number to be 8, from which take 2, and one-third of the remainder is two. This being taken from one-half of 8, the remainder is 2, the first result. Suppose, again, the number to be 32, and from it take 2: one-third of the remainder is 10, which being taken from the half of 32, the remainder is 6, the second result. Then, the difference of the results being 4, the difference of the assumed numbers 24, and the difference between 5, the true result, and 6, the result nearest it, being 1; as 4 : 24 : : 1 : 6, the correction to be subtracted from 32, since the result 6 was too great. Hence, the required number is 26.

83. *Exam.* 2.—If one person's age be now only four times as great as another person's, though 7 years ago it was six times as great; what is the age of each?

Here, suppose the age of the younger to be 12 years; then will the age of the older be 48. Take 7 from each of these, and there will remain 5 and 41, their ages 7 years ago. Now, 6 times 5 is 30, which, taken from 41, leaves an error of 11 years. By supposing the age of the younger to be 15, and proceeding in a similar manner, the error is found to be 5 years. Hence, as 6, the difference of the errors, (both results being too small,) is to 3, the difference of the assumed numbers, so is 5, the less error, to $2\frac{1}{2}$, the correction; which, being added to 15, the sum, $17\frac{1}{2}$, is the age of the younger, and consequently that of the older must be 70.

Both the rules above given for double position depend on the principle, that the differences between the true and the assumed numbers, are proportional to the differences between the result given in the question and the results arising from the assumed numbers. This principle is quite correct in relation to all questions which in algebra would be resolved by simple equations, but not in relation to any others; and hence, when applied to others, it gives only approximations to the true results.—The subject is of too little importance to claim further illustration in this place.

84. *Exam.* 3.—Required a number to which, if twice its square be added, the sum will be 100.

It is easy to see that this number must be between 6 and 7. These numbers being assumed, therefore, the sum of 6 and twice its square is 78, and the sum of 7 and twice its square is 105. Then, as 105—78 : 7—6 : : 105—100 : ·18;

which, being taken from 7, the remainder, 6·82, is the required number, nearly. To this let twice its square be added, and the result is 99·8448. Then, as 105—99·8448 : 7—6·82 : : 105—100 : ·1746; which, being taken from 7, the remainder is 6·8254, the required number still more nearly; and if the operation were repeated with this and the former approximate answer, the required number would be found true for seven or eight figures.

APPENDIX TO ARITHMETIC,

CONTAINING

TABLES OF WEIGHTS AND MEASURES.

ENGLISH.

AVOIRDUPOIS WEIGHT.

Drachms.					
16 =	1 Ounce.				
256 =	16 =	1 Pound.			
7168 =	448 =	28 =	1 Quarter.		
286782 =	1792 =	112 =	4 =	1 Cwt.	
573440 =	35840 =	2240 =	80 =	20 =	1 Ton.

Tons are marked *t.;* hundred weights, *cwt.;* quarters, *qr.;* pounds, *lb.;* ounces, *oz.;* and drachms, *dr.*

TROY WEIGHT.

Grains.			
24 =	1 Pennyweight.		
480 =	20 =	1 Ounce.	
5760 =	240 =	12 =	1 Pound.

Pounds are marked, *lb.;* ounces, *oz.;* pennyweights, *dwt.;* and grains, *gr.*

LONG MEASURE.

Barley corns.						
3 =	1 Inch.					
36 =	12 =	1 Foot.				
108 =	36 =	3 =	1 Yard.			
594 =	198 =	16·5=	5·5=	1 Pole. Per.		
23760 =	7920 =	660 =	220 =	40 =	1 Furlong.	
190080 =	63360 =	5280 =	1760 =	320 =	8 =	1 Mile.
			6 =	2 =	1 Fathom.	

SQUARE MEASURE.

Inches.					
144 =	1 Foot.				
1296 =	9 =	1 Yard.			
39204 =	272¼ =	30¼ =	1 Pole. Per.		
1568160 =	10890 =	1210 =	40 =	1 Rood.	
6272640 =	43560 =	4840 =	160 =	4 =	1 Acre.

SOLID MEASURE.

Inches.		
1728 =	1 Foot.	
46656 =	27 =	1 Yard.

WINE MEASURE.

Pints.							
2 =	1 Quart.						
8 =	4 =	1 Gallon.					
336 =	168 =	42 =	1 Tierce.				
504 =	257 =	63 =	1·5 =	1 Hogshead.			
672 =	336 =	84 =	2 =	1·5 =	1 Puncheon.		
1008 =	504 =	126 =	3 =	2 =	1·5 =	1 Pipe.	
2016 =	1008 =	252 =	6 =	4 =	3 =	2 =	1 Tun

ALE AND BEER MEASURE.

Pints.								
2 =	1 Quart.							
8 =	4 =	1 Gallon.						
72 =	36 =	2 =	1 Firkin.					
144 =	72 =	18 =	2 =	1 Kilderkin.				
288 =	144 =	36 =	4 =	2 =	1 Barrel.			
432 =	216 =	54 =	6 =	3 =	1·5 =	1 Hogshead.		
576 =	288 =	72 =	8 =	4 =	2 =	1·5 =	1 Puncheon.	
864 =	432 =	108 =	12 =	6 =	3 =	2 =	1·5 =	1 Butt.

DRY MEASURE.

Pints.							
8 =	1 Gallon.						
16 =	2 =	1 Peck.					
64 =	8 =	4 =	1 Bushel.				
256 =	32 =	16 =	4 =	1 Coom.			
512 =	64 =	32 =	8 =	2 =	1 Quarter.		
2560 =	320 =	160 =	40 =	10 =	5 =	1 Wey.	
5120 =	640 =	320 =	80 =	20 =	10 =	2 =	1 Last

TIME.

60 seconds = 1 minute, 60 minutes = 1 hour,
24 hours = 1 day, 365¼ days = 1 year, nearly.

THE CIRCLE.

The circle is divided into 360 equal parts, called degrees.

Seconds.				
60 =	1 Minute.			
360 =	60 =	1 Degree.		
32400 =	5400 =	90 =	1 Quadrant.	
129600 =	21600 =	360 =	4 =	1 Circumference.

Degrees, minutes, and seconds, are marked °, ′, ″; as, 4° 5′ 6″—4 degrees, 5 minutes, 6 seconds.

REMARKS ON ENGLISH WEIGHTS AND MEASURES.

Troy weight is used frequently by chemists, and also in weighing gold, silver, and jewels; but all metals, except gold and silver, are weighed by avoirdupois weight.

175 troy pounds are equal to 144 avoirdupois pounds.

175 troy ounces = 192 avoirdupois ounces.

14 oz., 11 dwt., 15½ grs. troy = 1 lb. avoirdupois.

18 dwt., 5½ gr. troy = 1 oz. avoirdupois.

3 miles long measure = 1 league.

69$\frac{1}{15}$ English miles = 60 geographical miles.

1089 Scottish acres = 1369 English acres.

A chaldron of coals in London = 36 bushels, and weighs 3136 lbs. avoirdupois, or nearly 1 ton, 8 cwt.

The ale gallon contains 282 cubic inches, and the wine gallon contains 231 cubic inches—the wine gallon being to the ale gallon nearly as 1 lb. avoirdupois to 1 lb. troy.

By an Act of Parliament passed in 1824, and carried into execution in 1826, imperial weights and measures were introduced by this.

The pound troy contains 5760 grains.

The pound avoirdupois contains 7000 grains.

The imperial gallon contains 277·274 cubic inches.

The bushel (dry measure) contains 2218·192 cubic inches.

To find the value of the old in terms of the new, or the reverse, the following table of multipliers is given.

		Dry.	Wine.	Ale.
To convert the old into new	×	0·96943	0·83311	1·01704.
To convert new into old	×	1·03153	1·20032	0·98324.

Examples.—What is the value in imperial measure, of 32 wine gallons old measure?

·83311 × 32 = 26·65952 imperial gallons.

In like manner 4 bushels imperial measure = 1·03153 × 4 = 4·12612 old or Winchester bushels.

FRENCH WEIGHTS AND MEASURES.

Old System.

		English Troy Grains.
The Paris Pound	=	7561
Ounce	=	472·5625
Gros	=	59·0703
Grain	=	·8204

		Eng. Inches.
The Paris Royal Foot of 12 Inches	=	12·7977
The Inch	=	1·0659
The Line, or one-twelfth of an inch	=	·0074

		Eng. Cubical Feet.
The Paris Cubic Foot	=	1·211273
The Cubic Inch	=	·000700

MEASURE OF CAPACITY.

The Paris pint contains 58·145 English cubical inches, and the English wine pint contains 28·875 cubical inches; or the Paris pint contains 2·0171082 English pints; therefore to reduce the Paris pint to the English, multiply by 2·0171082.

New System.

MEASURES OF LENGTH.

		English Inches.
Millimetre	=	·03937
Centimetre	=	·39370
Decimetre	=	3·93702
Metre	=	39·37022
Decametre............	=	393·70226

le meridian / 10'000000

Hecatometre	=	3937·02260
Chiliometre	=	39370·22601
Myriometre	=	393702·26014

		M.	P.	Y.	Ft.	In.
A Decametre is	=	0	0	10	2	9·7
A Hecatometre	=	0	0	109	1	·1
A Chiliometre	=	0	4	213	1	10·2
A Myriometre	=	6	1	156	0	·6

Eight Chiliometres are nearly 5 English miles.

MEASURES OF CAPACITY.

		English Cubic Inches.
Millilitre	=	·06102
Centilitre	=	·61024
Decilitre	=	6·10244
Litre	=	61·02442
Decalitre	=	610·24429
Hecatolitre	=	6102·44288
Chiliolitre	=	61024·42878
Myriolitre	=	610244·28778

A Litre is nearly 2⅛ wine pints.
14 Decilitres are nearly 3 wine pints.
A Chiliolitre is a tun, 12·75 wine gallons.

WEIGHTS.

		English Grains.
Milligramme	=	·0154
Centigramme	=	·1544
Decigramme	=	1·5444
Gramme	=	15·4440
Decagramme	=	154·4402
Hecatogramme	=	1544·4023
Chiliogramme (Kilogram)	=	15444·0234
Myriogramme	=	154440·2344

A Decagramme is 6 dwts. 10·44 gr. troy; or 5·65 dr. avoirdupois.
A Hecatogramme is 3 oz. 8·5 dr. avoirdupois.
A Chiliogramme is 2 lbs. 3 oz. 5 dr. avoirdupois.
A Myriogramme is 22—1·15 oz. avoirdupois.
100 Myriogrammes are 1 ton, wanting 32·8 lbs.

AGRARIAN MEASURES.

Are, 1 square Decametre....	=	3·95 Perches.
Hecatare......................	=	2 Acres, 1 Rood, 30·1 Perches.

FIR WOOD.

Decistre, 1–10th Stere........	=	3·5315 cub. ft. Eng.
Stere, 1 Cubic Metre..........	=	35·3150 cub. ft.

DIVISION OF THE CIRCLE.

100 seconds	=	1 minute.
100 minutes	=	1 degree.
100 degrees	=	1 quadrant.
4 quadrants	=	1 circle.

THE ENGLISH DIVISION.

60 seconds	=	1 minute.
60 minutes	=	1 degree.
360 degrees	=	1 circle.

DIMENSIONS OF DRAWING PAPER IN FEET AND INCHES.

	Ft.	In.		Ft.	In.
Demy	1	7½	×	1	3½
Medium	1	10	×	1	6
Royal	2	0	×	1	7
Super royal	2	3	×	1	7
Imperial	2	5	×	1	9¼
Elephant...............	2	3¾	×	1	10¼
Columbier	2	9¾	×	1	11
Atlas	2	9	×	2	2
Double elephant.......	3	4	×	2	2
Wove antiquarian	4	4	×	2	7

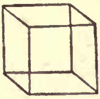
GEOMETRY.

DEFINITIONS.

1. A Point is that which has position, but no magnitude, nor dimensions; neither length, breadth, nor thickness.

2. A Line is length, without breadth or thickness.

3. A Surface or Superficies, is an extension or a figure of two dimensions, length and breadth; but without thickness.



4. A Body or Solid, is a figure of three dimensions, namely, length, breadth, and depth or thickness.

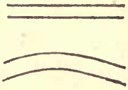
5. Lines are either Right, or Curved, or mixed of these two.

6. A Right Line, or Straight Line, lies all in the same direction, between its extremities; and is the shortest distance between two points.

When a line is mentioned simply, it means a Right Line.

7. A Curve continually changes its direction between its extreme points.

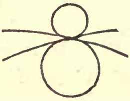
8. Lines are either Parallel, Oblique, Perpendicular, or Tangential.



9. Parallel lines are always at the same perpendicular distance; and they never meet, though ever so far produced.

10. Oblique lines change their distance, and would meet, if produced on the side of the least distance.

11. One line is Perpendicular to another, when it inclines not more on the one side than the other, or when the angles on both sides of it are equal.



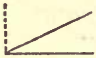
12. A line or circle is Tangential, or is a tangent to a circle or other curve, when it touches it without cutting, when both are produced.

13. An Angle is the inclination or opening of two lines, having different directions, and meeting in a point.

14. Angles are Right or Oblique, Acute or Obtuse.

15. A Right Angle is that which is made by one line perpendicular to another. Or when the angles on each side are equal to one another, they are right angles.

16. An Oblique Angle is that which is made by two oblique lines; and is either less or greater than a right angle.



17. An Acute Angle is less than a right angle.

18. An Obtuse Angle is greater than a right angle.

19. Superficies are either Plane or Curved.

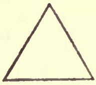
20. A Plane Superficies, or a Plane, is that with which a right line may, every way, coincide. Or, if the line touch the plane in two points, it will touch it in every point. But, if not, it is curved.

21. Plane Figures are bounded either by right lines or curves.

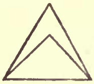
22. Plane figures that are bounded by right lines have names according to the number of their sides, or of their angles; for they have as many sides as angles; the least number being three.

23. A figure of three sides and angles is called a Triangle. And it receives particular denominations from the relations of its sides and angles.

24. An Equilateral Triangle is that whose three sides are all equal.

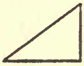


25. An Isosceles Triangle is that which has two sides equal.



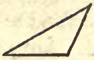
26. A Scalene Triangle is that whose three sides are all unequal.

27. A Right-angled Triangle is that which has one right angle.



28. Other triangles are Oblique-angled, and are either obtuse or acute.

29. An Obtuse-Angled Triangle has one obtuse angle.



30. An Acute-angled Triangle has all its three angles acute.

31. A figure of four sides and angles is called a Quadrangle, or a Quadrilateral.

32. A Parallelogram is a quadrilateral which has both its pairs of opposite sides parallel. And it takes the following particular names, viz. Rectangle, Square, Rhombus, Rhomboid.

33. A Rectangle is a parallelogram, having right angles.

34. A Square is an equilateral rectangle; having its length and breadth equal.

35. A Rhomboid is an oblique-angled parallelogram.

36 A Rhombus is an equilateral rhomboid; having all its sides equal, but its angles oblique.

37. A Trapezium is a quadrilateral which hath not its opposite sides parallel.

38. A Trapezoid has only one pair of opposite sides parallel.

39. A Diagonal is a line joining any two opposite angles of a quadrilateral.

40. Plane figures that have more than four sides are, in general, called Polygons; and they receive other particular names, according to the number of their sides or angles. Thus,

41. A Pentagon is a polygon of five sides; a Hexagon of six sides; a Heptagon, seven; an Octagon, eight; a Nonagon, nine; a Decagon, ten; an Undecagon, eleven; and a Dodecagon, twelve sides.

42. A Regular Polygon has all its sides and all its angles equal.—If they are not both equal, the polygon is irregular.

43. An Equilateral Triangle is also a regular figure of

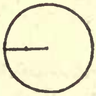
three sides, and the Square is one of four: the former being also called a Trigon, and the latter a Tetragon.

44. Any figure is equilateral, when all its sides are equal: and it is equiangular when all its angles are equal. When both these are equal, it is a regular figure.

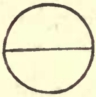
45. A Circle is a plane figure bounded by a curve line, called the Circumference, which is everywhere equidistant from a certain point within, called its Centre.

The circumference itself is often called a Circle, and also the Periphery.

46. The Radius of a circle is a line drawn from the centre to the circumference.

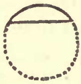


47. The Diameter of a circle is a line drawn through the centre, and terminating at the circumference on both sides.



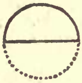
48. An Arc of a circle is any part of the circumference.

49. A Chord is a right line joining the extremities of an arc.



50. A Segment is any part of a circle bounded by an arc and its chord.

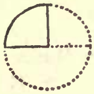
51. A Semicircle is half the circle, or a segment cut off by a diameter.



The half circumference is sometimes called the Semicircle.

52. A Sector is any part of a circle which is bounded by an arc, and two radii drawn to its extremities.

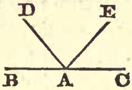
53. A Quadrant, or Quarter of a circle, is a sector having a quarter of the circumference for its arc, and its two radii are perpendicular to each other. A quarter of the circumference is sometimes called a Quadrant.



54. The Height or Altitude of a figure is a perpendicular let fall from an angle, or its vertex, to the opposite side, called the base.

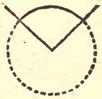
55. In a right-angled triangle, the side opposite the right angle is called the Hypotenuse; and the other two sides are called the Legs, and sometimes the Base and Perpendicular.

56. When an angle is denoted by three letters, of which one stands at the angular point, and the other two on the two sides, that which stands at the angular point is read in the middle. Thus, DAE.

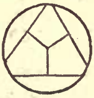


57. The circumference of every circle is supposed to be divided into 360 equal parts, called degrees; and each degree into 60 minutes, each minute into 60 seconds, and so on. Hence a semicircle contains 180 degrees, and a quadrant 90 degrees.

58. The measure of an angle, is an arc of any circle contained between the two lines which form that angle, the angular point being the centre; and it is estimated by the number of degrees contained in that arc.



59. Lines, or chords, are said to be Equidistant from the centre of a circle, when perpendiculars drawn to them from the centre are equal.



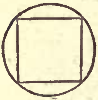
60. And the right line on which the Greater Perpendicular falls, is said to be farther from the centre.

61. An Angle in a segment is that which is contained by two lines, drawn from any point in the arc of the segment, to the two extremities of that arc.

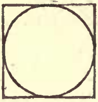
62. An Angle on a segment, or an arc, is that which is contained by two lines, drawn from any point in the opposite or supplemental part of the circumference, to the extremities of the arc, and containing the arc between them.

63. An Angle at the circumference, is that whose angular point or summit is anywhere in the circumference. And an angle at the centre, is that whose angular point is at the centre.

64. A right-lined figure is Inscribed in a circle, or the circle Circumscribes it, when all the angular points of the figure are in the circumference of the circle.

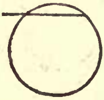


65. A right-lined figure Circumscribes a circle, or the circle is Inscribed in it, when all the sides of the figure touch the circumference of the circle.



66. One right-lined figure is Inscribed in another, or the latter Circumscribes the former, when all the angular points of the former are placed in the sides of the latter.

67. A Secant is a line that cuts a circle, lying partly within and partly without it.



68. Two triangles, or other right-lined figures, are said to be mutually equilateral, when all the sides of the one are equal to the corresponding sides of the other, each to each: and they are said to be mutually equiangular, when the angles of the one are respectively equal to those of the other.

69. Identical figures, are such as are both mutually equilateral and equiangular; or that have all the sides and all the angles of the one, respectively equal to all the sides and all the angles of the other, each to each; so that, if the one figure were applied to, or laid upon the other, all the sides of the one would exactly fall upon and cover all the sides of the other; the two becoming as it were but one and the same figure.

70. Similar figures, are those that have all the angles of the one equal to all the angles of the other, each to each, and the sides about the equal angles proportional.

71. The Perimeter of a figure, is the sum of all its sides taken together.

72. A Proposition, is something which is either proposed

to be done, or to be demonstrated, and is either a problem or a theorem.

73. A Problem, is something proposed to be done.

74. A Theorem, is something proposed to be demonstrated.

75. A Lemma, is something which is premised, or demonstrated, in order to render what follows more easy.

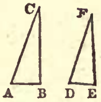
76. A Corollary, is a consequent truth, gained immediately from some preceding truth, or demonstration.

77. A Scholium, is a remark or observation made upon something going before it.

- Axiom, self-evident truth.

THEOREMS.

1. In the two triangles ABC, DEF, if the side AC be equal to the side DF, and the side BC equal to the side EF, and the angle C equal to the angle F; then will the two triangles be identical, or equal in all respects.



2. Let the two triangles ABC, DEF, have the angle A equal to the angle D, the angle B equal to the angle E, and the side AB equal to the side DE; then these two triangles will be identical.

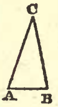
3. If the triangle ABC have the side AC equal to the side BC; then will the angle B be equal to the angle A.

The line which bisects the vertical angle of an isosceles triangle, bisects the base, and is also perpendicular to it.

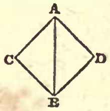
Every equilateral triangle, is also equiangular, or has all its angles equal.

4. If the triangle ABC, have the angle A equal to the angle B, it will also have the side AC equal to the side BC.

Every equiangular triangle is also equilateral.

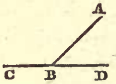


5. Let the two triangles ABC, ABD, have their three sides respectively equal, viz. the side AB equal to AB, AC to AD, and BC to BD; then shall the two triangles be identical, or have their angles equal,

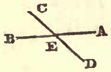


viz. those angles that are opposite to the equal sides; viz. the angle BAC to the angle BAD, the angle ABC to the angle ABD, and the angle C to the angle D.

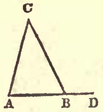
6. Let the line AB meet the line CD; then will the two angles ABC, ABD, taken together, be equal to two right angles.



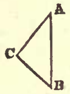
7. Let the two lines AB, CD, intersect in the point E; then will the angle AEC be equal to the angle BED, and the angle AED equal to the angle CEB.



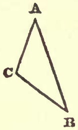
8. Let ABC be a triangle, having the side AB produced to D; then will the outward angle CBD be greater than either of the inward opposite angles A or C.



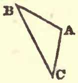
9. Let ABC be a triangle, having the side AB greater than the side AC; then will the angle ACB, opposite the greater side AB, be greater than the angle B, opposite the less side AC.



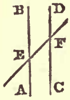
10. Let ABC be a triangle; then will the sum of any two of its sides be greater than the third side; as, for instance, AC + CB greater than AB.



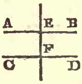
11. Let ABC be a triangle; then will the difference of any two sides, as AB—AC, be less than the third side BC.



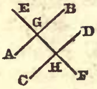
12. Let the line EF cut the two parallel lines AB, CD; then will the angle AEF be equal to the alternate angle EFD.



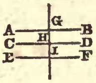
13. Let the line EF, cutting the two lines AB, CD, make the alternate angles AEF, DFE, equal to each other; then will AB be parallel to CD.



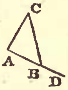
14. Let the line EF cut the two parallel lines AB, CD; then will the outward angle EGB be equal to the inward opposite angle GHD, on the same side of the line EF; and the two inward angles BGH, GHD, taken together, will be equal to two right angles.



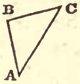
15. Let the lines AB, CD, be each of them parallel to the line EF; then shall the lines AB, CD, be parallel to each other.



16. Let the side AB, of the triangle ABC, be produced to D; then will the outward angle CBD be equal to the sum of the two inward opposite angles A and C.



17. Let ABC be any plane triangle; then the sum of the three angles $A+B+C$ is equal to two right angles.



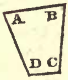
If two angles in one triangle, be equal to two angles in another triangle, the third angles will also be equal, and the two triangles equiangular.

If one angle in one triangle, be equal to one angle in another, the sums of the remaining angles will also be equal.

If one angle of a triangle be right, the sum of the other two will also be equal to a right angle, and each of them singly will be acute, or less than a right angle.

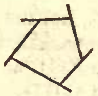
The two least angles of every triangle are acute, or each less than a right angle.

18. Let ABCD be a quadrangle; then the sum of the four inward angles, $A+B+C+D$ is equal to four right angles.

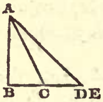


19. Let ABCDE be any figure; then the sum of all its inward angles, $A+B+C+D+E$, is equal to twice as many right angles, wanting four, as the figure has sides.

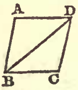
20. Let A, B, C, &c., be the outward angles of any polygon, made by producing all the sides; then will the sum A+B+C+D+E, of all those outward angles, be equal to four right angles.



21. If AB, AC, AD, &c., be lines drawn from the given point A, to the indefinite line BE, of which AB is perpendicular; then shall the perpendicular AB be less than AC, and AC less than AD, &c.



22. Let ABCD be a parallelogram, of which the diagonal is BD; then will its opposite sides and angles be equal to each other, and the diagonal BD will divide it into two equal parts, or triangles.



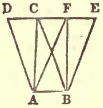
If one angle of a parallelogram be a right angle, all the other three will also be right angles, and the parallelogram a rectangle.

The sum of any two adjacent angles of a parallelogram is equal to two right angles.

23. Let ABCD be a quadrangle, having the opposite sides equal, namely, the side AB equal to DC, and AD equal to BC; then shall these equal sides be also parallel, and the figure a parallelogram.

24. Let AB, DC, be two equal and parallel lines; then will the lines AD, BC, which join their extremes, be also equal and parallel.

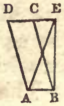
25. Let ABCD, ABEF, be two parallelograms, and ABC, ABF, two triangles, standing on the same base AB, and between the same parallels AB, DE; then will the parallelogram ABCD be equal to the parallelogram ABEF, and the triangle ABC equal to the triangle ABF.



Parallelograms, or triangles, having the same base and altitude, are equal. For the altitude is the same as the perpendicular or distance between the two parallels, which is everywhere equal, by the definition of parallels.

Parallelograms, or triangles, having equal bases and altitudes, are equal. For if the one figure be applied with its base on the other, the bases will coincide or be the same, because they are equal: and so the two figures, having the same base and altitude, are equal.

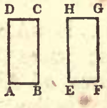
26. Let ABCD be a parallelogram, and ABE a triangle, on the same base AB, and between the same parallels AB, DE; then will the parallelogram ABCD be double the triangle ABE, or the triangle half the parallelogram.



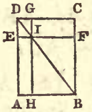
A triangle is equal to half a parallelogram of the same base and altitude, because the altitude is the perpendicular distance between the parallels, which is everywhere equal, by the definition of parallels.

If the base of a parallelogram be half that of a triangle, of the same altitude, or the base of a triangle be double that of the parallelogram, the two figures will be equal to each other.

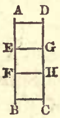
27. Let BD, FH, be two rectangles, having the sides AB, BC, equal to the sides EF, FG, each to each; then will the rectangle BD be equal to the rectangle FH.



28. Let AC be a parallelogram, BD a diagonal, EIF parallel to AB or DC, and GIH parallel to AD or BC, making AI, IC, complements to the parallelograms EG, HF, which are about the diagonal DB: then will the complement AI be equal to the complement IC.



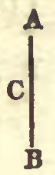
29. Let AD be the one line, and AB the other, divided into the parts AE, EF, FB; then will the rectangle contained by AD and AB, be equal to the sum of the rectangles of AD and AE, and AD and EF, and AD and FB: thus expressed, AD . AB=AD . AE +AD . EF+AD . FB.*



If a right line be divided into any two parts, the square of the whole line, is equal to both the rectangles of the whole line and each of the parts.

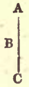
* Instead of the mark ×, a point is often used; thus, length × breadth = area, is the same as length . breadth = area. Instead of the parenthesis, a stroke is often used; thus, (first + last) ÷ 2 = arithmetical mean, is the same thing as $\overline{\text{first} + \text{last}}$ ÷ 2 = arithmetical mean. For the square root this mark √ is sometimes used, and for the cube root ∛, &c.

30. Let the line AB be the sum of any two lines AC, CB; then will the square of AB be equal to the squares of AC, CB, together with twice the rectangle of AC . CB. That is, $AB^2 = AC^2 + CB^2 + 2AC \cdot CB$.

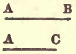


If a line be divided into two equal parts; the square of the whole line will be equal to four times the square of half the line.

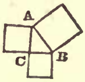
31. Let AC, BC, be any two lines, and AB their difference; then will the square of AB be less than the squares of AC, BC, by twice the rectangle of AC and BC. Or, $AB^2 = AC^2 + BC^2 - 2AC \cdot BC$.



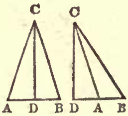
32. Let AB, AC, be any two unequal lines; then will the difference of the squares of AB, AC, be equal to a rectangle under their sum and difference. That is, $AB^2 - AC^2 = \overline{AB + AC} \cdot \overline{AB - AC}$.



33. Let ABC be a right-angled triangle, having the right angle at C; then will the square of the hypotenuse AB, be equal to the sum of the squares of the other two sides AC, CB. Or $AB^2 = AC^2 + BC^2$.



34. Let ABC be any triangle, having CD perpendicular to AB; then will the difference of the squares of AC, BC, be equal to the difference of the squares of AD, BD; that is, $AC^2 - BC^2 = AD^2 - BD^2$.



35. Let ABC be a triangle, obtuse-angled at B, and CD perpendicular to AB; then will the square of AC be greater than the squares of AB, BC, by twice the rectangle of AB, BD. That is, $AC^2 = AB^2 + BC^2 + 2AB \cdot BD$.

36. Let ABC be a triangle, having the angle A acute, and CD perpendicular to AB; then will the square of BC, be less than the squares of AB, AC, by twice the rectangle of AB, AD. That is, $BC^2 = AB^2 + AC^2 - 2AD \cdot AB$.

37. Let ABC be a triangle, and CD the line drawn from the vertex to the middle of the base AB, bisecting it into the two equal parts AD, DB; then will the sum of the squares of AC, CB, be equal to twice the sum of the square of CD, AD; or $AC^2+CB^2=2CD^2+2AD^2$.

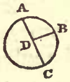
38. Let ABC be an isosceles triangle, and CD a line drawn from the vertex to any point D in the base: then will the square of AC, be equal to the square of CD, together with the rectangle of AD and DB. That is $AC^2=CD^2+AD\ .\ DB$.

39. Let ABCD be a parallelogram, whose diagonals intersect each other in E: then will AE be equal to EC, and BE to ED; and the sum of the squares of AC, BD, will be equal to the sum of the squares of AB, BC, CD, DA. That is,

$$AE=EC,\text{ and }BE=ED,$$

and $AC^2+BD^2=AB^2+BC^2+CD^2+DA^2$

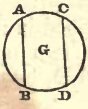
40. Let AB be any chord in a circle, and CD a line drawn from the centre C to the chord. Then, if the chord be bisected in the point D, CD will be perpendicular to AB.



41. Let ABC be a circle, and D a point within it; then if any three lines, DA, DB, DC, drawn from the point D to the circumference, be equal to each other, the point D will be the centre.

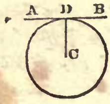
42. Let two circles touch one another internally in the point; then will the point and the centres of those circles be all in the same right line.

43. Let two circles touch one another externally at the point; then will the point of contact and the centres of the two circles be all in the same right line.

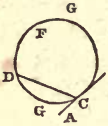


44. Let AB, CD, be any two chords at equal distances from the centre G; then will these two chords AB, CD, be equal to each other.

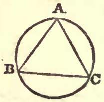
45. Let the line ADB be perpendicular to the radius CB of a circle; then shall AB touch the circle in the point D only.



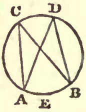
46. Let AB be a tangent to a circle, and CD a chord drawn from the point of contact C; then is the angle BCD measured by half the arc CFD, and the angle ACD measured by half the arc CGD.



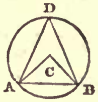
47. Let BAC be an angle at the circumference; it has for its measure, half the arc BC which subtends it.



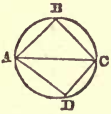
48. Let C and D be two angles in the same segment ACDB, or, which is the same thing, standing on the supplemental arc AEB; then will the angle C be equal to the angle D.



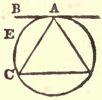
49. Let C be an angle at the centre C, and D an angle at the circumference, both standing on the same arc or same chord AB; then will the angle C be double of the angle D, or the angle D equal to half the angle C.



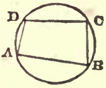
50. If ABC or ADC be a semicircle, then any angle D in that semicircle, is a right angle.



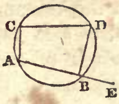
51. If AB be a tangent, and AC a chord, and D any angle in the alternate segment ADC; then will the angle D be equal to the angle BAC made by the tangent and chord of the arc AEC.



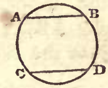
52. Let ABCD be any quadrilateral inscribed in a circle; then shall the sum of the two opposite angles A and C, or B and D, be equal to two right angles.



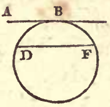
53. If the side AB, of the quadrilateral ABCD, inscribed in a circle, be produced to E; the outward angle DBE will be equal to the inward opposite angle C.



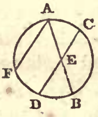
54. Let the two chords AB, CD be parallel; then will the arcs AC, BD, be equal; or AC=BD.



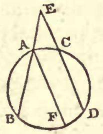
55. Let the tangent ABC be parallel to the chord DF; then are the arcs BD, BF, equal; that is, BD=BF.



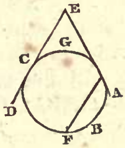
56. Let the two chords AB, CD, intersect at the point E; then the angle AEC, or DEB, is measured by half the sum of the two arcs AC, DB.



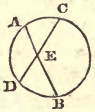
57. Let the angle E be formed by two secants EAB and ECD; this angle is measured by half the difference of the two arcs AC, DB, intercepted by the two secants.



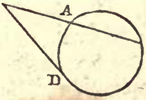
58. Let EB, ED, be two tangents to a circle at the points A, C; then the angle E is measured by half the difference of the two arcs CFA, CGA.



59. Let the two lines AB, CD, meet each other in E; then the rectangle of AE, EB, will be equal to the rectangle of CE, ED. Or, AE . EB = CE . ED.

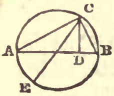


When one of the lines in the second case, as DE, by revolving about the point E, comes into the position of the tangent EC or ED, the two points C and D running into one;

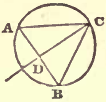


then the rectangle of CE, ED, becomes the square of CE, because CE and DE are then equal. Consequently, the rectangle of the parts of the secant, AE . EB, is equal to the square of the tangent, CE^2.

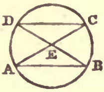
60. Let CD be the perpendicular, and CE the diameter of the circle about the triangle ABC; then the rectangle CA, CB is = the rectangle CD . CE.



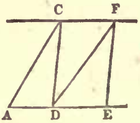
61. Let CD bisect the angle C of the triangle ABC; then the square $CD^2 +$ the rectangle AD . DB is = the rectangle AC . CB.



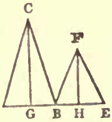
62. Let ABCD be any quadrilateral inscribed in a circle, and AC, BD, its two diagonals; then the rectangle AC . BD is = the rectangle AB . DC + the rectangle AD . BC.



63. Let the two triangles ADC, DEF, have the same altitude, or be between the same parallels AE, CF; then is the surface of the triangle ADC, to the surface of the triangle DEF, as the base AD is to the base DE. Or, AD : DE : : the triangle ADC : the triangle DEF.



64. Let ABC, BEF, be two triangles having the equal bases AB, BE, and whose altitudes are the perpendiculars CG, FH; then will the triangle ABC : the triangle BEF : : CG : FH.

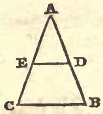


Triangles and parallelograms, when their bases are equal, are to each other as their altitudes; and by the foregoing one, when their altitudes are equal, they are to each other as their bases; therefore, universally, when neither are equal, they are to each other in the compound ratio, or as the rectangle or product of their bases and altitudes.

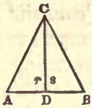
65. Let the four lines A, B, C, D, be proportionals, or A : B : : C : D; then will the rectangle of A and D be equal to the rectangle of B and C; or the rectangle A . D = B . C.

66. Let DE be parallel to the side BC of the triangle ABC; then will AD : DB :: AE : EC.

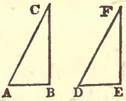
AB : AC :: AD : AE,
AB : AC :: BD : CE.



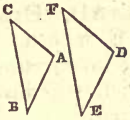
67. Let the angle ACB, of the triangle ABC, be bisected by the line CD, making the angle *r* equal to the angle *s*: then will the segment AD be to the segment DB, as the side AC is to the side CB. Or, AD : DB :: AC : CB.



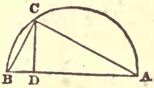
68. In the two triangles ABC, DEF, if AB : DE :: AC : DF :: BC : EF; the two triangles will have their corresponding angles equal.



69. Let ABC, DEF, be two triangles, having the angle A = the angle D, and the sides AB, AC, proportional to the sides DE, DF; then will the triangle ABC be equiangular with the triangle DEF.



70. Let ABC be a right-angled triangle, and CD a perpendicular from the right angle C to the hypotenuse AB; then will



CD be a mean proportional between AD and DB;
AC a mean proportional between AB and AD;
BC a mean proportional between AB and BD.

71. All similar figures are to each other, as the squares of their like sides.

72. Similar figures inscribed in circles, have their like sides, and also their whole perimeters, in the same ratio as the diameters of the circles in which they are inscribed.

73. Similar figures inscribed in circles are to each other as the squares of the diameters of those circles.

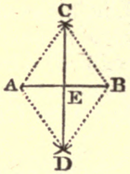
74. The circumferences of all circles are to each other as their diameters.

75. The areas or spaces of circles, are to each other as the squares of their diameters, or of their radii.

76. The area of any circle, is equal to the rectangle of half its circumference and half its diameter.

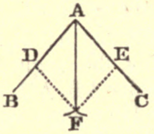
PROBLEMS.

1. *To bisect a line* AB ; *that is, to divide it into two equal parts.*



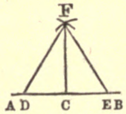
From the two centres A and B, with any equal radii, describe arcs of circles, intersecting each other in C and D ; and draw the line CD, which will bisect the given line AB in the point E.

2. *To bisect an angle* BAC.



From the centre A, with any radius, describe an arc cutting off the equal lines AD, AE ; and from the two centres D, E, with the same radius, describe arcs intersecting in F ; then draw AF, which will bisect the angle A as required.

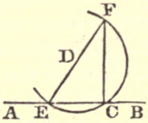
3. *At a given point* C, *in a line* AB, *to erect a perpendicular.*



From the given point C, with any radius, cut off any equal parts CD, CE, of the given line ; and, from the two centres D and E, with any one radius, describe arcs intersecting in F ; then join CF, which will be perpendicular as required.

OTHERWISE.

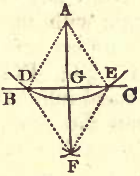
When the given point C *is near the end of the line.*



From any point D, assumed above the line, as a centre, through the given point C describe a circle, cutting the given line at E ; and through E and the centre D, draw the diameter EDF ; then join CF, which will be the perpendicular required.

4. *From the given point* A, *to let fall a perpendicular on a given line* BC.

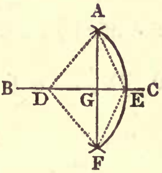
From the given point A as a centre, with any convenient radius, describe an arc, cutting the given line at the two points D and E; and from the two centres D, E, with any radius, describe two arcs, intersecting at F; then draw AGF, which will be perpendicular to BC as required.



OTHERWISE.

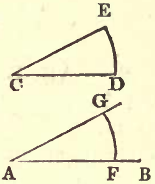
When the given point is nearly opposite the end of the line.

From any point D, in the given line BC, as a centre, describe the arc of a circle through the given point A, cutting BC in E: and from the centre E, with the radius EA, describe another arc, cutting the former in F; then draw AGF, which will be perpendicular to BC as required.



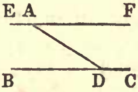
5. *At a given point* A, *in a line* AB, *to make an angle equal to a given angle* C.

From the centres A and C, with any one radius, describe the arcs DE, FG. Then, with radius DE, and centre F, describe an arc, cutting FG in G. Through G draw the line AG, and it will form the angle required.

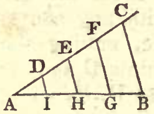


6. *Through a given point* A, *to draw a line parallel to a given line* BC.

From the given point A draw a line AD to any point in the given line BC. Then draw the line EAF, making the angle at A equal to the angle at D (by prob. 5); so shall EF be parallel to BC as required.

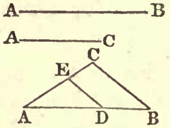


7. *To divide a line* AB *into any proposed number of equal parts.*



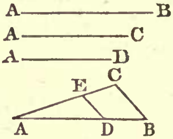
Draw any other line AC, forming any angle with the given line AB; on which set off as many of any equal parts AD, DE, EG, FC, as the line AB is to be divided into. Join BC; parallel to which draw the other lines FG, EH, DI; then these will divide AB in the manner required.—For those parallel lines divide both the sides AB, AC, proportionally.

8. *To find a third proportional to two given lines* AB, AC.



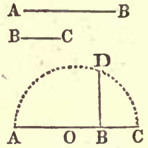
Place the two given lines AB, AC, forming any angle at A; and in AB take also AD equal to AC. Join BC, and draw DE parallel to it; so will AE be the third proportional sought.

9. *To find a fourth proportional to three lines*, AB, AC, AD.



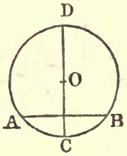
Place two of the given lines AB, AC, making any angle at A; also place AD on AB. Join BC; and parallel to it draw DE; so shall AE be the fourth proportional as required.

10. *To find a mean proportional between two lines*, AB, BC.



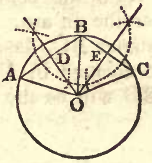
Place AB, BC, joined in one straight line AC: on which, as a diameter, describe the semicircle ADC; to meet which erect the perpendicular BD; and it will be the mean proportional sought, between AB and BC.

11. *To find the centre of a circle.*



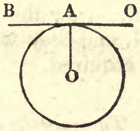
Draw any chord AB; and bisect it perpendicularly with the line CD, which will be a diameter. Therefore CD bisected in O, will give the centre, as required.

12. *To describe the circumference of a circle through three given points*, A, B, C.



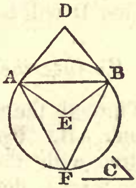
From the middle point B draw chords BA, BC, to the two other points, and bisect these chords perpendicularly by lines meeting in O, which will be the centre. Then from the centre O, at the distance of any one of the points, as OA, describe a circle, and it will pass through the two other points B, C, as required.

13. *To draw a tangent to a circle, through a given point* A.



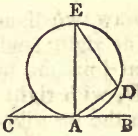
When the given point A is in the circumference of the circle: join A and the centre O; perpendicular to which draw BAC, and it will be the tangent.

14. *On a given line* B *to describe a segment of a circle, to contain a given angle* C.



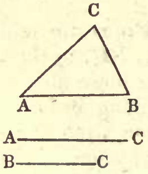
At the ends of the given line make angles DAB, DBA, each equal to the given angle C. Then draw AE, BE perpendicular to AD, BD; and with the centre E, and radius EA or EB, describe a circle; so shall AFB be the segment required, as any angle F made in it will be equal to the given angle C.

15. *To cut off a segment from a circle, that shall contain a given angle* C.



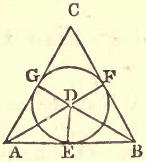
Draw any tangent AB to the given circle; and a chord AD to make the angle DAB equal to the given angle C; then DEA will be the segment required, any angle E made in it being equal to the given angle C.

16. *To make a triangle with three given lines,* AB, AC, BC.



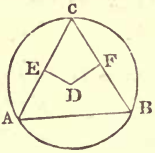
With the centre A, and distance AC, describe an arc. With the centre B, and distance BC, describe another arc, cutting the former in C. Draw AB, BC, and ABC will be the triangle required.

17. *To inscribe a circle in a given triangle* ABC.



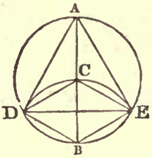
Bisect any two angles A and B, with the two lines AD, BD. From the intersection D, which will be the centre of the circle, draw the perpendiculars DB, DF, DG, and they will be the radii of the circle required.

18. *To describe a circle about a given triangle* ABC.



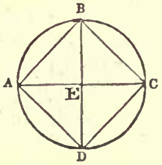
Bisect any two sides with two perpendiculars DE, DF, and their intersection D will be the centre.

19. *To inscribe an equilateral triangle in a given circle.*



Through the centre C draw any diameter AB. From the point B as a centre, with the radius BC of the given circle, describe an arc DCE. Join AD, AE, DE, and ADE is the equilateral triangle sought.

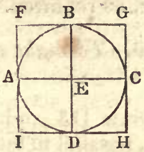
20. *To inscribe a square in a given circle.*



Draw two diameters AC, BD, crossing at right angles in the centre E. Then join the four extremities A, B, C, D, with right lines, and these will form the inscribed square ABCD.

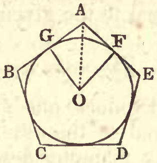
21. *To describe a square about a given circle.*

Draw two diameters AC, BD, crossing at right angles in the centre E. Then through their four extremities draw FG, IH, parallel to AC, and FI, GH, parallel to BD, and they will form the square FGHI.



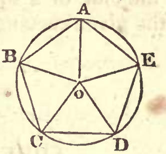
22. *To inscribe a circle in a regular polygon.*

Bisect any two sides of the polygon by the perpendiculars GO, FO, and their intersection O will be the centre of the inscribed circle, and OG or OF will be the radius.



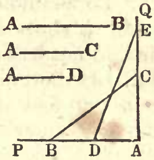
23. *To describe a circle about a regular polygon.*

Bisect any two of the angles, C and D, with the lines CO, DO; then their intersection O will be the centre of the circumscribing circle; and OC, or OD, will be the radius.



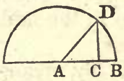
24. *To make a square equal to the sum of two or more given squares.*

Let AB and AC be the sides of two given squares. Draw two indefinite lines AP, AQ, at right angles to each other; in which place the sides AB, AC, of the given squares; join BC; then a square described on BC will be equal to the sum of the two squares described on AB and AC.



25. *To make a square equal to the difference of two given squares.*

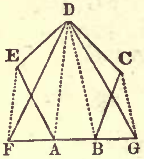
Let AB and AC, taken in the same straight line, be equal to the sides of the two given squares. From the centre A, with the distance AB, describe a circle; and make CD perpendicular to AB, meeting the circumference in D; so shall a



square described on CD be equal to $AD^2 - AC^2$, or $AB^2 - AC^2$, as required.

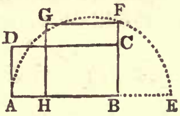
26. *To make a triangle equal to a given pentagon* ABCDE.

Draw DA and DB, and also EF, CG, parallel to them, meeting AB produced at F and G: then draw DF and DG; so shall the triangle DFG be equal to the given pentagon ABCDE.



27. *To make a square equal to a given rectangle* ABCD.

Produce one side AB, till BE be equal to the other side BC. On AE as a diameter describe a circle, meeting BC produced at F; then will BF be the side of a square BFGH, equal to the given rectangle BD, as required.

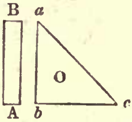


APPENDIX TO GEOMETRY.

INSTRUMENTS.

28. To facilitate the construction of geometrical figures, we add a short description of a few useful instruments which do not belong to the common pocket-case.

29. Let there be a flat ruler, AB, from one to two feet in length, for which the common Gunter's scale may be substituted; and, secondly, a triangular piece of wood, *a*, *b*, *c*, flat, and about the same thickness as the ruler: the sides *ab* and *bc* of which are equal to one another, and form a right angle at *b*. For the convenience of sliding, there is usually a hole in the middle of the triangle, as may be seen in the figure.



30. By means of these simple instruments many very useful geometrical problems may be performed. Thus, to draw a line through a given point parallel to a given line.

Lay the triangle on the paper so that one of its sides will coincide with the given line to which the parallel is to be drawn; then, keeping the triangle steady, lay the ruler on the paper, with its edge applied to either of the other sides of the triangle; then, keeping the ruler firm, move the triangle along its edge, up or down, to the given point; the side of the triangle which was placed on the given line will always keep parallel to itself, and hence a parallel may be drawn through the given point.

31. To erect a perpendicular on a given line, and from any given point in that line, we have only to apply the ruler to the given line, and place the triangle so, that its right angle shall touch the given point in the line, and one of the sides about the right angle, placed to the edge of the ruler—the other side will give the perpendicular required.

32. If the given point be either above or below the line, the process is equally easy. Place one of the sides of the triangle about the right angle on the given line, and the ruler on the side opposite the right angle, then slide the triangle on the edge of the ruler till the given point from which the perpendicular is to be drawn is on the other side, then this side will give the perpendicular.

33. Other problems may be performed with these instruments, the method of doing which it will be easy for the reader to contrive for himself.

34. When arcs of circles of great diameter are to be drawn, the use of a compass may be substituted by a very simple contrivance. Draw the chord of the arc to be described, and place a pin at each extremity, A and B, then place two rulers jointed at C, and forming an angle, ACB = the supplement of half the given number of degrees; that is to say, the number of degrees which the arc whose chord given is to contain, is to be halved, and this half being subtracted from 180 degrees, will give the degrees which form the angle at which the rulers are placed, that is, the angle ACB. This being done, the edges of the rulers are moved along against the pins, and a pencil at C will describe the arc required.

35. Large circles may be described by a contrivance equally simple. On an axle, a foot or a foot and a half

long, there are placed two wheels, M and F, of which one is fixed to the axle, namely, M, and the other is capable of being shifted to different parts of the axle, and, by means of a thumb-screw, made capable of being fixed at any point on the axle.

These wheels are of different diameters, say of 3 and 6 inches, the fixed wheel F being the largest. This instrument being moved on the paper, the circles M and F will roll, and describe circles of different radii: the axle will always point to the centre of these circles, and there will be this proportion:

As the diameter of the large wheel
Is to the difference of the diameters of the two wheels,
So is the radius of the circle to be described by the large wheel
To the distance of the two wheels on the axle.

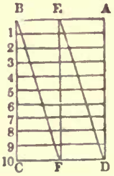
36. If the diameters of the wheels are as above stated, and it is required to describe a circle of 3 feet radius, then from the above proportion we have 6 : 6 — 3 : : 3 feet or 36 inches : 18 inches = the distance of the two wheels, to describe a circle 6 feet in diameter.

37. It may be observed, that it will be best to make the difference of the wheels greater if large circles are to be described, as then a shorter instrument will serve the purpose.

38. We will conclude this appendix, by making a few remarks on the Diagonal Scale and Sector, the great use of the latter of which, especially, is seldom explained to the young mechanic.

39. The diagonal scale to be found on the plain scale in common pocket-cases of instruments, is a contrivance for measuring very small divisions of lines; as, for instance, hundredth parts of an inch.

40. Suppose the accompanying cut to represent an enlarged view of two divisions of the diagonal scale, and the bottom and top lines to be divided into two parts, each representing the tenth part of an inch. Now, the perpendicular lines BC, AD, are each divided into ten equal parts, which are joined by the crossing lines, 1, 2, 3, 4, &c., and the diagonals BF, DE,



are drawn as in the figure. Now, as the division FC is the tenth part of an inch, and as the line FB continually approaches nearer and nearer to BC, till it meets it in B, it will follow, that the part of the line 1 cut off by this diagonal will be a tenth part of FC, because B1 is only one-tenth part of BC; so, likewise, 2 will represent two-tenth parts, 3, three-tenth parts, and so on to 9, which is nine-tenth parts, and 10, ten-tenth parts, or the whole tenth of an inch; so that, by means of this diagonal, we arrive at divisions equal to tenth parts of tenth parts of an inch, or hundredths of an inch. With this consideration, an examination of the scale itself will easily show the whole matter. It may be observed, that if half an inch and the quarter of an inch be divided, in the same manner, into tenths and tenths of tenths, we may get thus two-hundredth and four-hundredth parts of an inch.

THE SECTOR.

41. This very useful instrument consists of two equal rulers each six inches long, joined together by a brass folding joint. These rulers are generally made of boxwood or ivory; and on the face of the instrument, several lines or scales are engraven. Some of these lines or scales proceed from the centre of the joint, and are called *sectorial lines*, to distinguish them from others which are drawn parallel to the edge of the instrument, similar to those on the common Gunter's scale.

42. The sectorial lines are drawn twice on the same face of the instrument; that is to say, each line is drawn on both legs. Those on each face are,

A scale of equal parts, marked L,
A line of chords, marked C,
A line of secants, marked S,
A line of polygons, marked P, or Pol.

These sectorial lines are marked on one face of the instrument; and on the other there are the following:

A line of sines, marked S,
A line of tangents, marked T,
A line of tangents to a less radius, marked *t*.

This last line is intended to supply the defect of the former, and extends from about 45 to 75 degrees.

43. The lines of chords, sines, tangents, and secants, but not the line of polygons, are numbered from the centre, and are so disposed as to form equal angles at the centre; and it follows from this, that at whatever distance the sector is opened, the angles which the lines form, will always be respectively equal. The distance, therefore, between 10 and 10, on the two lines marked L, will be equal to the distance of 60 and 60 on the two lines of chords, and also to 90 and 90 on the two lines of sines, &c., at any particular opening of the sector.

44. Any extent measured with a pair of compasses, from the centre of the joint to any division on the sectorial lines, is called a *lateral distance;* and any extent taken from a point in a line on the one leg, to the like point on the similar line on the other leg, is called a *transverse* or *parallel distance.*

With these remarks, we shall now proceed to explain the use of the sector, in so far as it is likely to be serviceable to mechanics.

USE OF THE LINE OF LINES.

45. This line, as was before observed, is marked L, and its uses are,

To Divide a line into any number of equal parts: Take the length of the line by the compasses, and placing one of the points on that number in the line of lines which denotes the number of parts into which the given line is to be divided, open the sector till the other point of the compasses touches the same division on the line of lines marked on the other leg; then, the sector being kept at the same width, the distance from 1 on the line L on the one leg, to 1 on the line L on the other, will give the length of one of the equal divisions of the given line to be divided. Thus, to divide a given line into seven equal parts:—take the length of the given line with the compasses, and setting one point on 7, on the line L of one of the legs, move the other leg out until the other point of the compasses touch 7 on the line L of that leg; this may be called the transverse distance of 7 on the line of lines. Now, keeping the sector at the same opening, the transverse distance of 1 will be the length of one of the 7 equal divisions of the given line; the transverse distance of 2 will be two of these divisions, &c.

46. It will sometimes happen, that the line to be divided will be too long for the largest opening of the sector; and in this case we take the half, or third, or fourth of the line, as the case may be; then the transverse distance of 1 to 1, will be a half, a third, or a fourth of the required equal part.

47. To divide a given line into any number of parts that shall have a certain relation or proportion to each other: Take the length of the whole line to be divided, and placing one point of the compasses at that division on the line of lines on one leg of the instrument which expresses the sum of all the parts into which the given line is to be divided, and open the sector till the other point of the compasses is on the corresponding division on the line of lines of the other leg. This is evidently making the sum of the parts into which the given line is to be divided a transverse distance; and when this is done, the proportional parts will be found by taking, with the same opening of the sector, the transverse distances of the parts required.—To divide a given line into three parts, in the proportion of 2, 3, 4: The sum of these is 9; make the given line a transverse distance between 9 and 9 on the two lines of lines; then the transverse distances of the several numbers 2, 3, 4, will give the proportional parts required.

48. To find a fourth proportional to three given lines: Take the lateral distance of the second, and make it the transverse distance of the first, then will the transverse distance of the third be the lateral distance of the fourth; then, let there be given 6 : 3 : : 8,—make the lateral distance of 3 the transverse distance of 6; then will the transverse distance of 8 be the lateral distance of 4, the fourth proportional required.

49. This sector will be found highly serviceable in drawing plans. For instance, if it is wished to reduce the drawing of a steam engine from a scale of $1\frac{1}{2}$ inches to the foot, to another of $\frac{5}{8}$ to the foot. Now, in $1\frac{1}{2}$ inches there are $\frac{12}{8}$ parts; so that the drawing will be reduced in the proportion of 12 to 5. Take the lateral distance of 5, and keep the compasses at this opening; then open the sector till the points of the compasses mark the transverse distance of 12; keep now the sector at this opening, and any measure taken on the drawing, to be copied and laid off on the sector as a

lateral distance,—the transverse distance taken from that point will give the corresponding measure to be laid down in the new drawing.

50. If the length of the side of a triangle, of which we have the drawing, is to be reckoned 45; what are the lengths of the other two sides? Take the length of the side given, by the compasses, and open the sector till the measure be the transverse distance of 45 to 45; then the lengths of the other sides being applied transversely, will give their numerical lengths.

USE OF THE LINE OF CHORDS.

51. By means of the sector, we may dispense with the protractor. Thus, to lay down an angle of any number of degrees:—take the radius of the circle on the compasses, and open the sector till this becomes the transverse distance of 60 on the line of chords; then take the transverse distance of the required number of degrees, keeping the sector at the same opening; and this transverse distance being marked off on an arc of the circle whose radius was taken, will be the required number of degrees.

We will not enter farther on the use of the sectorial lines, as what we have said will, we hope, be found sufficient for the purposes of the practical mechanic.

MECHANICAL DRAWING AND PERSPECTIVE.

52. A FLAT rectangular board is first to be provided, of any convenient size, as from 18 to 30 inches long, and from 16 to 24 inches broad. It may be made of fir, plane tree, or mahogany; its face must be planed smooth and flat, and the sides and ends as nearly as possible at right angles to each other—the bottom of the board and the left side should be made perfectly so; and this corner should be marked, so that the stock of the square may be always applied to the bottom and left hand side of the board. To prevent the board from casting, it is usual to pannel it on the back or on the sides.

53. A T square must also be provided, such that by

means of a thumb-screw fixed in the stock, it may be made to answer either the purposes of a common square, or bevel, —the one-half of the stock being movable about the screw, and the other fixed at right angles on the blade. The blade ought to be somewhat flexible, and equal in length to the length of the board.

54. Besides these, there will be required a case of mathematical instruments; in the selection of which it should be observed, that the bow compass is more frequently defective than any of the other instruments. After using any of the ink feet, they should be dried; and if they do not draw properly, they ought to be sharpened and brought to an equal length in the blade, by grinding on a hone.

55. The colours most useful are, Indian ink, gamboge, Prussian blue, vermilion, and lake. With these, all colours necessary for drawing machinery or buildings may be made; so that, instead of purchasing a box of colours, we would advise that those for whom this book is intended should procure these cakes separately: the gamboge may be bought from an apothecary—a pennyworth will serve a lifetime. In choosing the rest, they should be rubbed against the teeth, and those which feel smoothest are of the best quality.

56. Hair pencils will also be necessary, made of camel's hair, and of various sizes. They ought to taper gradually to a point when wet in the mouth, and should, after being pressed against the finger, spring back.

57. Black-lead pencils will also be necessary. They ought not to be very soft, nor so hard that their traces cannot be easily erased by the Indian rubber. In choosing paper, that which will best suit this kind of drawing is thick, and has a hardish feel, not very smooth on the surface, yet free from knots.

58. The paper on which the drawing is to be made, must be chosen of a good quality and convenient size. It is then to be wet with a sponge and clean water, on the opposite side from that on which the drawing is to be made. When the paper absorbs the water, which may be seen by the wetted side becoming dim, as its surface is viewed slantwise against the light, it is to be laid on the drawing board with the wetted side next the board. About half an inch must be turned up on a straight edge all round the paper,

and then fastened on the board. This is done because the paper when wet is enlarged, and the edges being fixed on the board, act as stretchers when the paper contracts by drying. To prevent the paper from contracting before the paste has been sufficiently fastened by drying, the paper is usually wet on the upper surface, to within half an inch of the paste mark. When the paper is thoroughly dried, it will be found to lie firmly and equally on the board, and is then fit for use.

59. If the drawing is to be made from a copy, we ought first to consider what scale it is to be drawn to. If it is to be equal in size to, or larger than the copy; and a scale should be made accordingly, by which the dimensions of the several parts of the drawing are to be regulated. The diagonal scale, a simple and beautiful contrivance, will be here found of great use for the more minute divisions; and whenever the drawing is to be made to a scale of 1 inch, $\frac{1}{2}$ inch, $\frac{1}{4}$ inch to the foot, a scale should be drawn of 20 or 30 equal parts; the last of which should be subdivided into 12, and a diagonal scale formed on the same principles as the common one, but with eight parallels and 12 diagonals, to express inches and eighths of an inch. For making such scales to any proportion, the line L on the sector will be found very convenient.

60. Great care should be taken in the penciling, that an accurate outline be drawn, for on this much of the value of the picture will depend. The pencil marks should be distinct, yet not heavy, and the use of the rubber should be avoided as much as possible, as its frequent application ruffles the surface of the paper. The methods already given for constructing geometrical figures will be here found applicable, and the use of the T square, parallel ruler, &c., will suggest themselves whenever they require to be employed.

61. The drawing thus made of any machine or building is called a plan. Plans are of three kinds—a ground plan, or bird's-eye view, an elevation or front view, and a perspective plan.

62. When a view is taken of the teeth of a wheel, with the circumference towards the eye, the teeth appear to be nearer as they are removed from the middle point of the circumference opposite the eye, and it may not be out of

place here to give the method of representing them on paper:—If AB be the circumference of a wheel as viewed by the eye, and it is required to represent the teeth as they appear on it. Only half of the circumference can be seen in this way at one

time, consequently we can only represent the half of the teeth. On AB describe a semicircle, which divide into half as many equal parts as the wheel has teeth; then from each of these points of division draw perpendiculars to the wheel AB, then will these perpendiculars mark the relative places of the teeth.

63. When the outline is completed in pencil, it is next to be carefully gone over with Indian ink, which is to be rubbed down with a little water, on a plate of glass or earthenware—so as to be sufficiently fluid to flow easily out of the pen, and at the same time have a sufficient body of colour. While drawing the ink lines, the measurement should all be repeated, so as to correct any error that may have slipped during the penciling. The screw in the drawing pen will regulate the breadth of the strokes; which should not be alike heavy; those strokes being the heaviest which bound the dark part of the shades. Should any line chance to be wrong drawn with the ink, it may be taken out by means of a sponge and water, which could not be done if common writing ink were employed.

65. In preparing for colouring it is to be observed, that a hair pencil is to be fixed at each end of a small piece of wood, made in the form of a common pencil, one of which is to be used with colour, and the other with water only. If the colour is to be laid on, so as to represent a flat surface, it ought to be spread on equally, and there is here no use for the water brush; but if it is to represent a curved surface, then the colour is to be laid on the part intended to be shaded, and softened towards the light by washing with the water brush. In all cases it should be borne in mind, that the colour ought to be laid on very thin, otherwise it will be more difficult to manage, and will never make so fine a drawing.

66. In colours even of the best quality, we sometimes meet with gritty particles, which it is desirable to avoid. Instead of rubbing the colour on a plate with a little water,

as is usual, it will be better to wet the colour, and rub it on the point of the forefinger, letting the dissolved part drop off the finger on to the plate.

67. In using the Indian ink, it will be found advantageous to mix it with a little blue and a small quantity of lake, which renders it much more easily wrought with, and this is the more desirable as it is the most frequently used of all the other colours in Mechanical Drawing, the shades being all made with this colour.

The depth and extent of the shades will depend on various circumstances—on the figure of the object to be shaded, the position of the eye of the observer, and the direction in which the light comes, &c. The position of the eye will vary the proportionate size of any object in a picture when drawn in perspective. Thus, if a perspective view of a steam engine is given, the eye being supposed to be placed opposite the end nearest the nozzles, an inch of the nozzle rod will appear much larger than an inch of the pump rod which feeds the cistern; but if the eye is supposed to be placed opposite the other end of the engine, the reverse will be the case. But in drawing elevations and ground plans of machinery, every part of the machine is drawn to the proper scale—an inch or foot in one part of the machine, being just the same size as an inch or foot in any other part of the machine. So that by measuring the dimensions of any part of the drawing, and then applying the compass to the scale, we determine the real size of the part so measured. Whereas, if the view were given in perspective, we would be obliged to make allowance for the effect of distance, &c.

68. The light is always supposed to fall on the picture at an angle of forty-five degrees, from which it follows, that the shade of any object, which is intended to rise from the plane of the picture, or appear prominent, will just be equal in length to the prominence of the object.

69. The shades, therefore, should be as exactly measured as any other part of the drawing, and care should be taken that they all fall in the proper direction, as the light is supposed to come from one point only.

70. It is frequently of great use for the mechanic to take a hasty copy of a drawing, and many methods have been given for this purpose—by machines, tracing, &c. We give the following as easy, accurate, and convenient.

Mix equal parts of turpentine and drying oil, and with a rag lay it on a sheet of good silk paper, allowing the paper to lie by for two or three days to dry, and when it is so it will be fit for use. To use it, lay it on the drawing to be copied, and the prepared paper being nearly transparent, the lines of the drawing will be seen through it, and may be easily traced with a black-lead pencil. The lines on the oiled paper will be quite distinct when it is laid on white paper. Thus, if the mechanic has little time to spare, he may take a copy and lay it past to be recopied at his leisure.

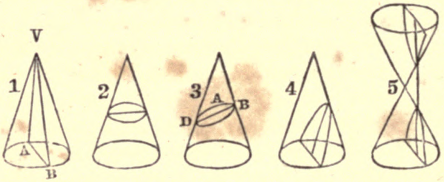
Care and perseverance are the chief requisites for attaining perfection in this species of drawing. Every mechanic should know something of it, so that he may the better understand how to execute plans that may be submitted to him, or make intelligible to others any invention he himself may make.

CONIC SECTIONS.

DEFINITIONS.

A Cone is a solid figure having a circle for its base and terminated in a vertex; it may be conceived to be formed by the revolution of a triangle about one of its sides.

Conic Sections are the figures made by a plane cutting a cone. According to the different positions of the cutting plane there arise five different figures or sections, namely, a triangle, a circle, an ellipse, an hyperbola, and a parabola: the last three of which only are peculiarly called Conic



Sections. If the cutting plane pass through the vertex of the cone, and any part of the base, the section will be a triangle; as VAB, fig. 1. If the plane cut the cone parallel to the base, or make no angle with it, the section will be a circle; as fig. 2. The section DAB is an ellipse when the cone is cut obliquely through both sides, or when the plane is inclined to the base in a less angle than the side of the cone is, fig. 3. The section is a parabola, when the cone is cut by a plane parallel to the side, or when the cutting plane and the side of the cone make equal angles with the base, fig. 4. The section is an hyperbola, when the cutting plane makes a greater angle with the base than the side of the cone makes, fig. 5. And if all the sides of the cone be continued through the vertex, forming an opposite equal cone, and the plane be also continued to cut the opposite cone, this latter section will be the opposite hyperbola to the former.

The Vertices of any section, are the points where the cutting plane meets the opposite sides of the cone, or the sides of the vertical triangular section.

Hence the ellipse and the opposite hyperbolas, have each two vertices; but the parabola only one; unless we consider the other as at an infinite distance.

The Axis, or Transverse Diameter, of a conic section, is the line or distance between the vertices.

Hence the axis of a parabola is infinite in length.

The centre is the middle of the axis.

Hence the centre of a parabola is infinitely distant from the vertex. And of an ellipse, the axis and centre lie within the curve; but of an hyperbola, the axis and centre lie without it.

A Diameter is any right line drawn through the centre, and terminated on each side by the curve; and the extremities of the diameter, or its intersections with the curve, are its vertices.

Hence all the diameters of a parabola are parallel to the axis, and infinite in length. Hence also every diameter of the ellipse and hyperbola has two vertices; but of the parabola, only one; unless we consider the other as at an infinite distance.

The Conjugate to any diameter, is the line drawn through the centre, and parallel to the tangent of the curve at the vertex of the diameter.

Hence the conjugate of the axis is perpendicular to it.

An Ordinate to any diameter, is a line parallel to its conjugate, or to the tangent at its vertex, and terminated by the diameter and curve.

Hence the ordinates of the axis are perpendicular to it.

An Absciss is a part of any diameter contained between its vertex and an ordinate to it.

Hence, in the ellipse and hyperbola, every ordinate has two determinate abscisses; but in the parabola only one; the other vertex of the diameter being infinitely distant.

The Parameter of any diameter is a third proportional to that diameter and its conjugate, in the ellipse and hyperbola, and to one absciss and its ordinate in the parabola.

The Focus is the point in the axis where the ordinate is equal to half the parameter.

The ellipse and hyperbola have each two foci; but the parabola only one.

PROBLEMS FOR THE CONIC SECTIONS.

THE PARABOLA.

1. Given two abscisses A and B, together with the ordinate of A, to find the ordinate of B.

$$\frac{\sqrt{\text{absciss B}} \times \text{ordinate A}}{\sqrt{\text{absciss A}}} = \text{ordinate B.}$$

Ex.—An absciss is 9, and its ordinate is 16, it is required to find the ordinate of another absciss 36.

$$\frac{\sqrt{36} \times 16}{\sqrt{9}} = \frac{6 \times 16}{3} = 32, \text{ the required ordinate.}$$

2. Given the ordinate and absciss, required the parameter.

$$\frac{\text{ordinate}^2}{\text{absciss}} = \text{parameter.}$$

Ex.—The ordinate being 12 and absciss 6, then,

$$\frac{12^2}{6} = \frac{144}{6} = 24 = \text{the parameter required.}$$

3. To find the length of the curve of a parabola, cut off by a double ordinate to the axis.

$$\sqrt{(\text{ordin.}^2 + \tfrac{4}{3}\text{ abs.}^2)} \times 2 = \text{the length of the curve.}$$

Ex.—The length of the double ordinate being 12 and the absciss 2, then,

$$\sqrt{(6^2 + \tfrac{4}{3}\,2^2)} \times 2 = 12{\cdot}858 = \text{the length of the curve.}$$

Note.—This rule is sufficiently correct for practice, but will not apply when the absciss is greater than the half ordinate.

THE ELLIPSE.

1. To find an ordinate, we have the proportion:

As the transverse axis is to the conjugate, so is the square root of the product of the two abscisses, to the ordinate.

Ex.—The transverse axis being 60, the conjugate 45, the one absciss 12, and the other 48, then,

$$60 : 45 :: \sqrt{(48 \times 12)} : 18 = \text{the ordinate required.}$$

2. To find the absciss.

$$\frac{\sqrt{(\text{the half conju.}^2 - \text{ordin.}^2)} \times \text{trans. axis}}{\text{conjugate axis.}} = \text{the}$$

distance between the ordinate and centre of the axis, which being added to the half axis, will give the greater absciss, or being subtracted, will give the shorter absciss.

Ex.—One axis being 20 and the other 15, what are the abscisses to the ordinate whose length is 6.

$$\frac{\sqrt{(7{\cdot}5^2 - 6^2)} \times 20}{15} = 6 = \text{the distance from the centre,}$$

wherefore $10 + 6 = 16 =$ the longer absciss, and $10 - 6 = 4 =$ the shorter.

3. To find the conjugate axis.

As $\sqrt{(\text{one absciss} \times \text{other absciss})}$ is to their ordinate, so is the transverse axis to the conjugate.

Ex.—The transverse axis being 200, the ordinate 60, one absciss is 40 and the other 160, then,

$\sqrt{(160 \times 40)} : 60 :: 200 : 150 =$ the conjugate axis.

4. To find the transverse axis.

Take the square root of the difference of the squares of the ordinate and half conjugate, and add to this the half conjugate if the lesser absciss is used, but subtract the half conjugate if the greater absciss is used. In either case call the result of this part of the operation M, then,

$$\frac{\text{conjugate} \times \text{absciss} \times \text{M}}{\text{ordinate}^2} = \text{transverse axis.}$$

Ex.—If the ordinate be 20, the lesser absciss 14, and the conjugate 50, then by the above,

$$\sqrt{(25^2 - 20^2)} + 25 = 40 = \text{M}.$$

$$\frac{50 \times 14 \times 40}{20^2} = 70 = \text{the transverse axis.}$$

5. To find the circumference of an ellipse.

$$\sqrt{\left(\frac{\text{sum of the sq. of the two axes}}{2}\right)} \times 3{\cdot}1416 = \text{circumfer.}$$

Ex.—The one axis being 24 and the other 18, then,

$$\sqrt{\left(\frac{24^2 + 18^2}{2}\right)} \times 3{\cdot}1416 = 66{\cdot}643 = \text{circumference.}$$

THE HYPERBOLA.

1. *To find the ordinate.*

As the transverse axis is to the conjugate; so is the square root of the product of the two abscisses, to the ordinate.

Ex.—The transverse axis being 24, the conjugate 21, and the absciss 8; then,

$$24 : 21 :: \sqrt{(32 \times 8)} : 14 = \text{the ordinate.}$$

2. *To find the abscisses.*

$$\frac{\sqrt{(\text{ord.}^2 + \text{half conju.}^2)} \times \text{trans. axis}}{\text{conjugate}} = \text{distance between}$$

the ordin. and centre. Then this distance, added to the half transverse, gives the greater absciss; or, subtracted from it, the less.

Ex.—The transverse axis being 40, the conjugate 32, and the ordinate 12; then,

$$\frac{\sqrt{(12^2 + 16^2)} \times 40}{32} = 25 = \text{distance from the middle of}$$

the transverse. Wherefore, $25 + 20 = 45 =$ the greater absciss; and $25 - 20 = 5 =$ the lesser.

3. *To find the conjugate.*

$$\frac{\text{ordinate} \times \text{transverse axis}}{\sqrt{(\text{product of the abscisses})}} = \text{conjugate.}$$

Ex.—The transverse axis being 144, the lesser absciss 48, and its ordinate 84; then,

$$\frac{84 \times 144}{\sqrt{(192 \times 48)}} = 126 = \text{the conjugate required.}$$

4. *To find the transverse.*

Take the half conjugate, and, according as the lesser or greater absciss is used, add it to, or subtract it from, the square root of the sum of the squares of the half conjugate and of the ordinate, and call this result m; then,

$$\frac{\text{abscissa} \times \text{conjugate} \times m}{\text{ordinate}^2} = \text{the transverse axis.}$$

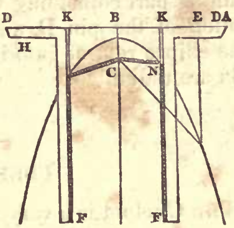
Ex.—The conjugate being 18, the lesser absciss 10, and its ordinate 12; then,

$$9 + \sqrt{(9^2 + 12^2)} = 9 + 15 = 24 = m;$$

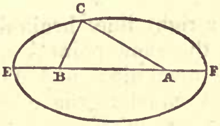
$$\frac{10 \times 18 \times 24}{12^2} = 30 = \text{the transverse axis.}$$

Descriptions of Conic Sections on a Plane.

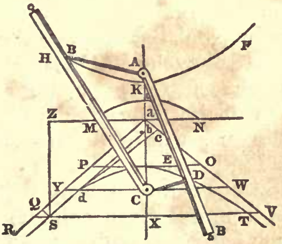
1. Parabola. Let AB be a right line and C a point without it, and DKF a ruler in the same plane with the line and point, so that one side, as DK, be applied to AB, and KF coincide with the point C; on F, fix one end of the thread FNC, and the other at the point C; and let part of the thread, as FN, be brought to the side KF by a pin N; then let the square DKF, be removed from B to A, applying its side DK close to BA; and in the mean time the thread will be always applied to the side KF; and by the motion of the pin N there will be described a curve called a semi-parabola. Then bringing the square to its first position moving from B to H the other semi-parabola will be described.



2. Ellipse. If two points, as A and B, be taken in any plane, and in them is fixed a thread longer than the distance between them, and this be extended by means of a pin C; and the pin be moved round from any point till it return back again to the same place, the thread being extended all the while, the figure described is an ellipse.



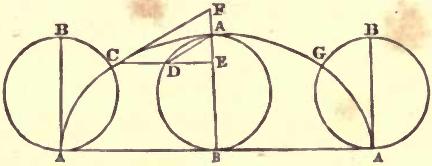
3. Hyperbola. If to the point A, one end of the ruler AB be placed, so that about that point as a centre it may freely move; and if to the other end B is fixed the extremity of the thread BDC shorter than the ruler AB, and the other end of the thread fixed in the point C, coinciding with the side of the ruler AB in the same place with the given point A; let part of the thread BD be brought to the side of the ruler



AB by the pin D; then let the ruler be moved about the point A from C to T, the thread extended, and the remaining part coinciding with the side of the ruler; by the motion of the pin D a semi-hyperbola will be described. The ellipse returns into itself: but the parabola and hyperbola are unlimited.

USEFUL CURVES.

THE Cycloid is a very useful curve; and may be defined, the curve formed by a nail in the rim of a wheel, while it moves along a level road. The cycloid may be described on paper, thus:—If the circumference of a circle be rolled



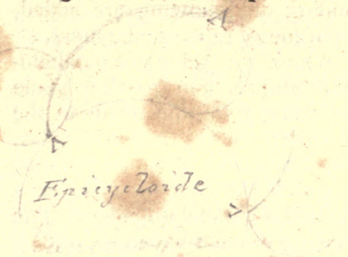
on a right line, beginning at any point A, and continued till the same point A arrive at the line again, making just one revolution, and thereby measuring out a straight line ABA equal to the circumference of the circle, while the point A in the circumference traces out a curve line ACAGA: then this curve is called a cycloid; and some of its properties are contained in the following lemma:

If the generating or revolving circle be placed in the middle of the cycloid, its diameter coinciding with the axis AB, and from any point there be drawn the tangent CF, the ordinate CDE perpendicular to the axis, and the chord of the circle AD; then the chief properties are these:

The right line CD = the circular arc AD;
The cycloidal arc AC = double the chord AD;
The semi-cycloid ACA = double the diameter AB, and
The tangent CF is parallel to the chord AD.

If the ball of a pendulum be made to move in a cycloid, its vibrations will be isochronous, or, they will all be performed in the same time. The cycloid is also the line of swiftest descent, or, a body will fall through the arc of this curve, from one given point to another, in less time than through any other path. See Centre of Oscillation.

The Catenary is that curve which is formed by a chain or chord of uniform texture, when it is hung upon two points, and left to hang freely, without any restraint. It matters not whether these points of suspension be in the same horizontal line or not, or whether the chain be slack or tight; still the curve will be a catenary. A knowledge of this curve is very useful in the construction of suspension bridges. See the chapter on Strength of Materials.



MENSURATION.

DEFINITIONS.

To the definitions in geometry the following are added, in order to make the subject of mensuration understood.

1. A *prism* is a solid, of which the sides are parallelograms, and the ends equal, similar, and parallel plane figures. The figure of the ends gives the name to the prism; if the ends are triangular, the prism is triangular, &c. If the sides and ends of a prism be all equal squares, the prism is called a cube; and if the base or ends be a parallelogram, the prism is called a parallelopipedon. The cylinder is a round prism, having circular ends.

2. The *pyramid* has any plane figure for its base, and its sides triangles, of which all the vertices meet in a point at the top, called the vertex of the pyramid.

3. A *sphere* or *globe* is a solid bounded by one continued surface, every point of which surface is equally distant from a point within the sphere, called the centre. The diameter or axis of a sphere, is any line which passes through its centre, and is terminated at both ends by the circumference.

4. A *prismoid* has its two ends as any unlike parallel plane figures of the same number of sides; the upright sides being trapezoids.

5. A *spheroid* is a solid resembling the figure of a sphere, but not exactly round—one of its diameters being longer than the other; and, likewise, a conoid is like a cone, but has not its sides straight lines but curved.

6. A *spindle* is a solid formed by the revolution of some curve round its base.

7. The *axis* of a solid is a straight line drawn through the solid, from the middle of one end to the middle of the opposite end.

8. The *height* of a solid is a line drawn from the vertex, perpendicular to the base, or the plane on which the base rests.

9. The *segment* of a solid is a part cut off by a plane, parallel to the base; and the *frustum* is the part remaining after the segment is cut off.

SURFACES.

1. *For the area of a square, rhombus, or rhomboid.*

Base × height = area.

Ex.—The base of a rhombus is 16, the height 9; therefore, 16 × 9 = 144 = area.

2. *For the area of a triangle.*

$\frac{1}{2}$ (base × height) = area.

Ex.—The base of a triangle is $2\frac{1}{4}$, and height $7\frac{1}{2}$; therefore, $\frac{1}{2}$ (2·25 × 7·5) = 8·437, the area.

3. *For the area of a trapezoid.*

$\frac{1}{2}$ (sum of the two parallel sides) × height = area.

Ex.—In a trapezoid one of the parallel sides is $16\frac{1}{8}$, the other is $14\frac{1}{4}$, and the height or perpendicular distance between them is 7; therefore,

$\frac{1}{2}$ (16·125 + 14·25) × 7 = 106·3125, the area.

4. *For any right-lined figure of four or more unequal sides.*

Divide it into triangles, by lines drawn from various angles; find the area of each; then, the sum of these areas will be the area of the whole figure.

5. *For a regular polygon.*

Inscribe a circle; then, $\frac{1}{2}$ (radius of insc. circle × length of one side × number of sides) = area.

Ex.—In a polygon of 8 sides, the length of a side is 16, and radius of inscribed circle 19·2; then $\frac{1}{2}$ (3 × 16 × 8) = 1230, the area.

The following table will greatly facilitate the solution of questions connected with polygons.

No. of sides.	Name of Polygon.	Ang. F at cent.	Ang. C of Polygon.	Area.	A.	B.	C.
3	Trigon	120°	60°	0·4330127	2·	1·73	·579
4	Tetragon	90	90	1·0000000	1·41	1·412	·705
5	Pentagon	72	108	1·7204774	1·238	1·174	·852
6	Hexagon	60	120	2·5980762	1·156	= Radius	= Length of side.
7	Heptagon	$51\frac{3}{7}$	$128\frac{4}{7}$	3·6339124	1·11	·867	1·16
8	Octagon	45	135	4·8284271	1·08	·765	1·307
9	Nonagon	40	140	6·1818242	1·062	·681	1·47
10	Decagon	36	144	7·6942088	1·05	·616	1·625
11	Undecagon	$32\frac{8}{11}$	$147\frac{3}{11}$	9·3656405	1·04	·561	1·777
12	Dodecagon	30	150	11·1961524	1·037	·515625	1·94

The first column of this table gives the number of sides of the polygon; the second, the name; the uses of the third and fourth will be explained in the note at the bottom of the page,* and the uses of the rest will appear by the following rules and examples. The answers found are only approximate, but come sufficiently near the truth for all practical purposes.

Side of polygon $^2 \times$ No. column AREA = area.

Ex.—In a figure of 10 equal sides, the length of one side being 8, we have $8^2 = 8 \times 8 = 64$; hence $64 \times 7{\cdot}6942088 = 492{\cdot}4293632$ = the area.

Take the length of a perpendicular, drawn from the centre to one of the sides of a polygon, and multiply this by the numbers in column A, the product will be the radius of the circle that contains the polygon.

Ex.—If the length of a perpendicular drawn from the centre to one of the sides of an octagon be 12, then $12 \times 1{\cdot}08 = 12{\cdot}96$ = radius of circumscribing circle.

The radius of a circle multiplied by the number in column B, will give the length of the side of the corresponding polygon which that circle will contain. Suppose, for an octagon, the radius of a circle to be 12·96, then $12{\cdot}96 \times {\cdot}765 = 9{\cdot}9144$ = the length of one side of the inscribed polygon of 8 sides.

The length of the side of a polygon multiplied by the corresponding number in the column C, will give the radius of circumscribing circle. Thus the length of one side of a decagon being 10; then $10 \times 1{\cdot}625 = 16{\cdot}25$ = radius of circumscribing circle.

6. *For the circle.*

1*st*, diameter $\times$ 3·1416 = circumference;

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* The third and fourth columns of the table of polygons will greatly facilitate the construction of these figures by the aid of the sector. Thus, if it be required to describe a polygon of eight sides, then look in column Angle F, opposite Octagon, and you find 45. With the chord of 60 on the sector as radius describe a circle, then taking the length 45 on the same line of the sector, mark this distance off on the circumference, which being repeated round the circle, will give the points of junction of the sides of the octagon. The fourth column of the table gives the angle in degrees, which any two adjoining sides of the respective figures make with each other.

$2d$, $\frac{\text{circumference}}{3{\cdot}1416} = \text{diameter}$;

$3d$, $\frac{1}{2}$ circumference $\times$ radius $=$ area.

Ex.—In a circle whose diameter is 14 inches, we have, 1*st*, $14 \times 3{\cdot}1416 = 43{\cdot}9824$, the circumference;

$2d$, $\frac{43{\cdot}9824}{3{\cdot}1416} = 14$, the diameter;

$3d$, diameter $\div 2 =$ radius, so $\frac{14}{2} = 7 =$ radius. Then,

$\frac{1}{2}(43{\cdot}9824) \times 7 = 153{\cdot}9384$, the area.

7. *For the length of the arc of a circle.*

Radius $\times$ ·079577 $\times$ number of degrees $=$ length of arc.

Ex.—If the radius be 12, and number of degrees 22, then, $12 \times {\cdot}079577 \times 22 = 21{\cdot}008328$, the length.

8. *For the area of a circular sector.*

Radius $\times$ $\frac{1}{2}$ length of arc.

Ex.—The radius being 12, and length of arc 21·008328; then, $12 \times 10{\cdot}504164 = 126{\cdot}049968$, the area.

9. *For the area of a circular segment.*

TABLE OF THE AREAS OF CIRCULAR SEGMENTS.

H.	Area.	H.	Area.	H.	Area.	H.	Area.
·01	·001329	·14	·066833	·27	·171089	·40	·293369
·02	·003748	·15	·073874	·28	·180019	·41	·303187
·03	·006865	·16	·081112	·29	·189047	·42	·313041
·04	·010537	·17	·088535	·30	·198168	·43	·322928
·05	·014681	·18	·096134	·31	·207376	·44	·332843
·06	·019239	·19	·103900	·32	·216666	·45	·342782
·07	·024168	·20	·111823	·33	·226033	·46	·352742
·08	·029435	·21	·119897	·34	·235473	·47	·362717
·09	·035011	·22	·128113	·35	·244980	·48	·372704
·10	·040875	·23	·136465	·36	·254550	·49	·382699
·11	·047005	·24	.144944	·37	·264178	·50	·392699
·12	·053385	·25	·153546	·38	·273861	·001	·000042
·13	·059999	·26	·162263	·39	·283592	·002	·000119

This may be done easily by the help of the preceding table; to use which, divide the height of the segment by the diameter of the circle, and look for the quotient in the column H, opposite to which will be found a number in column Area, which multiplied by the square of the diameter will give the area of the segment. Should the height of the segment be greater than the diameter, find by the foregoing rule the area of the remaining segment, and by subtracting this from the area of the whole circle, the area of the greater segment will be found.

Ex.—Let the height be 18 and diameter 48, then $\frac{18}{48} = \cdot37$; which, in the column marked H in col. Area, corresponds to $\cdot264178$; hence $48^2 \times \cdot264178 = 608\cdot6661$ = the area.

10. *For the area of a cycloid.*

Area of generating circle $\times\ 3 =$ area of cycloid.

Ex.—The diameter of generating circle being 10, then $\frac{1}{2}(10 \times 3\cdot1416) \times \frac{10}{2} \times 3 = 235\cdot619$, the area of cycloid.

11. *For the area of a parabola.*

(Base $\times$ height) $\times \frac{2}{3} =$ the area.

Ex.—The base being 20, and height 6; then,

$20 \times 6 \times \frac{2}{3} = 80$, the area.

12. *For the area of an ellipse.*

(Long axis $\times$ short axis) $\times \cdot7854 =$ area.

Ex.—The greater axis being 300, and lesser 200; then,

$300 \times 200 \times \cdot7854 = 47124$, the area.

SOLIDS.

1. *For the surface and content of a prism or cylinder.*

1*st.* Area of two ends + length $\times$ perimeter = surface.

2*d.* Area of base $\times$ height = content.

The circumference of a cylinder is 6, and its length 9 inches; what is the surface and content?

The area of each end is $2\cdot85$; therefore $2 \times 2\cdot85 = 5\cdot7$ = the area of the two ends, and then $5\cdot7 + (6 \times 9) = 59\cdot7$ = the area of the whole cylinder. Also, $2\cdot85 \times 9 = 25\cdot65$ = content.

2. *For a cone or pyramid.*

1*st.* $\frac{1}{2}$ (slant height $\times$ perimeter of base) + area of base = surface.

2*d*. $\frac{1}{3}$ (area of base × perpend. height) = content.

Ex.—Slant height is 10, perimeter of base 16; then, $\frac{1}{2}$ (10 × 16 = 80 + 16 = 96, surface of a four-sided pyramid, whose side at the base is 4.

The area of the base of a cone being 147·68, and perpendicular height 14,

Then $\frac{1}{3}$ (14 × 147·68) = 689·17, content.

3. *For a cube or parallelopiped.*

1*st*. The sum of the areas of all the sides = surface.

2*d*. Length × breadth × depth = content.

Ex.—In a parallelopiped the length 30, breadth 6, and depth 4.

30 × 6 × 4 = 720, content, and 648 = the surface.

It is worthy of remembrance that one cubic foot contains 1728 cubic inches, 22,000 cylindric, 3300 spherical inches, and 66 conical. The cone, sphere, and cylinder, are as 1, 2, and 3.

4. *For regular or platonic bodies, or bodies of equal sides.*

1*st*. Linear edge ^{2}× tabular number of figures for surface = surface.

2*d*. Linear edge ^{3}× tabular number of figures for solidity = content.

No. of Sides.	Name.	Multiplier for Surface.	Multiplier for Solidity.
4	Tetrahedron,	1·7320508	0·1178513
6	Hexahedron,	6·0000000	1·00000
8	Octahedron,	3·4641016	0·4714045
12	Dodecahedron,	20·6457288	7·6631189
20	Icosahedron,	8·6602540	2·181695

Ex.—In an Octahedron the length of the ridge of a side is 5, therefore 5^2 × 3·4641016 = 86·6025 = surface, and 5^3 × ·4714045 = 58·9255, the solidity.

5. *For the surface of a sphere and segment.*

Diameter ^{2}× 3·1416 = surface of the whole sphere.

Ex.—If the diameter be 36, then 36^2×3·1416=4071·504 square inches = surface.

Height of segment × diameter of sphere × 3·1416 = surface of segment.

Ex.—The diameter of the sphere being 12, and the height of segment 6, then
$6 \times 12 \times 3{\cdot}1416 = 226{\cdot}1952$ = surface of spheric segment.

6. *For the content of a sphere and spheric segment.*

$$\text{Diameter}^3 \times 0{\cdot}5236 = \text{content.}$$

Ex.—If the diameter of a sphere be 2 inches, then $2^3 \times 0{\cdot}5236 = 4{\cdot}1888$ = the content.

(radius of segment's base $^2 \times 3$ + height of segment^2) $\times$ height $\times\ {\cdot}5236$ = content of segment.

Ex.—If the height of a spheric segment be 2, and radius of base 6, then

$$(6^2 \times 3 + 2^2) \times 2 \times {\cdot}5236 = 117{\cdot}2864 = \text{content.}$$

7. *For the solidity of a spheroid.*

$$\text{Revolving axis}^2 \times \text{fixed axis} \times {\cdot}5236 = \text{content.}$$

NOTE.—If the spheroid revolve round the greater axis, it is said to be oblate; if round the lesser, oblong.

Ex.—The two axes of a spheroid are 24 and 18; therefore,

$24^2 \times 18 \times {\cdot}5236 = 5428{\cdot}56$ = content if it be oblate.
$18^2 \times 24 \times {\cdot}5236 = 4071{\cdot}5$ = content if it be oblong.

8. *For the solidity of a parabolic conoid.*

Area of base $\times$ half the height = content.

Ex.—The height being 18, and the diameter of base 24, then the area of the base therefore is 452·39; hence

$452{\cdot}39 \times 9 = 4071{\cdot}51$ the content.

9. *For the frustum of a cone or pyramid.*

$$\frac{(\text{perim. of one end} + \text{perim. of the other end}) \times \text{slant height}}{2}$$

= surface.

Ex.—In the frustum of a triangular pyramid the perimeter of one end is 25, that of the other 36, and the slant height is 10; therefore,

$$\frac{(25 + 36) \times 10}{2} = 305 = \text{the surface.}$$

$$\frac{\sqrt{(\text{area of one end} + \text{ar. of other})} + \text{area of one end} + \text{ar. of other}}{3}$$

$\times$ height = content.

Ex.—A log of wood is 20 feet long; its ends are squares, of which the sides are respectively 12 and 16 inches; therefore,

$$\frac{\sqrt{(12^2+16^2)}+12^2+16^2}{3}\times 240 = 33600 \text{ inches} = \text{content.}$$

TIMBER MEASURE.

Examples of timber measuring have already been given in the department allotted to arithmetic, but it is necessary to be here somewhat more particular. The surface of a plank is found:—

1*st.* By multiplying the length by the breadth. When the board tapers gradually, add the breadth at both ends together, and take the half of this sum for the mean breadth.

2*d.* *By the sliding rule.*—Set the length in inches on B to 12 on A, and against the length in feet on B will be the area in square feet and decimals on A.

Ex.—A board is 12 feet 6 inches long and 1 foot 3 inches broad; hence,

12 :	6	
1 :	3	
12 :	6	
3 :	1 :	6
15 :	7 :	6

1*st.* For the content of squared timber, length × mean breadth × mean thickness = content.

2*d.* *By the sliding rule.*—Find the mean proportional between the breadth and thickness, then set the length on C to 12 on D, and against the mean proportional on D the solid content on C. If the mean proportional be in feet, reduce to inches.

Ex.—A log is 24 feet long, the mean depth and breadth being each 13 inches.

1 :	1	
1 :	1	
1 :	1	
	1 :	1
1 :	2 :	1
24		
28 :	2 :	0

For round timber.—1*st.* Take one-fourth of the mean girth and square it, this multiplied by the length will give the content.

2*d. By the sliding rule.*—Set the length in feet on C to 12 on D, then against the quarter girth in inches on D, will be the content on C.

This gives no allowance for bark, but there is usually a deduction made of about an inch to the foot of quarter girth. The rule given above gives the customary, but not the true content; the following gives the true content.

One-fifth of the girth squared and multiplied by twice the length = content.

Ex.—The mean girth of a tree being 5 feet 8 inches, and its length 18 feet, the two rules will apply as below:—

4) 5 : 8 (1 : 5	5) 5 : 8 (1 : 1 : 7
1 : 5	1 : 1 : 7
2 : 0 : 1	1 : 3 : 4 : 6
18	36
36 : 1 : 6	46 : 1 : 6

Trees very seldom have an equal girth throughout, one end being generally much smaller than the other: the girth taken above is the mean girth; that is to say, the girths of both ends added together, and their sum halved for the mean girth. It is to be observed, however, that, if the difference of the girths is great, it will be best to find the content of the tree as if it were a conic frustum.—The method of using the sliding rule in the measurement of timber has been given before.

ARTIFICERS' WORK.

Artificers compute the contents of their works by several different measures; as, glazing and masonry by the foot; painting, plastering, paving, &c., by the yard of 9 square feet; flooring, partitioning, roofing, tiling, &c., by the square of 100 square feet; and brickwork, either by a yard of 9 square feet, or by the perch, or square rod or pole, containing $272\frac{1}{4}$ square feet, or $30\frac{1}{4}$ square yards, being the square of the rod or pole of $16\frac{1}{2}$ feet of $5\frac{1}{2}$ yards long. As this number $272\frac{1}{4}$ is troublesome to divide by, the $\frac{1}{4}$ is often omitted in practice, and the content in feet divided only by the 272. But when the exact divisor

$272\frac{1}{4}$ is to be used, it will be easier to multiply the feet by 4, and then divide successively by 9, 11, and 11. Also to divide square yards by $30\frac{1}{4}$, first multiply them by 4, and then divide twice by 11.

BRICKLAYERS' WORK.—Brickwork is estimated at the rate of a brick and a half thick. So that, if a wall be more or less than this standard thickness, it must be reduced to it, as follows:—Multiply the superficial content of the wall by the number of half bricks in the thickness, and divide the product by 3. The dimensions of a building are usually taken by measuring half round on the outside, and half round on the inside; the sum of these two gives the compass of the wall,—to be multiplied by the height, for the content of the materials. Chimneys are by some measured as if they were solid, deducting only the vacuity from the hearth to the mantel, on account of the trouble of them. And by others they are girt or measured round for their breadth, and the height of the story is their height, taking the depth of the jambs for their thickness. And in this case, no deduction is made for the vacuity from the floor to the mantel-tree, because of the gathering of the breast and wings, to make room for the hearth in the next story. To measure the chimney shafts, which appear above the building, gird them about with a line for the breadth, to multiply by their height. And account their thickness half a brick more than it really is, in consideration of the plastering and scaffolding. All windows, doors, &c., are to be deducted out of the contents of the walls in which they are placed. But this deduction is made only with regard to materials; for the whole measure is taken for workmanship, and that all outside measure too, namely, measuring quite round the outside of the building, being in consideration of the trouble of the returns or angles. There are also some other allowances, such as double measure for feathered gable ends, &c.

Ex.—The end wall of a house is 28 feet 10 inches long, and 55 feet 8 inches high, to the eaves; 20 feet high is $2\frac{1}{2}$ bricks thick, other 20 feet high is 2 bricks thick, and the remaining 15 feet 8 inches is $1\frac{1}{2}$ brick thick; above which is a triangular gable, 1 brick thick, and which rises 42 courses of bricks, of which every 4 courses make a foot. What is the whole content in standard measure?

Ans. 253·626 yards.

Masons' Work.—To masonry belong all sorts of stone-work; and the measure made use of is a foot, either superficial or solid. Walls, columns, blocks of stone or marble, &c., are measured by the cubic foot; and pavements, slabs, chimney-pieces, &c., by the superficial or square foot. Cubic or solid measure is used for the materials, and square measure for the workmanship. In the solid measure, the true length, breadth and thickness, are taken, and multiplied continually together. In the superficial, there must be taken the length and breadth of every part of the projection, which is seen without the general upright face of the building.

Ex.—In a chimney-piece, suppose the

Length of the mantel and slab, each	4 feet	6 inches;
Breadth of both together,.............	3	2
Length of each jamb,.................	4	4
Breadth of both together,.............	1	9

Required the superficial content. Ans. 21 feet, 10 inch.

Carpenters' and Joiners' Work.—To this branch belongs all the wood-work of a house, such as flooring, partitioning, roofing, &c. Large and plain articles are usually measured by the square foot or yard, &c., but enriched mouldings, and some other articles, are often estimated by running or lineal measures, and some things are rated by the piece.

In measuring of joists, it is to be observed, that only one of their dimensions is the same with that of the floor; for the other exceeds the length of the room by the thickness of the wall and $\frac{1}{3}$ of the same, because each end is let into the wall about $\frac{2}{3}$ of its thickness.

No deductions are made for hearths, on account of the additional trouble and waste of materials.

Partitions are measured from wall to wall for one dimension, and from floor to floor, as far as they extend, for the other.

No deduction is made for door-ways, on account of the trouble of framing them.

In measuring of joiners' work, the string is made to ply close to every part of the work over which it passes.

The measure for centering for cellars is found by making a string pass over the surface of the arch for the breadth, and taking the length of the cellar for the length; but in groin centering, it is usual to allow double measure, on account of their extraordinary trouble.

In *roofing*, the length of the house in the inside, together with $\frac{2}{3}$ of the thickness of one gable, is to be considered as the length; and the breadth is equal to double the length of a string which is stretched from the ridge down the rafter, and along the eaves-board, till it meets with the top of the wall.

For staircases, take the breadth of all the steps, by making a line ply close over them, from the top to the bottom, and multiply the length of this line by the length of a step, for the whole area.—By the length of a step is meant the length of the front and the returns at the two ends; and by the breadth, is to be understood the girth of its two outer surfaces, or the tread and riser.

For the balustrade, take the whole length of the upper part of the hand-rail, and girt over its end till it meet the top of the newel post, for the length; and twice the length of the baluster upon the landing, with the girth of the hand-rail, for the breadth.

For wainscoting, take the compass of the room for the length; and the height from the floor to the ceiling, making the string ply close into all the mouldings for the breadth.—Out of this must be made deductions for windows, doors, and chimneys, &c., but workmanship is counted for the whole, on account of the extraordinary trouble.

For doors, it is usual to allow for their thickness, by adding it unto both the dimensions of length and breadth, and then to multiply them together for the area. If the door be paneled on both sides, take double its measure for the workmanship; but if the one side only be paneled, take the area and its half for the workmanship.—*For the surrounding architrave*, gird it about the outermost parts for its length; and measure over it, as far as it can be seen when the door is open, for the breadth.

Window-shutters, bases, &c., are measured in the same manner.

In the measuring of roofing for workmanship alone, holes for chimney-shafts and skylights are generally deducted. But in measuring for work and materials, they commonly measure in all skylights, luthern-lights, and holes for the chimney-shafts, on account of their trouble and waste of materials.

Ex.—To how much, at 6*s*. per square yard, amounts the wainscoting of a room; the height, taking in the cornice and mouldings, being 12 feet 6 inches, and the whole compass 83 feet 8 inches; also three window-shutters are each 7 feet 8 inches by 3 feet 6 inches, and the door 7 feet by 3 feet 6 inches; the door and shutters, being worked on both sides, are reckoned work and half work?

Ans. £36, 12*s*. $2\frac{1}{2}$*d*.

Slaters' and Tilers' Work.—In these articles, the content of a roof is found by multiplying the length of the ridge by the girth over from eaves to eaves; making allowance in this girth for the double row of slates at the bottom, or for how much one row of slates or tiles is laid over another. When the roof is of a true pitch, that is, forming a right angle at top, then the breadth of the building with its half added, is the girth over both sides. In angles formed in a roof, running from the ridge to the eaves, when the angle bends inwards, it is called a valley; but when outwards, it is called a hip. Deductions are made for chimney-shafts or window-holes.

Ex.—To how much amounts the tiling of a house, at 25*s*. 6*d*. per square; the length being 43 feet 10 inches, and the breadth on the flat 27 feet 5 inches, also the eaves projecting 16 inches on each side, and the roof of a true pitch? £24, 9*s*. $5\frac{3}{4}$*d*.

Plasterers' Work.—Plasterers' work is of two kinds, namely, ceiling—which is plastering upon laths—and rendering, which is plastering upon walls; which are measured separately.

The contents are estimated either by the foot or yard, or square of 100 feet. Enriched mouldings, &c., are rated by running or lineal measure.

Deductions are to be made for chimneys, doors, windows, &c. But the windows are seldom deducted, as the plastered returns at the top and sides are allowed to compensate for the window opening.

Ex.—Required the quantity of plastering in a room, the length being 14 feet 5 inches, breadth 13 feet 2 inches, and height 9 feet 3 inches to the under side of the cornice, which girts $8\frac{1}{2}$ inches, and projects 5 inches from the wall on the upper part next the ceiling—deducting only for a door 7 feet by 4.

Ans.	53 yards	5 feet	3 inches	of rendering,
	18	5	6	of ceiling,
		39	$0\frac{11}{12}$	of cornice.

PAINTERS' WORK.—Painters' work is computed in square yards. Every part is measured where the colour lies; and the measuring line is forced into all the mouldings and corners.

Windows are done at so much apiece. And it is usual to allow double measure for carved mouldings, &c.

Ex.—What costs the painting of a room at 6*d.* per yard; its length being 24 feet 6 inches, its breadth 16 feet 3 inches, and height 12 feet 9 inches; also the door is 7 feet by 3 feet 6 inches, and the window-shutters to two windows each 7 feet 9 inches by 3 feet 6 inches, but the breaks of the windows themselves are 8 feet 6 inches high, and 1 foot 3 inches deep—deducting the fire-place of 5 feet by 5 feet 6 inches? Ans. £3, 3*s.* 10½*d.*

GLAZIERS' WORK.—Glaziers take their dimensions either in feet, inches, and parts; or feet, tenths, and hundredths. And they compute their work in square feet.

In taking the length and breadth of a window, the cross bars between the squares are included. Also, windows of round or oval forms are measured as square, measuring them to their greatest length and breadth, on account of the waste in cutting the glass.

Ex.—Required the expense of glazing the windows of a house at 13*d.* a foot; there being three stories, and three windows in each story.

The height of the lower tier is		7 feet	9 inches,
....	of the middle	6	6
....	of the upper	5	3¼
and of an oval window over the door		1	10½

the common breadth of all the windows being 3 feet 9 inches. Ans. £12, 1*s.* 8½*d.*

PAVERS' WORK.—Pavers' work is done by the square yard. And the content is found by multiplying the length by the breadth.

Ex.—What will be the expense of paving a rectangular courtyard, whose length is 63 feet, and breadth 45 feet; in which there is laid a footpath of 5 feet 3 inches broad, running the whole length, with broad stones, at 3*s.* a yard—the rest being paved with pebbles, at 2*s.* 6*d.* per yard?

Ans. £40, 5*s.* 10½*d.*

PLUMBERS' WORK.—Plumbers' work is rated at so much a pound, or else by the hundred weight, of 112 pounds. Sheet lead used in roofing, guttering, &c., is from 7 to 12 lb. to the square foot. And a pipe of an inch bore is commonly 13 to 14 lb. to the yard in length.

Ex.—What cost the covering and guttering a roof with lead, at 19*s*. the cwt.; the length of the roof being 43 feet, and breadth or girth over it 32 feet—the guttering 60 feet long, and 2 feet wide, the former 9 lb., and the latter 8 lb. to the square foot? Ans. £113, 3*s*. 8½*d*.

MECHANICS.

DEFINITIONS.

1. A BODY is any quantity of matter collected together.

2. Whatever communicates, or has a tendency to communicate motion to a body, is called a force.

3. That department of knowledge which comprehends a statement of the effects of forces on bodies, is called Mechanics. If a body be put in motion by the action of one or more forces, the consideration of the circumstances of this body belongs to that branch of Mechanics called Dynamics; but if two or more forces act on a body in such a way that they destroy each other's effects, and the body remains at rest, or in equilibrium, the consideration of the circumstances of a body, in this case, belongs to that department of Mechanics called Statics.

4. The density of matter, is the quantity of matter contained in any body compared with its bulk. Thus lead is denser than cork.

5. The weight of a body, is its quantity of matter, without regard to its bulk.

6. When we speak of some given space, which a moving body passes over in a given time, we speak of the velocity of the body. If a body moves over one foot of space in one second of time, it is said to have a velocity of one foot in the second; and its velocity would be increased to the double, if it passed over two feet in one second of time.

7. If, while the body is in motion, the velocity continues the same, the body is said to have a *uniform* motion; but if, while the body moves onward, the velocity continually increases, it is said to have an *accelerated* motion; and, on the other hand, if during the progress of the body in motion, the velocity continually decreases, the body is said to have a *retarded* motion.

8. The quantity of matter in a moving body, multiplied by the velocity with which it moves, is called the *quantity of motion*, or *momentum* of the body.

9. Gravity is that force by which all bodies endeavour to descend towards the centre of the earth.

AXIOMS, OR PLAIN TRUTHS.

If a body be at rest, it will remain at rest; and if in motion, it will continue that motion, uniformly in a straight line, if it be not disturbed by the action of some external cause.

The change of motion takes place in the direction in which the moving force acts, and is proportional to it.

The action and reaction of bodies upon one another, are equal.

LAWS OF MOTION.

Uniform motion is caused by the action of some force, by one impulse, on the body:—and if

b signify the quantity of matter to be moved,
f the force which caused the body's motion,
v the velocity with which the body moves,
m the momentum of the body in motion,
s the space passed over by the moving body,
t the time of describing that space;

and if $b = 3$, $m = 6$, $v = 2$, $f = 6$, $s = 4$, $t = 2$: then the figures in the examples will show the application of the theorems.

THEOREMS.	EXAMPLES.
$b : \frac{m}{v} : \frac{f}{v} : \frac{m \times t}{s} : \frac{f \times t}{s}$	$3 : \frac{6}{2} : \frac{6}{2} : \frac{6 \times 2}{4} : \frac{6 \times 2}{4}$
$f : m : b \times v : \frac{b \times s}{t}$	$6 : 6 : 3 \times 2 : \frac{3 \times 4}{2}$
$m : f : b \times v : \frac{b \times s}{t}$	$6 : 6 : 3 \times 2 : \frac{3 \times 4}{2}$
$s : t \times v : \frac{t \times m}{b} : \frac{t \times f}{b}$	$4 : 2 \times 2 : \frac{2 \times 6}{3} : \frac{2 \times 6}{3}$
$v : \frac{m}{b} : \frac{s}{t} : \frac{f}{b}$	$2 : \frac{6}{3} : \frac{4}{2} : \frac{6}{3}$
$t : \frac{s}{v} : \frac{s \times b}{m} : \frac{s \times b}{f}$	$2 : \frac{4}{2} : \frac{4 \times 3}{6} : \frac{4 \times 3}{6}$

OF ACCELERATED MOTION.

If the moving force continues to act all the while that the body is in motion, then that motion will be uniformly accelerated: such is the case with bodies falling to the earth, as the force of gravity acts constantly. Now, it has been found by experiment, that a body falling through free space, in the latitude of London, will, by the force of gravity, fall through 16·095 feet in the first second of time; and as forces are measured by the effects they produce, this 16·095 may be taken as the measure of the force of gravity; and as this quantity does not differ materially from 16 feet, we shall neglect the fraction ·095 in our calculation of the circumstances of falling bodies.

The subjects of consideration here are, the time that the falling body is in motion, the space it falls through in that time, and the velocity which it has acquired in falling through that space, or that velocity with which it would continue to move, supposing gravity to cease its action, and the motion of the body becoming uniform.

The time is always supposed to be taken in seconds, and the space in feet.

The velocity acquired $= 32 \times$ time of falling,

$$\text{or} = \surd(64 \times \text{space fallen through})$$

$$\text{The time of falling} = \frac{\text{the velocity acquired}}{32}$$

$$\text{or} = \sqrt{\left(\frac{\text{the space fallen through}}{16}\right)}$$

$$\text{The space fallen through} = \frac{\text{the velocity acquired}^2}{64}$$

$$\text{or} = \text{time},^2 \times 16.$$

Ex.—If a body falls through 100 feet, then

$\surd(64 \times 100) = 80 =$ the velocity acquired,

$\frac{80}{32} = 2\frac{16}{32} = 2{\cdot}5 =$ the time of falling.

If the space described be 64 feet, then

$\sqrt{\frac{(64)}{16}} = 2 =$ the time of falling,

$32 \times 2 = 64 =$ the velocity acquired.

If the space descended be 400, then

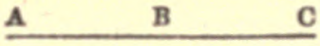
$\sqrt{(400 \times 64)} = 160 =$ the velocity acquired,

$\frac{(160)}{32} = 5 =$ the time of falling.

If the times be as	1, 2, 3, 4, 5, &c.
The velocities will be as	1, 2, 3, 4, 5, &c.
And the spaces as	1, 4, 9, 16, 25, &c.
The space for each time as	1, 3, 5, 7, 9, &c.

COLLISION OF BODIES.

If two bodies, A and B, in motion, weigh respectively 5 and 3 lbs., and their velocities respectively 3 and 2 before they strike, then will 3×5 be the momentum of A, and 2×3 that of B, before the stroke; also, $5 + 3 = 8$ is the sum of their weights; then, 1*st.* If the bodies move the same way, the quotient arising from the division of the sum of the momentums of the two bodies, by the sum of their weights, will give the common velocity of the two bodies after the stroke. 2*d.* If the bodies move contrary ways, then the quotient arising from the division of the difference of their momentums, by the sum of their weights, will give the common velocity after the stroke. 3*d.* If one of the bodies be at rest, then the quotient of the momentum of the other body, divided by the sum of the weights of the two bodies, will give the common velocity after the stroke. Hence, assuming the numbers given above, we have, in the first case, $\frac{15 + 6}{8} = 2\frac{5}{8}$; in the second $\frac{15 - 6}{8} = 1\frac{1}{8}$; and in the third $\frac{15}{8} = 1\frac{7}{8}$, as the common velocity after the stroke.



When the bodies are perfectly elastic, the theorems become more complicated.

If the weight of the one body be A, and the velocity V; the weight of the other body B, and its velocity v: then,

1*st.* If the bodies move in the same direction before the stroke,

$$\frac{(2B \times v) - \overline{(A - B \times V)}}{A + B} = \text{the velocity of A after the stroke.}$$

$$\frac{(2A \times V) + \overline{(A - B \times v)}}{A + B} = \text{the velocity of B after the stroke.}$$

2*d*. If B move in the contrary direction to A before the stroke,

$$\frac{(A-B)\times V-2\times B\times V}{A+B}=\text{velocity of A after the stroke.}$$

$$\frac{(A-B)\times v+2+A\times V}{A+B}=\text{velocity of B after the stroke.}$$

3*d*. If the body B had been at rest before it was struck by A, then

$$\frac{A-B}{A+B}\times V=\text{the velocity of A after the stroke.}$$

$$\frac{2-A}{A\times B}\times V=\text{the velocity of B after the stroke.}$$

Ex.—If the weight of an elastic body A be 6 lbs., and its velocity 4, and the weight of another body B be 4 lbs., and its velocity 2; then we have these results: in the first case,

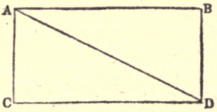
$$\frac{(2\times 4\times 2)+(\overline{6-4}\times 4)}{6+4}=\cdot 8=\text{velocity of A after the stroke.}$$

$$\frac{(2\times 6\times 4)+(\overline{6-4}\times 2)}{6+4}=5\cdot 2\ \text{velocity of B after the stroke.}$$

The sum of these two velocities, viz. 5·2 and ·8 = 6, which was the sum of the velocities 2 and 4 before the stroke; and this is a general law.—The reader may exercise himself with the rules for the other cases.

It is to be observed, that when non-elastic bodies, that is, bodies which have no spring, strike, they will both move in the direction of the motion of that body which has the greater momentum; but if they are elastic, they will recoil after the stroke, and move contrary ways.

THE COMPOSITION AND RESOLUTION OF FORCES.



If a body be acted upon by two forces, one of which would cause it to move from A to B in any given time, and the other would cause it to move from A to C in the same time; then if these forces act upon the body at one instant, it will move in neither of the lines AB, AC, but in the line AD, which is the diagonal of the parallelogram of which the two lines AB and AC are containing sides; and by the action of the two forces, the body will be found at D, at the end of the time that it would have been found at B or C, by the action of either of the forces singly. This important fact in mechanical science, is usually called the *parallelogram of forces*. From this statement it will be seen, that if we have the quantity and direction of any two forces urging a body at the same instant, we can find the resulting motion, both in quantity and direction.

It will not be difficult to understand, that if the two forces which act upon a body, act not at an angle, but in the same straight line, and in contrary directions, the resulting motion will be in that straight line, and in the direction of the greater force; but if the forces be equal, the body will remain at rest. If, while a body A is urged by a force in the direction AB, which would carry it to A, it be acted on by another force in the direction AC which would carry it to C, and a third force in the direction DA, which would carry it over a space as great as that from D to A, these being the sides and diagonals of a parallelogram, the body A will remain at rest. Also, if a body A has a tendency to move in the direction AB, but is counteracted by a force DA,—and if we wish to keep the body A from moving, altogether, we must apply another force AC, forming the other side of the parallelogram of which AB is one side and AD the diagonal.

If there be three forces acting on a body at the same time, make the sides of a parallelogram represent any two of them; then the diagonal of this parallelogram, together with the third force as the two sides of another parallelogram, will give a diagonal which will be the result of the three forces acting at once on the body.

If the two forces which urge the body, both produce a uniform motion, the resulting motion will be in a straight line; but if one of them act by impulse, which would produce a uniform motion, and the other act constantly so as to produce an accelerated motion, the resulting motion will be in a curve. Thus, if the ball of a cannon were sent in a horizontal direction, it would never deviate from this straight line unless acted on by some external force. The force of gravity acts on the body constantly, so as to draw it to the earth, by a uniformly accelerated motion; and the result is, that the ball will move in a curve, and this curve may be easily shown to be that of the parabola. The resistance of the air being taken into account together with these circumstances, constitute the basis of the science of gunnery.

We shall give a simple example, to show the application of the former part of this subject. One force will cause the body A to move 20 miles in a day, and another, acting at right angles, will cause it to move 18 miles a day; draw these lines 20 and 18 from the line of lines on the sector, as the sides AB, AC, of a parallelogram, and complete it: draw the diagonal, then measure it, and it will be found to be 26·9, the resulting motion; and the angle being measured, will give the direction.—There are other methods of doing this by calculation, but this is simple, and is sufficient to show the principle.

MECHANICAL POWERS.

1. A MACHINE is any instrument employed to regulate motion, so as to save either *time* or *force*. No instrument can be employed by man so as to save both time and force; for it is a maxim in mechanics, that whatever we gain in the one of these two, must be at the expense of the other.

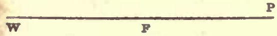
2. The simple machines, or those of which all others are constructed, are usually reckoned six: the *lever*, the *wheel and axle*, the *pulley*, the *inclined plane*, the *wedge*, and the *screw*. To these the *funicular machine* is sometimes added.

3. The weight signifies the body to be moved, or the resistance to be overcome; and the power is the force employed to overcome that resistance, or move that body. They are frequently represented by the first letters of their names, W and P.

THE LEVER.

4. A LEVER is an inflexible bar, either straight or bent, supposed capable of turning round a fixed point, called the *fulcrum*.

According to the relative positions of the weight, power, and fulcrum, on the lever, it is said to be of three kinds, viz. when the fulcrum is somewhere betwixt the weight and power, it is of the first kind; when the weight is between the power and the fulcrum, it is of the second kind; and when the power is between the weight and the fulcrum, it is of the third kind: thus,

5. 1*st.* 

6. 2*d.* 

7. 3*d.* 

8. In the first and second kinds there is an advantage of power, but a proportionate loss of velocity; and in the third kind, there is an advantage in velocity, but a loss of power.

9. When the weight × its distance from the fulcrum = the power × its distance from the fulcrum, then the lever will be at rest, or in equilibrio; but if one of these products be greater than the other, the lever will turn round the fulcrum in the direction of that side whose product is the greater.

10. In all the three kinds of levers, any of these quantities, the weight or its distance from the fulcrum, or, the power or its distance from the fulcrum, may be found from the rest, such, that when applied to the lever, it will remain at rest, or the weight and power will balance each other.

11. $$\frac{\text{weight} \times \text{its dist. from fulc.}}{\text{dist. of power from fulc.}} = \text{power.}$$

12. $$\frac{\text{power} \times \text{its dist. from fulc.}}{\text{dist. of weight from fulc.}} = \text{weight.}$$

13. $$\frac{\text{weight} \times \text{dist. weight from fulc.}}{\text{power}} = \text{dist. power from ful.}$$

14. $$\frac{\text{power} \times \text{dist. power from fulc.}}{\text{weight.}} = \text{dist. weight from fulc.}$$

15. In the first kind of lever, the pressure upon the fulcrum = the sum of weight and power; in the second and third = their difference.

16. If there be several weights on both sides of the fulcrum, they may be reckoned powers on the one side of the fulcrum, and weights on the other. Then, if the sum of the product of all the weights × their distances from the

fulcrum be = to the sum of the products of all the powers × their distances from the fulcrum, the lever will be at rest, if not, it will turn round the fulcrum in the direction of that side whose products are greatest.

17. In these calculations, the weight of the lever is not taken into account; but if it is, it is just reckoned like any other weight or power acting at the centre of gravity.

18. When two, three, or more levers act upon each other in succession, then the entire mechanical advantage which they give, is found by taking the product of their separate advantages.

19. It is to be observed, in general, before applying these observations to practice, that if the lever be bent, the distances from the fulcrum must be taken, as perpendiculars drawn from the lines of direction of the weight and power to the fulcrum.

Ex.—In a lever of the first kind, the weight is 16, its distance from the fulcrum 12, and the power is 8; therefore, by No. 13 of this chapter,

$$\frac{16 \times 12}{8} = 24,$$ the distance of power from the fulcrum.

In a lever of the second kind, a power of 3 acts at a distance of 12; what weight can be balanced at a distance of 4 from the fulcrum? Here, by No. 12,

$$\frac{3 \times 12}{4} = 9,$$ weight.

In a lever of the third kind, the weight is 60, and its distance 12, and the power acts at a distance of 9 from the fulcrum; therefore, by No. 11,

$$\frac{60 \times 12}{9} = 80,$$ the power required.

If there be a lever of the first kind, having three weights, 7, 8, and 9, at the respective distances of 6, 15, and 29, from the fulcrum on one side, and a power of 17 at the distance of 9 on the other side of the fulcrum; then a power is to be applied at the distance of 12 from the fulcrum, on the last mentioned side: what must that power be to keep the lever in balance?

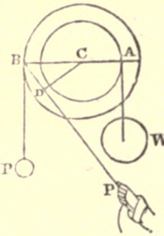
Here $(6 \times 7) + (15 \times 8) + (29 \times 9) = 423 =$ the effect of the three weights on the one side of the fulcrum; and $17 \times 9 = 153 =$ the effect of the power on the other side. Now, it is clear that the effect of the weight is far greater than the effect of the power; and the difference 423 — 153 = 270 requires to be balanced by a power applied at the distance of 12, which will evidently be found by dividing 270 by 12, which gives 22·5, the weight required.

20. The Roman steel-yard is a lever of the first kind, so contrived that only one movable weight is employed.

The common weighing balance is also a lever of the first kind. The requisites of a good balance are: that the points of suspension of the scales and the centre of motion, or fulcrum of the beam, be all in one straight line—that the arms of the beam be equal to each other in every respect—that they be as long as possible—that the centre of gravity of the beam be a very little below the centre of motion—that the beam be balanced when the scales are empty, &c. But we may ascertain the true weight of any body even by a false balance, thus: weigh the body first in one scale, then in the other, and multiply their weights together; then the square root of this product will be the true weight.

THE WHEEL AND AXLE.

21. The wheel and axle is a kind of lever, so contrived as to have a continued motion about its fulcrum, or centre of motion, where the power acts at the circumference of the wheel, whose radius may be reckoned one arm of the lever, the length of the other arm being the radius of the axle, on which the weight acts. If the power acts at the end of a handspike fixed in the rim of the wheel, then this increases the leverage of the power, by the length of the handspike.



The wheel and axle consists of a wheel having a cylindric axis passing through its centre. The power is applied to the circumference of the wheel, and the weight to the circumference of the axle.

In the wheel and axle, an equilibrium takes place when the power multiplied by the radius of the wheel, is equal to the weight multiplied by the radius of the axle; or, P : W : : CA : CB.

For the wheel and axle being nothing else but a lever so contrived as to have a continued motion about its fulcrum C, the arms of which may be represented by AC and BC, therefore, by the property of the lever, P : W : : CA : CB.

If the power does not act at right angles to CB, but obliquely, draw CD perpendicular to the direction of the power, then, by the property of the lever, P : W : : CA : CD.

22. It will be easily seen, that if two wheels fastened together and turning round the same centre, be so adjusted, that while they turn round they will coil on their circumferences strings, to which weights are suspended; one of those wheels being larger than the other, the larger wheel will coil up a greater length of the string than the smaller one will do in the same time, and this will depend either on the radii or circumferences of the two wheels. The velocity of the weight will be in proportion to the length of string coiled in a given time; therefore, the velocity of the weight will be greater as the wheel is larger. Now, as in the lever we saw that a small weight required a great velocity to balance a large weight with a small velocity, we may infer, that the rules given for levers will also apply to the wheel and axle; since the velocity of any body on a lever depends upon its distance from the fulcrum.

Ex.—A weight of 13 lbs. is to be raised at a velocity of 14 feet per second, by a power whose velocity is 20 feet per second; how great must that power be?

$$\frac{13 \times 14}{20} = 9{\cdot}1, \text{ the power required.}$$

If the velocity of the weight, be to that of the power, as 14 to 20, and the radius of the axle on which the weight is coiled be 7; then,

$$\frac{20 \times 7}{14} = 10, \text{ radius of wheel on which the power acts.}$$

If a weight of 36 lbs, is to be raised by an axle 3 inches diameter; what must be the power applied at the end of a handspike 4 inches long, fixed in the rim of the wheel connected with the axle, the wheel being 6 inches diameter?

Here the handspike will increase the distance of the power from the fulcrum, and will add to the diameter of the wheel twice its own length; therefore, $8 + 6 = 14$;—hence, 14 : 3 : : 36 : 7·77, the power required to keep the weight in equilibrio.

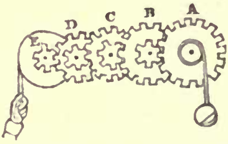
23. Wheels acting on each other by teeth or bands, may be easily calculated in the same way. Thus, if a wheel which has 30 teeth, drives another of 10 teeth, it is evident, that as the larger wheel has three times as many teeth as the smaller, the smaller wheel will be turned round three times for once that the larger one is turned round; so that the velocities of the wheels will be inversely as their number of teeth. In like manner, it is clear, that if the larger wheel drives the smaller not by teeth but by a band, their revolutions will be inversely as their circumferences.

Ex.—The number of teeth in one wheel are 160, and in another driven by it are 20, and the larger wheel makes 12 revolutions in a minute; how many does the smaller one make?

$20 : 160 :: 12 : 96 =$ the number of turns which the smaller wheel makes in a minute.

24. The larger wheel is usually called the wheel, driver, or leader, and the smaller one is called the pinion, driven wheel, or follower.

25. Let us now see what would be the action of two wheels and a pinion. If the first wheel contains 80 teeth, the pinion 12 teeth, and second wheel 36 teeth. Place the first wheel and the pinion on the same axis, so that they move together, one revolution of the one being in the same time as a revolution of the other, and the pinion drives the second wheel. If the first wheel makes 16 revolutions in a minute, the pinion will do the same, and the pinion drives the second wheel; therefore, $36 : 12 :: 16 : 5\frac{1}{3}$ $=$ the velocity of the second wheel. Place these so, that the teeth of the first wheel act in the teeth of the pinion, and these again act in the teeth of the second wheel. If the first wheel make, as before, 16 turns in a minute, then the pinion will make $12 : 80 :: 16 : 106\frac{8}{12} =$ in a minute; consequently, the revolutions of the second wheel will be $36 : 12 :: 106\frac{8}{12} : 35{\cdot}55 =$ turns of the second wheel in a minute.



26. When there are a number of wheels A, B, C, D, E, acting on the respective pinions *a*, *b*, *c*, *d*, *e*, as then the effect of the whole may be found thus: if the letters which represent the wheels and pinions be understood to signify the number of teeth of each,

$$\frac{\text{power} \times A \times B \times C \times D \times E}{a \times b \times c \times d \times e} = \text{weight.}$$

If the velocity of the first wheel be used instead of the power applied, then this rule will give the resulting velocity instead of the weight.

Ex.—If the numbers of the teeth of the wheels are 9, 6 9, 10, 12, and those of the pinions 6, 6, 6, 6; then if the power applied be 14 lbs., we have

$$\frac{14 \times 9 \times 6 \times 9 \times 10 \times 12}{6 \times 6 \times 6 \times 6 \times 6} = 105 \text{ lbs., the weight.}$$

And, by the remark under the rule, if the first make 14 revolutions in the minute, the speed of the last will be 105 in the same time.

The same rule will apply to the case where the wheels act on each other by ropes or straps, if the circumferences of the wheels and pinions are used for the number of teeth.

27. It often happens, in the construction of machinery, that two shafts must be connected by means of toothed wheels, in such a way, that the one shaft's velocity shall bear a certain proportion to that of the other shaft; and we must determine the numbers of teeth in each of the connecting wheels and pinions.

Take the respective numbers of teeth in the pinions at pleasure, and multiply all these together, and their product again by the number of turns that the one shaft is to make for one turn of the other shaft. Take, now, this product, and find all the numbers which will divide it without a remainder, or divide its divisors without a remainder—*always excepting the number* 1. Arrange all these in one line, and separate them into parcels or bands, each containing as many numbers, or factors (as they are called) as you please; but observing, that there must be as many bands as there are wheels required; then the product of the numbers in each band will give the number of teeth in the respective wheels. Thus, if one shaft is to turn 720 times for another shaft's once, and there be interposed 4 pinions, one of which is fixed to the end of the one shaft, each pinion having 6 teeth or leaves: then, $6 \times 6 \times 6 \times 6 \times 720$; all the divisors or factors of which are 3, 2, 3, 2, 3, 2, 3, 2, 2, 2, 3, 5, 2, 2, 3; these divided into 4 bands at pleasure, give the number of teeth in the wheels. Thus, Either $\begin{cases} 2\times3\times5 = 30, \\ 2\times2\times2\times3 = 24, \\ 2\times2\times3\times3 = 36, \\ 2\times2\times3\times3 = 36, \end{cases}$ Or, $\begin{cases} 3\times3\times5 = 45, \\ 3\times2\times2\times2\times2 = 48, \\ 3\times3\times2 = 18, \\ 3\times2\times2\times2 = 24. \end{cases}$

The application of what we laid down may be thus illustrated. In finding the number of teeth in the wheels of an orrery, we extract from Marrat's Mechanical Philosophy. "There is considerable difficulty in proportioning the number of teeth in wheels for clocks, orreries, &c. the problem indeed is indeterminate; we shall, however, give an example, that will point out a method by which any ingenious mechanic may complete a piece of machinery, such as an orrery, so as to show, at all times, in what part of its orbit any planet is. The following example is for Mercury; this planet goes round the sun in 87d. 23h.; now, as the hour hand of a clock goes round twice in 24 hours, it will make $175\frac{11}{12}$ revolutions in 87d. 23h. For the fraction $\frac{11}{12}$, take any multiple of the denominator plus or minus unity, and make it the third term of the proportion; thus say, as 12 : 11 : : 515 : 472 nearly; for $\frac{472}{515}$ is one unit less in each than a multiple of $\frac{11}{12}$ by 43 $= \frac{473}{516}$ hence the revolutions become $175\frac{472}{515} = \frac{90597}{515}$. Now the only difficulty remaining, is to find proper factors or divisors that will divide the numerator and denominator without a remainder, in order to determine the number of teeth and leaves in the wheels and pinions. For the numerator, the best method I have found is to make trial of the numbers 2×5 or 10, as often as we can, and if we do not succeed, to try successively the prime numbers 3, 7, 11, 13, 17, 19, 23, 29, 31, 37, 41, 43, 47, &c. I find by trial the numerator will break into the factors $101 \times 39 \times 23 = 90597$, I conclude then that these numbers 101, 39, 23, may be the number of teeth in three wheels. I can easily break the denominator into the numbers 103 and 5; but as 103 is too large for the teeth in a pinion, and being a prime number, another number must be sought for that will answer the purpose better. Again say, as 12 : 11 : : 1825 : 1673, the revolutions now become $175\frac{1673}{1825}$, or

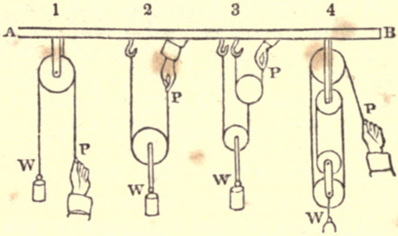
$\frac{321048}{1825}$. Hence I find by trial that the numerator (321048) can be broken into the factors $91 \times 72 \times 49 = 321048$, which may be three wheels having that number of teeth in each. Again, the denominator of the fraction, or 1825, is capable of being broken into the factors $73 \times 5 \times 5 = 1825$. Now the product of the number of teeth in all the wheels, divided by the product of the number of teeth in all the pinions, will give the revolutions. For example, $32104 \div 1825 = 175$ revolutions, 11h. 0m. 1s. 58 thirds, which does not exceed the 87d. 23h. (or $175\frac{11}{12}$ revolutions) by two seconds. The numbers last found for the wheels and pinions, may be transformed by multiplication into more convenient numbers, as $\frac{98 \times 91 \times 72}{73 \times 10 \times 5} = \frac{144 \times 98 \times 91}{73 \times 10 \times 10}$ = 175r. 11h. 0m. 1s. 58th. either of which will be a train of wheel-work proper for such a motion, and this train may be conveniently attached to the pinion of the hour-wheel of a clock. The reason for finding a new fraction, will appear evident; for if we take the original number $175\frac{11}{12} = \frac{2111}{12}$, we shall find it impossible to break the numerator into factors without leaving a fraction, which is inconsistent with wheel-work, as nothing but whole numbers will answer the purpose. It is obvious that the higher we take a multiple of $\frac{11}{12}$ the nearer we approach to the true time of revolution, provided we can break the numerator and denominator into proper numbers for the teeth and leaves of the wheels and pinions. It is necessary to observe, that there must be either three wheels and three pinions, or, if the numbers when broken be too large, if we can break them into five wheels and five pinions, it will be the same thing; because as the hands of a clock go round with the sun, that motion would make two wheels and two pinions (attached to the pinion on the hour wheel) go round the contrary way to what they ought; but three or five will answer the intended purpose."

28. As the subject of wheel-work is of the greatest importance to mechanics, we shall resume it in a more advanced part of this work, where it may be more properly introduced.

THE PULLEY.

29. If a rope or string pass round the groove or rim of a wheel, movable round an axle, with a power at the one end of the string or rope, and a weight at the other,—such a machine is called a Pulley. The axis of the pulley may be either fixed or movable. If the axis of the pulley be fixed, it only serves to change the direction of the power's action; but if it be movable, the power acts with an advantage of two to one.

The accompanying engraving exhibits various forms of the pulley. AB is a beam from which they are suspended.



No. 1, is the fixed pulley in which there is no other advantage gained than that the power P and weight W move in a contrary direction. No. 2, is a movable pulley, in which the power P by moving upwards raises the pulley, to the block of which the weight W is attached; but the one end of the string being attached to the beam AB, the power must move twice as fast as the weight, and there will be a gain of power proportional. No. 3, is a combination of two movable pulleys, in which the gain of power will be four; and No. 4 is a combination of two fixed and two movable pulleys, in which the gain of power will be the same as in No. 3.

30. If in a system of pulleys, where each pulley is embraced by a cord, attached at one end to a fixed point, and at the other to the centre of the movable pulley next above it, and the weight is hung to the lowest pulley; then the effect of the whole will be = the number 2 multiplied by itself, as many times as there are movable pulleys in the system: thus, if there be 4 movable pulleys, then 2×2

< 2 ×2 =16: wherefore, if the weight be one lb., it will be sustained by a power of one oz. avoirdupois.

31. When there are any number of movable pulleys on one block, and as many on a fixed block, the pulleys are called Sheeves, and the system is called a Muffle; and the weight is to the power inversely as one is to twice the number of movable pulleys in the system, or

$$\frac{\text{the weight to be raised}}{\text{twice the number of mov. pulleys}} = \text{the power.}$$

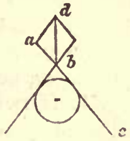
Ex.—In a muffle where each block has 4 sheeves, one block being fixed and the other movable, a weight of 112 lbs. is to be raised; how great must be the power?

$$\frac{112}{8} = 14 \text{ lbs., the power required.}$$

If a power of 236 lbs. is to be applied to a tackle connected with two blocks of pulleys, one fixed, consisting of 6, and another movable, of 5 pulleys; what weight can be raised?—(Here the rule above must be reversed.)

Therefore $236 \times 10 = 2360$ lbs., the weight.

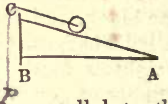
Remark.—In all the above cases of the pulley, the strings, cords, or ropes, are supposed to act parallel to each other; when this is not the case, the relation of power and weight may be found by applying the principle of the *parallelogram of forces;* thus, draw *ab* in the direction of the power's action and of that length, taken from a scale of equal parts, which expresses the quantity of that power; next, draw *bd* a perpendicular to the horizon, and from *a* draw *ad* parallel to *bc*, the direction of the string, which is fastened at *c:* then the power is to the weight, as *ba* is to *bd;* and the strain on the hook at *c*, is as *ad* to *db*,—these lines being all measured on the same scale of equal parts.



It may be further observed, that the pulley is a species of lever of the second kind; where the point at which the string is fastened may be called the fulcrum; the axis of the pulley the place of the weight, and the place of the power the other end of the lever; or, the diameter of the pulley may be reckoned the length of the lever, the weight being in the middle.

THE INCLINED PLANE.

32. WHEN a power acts on a body, on an inclined plane, so as to keep that body at rest; then the weight, the power, and the pressure on the plane, will be as the length, the height, and the base of the plane, when the power acts parallel to the plane; that is,



The weight, The power, The pressure on the plane $\left.\right\}$ will be as $\left\{\right.$ AC, BC, AB.

These properties give rise to the following rules :—

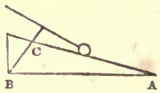
$$\text{power} = \frac{\text{weight} \times \text{height of plane}}{\text{length of plane}}.$$

$$\text{weight} = \frac{\text{power} \times \text{length of plane}}{\text{height of plane}}.$$

$$\text{pressure on the plane} = \frac{\text{weight} \times \text{base of plane}}{\text{length of plane}}.$$

33. The force with which a body endeavours to descend down an inclined plane, is as the height of the plane.

When the power does not act parallel to the plane, then from the angle C of the plane, draw a line perpendicular to the direction of the power's action; then the weight, the power, and the pressure on the plane, will be as AC, CB, AB.



When the line of direction of the power is parallel to the plane, the power is least.

34. If two bodies, on two inclined planes, sustain each other, by means of a string over a pulley, their weights will be inversely as the lengths of the planes.

35. In the exercises on inclined planes, it is often necessary to find the length of the base, and height, or length of the plane. Any two of these being given, the third may be found—and this is done on the principle stated in Geometry, that the hypotenuse ^{2} of a right-angled triangle (the length of the plane) is equal to the base ^{2} + height^2.

Ex.—The height of an inclined plane is 20 feet, and its length 100; what is the pressure on the plane of a weight of 1000 lbs.?—Here we must first ascertain the base, $(100^2—20^2)^{\frac{1}{2}} = 97{\cdot}98$ = the base of the plane; and from what has been said above, 100 : 1000 : : 97·98 : 979·8 the pressure upon the plane; also 100 : 20 : : 1000 : 200, the power necessary to keep the body from rolling down the plane.

If a wagon of 3 cwt. on an inclined railway of 10 feet to the 100, be sustained by another on an opposite railway of 10 feet to 90 of an incline; what is the weight of the second wagon?—Here 100 : 90 : : 3 : 2·7 cwt. = the weight of the second wagon.

36. The space which a body describes upon an inclined plane, when descending on the plane by the force of gravity, is to the space which it would fall freely in the same time, as the height is to the length of the plane; and the spaces being the same, the times will be inversely in this proportion.

Ex.—If a body roll down an inclined plane 320 feet long, and 26 feet in height; what space will it pass down the plane in one second, by the force of gravity alone?

320 : 26 : : 16 : 1·3 foot = the answer.

This subject, as connected with railways, will be resumed when we come to treat of *friction* and *railways*.

THE WEDGE.

37. The wedge is a triangular prism, formed either of wood or metal, whose great use is to split or raise timber, stones, &c.

The circumstances in which it is applied are such that it is not easy to devise a general rule to determine the amount of its action. The wedge has a great advantage over all the other mechanical powers, in consequence of the way in which the power is applied to it, namely, by percussion, or a stroke, so that by the blow of a hammer, almost any constant pressure may be overcome.

THE SCREW.

38. The screw is a kind of continued inclined plane, being an inclined plane rolled about a cylinder—the height of the plane being the distance between the centres of two threads, and its length the circumference; hence,

the rule to find the power of a screw pressing either upwards or downwards, is as the distance between two threads of the screw is to the circumference where the power is applied: thus, if the distance of the centres of two threads of the screw be $\frac{1}{4}$ of an inch, and the radius of the handspike attached to the screw be 24 inches; the circumference of the screw will be $150\frac{4}{5}$ inches, nearly: therefore, $\frac{1}{4} : 150\frac{4}{5} :: 1 : 603\frac{1}{5}$; and if the power applied be 150 lbs., the force of the screw will therefore be $603\frac{1}{5} \times 150 = 90480$ lbs.

39. Remarks on the Mechanical Powers.—The mechanical powers may be variously modified and applied, but still they form the elements of all machinery. In our calculations of their effects, we have not made allowance for *friction*, or the resistance arising from one body rubbing against another—a subject which will be discussed hereafter. The justice of the remark made before, will now be seen to hold generally, that of the two—velocity and power—whatever we gain in the one, we lose in the other; or, as power and weight are opposed to each other, there will always be an equilibrium between them, when the power $\times$ its velocity $=$ the weight $\times$ its velocity, that is, when the momentum of the one is equal to the momentum of the other.

All the advantage that we can obtain from the mechanical powers, or their combinations, is to raise great weights, or overcome great resistances, *and this must be done at the expense of time;* or, to generate rapid velocities, as in turning-lathes, or cotton-spinning machinery, *and this is done at the expense of power.*

MECHANICAL CENTRES.

1. These are the centres of gravity, oscillation, percussion, and gyration.

THE CENTRE OF GRAVITY.

2. There is a certain point in every body, or system of bodies connected together; which point, if suspended, the

body or system of bodies will remain at rest when acted upon by the force of gravity alone;—this point is called the Centre of Gravity. If a body or system of bodies be suspended by any other point than the centre of gravity, such body or system of bodies will move round that point, until the centre of gravity be in a vertical line with the point of suspension. If a body be sustained from falling by two forces, the lines of direction in which these two forces act, will meet in the centre of gravity of the body, or, in the vertical line which passes through it.

3. It is often useful in calculation to consider the whole weight of a body as placed in its centre of gravity, but it is to be remembered, that gravity and weight do not signify the same thing—gravity is the force by means of which bodies, if left to themselves, fall to the earth in directions perpendicular to the earth's surface; weight, on the other hand, is the resistance or force which must be exerted, to prevent a given body from obeying the law of gravity.

4. To find the centre of gravity of any plane figure, mechanically: Suspend the figure by any point near its edge, and mark the direction of a plumb-line hung from that point, then suspend it from some other point, and mark the direction of the plumb-line in like manner. The centre of gravity of the figure will be in that point where the marks of the plumb-line cross each other. For instance, if we wish to find the centre of gravity of the arch of a bridge, we draw the plan upon paper to a certain scale, cut out the figure, and proceed with it as above directed; and by means of the plumb-line from the points of suspension, its centre of gravity will be found; whence, by measuring the relative position of this centre in the plan by the scale, we may determine by comparison its position in the structure itself.

5. We can find the centre of gravity of many figures by calculation.

6. The centre of gravity of a line, parallelogram, prism, cylinder, circle, circumference of a circle, sphere, and regular polygon, is the geometrical centre of these figures respectively.

7. To find the centre of gravity of a triangle—draw a line from any angle to the middle of the opposite side, then $\frac{2}{3}$

of this line from the angle will be the position of the centre of gravity.

8. For a trapezium,—draw the two diagonals, and find the centres of gravity of each of the four triangles thus formed, then join each opposite pair of these centres of gravity, and the two joining lines will cut each other in the centre of gravity of the figure.

9. For the cone and pyramid,—the centre of gravity is in the axis, at the distance of $\frac{3}{4}$ of the axis from the vertex.

10. For the arc of a circle,—

$$\frac{\text{radius of circle} \times \text{chord of arc}}{\text{length of arc}} = \text{distance of the}$$

centre of gravity from the centre of the circle.

11. For the sector of a circle,—

$$\frac{2 \times \text{chord of arc} \times \text{radius of circle}}{3 \times \text{length of arc}} = \text{distance of}$$

the centre of gravity from the centre of the circle.

12. For a parabolic space,—the distance of the centre of gravity from the vertex is $\frac{3}{5}$ of the axis.

13. For a paraboloid,—the centre of gravity is $\frac{2}{3}$ of the axis from the vertex.

14. For two bodies,—if at each end of a bar a weight be hung, the common centre of gravity will be in that point which divides the bar, in the same ratio that the weights of the bodies bear to each other, and this point will be nearest the heavier body.

Examples.—If the line drawn from the middle of the base of a triangle to the opposite angle be 15, then we have $\frac{15}{3} \times 2 = 10 =$ the distance of the centre of gravity from the vertical angle.

If the height of a cone be 24 inches, then we have $\frac{24}{4} \times 3 = 18 =$ the distance of the centre of gravity from the vertex.

If the length of the arc of a circle be 157·07, and the chord 153·07, and radius 200; then,

$$\frac{200 \times 153{\cdot}07}{157{\cdot}07} = 194{\cdot}9 = \text{distance of the centre of}$$

gravity from the centre of the circle.

If there be the sector of a circle of which the chord, radius, and length of arc, are the same as in the last example, we have

$$\frac{2 \times 153{\cdot}07 \times 200}{3 \times 157{\cdot}07} = 129{\cdot}8 = \text{distance of the}$$

centre of gravity from the centre of the circle.

In a parabolic space, if the axis be 25 inches long, then $\frac{25}{5} \times 3 = 15 =$ the distance of the centre of gravity from the centre.

In a paraboloid, if the axis be 30, then we have $\frac{30}{3} \times 2 = 20 =$ the distance of the centre of gravity from the vertex.

A bar of wood, 24 feet long, has a weight suspended at each end, that at one end being 16 lbs., and the other 4: then, we have 20 : 24 :: 16 : 19·2
and 20 : 24 :: 4 : 4·8
the distances of the weights from the common centre of gravity, the greater weight being least distant. Hence we see, that $19{\cdot}2 + 4{\cdot}8 = 24$, the whole length of the bar; and also $4 \times 19{\cdot}2 = 16 \times 4{\cdot}8 = 76{\cdot}8$; so that the principle of virtual velocities, stated before, holds good here also; and here it may be observed, that it is of the greatest importance to trace any leading principle of this kind through its various applications, as it serves to link together and harmonize the whole, and enables us to apply and remember it with greater facility.

It is often necessary to determine the centre of gravity experimentally, as in many cases it cannot be conveniently done by calculation. To maintain the firmness of any body resting on a base, it is necessary that the perpendicular drawn from the centre of gravity of the body, to the base on which it rests, be within that base; and the body will be the more difficult to overset, the nearer that perpendicular is to the centre of the base, and the more extensive the base is, compared to the height of the centre of gravity.

THE CENTRE OF OSCILLATION.—THE PENDULUM, AND CENTRE OF PERCUSSION.

1. The centre of oscillation in a vibrating body, is that point in the axis of vibration, in which, if the whole matter

contained in the body were collected, and acted upon by the same force, it would, if attached to the same axis of motion, perform its vibrations in the same time. The centre of oscillation is always situated in the straight line which passes through the centre of gravity, and is perpendicular to the axis of motion. It will be seen by these remarks, that the subject of *pendulums* must be considered here.

2. In theory, a *simple pendulum* is a single weight, considered as a point, hanging at the lower extremity of an inflexible right line, having no weight, and suspended from a fixed point or centre, about which it vibrates, or oscillates; a *compound pendulum*, on the other hand, consists of several weights, so connected with the centre of suspension, or motion, as to retain always the same distance from it, and from each other.

3. If the pendulum be inverted, so that the centre of oscillation shall become the centre of suspension, then the former centre of suspension will become the centre of oscillation, and the pendulum will vibrate in the same time: this is called the *reciprocity* of the pendulum; and it is a fact of the greatest utility, in experimenting on the lengths of pendulums.

4. Of the simple pendulum we may observe, that its length, when vibrating seconds, must in the first place be determined by experiment, as it vibrates by the action of gravity,—which force differs at different distances from the pole of the earth. By the latest experiments, the length of the seconds' pendulum in the latitude of London, has been found to be 39·1393 inches, or 3·2616 feet; the length at the equator is nearly 39·027, and at the pole 39·197 inches. The length for the latitude of London may be taken for all places in Britain, without any material error.

5. The times of vibration of two pendulums, are directly proportional to the square roots of the lengths of these pendulums.

6. Thus: what will be the time of one vibration of a pendulum of 12 inches long at London?

$\sqrt{39·1393} : \sqrt{12} :: 1 : 0·5537 =$ time of one vibration.

If the pendulum be 36 inches long,

$\sqrt{39·1393} : \sqrt{36} :: 1 : 0·9599 =$ time of one vibration.

7. The lengths of the pendulums are to each other in-

versely as the squares of the numbers of vibrations made in a given time.

What is the length of a pendulum vibrating half-seconds, or making 30 vibrations in a minute?

$(60)^2 : (30)^2 :: 39{\cdot}1393 : 9{\cdot}7848$ = length in inches.

The length of a pendulum to make any given number of vibrations in a minute, may be easily found by the following short rule:—

$$\frac{140850}{\text{number of vibrations}^2} = \text{length.}$$

Thus a pendulum to make 50 vibrations in a minute, will be

$$\frac{140850}{50^2} = \frac{140850}{2500} = 56{\cdot}34 \text{ inches in length.}$$

8. All the rules for simple pendulums may be expressed as follows:

The time of one vibration in seconds of any pendulum is

$$= \frac{1}{\text{number of vibrations in one second}}.$$

$$\text{or } \sqrt{\left(\frac{\text{the length of the pendulum}}{39{\cdot}1393}\right)}$$

Exam.—If the number of vibrations of a pendulum be ·6256, then

$$\frac{1}{{\cdot}6256} = 1{\cdot}598 = \text{the time of one vibration.}$$

Or, if the length of the pendulum be 100 inches, then

$$\sqrt{\left(\frac{100}{39{\cdot}1393}\right)} = 1{\cdot}598.$$

The length of a pendulum in inches is

$$= 39{\cdot}1393 \times \text{time of one vibration}^2;$$

$$\text{or } \frac{39{\cdot}1393}{\text{number of vibrations}^2}.$$

Exam.—If the time of one vibration be 1·598; find the length. $39{\cdot}1393 \times 1{\cdot}598^2 = 100$, length of pend.

Or, if the number of vibrations in a second be as above, ·6256, then we have—

$$\frac{39{\cdot}1393}{{\cdot}6256^2} = 100, \text{ length of pendulum.}$$

The number of vibrations in a second may be found thus:

$$\sqrt{\frac{39{\cdot}1393}{\text{length of pendulum}}} = \text{number of vibrations};$$

or, the number of vibrations in a second is

$$= \frac{1}{\text{time of one vibration}}.$$

If the time of one vibration be, as above, 1·598; then

$$\frac{1}{1{\cdot}598} = {\cdot}6256, \text{ number of vibrations};$$

or, if the length of 100, we have

$$\sqrt{\left(\frac{39{\cdot}1393}{100}\right)} = {\cdot}6256.$$

When a clock goes too fast or too slow, so that it shall lose or gain in twenty-four hours, it is desirable to regulate the length of the pendulum so that it shall go right. The pendulum bob is made capable of being moved up or down on the rod by means of the screw. If the clock goes too fast, the bob must be lowered, and if too slow, it must be raised; and we have this rule: number of threads in an inch of the screw × the time in minutes that the clock loses or gains in 24 hours; this product divided by 37 will give the number of threads that the bob must be screwed up or down, so that the clock shall go right.

Ex.—If the rod have a screw 70 threads in the inch, and the pendulum is too long, so that the clock is 12 minutes slow in 24 hours; then we have

$$\frac{2 \times 70 \times 12}{37} = 45\tfrac{15}{37} = \text{threads we must raise the bob},$$

so that the clock shall go right.

9. It is often desirable that a pendulum should vibrate seconds, and yet be much shorter than 39·1393 inches; which may be done by placing one bob on the rod above the centre of suspension, and another below it: then, having the distances of the weights from the centre of suspension, we may find the ratio which the weights should bear to each other by this rule. Call D the distance of the lower, and d the distance of the upper weight, from the centre of suspension; then,

$$\frac{39{\cdot}1393 \times D - D^2}{39{\cdot}1393 \times d + d^2} =$$

a number which, when multiplied by the lower weight, will give the higher. D and d are taken in inches.

Ex.—In a pendulum having two bobs, the one 12 inches below the centre of suspension, and the other 9·6 inches above the same centre, the lower weight being 8 ounces; what is the upper weight?

$$\frac{39{\cdot}1393 \times 12 - 12^2}{39{\cdot}1393 \times 9{\cdot}6 + 9{\cdot}6^2} = 0{\cdot}696:$$

then, $0{\cdot}696 \times 8 = 5{\cdot}568$ ounces = the weight of the upper bob.

10. If a common walking-stick be held in the hand, and struck against a stone, at different points of its length, it will be found that the hand receives a shock when it is struck at any part of the stick, but at one particular point, at which, if the stick be struck, the hand will receive no shock. This point is called the centre of *Percussion*, and is usually defined thus:—The centre of percussion is that point in a body revolving about an axis, at which, if it struck an immovable obstacle, all the motion of the body would be destroyed, so that it would incline neither way after the stroke.

11. The distance of the centre of percussion from the axis of motion, is the same as the distance of the centre of oscillation from the centre of suspension; and the same rules serve for both centres.—See *Oscillation*.

12. The distance of either of these centres from the axis of motion, is found thus:—

13. If the axis of motion be in the vertex of the figure, and the motion be flatwise; then,

14. In a right line, it is $= \frac{2}{3}$ of its length;
In an isosceles triangle $= \frac{3}{4}$ of its height;
In a circle $= \frac{5}{4}$ of its radius;
In a parabola $= \frac{5}{7}$ of its height.

15. But if the bodies move sidewise, we have it
In a circle $= \frac{3}{4}$ of the diameter;
In a rectangle suspended by one angle $= \frac{2}{3}$ of the diagonal.

16. In a parabola suspended by its vertex,

$$= \frac{5}{7} \text{ axis} + \frac{1}{3} \text{ parameter};$$

but if suspended by the middle of its base,

$$= \frac{4}{7} \text{ axis} + \frac{1}{2} \text{ parameter}.$$

17. In the sector of a circle $= \dfrac{3 \times \text{arc} \times \text{radius}}{4 \times \text{chord}}$.

18. In a cone $= \frac{4}{5}$ axis $+ \dfrac{(\text{radius of base})^2}{5 \times \text{axis}}$.

19. In a sphere $= \dfrac{2 \times \text{radius}^2}{5\,(d + \text{radius})} + \text{radius} + d$, where d is the length of the thread by which it is suspended.

20. We have given these rules for the sake of reference, but we shall illustrate by examples the most useful.

Examples.—What must be the length of a rod without a weight, so that when hung by one end it shall vibrate seconds?

To vibrate seconds, the centre of oscillation must be 39·1393 inches from that of suspension; hence, as this must be $\frac{2}{3}$ of the rod, 2 : 3 : : 39·1393 : 58·7089 inches = the length of the rod.

What is the centre of percussion of a rod 46 inches long?

$$\tfrac{2}{3} \times 46 = 30\tfrac{2}{3} \text{ inches from the axis of motion.}$$

In an isosceles triangle, suspended by one angle, and oscillating flatwise, the height is 24 feet; what is the distance of the centre of percussion from the axis of motion?

$$\tfrac{3}{4} \times 24 = 18 \text{ feet.}$$

In a sphere the diameter is 14, and the string by which the sphere is suspended is 20 inches; therefore,

$$\frac{2 \times 7^2}{5\,(20 + 7)} + 7 + 20 = \frac{98}{135} + 27 = 27{\cdot}725\,;$$

so that the centre of oscillation or percussion is farther from the axis of motion than the centre of the sphere, by 7·725 inches.

THE CENTRE OF GYRATION AND ROTATION.

21. It will be seen, that the last two centres refer to bodies in motion round a fixed axis, and belonging to the same class: there is yet another centre to be considered, of the utmost importance to the practical mechanic. We saw, in determining the centre of oscillation, that we were finding a point in which, if all the matter of the body were collected, the motion would be the same as that of the body —which motion was caused by the action of gravity; but

when the body is put in motion by some other force than gravity, the point in question becomes the centre of *Gyration*. The centre of gyration may therefore be defined, that point in a body or system of bodies revolving round an axis, in which point, if all the matter in the body or system of bodies were collected, the same number of revolutions in a given time would be generated by the application of a given force, as would be generated by the same force applied to the body or system of bodies itself.

22. The position of the centre of gyration is a mean proportional between the centres of oscillation and gravity.

23. The centre of gyration of the following bodies may be found by these rules:—

24. For a straight line or cylinder, whose axis of motion is in one end, = length × 0·5775.

25. For a cylinder or plane of a circle, revolving about the axis, or the circumference about the diameter, = radius × 0·7071.

26. For the plane of a circle about its diameter = ½ radius.

27. For the surface of a sphere about its diameter = radius × ·8165.

28. For a solid sphere or globe, about its diameter = radius × ·6324.

29. For the circumference of a circle upon a perpendicular axis passing through the centre = radius.

Ex.—What is the distance of the centre of gyration from the centre of motion, of a rod 58·7089 inches long? Here 58·7089 × ·5775 = 33·9044.

In a wheel of uniform thickness, revolving about its axis, the diameter is 36 inches; hence 18 × ·7071 = 12 = distance of the centre of gyration from the axis.

In a solid globe revolving about its diameter, which is 2 feet, the distance of the centre of gyration is = 12 × ·6324 = 7·5888 inches.

30. Effects are proportional to their causes; the motion generated in any body is proportional to the force which produces that motion; hence we see, that all constant forces may be compared to the force of gravity. And it is often useful to know the time in which a revolving body of a certain weight, acted upon by a known constant force, will acquire a given velocity. The principles we have laid

down in discussing the inclined plane, will here be found serviceable.

As the weight of the body moved,
Is to the weight or force causing it to move,
So is the length of an inclined plane, such that the given force would just support the body upon it,
To the height of the plane.

Now, if in a wheel 6 feet diameter, whose weight, 400 lbs., is turned by a force of 56 lbs., acting at the distance of 18 inches from its centre of motion, its centre of gyration being 5 feet from the same centre; what will be the time required to give by this force a velocity of 20 feet per second at the centre of gyration. Here, by the lever,

$$\frac{18 \times 56}{60} = 16\tfrac{48}{60} \text{ lbs.} =$$

the force exerted at the centre of gyration. We now wish to know the length of time in which a body would acquire a velocity of 20 feet per second, on an inclined plane, whose length is to its height as 400 is to $16\frac{48}{60}$; wherefore, by the laws of falling bodies, we have

$$\frac{16\frac{48}{60}}{32} = \frac{16{\cdot}8}{32} = {\cdot}525,$$

the time required to fall perpendicularly; therefore, by the inclined plane, we have, 20 : 400 : : ·525 : 10·5 = the time required.

31. All the circumstances comprehended under this kind of rotatory motion, may be expressed by the following rules:

Let W express the weight of a wheel,
F, the force acting upon the wheel,
D, the distance of the force from the axis of motion,
G, the distance of the centre of gyration from the axis of motion,
t, the time the force acts,
v, the velocity acquired by the revolving body in that time.

$$\frac{G \times W \times v}{D \times t \times 32} = F \qquad \frac{G \times W \times v}{F \times t \times 32} = D$$

$$\frac{F \times D \times t \times 32}{W \times v} = G \qquad \frac{F \times D \times t \times 32}{G \times v} = W$$

$$\frac{G \times W \times v}{F \times D \times 32} = t \qquad \frac{F \times D \times t \times 32}{G \times W} = v$$

It is to be observed, before applying these rules, that the number of turns of a revolving body in a minute are often given, and it is required to find the velocity of feet per second. A wheel of 8 feet diameter, for instance, makes 12 revolutions in a minute; how many feet does a nail in its circumference pass over in a second? Here, $8 \times 3{\cdot}1416 = 25{\cdot}1328$ feet the nail passes through in one revolution, but $25{\cdot}1328 \times 12 = 301{\cdot}5936 =$ the feet it passes through in a minute; hence, 60)301·5936(5·0265, the velocity in ft. per second. The whole may be expressed shortly thus:

$$\frac{8 \times 3{\cdot}1416 \times 12}{60} = 5{\cdot}0265.$$

Ex.—What must be the weight of a fly-wheel that makes 12 revolutions in a minute, whose diameter is 8 feet, urged by a force of 84 lbs. at its rim, acting for 6 seconds, the distance of the centre of gyration being 3 feet 6 inches?

$$\frac{84 \times 4 \times 6 \times 32}{3{\cdot}5 \times 5{\cdot}0265} = 3667\tfrac{1}{2} \text{ lbs.}$$

In a wheel which is 2 tons weight, and 12 feet diameter, the centre of gyration is 6 feet from the centre of rotation, the velocity with which this wheel moves is 10 feet per second; what force must be applied for 8 seconds, at the distance of 3 feet from the centre, to generate that velocity?

$$\frac{6 \times 2 \times 10}{3 \times 8 \times 32} = \frac{120}{768} = {\cdot}1562 \text{ of a ton} = 3 \text{ cwt. } 1{\cdot}496 \text{ qr.}$$

What is the distance of the centre of gyration from the centre of motion of a fly-wheel, the force which moves the wheel being 2 cwt., acting at the distance of 7 feet from the centre of motion, and for 10 seconds, the weight of the wheel being $2\frac{1}{2}$ tons, and its velocity 8 feet per second? Here $2\frac{1}{2}$ tons $= 50$ cwt.

$$\frac{2 \times 7 \times 10 \times 12}{50 \times 8} = 11\tfrac{1}{2} \text{ feet, distance of centre of gyration.}$$

What is the velocity acquired by a fly-wheel acted upon by a force of 84 lbs., at the distance of 4 feet from the axis, the time in which the force has been acting is 7 seconds, the weight of the wheel $1\frac{1}{2}$ tons, and the distance of the centre of gyration 5 feet from the centre of motion? Here $1\frac{1}{2}$ ton $= 30$ cwt. $= 3360$ lbs.; therefore,

$$\frac{84 \times 4 \times 7 \times 32}{5 \times 3360} = 4{\cdot}4 \text{ feet per second, the velocity}$$

acquired by the wheel.

CENTRAL FORCES.

1. INTIMATELY connected with the foregoing subject is that of *central forces*, the nature of which may be illustrated by a very simple instance. When a boy causes a stone in a sling to revolve round his hand, the stone is kept from flying off by the strength of the string, which continually draws the stone, as it were, to the hand or centre of motion; but if the string is let go, or breaks, then the stone will fly off in a straight line, by means of its *centrifugal force;* the strength of the string, while it restrains this tendency, is called the *centripetal force:* when both forces are spoken of they are jointly called *central forces.*

2. When a body revolves round a fixed centre, the centripetal force may sometimes be the cohesion of the particles of which the body is composed, or sometimes it may be the power of some attracting body—such as gravity in the case of the planets.

3. In talking of the angular velocity of a revolving body, we mean not the space which is passed over in a given time, but the number of degrees, minutes, &c., that the body describes in a certain time, whether the circle be large or small. Thus, a body moving in a circle of 10 feet diameter, may have an angular velocity of 15° in a second, so may also another body moving in a circle of three feet diameter; they will complete their respective circles in the same time, but the actual spaces they pass through are very different; that is, their angular velocities are the same, but their actual velocities are not.

4. The central forces are as the radii of the circles directly, and the squares of the times inversely, also the squares of the times are as the cubes of the distances. When a body revolves in a circle by means of central forces, its actual velocity is the same as it would acquire by falling through half the radius by the constant action of the centripetal force. From these facts the following rules for central forces are derived.

5. $\frac{\text{veloc. of rev. body}^2 \times \text{weight of body}}{\text{radius of circle of revolution} \times 32} = \text{centrif. force.}$

6. $\frac{\text{velocity of revol. body}^2 \times \text{weight of body}}{\text{centrifugal force} \times 32} = \text{radius of}$ the circle of revolution.

7. $\frac{\text{centrif. force} \times 32 \times \text{rad. circle}}{\text{veloc. of revolving body}^2}$ = weight of the revolving body.

8. $\sqrt{\left(\frac{\text{rad. circle} \times 32 \times \text{centrifugal force}}{\text{weight}}\right)}$ = velocity.

9. There will be no difficulty in applying what has been said to practice.

There are two fly-wheels of the same weight, one of which is 10 feet diameter, and makes 6 revolutions in a minute; what must the diameter of the other be to revolve 3 times in a minute? Here $6^2 : 3^2 :: 10 : 2{\cdot}5 =$ the diameter of the second.

What is the centrifugal force of the rim of a fly-wheel, its diameter being 12 feet, and the weight of the rim 1 ton, making 65 turns in a minute?

$$\frac{2 \times 3{\cdot}1416 \times 65}{60} = 40{\cdot}84 =$$

the velocity in feet per second; hence,

$$\frac{40{\cdot}84^2 \times 1}{32 \times 6} = 8{\cdot}687 \text{ tons,}$$

the tendency to burst.

Let us employ the centre of gyration.—If the fly above mentioned is in two halves, which are joined together by bolts capable of supporting 4 tons in all their positions, the whole weight of the wheel is $1\frac{1}{2}$ tons, the circle of gyration is 5·5 feet from the axis of motion; what must be its velocity so that its two halves may fly asunder? The force tending to separate the two halves will be $\frac{1}{2}$ of the whole force; wherefore, by the rule,

$$\sqrt{\frac{32 \times 4 \times 5{\cdot}5 \times 2}{1{\cdot}5}} = 30{\cdot}636 = \text{the velocity,}$$

$11 \times 3{\cdot}1416 = 34{\cdot}5576 =$ circumference of circle of gyration, wherefore, $34{\cdot}5576 : 30{\cdot}636 :: 60 : 53{\cdot}191$ revolutions in a minute.

10. The steam engine governor, or conical pendulum, acts on the principle of central forces. It is so constructed, that when the balls diverge, or fly outwards, the ring on the upright shaft is raised, and that in proportion to the increase of the velocity, squared; or, the square roots of the

distances of the ring from the top, corresponding to two velocities, will be as these velocities.

Ex.—If a governor makes 6 revolutions in a second, when the ring is 16 inches from the top; what will be the distance of the ring when the speed is increased to 10 revolutions in the same time? The balls will diverge more, consequently the ring will rise and the distance from the top become less; therefore, we have

$$10 : 6 :: \sqrt{16} \text{ or } 4 : 2{\cdot}4;$$

which, squared, gives 5·76 inches, the second distance of the ring from the top. See *Steam Engine*.

11. We shall elsewhere introduce other particulars on rotation and central forces.

STRENGTH OF MATERIALS, MACHINES, MODELS, &c.

Materials are exposed to four different kinds of strain:

1*st.* They may be torn asunder, as in the case of ropes and stretchers. The strength of a body to resist this kind of strain is called its Resistance to Tension, or Absolute strength.

2*d.* They may be crushed or compressed in the direction of their length, as in the case of columns, truss beams, &c.

3*d.* They may be broken across, as in the case of joists, rafters, &c. The strength of a body to resist this kind of strain is called its Lateral strength.

4*th.* They may be twisted or wrenched, as in the case of axles, screws, &c.

Extensive and accurate experiments are necessary to determine the several measures of these strengths in the different materials; and when this is done, the subsequent calculations become comparatively easy. We shall, therefore, in the first place, lay down the results of the experiments of practical men.

A.

TABLE OF THE FLEXIBILITY AND STRENGTH OF TIMBER.

Name of the Wood.	U	E	S	C
Teak,	818	9657802	2462	15555
Poon,	596	6759200	2221	14787
English oak,	598	3494730	1181	9836
Do.	435	5806200	1672	10853
Canada oak,	588	8595864	1766	11428
Dantzic oak,	724	4765750	1457	7386
Adriatic oak,	610	3885700	1583	8808
Ash,	395	6580750	2026	17337
Beech,	615	5417266	1556	9912
Elm,	509	2799347	1013	5767
Pitch pine,	588	4900466	1632	10415
Red pine,	605	7359700	1341	10000
New English fir,	757	5967400	1102	9947
Riga fir,	588	5314570	1108	10707
Do.		3962800	1051	
Mar forest fir,	588	2581400	1144	9539
Do.	403	3478328	1262	10691
Larch,	411	2465433	653	
Do.	518	3591133	832	
Do.	518	4210830	1127	7655
Do.	518	4210830	1149	7352
Norway spar,	648	5832000	1474	12180

NOTE.—The extensive use of the above table will be shown hereafter.

U. The ultimate strength.—E. Lateral strength.—S Transverse strength.—C. Cohesion.

B.

Table showing the weight that will pull asunder a prism one inch square.

	lbs.		lbs.
Cast gold, ...	22000	Bismuth, ...	29000
Cast silver, ...	41000	Good brass, ...	51000

	lbs.		lbs.
Anglesea copper,	34000	Ivory,	16270
Swedish copper,	37000	Horn,	8750
Cast iron,	50000	Whalebone,	7500
Bar iron, ordinary,	68000		
Do. Swedish,	84000	COMPOSITIONS OF	
Bar steel, soft,	120000		
Do. razor temper,	150000	Gold 5, copper 1,	50000
Cast tin, Eng. block,	5200	Silver 5, copper 1,	48500
Do. grain,	6500	Swed. copper 6, tin 1,	64000
Cast lead,	860	Block tin 3, lead 1,	10200
Antimony,	1000	Tin 4, lead 1, zinc 1,	13000
Zinc,	2600	Lead 8, zinc 1,	45000

C.

The same from Rennie:

	Weight that would tear it asunder in lbs.	Length in feet that would break with its own weight
Cast steel,	134256	39455
Swedish iron,	72064	19740
English iron,	55872	16938
Cast iron,	19096	6110
Cast copper,	19072	5092
Yellow brass,	17958	5180
Cast tin,	4736	1496
Cast lead,	1824	306
Good hemp rope,	6400	18790
Do. one inch diam.	5026	18790

D.

The cohesive force of a square inch of iron; from different experimentists.

	lbs.		lbs.
Iron wire,	113077	English iron,	61600
Do.	93964	Do.	65772
Swedish iron,	78850	Welsh iron,	64960
Do	72064	Do.	55776
Do.	54960	French iron,	61001
Do.	53244	Russian iron,	59472
German iron,	69133	Cast iron,	68295
English iron,	66900	Do.	19488
Do.	55000	Welsh do.	16255

E.

Table of the lateral strength of the following materials, one foot long, and one inch square.

	Weight that will break them.	Weight which they can bear with safety.
Cast iron,	3270 lbs.	1090 lbs.
Oak,	627 —	209 —
Memel fir,	390 —	130 —
American white pine,	206 —	69 —

F.

The force necessary to crush one cubic inch.

Aberdeen granite, blue,	24556
Very hard freestone,	21254
Black Limerick limestone,	19924
Compact limestone,	17354
Craigleith stone,	15568
Dundee sandstone,	14919
Yorkshire paving stone,	15856
Red brick,	1817
Pale red brick,	1265
Chalk,	1127

Cubes of one-fourth of an inch.

Iron cast vertically,	11140
——— horizontally,	10110
Cast copper,	7318
Cast tin,	966
Cast lead,	483

Having made these statements, we shall proceed to show how, by the assistance of theoretical results, they may be applied to the wants of the practical engineer.

The absolute strength of ropes or bars, pulled lengthwise, is in proportion to the squares of their diameters. All cylindrical or prismatic rods are equally strong in every part, if they are equally thick, but if not, they will break where the thickness is least.

The lateral strength of any beam or bar of wood, stone, metal, &c., is in proportion to its breadth $\times$ its depth^2.— In square beams the lateral strengths are in proportion to the cubes of the sides, and in general of like-sided beams as the cubes of the similar sides of the section.

The lateral strength of any beam or bar, one end being fixed in the wall and the other projecting, is inversely as the distance of the weight from the section acted upon; and the strain upon any section is directly as the distance of the weight from that section.

If a projecting beam be fixed in a wall at one end, and a weight be hung at the other, then the strain at the end in the wall, is the same as the strain upon a beam of twice the length, supported at both ends and with twice the weight acting on its middle. The strength of a projecting beam is only half of what it would be, if supported at both ends.

If a beam be supported at both ends, and a weight act upon it, the strain is greatest when the weight is in the middle; and the strain, when the weight is not in the middle, will be to the strain when it is in the middle, as the product of the weight's distances from both ends, is to the square of half the length of the beam.—Take any two points in a beam supported at both ends; call one of these points *a* and the other *b*; then a weight hung at *a* will produce a strain at *b*, the same as it would do at *a* if hung at *b*.

In a beam supported at the ends A and B; the strain at C, with the

whole weight placed there, is to the strain at C with the whole weight placed equally between C and P, as AC is to AP × $\frac{1}{2}$PC; and the strain at C by a weight placed equally along AP, is to the strain at C by the same weight placed on C, as $\frac{1}{2}$AP is to AC.

If beams bear weights in proportion to their lengths, either equally distributed over the beams or placed in similar points, the strains upon the beams will be as their lengths^2.

If a beam rest upon two supports, and at the same time be firmly fixed in a wall at each end, it will bear twice as much weight as if it had lain loosely upon the supports; and the strain will be everywhere equal between the supports.

In any beam standing obliquely, or in a sloping direction, its strength or strain will be equal to that of a beam of the same breadth, thickness, and material, but only of the length of the horizontal distance between the points of support.

Similar plates of the same thickness, either supported at the ends or all round, will carry the same weight either uniformly distributed or laid on similar points, whatever be their extent.

The strength of a hollow cylinder, is to that of a solid cylinder of the same length and the same quantity of matter, as the greater diameter of the hollow cylinder is to the diameter of the solid cylinder; and the strength of hollow cylinders of the same length, weight, and material, are as their greater diameters.

The lateral strength of beams, posts, or pillars, are diminished the more they are compressed lengthwise.

The strength of a column to resist being crushed is directly as the square of the diameter, provided it is not so long as to have a chance of bending. This is true in metals or stone, but in timber the proportion is rather greater than the square.

The strength of homogeneous cylinders to resist being twisted round their axes, is as the cubes of their diameters; and this holds true of hollow cylinders, if their quantities of matter be the same.

PROBLEMS.

To find the strength of direct cohesion:

Area of transverse section in inches × measure of cohesion = strength in lbs. to resist being pulled asunder.

Ex.—In a square bar of beech, 3 inches in the side, we have $3 \times 3 \times 9912 = 89208$ lbs.

Note.—The measure of cohesion for timber is taken from col. C, table A, and for other materials, from tables B or C.

In a beam of English oak, having four equal sides, each side being four inches, we have

$$4 \times 4 \times 9836 = 157376 \text{ lbs., the strength.}$$

In a rod of cast steel, 2 inches broad and $1\frac{1}{2}$ inch thick, we have $2 \times 1\frac{1}{2} \times 134256 = 402768$ lbs., the strength.

What is the greatest weight which an iron wire $\frac{1}{10}$ of an inch thick will bear?

The area of the cross section of such wire will be ·007854, hence we have $·007854 \times 84000 = 659·736$ lbs.

To find the ultimate transverse strength of any beam:

When the beam is fixed at one end and loaded at the other, then the dimensions being in inches,

$$\frac{\text{breadth} \times \text{depth}^2 \times \text{transverse strength}}{\text{length of beam}} = \text{the ultimate}$$

transverse strength.

NOTE.—In column S, Table A, will be found the transverse strength of timber, and in table E, that of iron, &c.; and let it be observed, that when the beam is loaded uniformly, the result of the last rule must be doubled.

What weight will break a beam of Riga fir, fixed at one end and loaded at the other, the breadth being 3, depth 4, and length 60 inches?

$$\frac{3 \times 4^2 \times 1108}{60} = 886\tfrac{2}{5} \text{ lbs.}$$

What weight uniformly distributed over a beam of English oak would break it, the breadth being 6, depth 9, and its length 12 feet?

$$\frac{6 \times 9^2 \times 1672}{144} \times 2 = 11286 \text{ lbs.}$$

If the number be taken from table F, we must use the length in feet.

When the beam is supported at both ends, and loaded in the centre,

$$\frac{\text{tabular value of S, tab. A} \times \text{depth}^2 \times \text{breadth} \times 4}{\text{length}} =$$

the weight in pounds.

NOTE.—When the beam is fixed at one end and loaded in the middle, the result obtained by the rule must be increased by its half. When the beam is loaded uniformly throughout, the result must be doubled. When the beam is fixed at both ends and loaded uniformly, the result must be multiplied by three.

Ex.—What weight will it require to break a beam of English oak, supported at both ends and loaded in the middle, the breadth being 6, and depth 8 inches, and length 12 feet?

$$\frac{1672 \times 8^2 \times 6 \times 4}{144} = 17834.$$

By using table E:

$$\frac{\text{depth}^2 \times \text{breadth} \times \text{tabular number}}{\text{length in feet}}.$$

Ex.—What weight will a cast iron bar bear, 10 feet long, 10 inches deep, and 2 inches thick, laid on its edge?

$$\frac{10^2 \times 2 \times 1090}{10} = 21800 \text{ lbs.}$$

The same on its broad side:

$$\frac{2^2 \times 10 \times 1090}{10} = 4360 \text{ lbs.}$$

To find the breadth to bear a given weight.

$$\frac{\text{length} \times \text{weight}}{\text{number in table E} \times \text{depth}^2} = \text{breadth.}$$

What must be the breadth of an oak beam, 20 feet long and 14 inches deep, to sustain a weight of 10000 lbs.?

$$\frac{20 \times 10000}{14^2 \times 209} = 4{\cdot}85 \text{ inches} = \text{the breadth.}$$

To find the length:

$$\frac{\text{depth}^2 \times \text{breadth} \times \text{tabular number}}{\text{weight}} = \text{length.}$$

In a beam 1 ft. deep and 4 in. broad, the weight being 5000 lbs.; then we have, if the beam be made of Memel fir,

$$\frac{12^2 \times 4 \times 130}{5000} = 14{\cdot}97 \text{ feet, length required.}$$

To find the depth:

$$\sqrt{\left(\frac{\text{length} \times \text{weight}}{\text{tabular number} \times \text{breadth}}\right)} = \text{depth.}$$

We wish to support a weight of 2000 lbs. by a beam of American pine; what is its depth, its length being 20 feet and breadth 4 inches?

$$\sqrt{\left(\frac{2000 \times 20}{69 \times 4}\right)} = \sqrt{(145)} = 12 \text{ inches, nearly.}$$

To find the deflection of a beam fixed at one end, and loaded at the other:

$$\frac{\text{length of beam in inches}^3 \times 32 \times \text{weight}}{\text{tab. numb. E (in table A)} \times \text{breadth} \times \text{depth}^3} = \text{de-}$$
flection in inches.

NOTE.—If the beam be loaded uniformly, use 12 instead of 32 in the rule.

If a weight of 300 be hung at the end of an ash bar fixed in a wall at one end, and five feet long, it being 4 inches square: what is its deflection?

$$\frac{60^3 \times 32 \times 300}{6580750 \times 4 \times 4^3} = 1{\cdot}23 \text{ inches} = \text{the deflection.}$$

If the beam be supported at both ends and loaded in the middle:

$$\frac{\text{length (in inches)}^3 \times \text{weight}}{\text{tab. numb. (E, table A)} \times \text{breadth} \times \text{depth}^3} = \text{deflection.}$$

Note.—When the beam is firmly fixed at both ends, the deflection will be $\frac{2}{3}$ of that given by the rule.

Ex.—If a beam of pitch pine, 8 inches broad, 3 inches thick, and thirty feet long, is supported at both ends and loaded in the centre with a weight of 100 lbs.; what is its deflection?

$$\frac{360^3 \times 100}{4900466 \times 8 \times 3^3} = 4{\cdot}407 \text{ inches, deflection.}$$

If the beam had been firmly fixed at both ends, the deflection would have been

$$4{\cdot}408 \times \tfrac{2}{3} = 2{\cdot}938 \text{ inches.}$$

If the beam had been supported at both ends, and loaded uniformly throughout, the deflection would have been

$$4{\cdot}408 \times \tfrac{5}{8} = 2{\cdot}754.$$

To find the ultimate deflection of a beam of timber before it breaks:

$$\frac{\text{length (in inches)}^2}{\text{tab. numb. U (table A)} \times \text{depth}} = \text{ultimate deflection.}$$

What is the ultimate deflection of a beam of ash, 1 foot broad, 8 inches deep, and 40 feet long?

$$\frac{480^2}{396 \times 8} = 72{\cdot}72 \text{ inches, the ultimate deflection.}$$

To find the weight under which a column placed vertically will begin to bend, when it supports that weight:

$$\frac{\text{tab. numb. E (table A)} \times \text{least thickness}^3 \times \text{greatest} \times {\cdot}2056}{\text{length (in inches)}^2}$$

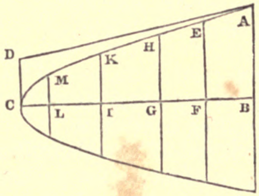
= weight in pounds.—It will be found by the application of this rule, that it will require 40289·22 lbs. to bend a beam of English oak 20 ft. long, 6 in. thick, and 9 in. broad.

BEAMS.

We take the liberty here of introducing a short extract from Messrs. Hann and Dodds' Mechanics, on the subject of beams. "In the construction of beams, it is necessary that their form should be such that they will be equally strong throughout. If a beam be fixed at one end, and loaded at the other, and the breadth uniform throughout its length, then, that the beam may be equally strong throughout, its form must be that of a parabola. This form is generally used in the beams of steam engines."

Dr. Young and Mr. Tredgold have considered that it will answer better, in practice, to have some straight-lined figure to include the parabolic form; and the form which they propose is to draw a tangent to the point A of the parabola ACB.

To draw a parabola.—Let CB represent the length of the beam, and AB the semi-ordinate, or half the base; then, by the property of the parabola, the squares of all ordinates to the same diameter are to one another as their respective abscisses. Now, if we take CB = 4 feet, and AB = 1 foot, we may proceed to apply this property to determine the length of the semi-ordinates corresponding to every foot in the length of the beam, as follow:—



$$CB : AB^2 :: CF : EF^2;$$

that is, $48 : 12^2 :: 36 : 108 = EF^2$;

the square root of which is 10·4 nearly = EF.

And $CB : AB^2 :: CG : GH^2$;

$$48 : 12^2 :: 24 : 72 = GH^2;$$

the square root of which is 8·5 nearly = GH.

$$CB : AB^2 :: CI : IK^2;$$

$$48 : 12^2 :: 12 : 36 = IK^2;$$

the square root of which is 6 inches = IK.

Now, if we take CL = 6 inches,

then $CB : BB^2 :: CL : LM^2$;

$$48 : 12^2 :: 6 : 18 = LM^2;$$

the square root of which is 4·24, which is very near $4\frac{1}{4}$ inches = LM. Now, if any flexible rod be bent so as just to touch the tops A, E, H, K, M, of the ordinates, and the vertex C, then the form of this rod is a parabola.

To draw a tangent to any point A of a parabola:—

From the vertex C of the parabola draw CD perpendicular to CB, and make it equal to $\frac{1}{2}$ AB; then join AD, and the right line AD will be a tangent to the parabola at the point A; that is, it touches the parabola at that point. In the same manner, we may draw a tangent to the parabola at any other point, by erecting a perpendicular at the vertex equal to half the semi-ordinate at that point.

When a beam is regularly diminished towards the points that are least strained, so that all the sections are similar figures, whether it be supported at each end and loaded in the middle, or supported in the middle and loaded at each end, the outline should be a cubic parabola.

When a beam is supported at both ends, and is of the same breadth throughout, then, if the load be uniformly distributed throughout the length of the beam, the line bounding the compressed side should be a semi-ellipse.

The same form should be made use of for the rails of a wagon-way, where they have to resist the pressure of a load rolling over them.

Models.—The relation of models to machines, as to strength, deserves the particular attention of the mechanic. A model may be perfectly proportioned in all its parts as a model, yet the machine, if constructed in the same proportion, will not be sufficiently strong in every part; hence, particular attention should be paid to the kind of strain the different parts are exposed to; and from the statements which follow, the proper dimensions of the structure may be determined.

If the strain to draw asunder in the model be 1, and if the structure is 8 times larger than the model, then the stress in the structure will be $8^3 = 512$. If the structure is 6 times as large as the model, then the stress on the structure will be $6^3 = 216$, and so on; therefore, the structure will be much less firm than the model; and this the more, as the structure is cube times greater than the model. If we wish to determine the greatest size we can make a machine of which we have a model, we have,

The greatest weight which the beam of the model can bear, divided by the weight which it actually sustains = a quotient which, when multiplied by the size of the beam in the model, will give the greatest possible size of the same beam in the structure.

Ex.—If a beam in the model be 7 inches long, and bear a weight of 4 lbs., but is capable of bearing a weight of 26 lbs.; what is the greatest length which we can make the corresponding beam in the structure? Here

$$\frac{26}{4} = 6{\cdot}5,$$

therefore, 6·5 × 7 = 45·5 inches.

The strength to resist crushing, increases from a model to a structure in proportion to their size, but, as above, the strain increases as the cubes; wherefore, in this case also, the model will be stronger than the machine, and the greatest size of the structure will be found by employing the square root of the quotient in the last rule, instead of the quotient itself; thus,

If the greatest weight which the column in a model can bear is 3 cwt., and if it actually bears 28 lbs., then, if the column be 18 inches high, we have

$$\sqrt{\left(\frac{336}{28}\right)} = \sqrt{(12)} = 3{\cdot}464;$$

wherefore, 3·464 × 18 = 62·352 inches, the length of the column in the structure.

SHAFTS.

The strength of shafts deserves particular attention; wherefore, instead of incorporating it with the general subject, *strength of materials*, we have allotted to it a separate chapter under that head.

When the weight is in the middle of the shaft, the rule is

$$\sqrt[3]{\left(\frac{\text{weight in lbs.} \times \text{length in feet}}{500}\right)} = \text{diameter in inches.}$$

This is to be understood as the journal of the shaft, the body being usually square.

What is the diameter of a shaft 12 feet long, bearing a weight of 6 cwts., the weight acting at the middle?

$$\sqrt[3]{\left(\frac{672 \times 12}{500}\right)} = 2{\cdot}525 \text{ inches.}$$

If the weight be equally diffused, we have, the weight in lbs. × length; extract the cube root and divide by 10; the quotient is the diameter.

Thus, take the last example, then 672 × 12 = 8064; the cube root of which is 20·05, which divided by 10 gives 2·005, the diameter of the shaft.

If a cylindrical shaft have no other weight to sustain besides its own, the rule is, $\sqrt{(\cdot 007 \times \text{length}^3)} = \text{diameter}$; thus, if a shaft having only the stress of its own weight be 10 feet long;

$\sqrt{(\cdot 007 \times 10^3)} = 2\cdot 645$ the diameter of the shaft in inches.

For a hollow shaft supporting so many times its own weight, we have

$$\sqrt{\left(\frac{\cdot 012 \times \text{length}^3 \times \text{No. times its own weight}}{1 + \text{inner diameter}^2}\right)} =$$

outer diameter in inches.

For wrought iron shafts find the diameter by the foregoing rules, which apply to cast iron, then multiply by ·935, and for oak shafts the multiplier is 1·83, and for fir 1·716.

Ex.—What is the diameter of a cast iron shaft 12 feet long, and the stress it bears being twice its own weight? Here we have,

$$\sqrt{(\cdot 012 \times 12^3 \times 2)} = 6\cdot 44 \text{ inches.}$$

For wrought iron, using the multiplier,

$$6\cdot 44 \times \cdot 935 = 6\cdot 0215,$$

and for oak, using the multiplier,

$$6\cdot 44 \times 1\cdot 83 = 11\cdot 3852,$$

and for fir, we have

$$6\cdot 44 \times 1\cdot 716 = 11\cdot 05104.$$

A rule often used in practice, though by no means a correct one, for determining the diameter of shafts is this. The cube root of the weight which the shaft bears taken in cwts. is nearly the diameter of the shaft in inches. It will be found safe in practice, to add one-third more to this result.

If a cast metal shaft has to bear a weight of $1\frac{1}{2}$ ton, that is, 30 cwts., then we have,

$$\sqrt[3]{30} = 3\cdot 107 \text{ inches by this rule;}$$

and supposing it 12 feet long, we will apply the other rule, we have,

$$\sqrt[3]{\left(\frac{3360 \times 12}{500}\right)} = 4\cdot 319.$$

We have now considered the strength of shafts, so far as regards their power to resist lateral pressure by weight acting on them; we have now to consider their power to resist torsion or twisting.

For cylindrical shafts, we have,

$$\sqrt[3]{\left(\frac{240 \times \text{No. of horses' power}}{\text{No. of revolutions in a minute}}\right)} =$$

the diameter of the shaft in inches.

This rule is for cast iron; and it may be used for wrought iron by multiplying the result by ·963, or for oak by 2·238, or for fir by 2·06.

If the shaft belong to a 7 horse power engine, and the strap turns $11\frac{1}{2}$ times in a minute,

$$\sqrt[3]{\left(\frac{240 \times 7}{11{\cdot}5}\right)} = 5{\cdot}267 \text{ inches diameter for cast iron.}$$

For fir, $5{\cdot}267 \times 2{\cdot}06 = 10{\cdot}85$.
For oak, $5{\cdot}267 \times 2{\cdot}38 = 12{\cdot}535$.
And for wrought iron, $5{\cdot}267 \times {\cdot}963 = 5{\cdot}0719$.

Note.—This rule comes from the best authority, and gives perfectly safe results, though some employ 340, instead of 240, as a multiplier, which gives a greater diameter to the shaft. We may compare the two:

$$\sqrt[3]{\left(\frac{340 \times 7}{11{\cdot}5}\right)} = 5{\cdot}916,$$

whereas the other was 5·267—something more than half an inch of difference.

It is to be remembered, that these rules relate to the shafts of first movers, or the shafts immediately connected with the moving power. But these shafts may communicate motion to other shafts, called second movers, and these again to others, called third movers, and so on. The diameters of the second movers may be found from those of the first, by multiplying by ·8, and those of the third movers, by multiplying by ·793, thus, if the diameter of the first mover be 5·267, then that of the second will be $5{\cdot}267 \times {\cdot}8 = 4{\cdot}2136$, and that of the third mover will be $5{\cdot}267 \times {\cdot}793 = 4{\cdot}1767$.

One material may resist, much better than another, one kind of strain; but expose both to a different kind of strain, and that which was weakest before may now be the strongest. This may be illustrated in the case of cast and wrought iron. The cast iron is stronger than the wrought iron when exposed to twisting or torsional strain, but the malleable iron is the stronger of the two when they are exposed to lateral pressure. We shall subjoin a few results of experiments on the weight which was necessary to twist bars ¼ close to the bearings.

	lb.	oz.		lb.	oz.
Cast metal,............	9	17	English iron wrought,.	10	2
Do. vertical cast,.....	10	10	Swedish iron wrought,	9	8
Cast steel,..............	17	9	Hard gun metal,.........	5	0
Shear steel,............	17	1	Brass bent,................	4	11
Blister steel,...........	16	11	Copper cast,..............	4	5

It would appear that the strength of bodies to resist torsion is nearly as the cubes of their diameters.

REMARKS.—The rules and statements we have now given will often find their application in the practice of the engineer. On the proper proportioning of the magnitude of materials to the stress they have to bear, depends much of the beauty of any mechanical structure; and, what is of far greater moment, its absolute security. We will, in the Appendix to this book, give some examples of the application of these principles to practice.

TABLE OF THE DIAMETERS OF SHAFT JOURNALS.

	10	20	30	40	50	60	70	80	90	100
5	5·9	4·7	4·1	3·7	3·5	3·3	3·1	3·0	2·9	2·7
6	6·3	5·0	4·4	4	3·7	3·5	3·4	3·2	3	2·9
7	6·6	5·2	4·6	4·2	3·9	3·6	3·5	3·4	3·3	3·1
8	6·9	5·5	4·8	4·4	4·1	3·9	3·7	3·5	3·4	3·3
9	7·2	5·7	5	4·5	4·2	4	3·7	3·6	3·5	3·4
10	7·4	5·9	5·2	4·7	4·4	4·1	3·9	3·7	3·6	3·5
15	8·5	7·0	6·0	5·5	5·1	4·6	4·5	4·3	4·2	4·0
20	9·3	7·4	6·6	5·9	5·6	5·2	5·0	4·6	4·5	4·4
30	10·7	8·4	7·4	6·9	6·5	5·9	5·7	5·5	5·2	5·0
40	11·7	9·5	8·3	7·4	6·9	6·6	6·2	5·9	5·7	5·6
50	12·6	10·0	9·0	8·0	7·4	7·2	6·8	6·5	6·2	5·9
60	13·6	10·8	9·3	8·6	7·7	7·4	7·2	6·8	6·7	6·4

In the preceding table of the diameters of the shafts of first movers, the number of horses' power of the engine is given in the left-hand column, and the number of revolutions the shaft makes in a minute is given in the top column. Then, to use the table, we have only to look for the power of the engine in the side column, and the number of turns the shaft makes in a minute in the line which runs across the top, and where these columns meet will be found the diameter of the shaft in inches. The table is constructed for cast iron, and first movers; the rules for finding the second and third have been given above, as also for finding equally strong shafts of other materials.

This table answers for first movers only. It may, however, be made to give results for second and third movers, by using the multipliers for that purpose, formerly given.

What is the diameter of the journal of the shaft of the first mover in a 30 horse power engine, the shaft making 40 revolutions in a minute? Here, by looking in the table, in the side column of horses' power, we find 30, and in the top column of revolutions, we find 40, and where these columns meet, we find $6{\cdot}9 =$ the diameter of the first mover, in inches; wherefore, the second mover of this power and velocity will be $= 6{\cdot}9 \times {\cdot}8 = 5{\cdot}52$ inches; and, in like manner, the third mover will be $= 6{\cdot}9 \times {\cdot}64 = 4{\cdot}416$ inches = the diameter of the third mover to the same power and speed.

JOISTS AND ROOFS.

Joists should increase in strength in proportion to the squares of their lengths; for instance, a joist 16 feet long should be four times as strong as another joist 8 feet long, similarly situated; because $8^2 : 16^2 :: 1 : 4$. From what has been previously stated, it will easily appear, that the stress on a beam or joist supported at both ends, increases towards the middle, where it is greatest; it therefore follows, that a beam should be strengthened in proportion to the increasing strain; and, as it would not be easy to add to the thickness of a beam towards the middle, which would destroy the levelness of the floor, a good substitute may be to fasten pieces to the sides of the joist, and thus increase its breadth; thus causing the beam to taper, in breadth, from the centre to the ends. In this way joists may be made much stronger than they usually are of the same length, and out of the same quantity of timber. It may also be observed, that joists are twice as strong when firmly fixed in the wall, as when loose; but it is to be remarked, that they have, when fixed, a far greater tendency to shake the wall. It is also to be remarked, that a joist is four times stronger when supported in the middle.

If the letter L represent the length of some known joist, whose strength has been tried, and D its depth, and T its thickness; and if another joist is required of equal strength with the former, when similarly situated; whose length is represented by l, its depth by d, and its thickness by t; we have the following rules:

1st. $\sqrt[3]{\left(\frac{D^3 \times l^2}{L^2}\right)} = d$ 2d. $\sqrt{\left(\frac{D^2 \times T \times l^2}{t \times L^2}\right)} = d$

3d. $\frac{D^2 \times l^2 \times T}{d^2 \times L^2} = t$ 4th. $\sqrt{\left(\frac{d^2 \times t \times L^2}{D^2 \times T}\right)} = l$

If a joist 30 feet long, 1 foot deep, and 3 inches thick, be sufficient in one case, what must the depth of a beam be, similarly placed, whose length is 15 feet, its depth and thickness bearing the same proportion to each other, as in the former beam? Here, by the first theorem, we have,

$$\sqrt[3]{\left(\frac{1^3 \times 15^2}{30^2}\right)} = \sqrt[3]{(\cdot 25)} = \cdot 6298 \text{ feet} = 7\cdot 55 \text{ inches}$$

the depth; and therefore 12 depth : 3 thickness : : 7·55 : 1·88 the breadth.

If the given beam be, as in the last example, 12 inches deep, 3 thick, and 30 feet long, and the required beam, of the same strength, is 8 inches deep, and 6 inches thick, then by the 4*th* we have,

$$\sqrt{\left(\frac{8^2 \times 6 \times 30^2}{12^2 \times 3}\right)} = 28\cdot 28 \text{ feet} = \text{length.}$$

If a joist, whose length is 30 feet, depth 12 inches, and thickness 8, is given, to find the depth of another of equal strength, only 6 inches thick, and 28·28 feet long?—Here, by the 2*d*, we have,

$$\sqrt{\frac{12^2 \times 3 \times 28\cdot 28^2}{6 \times 30^2}} = 8 \text{ inches, the depth.}$$

To find the thickness from the same circumstances, we have by the 3*d*,

$$\frac{12^2 \times 28\cdot 28^2 \times 3}{8^2 \times 30^2} = 6 \text{ inches, the thickness.}$$

The same remarks hold true to a certain extent in roofing. A high roof is both heavier and more expensive than a low roof, as they will always be as the squares of the lengths of the couple-legs, so far as the scantling is concerned; but the slates and other materials increase in weight and expense as the length of the couple-legs simply. High roofs have, however, the advantage of being less severe upon the walls than low ones, that is to say, so far as a tendency to push out the walls is concerned. To obtain the length of the rafter from that of the span, a common rule is to multiply the span by ·66, which gives the length of the rafter; thus, 14 feet of span gives $14 \times ·66 = 9·24$ feet, the length of the rafter.

NOTE.—The numbers in the tables of the strength of materials are such as will break the bodies in a very short time; the prudent artist, therefore, will do well to trust no more than about one-third of these weights; also great allowance must be made for knotty timber, and such as is sawn in any part across or obliquely to the fibres.

WHEELS.

IN page 136 we promised again to resume the subject of wheel-work; and we now proceed to consider, in the first place, the formation of the teeth of wheels.

A Cog-wheel is the general name for any wheel which has a number of teeth or cogs placed round its circumference.

A Pinion is a small wheel which has, in general, not more than 12 teeth; though, when two toothed wheels act upon one another, the smallest is generally called the pinion; so is also the trundle, lantern, or wallower.

When the teeth of a wheel are made of the same material and formed of the same piece as the body of the wheel, they are called *teeth;* when they are made of wood or some other material, and fixed to the circumference of the wheel, they are called *cogs;* in a pinion they are called *leaves;* in a trundle, *staves.*

The wheel which acts is called a *leader*, or *driver;* and the wheel which is acted upon by the former is called a *follower*, or the *driven.*

When a wheel and pinion are to be so formed that the pinion shall revolve four times for the wheel's once, then they must be represented by two circles, whose diameters are to one another, as 4 to 1. When these two circles are so placed that they touch each other at the circumferences, then the line drawn joining their centres, is called the line of centres, and the radii of the two circles, the proportional radii.

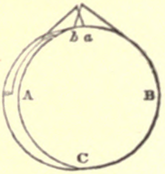
These circles are called, by mill-wrights in general, pitch-lines.

The distances from the centres of two circles to the extremities of their respective teeth, are called the real radii, and the distances between the centres of two contiguous teeth measured upon the pitch-line, is called the pitch of the wheel.

Two wheels acting upon one another in the same plane, are called *spur geer.* When they act at an angle, they are called *bevel geer.*

Teeth of wheels and leaves of pinions require great care and judgment in their formation, so that they neither clog the machinery with unnecessary friction, nor act so irregularly as to produce any inequalities in the motion, and a consequent wearing away of one part before another. Much has been written on this subject by mathematicians, who seem to agree that the epicycloid is the best of all curves for the teeth of wheels. The epicycloid is a curve differing from the cycloid formerly described, in this, that the generating circle instead of moving along a straight edge, moves on the circumference of another circle.

The teeth of one wheel should press in a direction perpendicular to the radius of the wheel which it drives. As many teeth as possible should be in contact at the same time, in order to distribute the strain amongst them; by this means the chance of breaking the teeth will be diminished. During the action of one tooth upon another, the direction of the pressure should remain the same, so that the effect may be uniform. The surfaces of the teeth in working should not rub one against another, and should suffer no jolt either at the commencement or the termination of their mutual contact. The form of the epicycloid satisfies all these conditions; but it is intricate, and the involute of the circle is here substituted, as satisfying equally these conditions, and as being much more easily described.

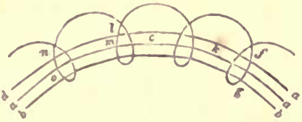


Take the circumference ABC of the wheel on which it is proposed to raise the teeth, and let *a* be a point from which one surface of one tooth is to spring, then fasten a string at B, such that when stretched and lying on the circumference shall reach to *a;* fix a pencil at *a*, and keeping the string equally tense, move the pencil outwards, and it will describe the involute of the circle which will form the curve for one side of the tooth. Fasten the string at B so that its end, to which the pencil is fixed, be at the point from which the other face of the tooth is to spring—and proceed as above; then the curve of the other side of the tooth will be formed; and the figure of one of the teeth being determined, the rest may be traced from it.

The teeth of the pinion are formed in like manner.

The observation of practical men has furnished us with a method of forming teeth of wheels, which is found to answer fully as well in practice as any of the geometrical curves of the mathematician.

We have the pattern here of the segment of a wheel with cogs fixed on in their rough state, and it is required to bring them to their proper figure:



they are consequently understood to be much larger than they are intended to be when dressed. The arc *b*, *b*, is the circumference of the wheel on which the bottoms of the teeth and cogs rest. Draw an arc *a*, *a*, on the face of the teeth for the pitch line of their point of action; draw also *d*, *d*, for their extremities or tops. When this is done, the pitch circle is correctly divided into as many equal parts as there are to be teeth. The compasses are then to be opened to an extent of one and a quarter of those divisions, and with this radius arcs are described on each side of every division on the pitch line *a*, *a*, from that line to the line *d*, *d*. One point of the compasses being set on *c*, the curve *f*, *g*, on one side of one tooth, and *o*, *n*, on the other sides of the other are described. Then the point of the compasses being set on the adjacent division *k*, the curve *l*, *m*, will be described: this completes the curved portion of the tooth *e*. The remaining portion of the tooth within the circle *a*, *a*, is bounded by two straight lines drawn from *g* and *m* towards the centre. The same being done to the teeth all round, the mark is finished, and the cogs only require to be dressed down to the lines thus drawn.

It will be easy to determine the diameter of any wheel having the pitch and number of teeth in that wheel given. Thus, a wheel of 54 teeth having a pitch of 3 inches, we have 54 × 3 = 162 inches, the circumference, consequently,

$$\frac{162}{3{\cdot}1416} = 51{\cdot}5 \text{ inches diameter, nearly.}$$

or about 4 feet 3½ inches.

In the following table we have given the radii of wheels of various numbers of teeth, the pitch being one inch. To find the radius for any other pitch, we have only to multiply the radius in the table by the pitch in inches, the product is the answer. Thus for 30 teeth at a pitch of 3½ inches, we have 4·783 × 3·5 = 16·74 inches, the radius.

	0	1	2	3	4	5	6	7	8	9
10	1·668	1·774	1·932	2·089	2·247	2·405	2·563	2·721	2·879	3·038
20	3·196	3·355	3·513	3·672	3·830	3·989	4·148	4·307	4·465	4·624
30	4·783	4·942	5·101	5·260	5·419	5·578	5·737	5·896	6·055	6·214
40	6·373	6·532	6·643	6·850	7·009	7·168	7·327	7·486	7·695	7·804
50	7·963	8·122	8·231	8·440	8·599	8·753	8·962	9·076	9·235	9·399
60	9·553	9·712	9·872	10·031	10·190	10·349	10·508	10·662	10·826	10·935
70	11·144	11·303	11·463	11·622	11·731	11·940	12·099	12·758	12·417	12·676
80	12·735	12·895	13·054	13·213	13·370	13·531	13·690	13·849	14·008	14·168
90	14·327	14·436	14·645	14·804	14·963	15·122	15·281	15·441	15·600	15·759
100	15·918	16·072	16·236	16·395	16·554	16·713	16·873	17·032	17·191	17·350
110	17·504	17·668	17·987	17·827	18·146	18·305	18·464	18·623	18·782	18·941
120	19·101	19·260	19·419	19·578	19·737	19·896	20·055	20·214	20·374	20·533
130	20·692	20·851	21·010	21·169	21·328	21·488	21·647	21·806	21·460	22·124
140	22·283	22·442	22·602	22·761	22·920	23·074	23·238	23·397	23·556	23·716
150	23·875	24·034	24·193	24·352	24·511	24·620	24·830	24·989	25·148	25·307
160	25·466	25·625	25·784	25·944	26·103	26·262	26·421	26·580	26·739	26·894
170	27·058	27·217	27·376	27·535	27·694	27·853	27·931	28·172	28·331	28·490
180	28·699	28·808	28·967	29·126	29·286	29·445	29·604	29·763	29·922	30·086
190	30·241	30·400	30·559	30·718	30·877	31·036	31·196	31·355	31·514	31·673
200	31·832	31·992	32·150	32·310	32·469	32·628	32·787	32·846	33·105	33·264
210	33·424	33·583	33·742	33·901	34·060	34·219	34·278	34·537	34·697	34·856
220	35·015	35·174	35·333	35·492	35·652	35·811	35·970	36·129	36·288	36·447
230	36·607	36·766	36·925	37·084	37·243	37·402	37·561	37·720	37·880	38·039
240	38·198	38·357	38·516	38·725	38·835	38·994	39·153	39·312	39·471	39·631
250	39·790	39·949	40·108	40·262	40·426	40·585	40·744	40·904	41·063	41·222
260	41·381	41·541	41·699	41·858	42·019	42·177	42·336	42·495	42·654	42·813
270	42·973	43·132	43·291	43·450	43·609	43·768	43·927	44·087	44·231	44·405
280	44·564	44·723	44·882	45·042	45·201	45·369	45·519	45·678	45·837	45·996
290	46·156	46·315	46·474	46·633	46·792	46·751	47·111	47·270	47·429	47·588

This will be found a very useful table in abridging calculation,—for instance, if we wish to find the radius of a wheel having 132 teeth, we look for 130 at the left-hand side column, and 2 at the top, and where these columns meet, we find the number 21·010, which, if the pitch of the wheel be 2½ inches, we multiply by 2½.

$21{\cdot}010 \times 2{\cdot}5 = 52{\cdot}525$ inches, radius of required wheel.

An easy practical rule for the same purpose is the following:—

Take the pitch by a pair of compasses, and lay it off on a straight line, seven times, divide this line into eleven equal parts; each will be equal to four of the radius, which is supposed to consist of as many parts as the wheel has teeth.

Let the pitch be two inches, and the number of teeth 60, then the diagram will show how to lay it down.

A 1 2 3 4 5 6 7 B

1 2 3 4 5 6 7 8 9 10 11

C—D

4, 8, 12, 16, &c.

The upper line is the pitch laid off seven times, and forming AB, which is divided into 11 equal parts, one of which, CD, being repeated for every four teeth in the wheel, that is, in this case, fifteen times, will give the radius.

The same may be done by calculation, going by the principles of the rule, thus,

$2 \times 7 = 14$, then $\frac{14}{11} = 1{\cdot}272$, which divided by 4 gives $\frac{1{\cdot}272}{4}$ $0{\cdot}318 =$ the value of $\frac{1}{60}$ of the radius; wherefore, $\cdot318 \times 60 = 19{\cdot}08$.

By the table we have,

$$9{\cdot}552 \times 2 = 19{\cdot}104,$$

the difference in the two results being

$19{\cdot}104 - 19{\cdot}08 = \cdot024$, or twenty-four thousandth parts of an inch.

Reversing the operation, let it be required to find the pitch, the radius of the wheel being 19·104, and number of teeth 60.

We have $\frac{19{\cdot}104}{60} = \cdot318$, then $\cdot318 \times 4 = 1{\cdot}272$, and $1{\cdot}272 \times 11 = 13{\cdot}992$. Now this is the whole line AB, and therefore, $\frac{13{\cdot}992}{7} = 1{\cdot}998$, which is so very nearly two inches, the difference being $2 - 1{\cdot}998 = \cdot002$ of an inch, we ought in practice to take two as the pitch.

A little reflection on the part of the reader will show that since $\frac{7}{11} = \cdot636$, and $\frac{11}{7} = 1\cdot571$, and $\frac{\cdot636}{4} = \cdot159$, we have,

(1) pitch $\times$ ·159 $\times$ number of teeth = radius.

(2) $\frac{\text{radius}}{\text{number of teeth} \times \cdot159} = \text{pitch.}$

(3) $\frac{\text{radius}}{\text{pitch} \times \cdot159} = \text{number of teeth.}$

Thus,

(1) $2 \times \cdot159 \times 60 = 19\cdot08 = \text{radius,}$

(2) $\frac{19}{60 \times \cdot159} = 2 = \text{pitch,}$

(3) $\frac{19}{2 \times \cdot159} = 60 = \text{number of teeth.}$

NOTE.—The number ·16 may be employed instead of ·159, being easily remembered. These rules are approximate, and the error diminishes as the number of teeth increases. The true pitch is a straight line, but these rules give it an arc of the circle, which passes through the centre of the teeth, whereas it should be the chord of the arc.

An eminent writer on clock-work gives the following rules regarding wheels and pinions:—

(A) As the number of teeth in the wheel + 2·25,
Is to the diameter of the wheel,
So is the number of teeth in the pinion + 1·5,
To the diameter of the pinion.

A wheel being 12 inches diameter, having 120 teeth, drives a pinion of 20 leaves; wherefore,

$$120 + 2\cdot25 = 122\cdot25 \text{ and } 20 + 1\cdot5 = 21\cdot5,$$

Then 122·25 : 12 : : 21·5 : 2·1104 = the diameter of the pinion.

(B) As the number of teeth in the wheel + 2·25,
Is to the wheel's diameter,
So is ½ (teeth in wheel + leaves in pinion)
To the distance of their centres.

A wheel's diameter being 3·2 inches, number of teeth 96, the leaves in the pinion being 8, then,

$$96 + 2\cdot25, = 98\cdot25 \text{ and } \tfrac{1}{2}(96 + 8) = \frac{104}{2} = 52.$$

Hence, 98·25 : 3·2 :: 52 : 1·6936 = the distance which the centres ought to have.

The strength of wheels is a subject which has occupied the attention of the most eminent practical engineers, but the rules they have given us are entirely empirical, that is to say, the result of experiment.

The strength of the teeth will vary with the velocity of the wheel, the strength in horses' power at a velocity of 2·27 feet per second, will be

$$\frac{\text{breadth of the tooth} \times \text{its thickness}^2}{\text{length of tooth}} = \text{power.}$$

Required the strength in horses' power of a tooth 4 inches broad, 1·3 inches thick, and 1·6 inches long, at a velocity of 2·27 feet per second,—here we have

$$\frac{4 \times 1{\cdot}3^2}{1{\cdot}6} = 4{\cdot}225, \text{ the horses' power at a velocity of } 2{\cdot}27.$$

The power at any other velocity may be found by proportion, thus the same at 6 feet per second.

2·27 : 6 :: 4·225 : 11·1 = horses' power at a velocity of 6 feet per second.

The thickness of a tooth × 2·1 = the pitch.

The thickness of a tooth × 1·2 = length.

Ex.—The thickness of a tooth being 1½ inches, then we have

$$1{\cdot}5 \times 2{\cdot}1 = 3{\cdot}15 = \text{the pitch.}$$
$$1{\cdot}5 \times 1{\cdot}2 = 1{\cdot}8 = \text{the length.}$$

The breadth in practice is usually 2·5 times the pitch.

The arms of wheels generally taper from the axle to the rim, because they sustain the greatest stress towards the axle. It is obvious, that the more numerous the arms of a wheel are, they each suffer a proportionately less strain, as the resistance will be diffused over a greater number.

$$\frac{\text{The power acting at the rim} \times \text{length of arm}^3}{\text{number of arms} \times 2656 \times 0{\cdot}1} = \text{breadth}$$

and cube of depth.

Ex.—If the force acting at the extremity of the arm of a wheel be 16 cwt.; the radius of the wheel being 5 feet, and the number of arms 6, then we have 16 × 112 = 1792 lbs. = the force; wherefore,

$$\frac{1792 \times 5^3}{6 \times 2656 \times 0{\cdot}1} = \frac{224000}{1593{\cdot}6} = 140, \text{ breadth and cube of}$$

depth.

Now, let us suppose that the breadth is two inches, we must divide this 140 by it, whence,

$$\frac{140}{2} = 70, \text{ the cube of the depth,}$$

and the cube root of 70 will be found = 4·121, which is the depth of each arm.

When the depth at the axis is intended to be double of the depth at the rim, the number 1640 is to be used in the rule instead of 2656.

The tables which follow will be found in the highest degree useful to the practical mechanic.

TABLE OF PITCHES OF WHEELS IN ACTUAL USE IN MILL WORK.

Nature of the machinery.	Horses' power.	Pitch in inches.	Breadth of teeth in inches.	Wheel. Teeth.	Wheel. Revolves per minute.	Wheel. Diameter.	Pinion. Teeth.	Pinion. Revolves per minute.	Pinion. Diameter.	Breadth proportional to 10 horses' power, and present velocity.	Present velocity per second, in feet.	Breadth in inches proportional to 10 horses' power, at 3 f. p. second, that is, reducing all the examples to the same denom.
Horse-mill, ...	1	$2\frac{1}{4}$	4	91	3	6 $0\frac{1}{2}$	22	12·9	1 $5\frac{1}{2}$	40·0	·949	12·65
Horse-mill, ...	1	$2\frac{1}{4}$	$4\frac{1}{2}$	91	3	6 $0\frac{1}{2}$	20	13·13	1 4	45·0	·949	14·23
Water-wheel,[1]	$5\frac{1}{2}$	3	4	207		16 $5\frac{1}{4}$	50		3 $11\frac{5}{8}$	7·27	·3	7·27
Water-wheel,[2]	10	$4\frac{1}{8}$	$5\frac{1}{2}$									5·5
Water-wheel, ...	15	3	6	204	$4\frac{1}{2}$	16 2	44	20	3 6	4·	3·8	5·06
Water-wheel,[3]	30	3	$10\frac{1}{4}$	304	$3\frac{1}{7}$	24	3	318·47		3·41	3·95	4·489
Steam-engine,[4]	4	$2\frac{1}{4}$	$4\frac{3}{4}$	48	32	2 $10\frac{1}{5}$	25	61·11	1 6	11·87	4·8	18·99
Do.[5]	6	$2\frac{1}{4}$	$5\frac{1}{4}$	60	28	3 7	27	62·6	1 $7\frac{3}{8}$	8·75	5·25	15·31
Do.[6]	10	$2\frac{1}{4}$	$5\frac{3}{4}$	77	25	4 $7\frac{1}{8}$	40	48·5	2 $4\frac{5}{8}$	5·75	6·2	11·88
Do.[7]	10	$1\frac{7}{8}$	6	77	25	3 10	40	48·5	1 $11\frac{1}{8}$	6·	5.	10·
Do.	12	$1\frac{3}{8}$	3	66	44	2 8	48	60·5	1 9	2·5	5·99	4·95
Do.	12	2	$4\frac{1}{2}$	62		3 6			2	3·75	5·8	11·
Do. by B. & W.	14	3	5	64	25	5 1	29	55	2 4	3·57	6·65	7·91
Do.	20	$2\frac{1}{2}$	5	90	18	5 11	38	42·63	2 7	2·5	5·57	4·64
Do. by B. & W.	24	$3\frac{1}{4}$	6	96	19	8 0	42	43·32	3 6	2·5	7·95	6·625
Do.	32	3	6	116	19	8 10				1·87	8·78	5·47
Do.	46	3	8	152	$17\frac{1}{2}$		54	50		1·7	11·	6·2

EXPLANATION OF REFERENCES, &c., IN THE FOREGOING TABLE.

[1] The only defect in this geering, which has been 16 years at work, is the want of breadth in the spur-wheel and pinion: they ought to have been 6 inches or more, as they will not last half so long as the bevel-wheels and pinions connected with them.

[2] Has been 16 years at work. The teeth are much worn.

[3] Has been 16 years at work. This geering is found rather too narrow for the strain, as it is wearing much faster than the rest of the wheels in the same mill.

[4] and [5] This wheel has wooden teeth, and has been working for three years.

[6] This is a better pitch for the power than the following.

[7] This pitch has been found to be too fine.

In the foregoing table the wheels are all reduced to what may be called one denomination.—1*st.* By proportioning all their breadths to what they should be, to have the same strength, if the resistance were equal to the work of a steam engine of ten horses' power. 2*d.* By supposing their pitch-lines all brought to the same velocity of three feet per second, and proportioning their breadth accordingly. This particular velocity of three feet per second has been chosen, because it is the velocity very common for overshot wheels. Such cases as appear to have worn too rapidly, are marked, which may tend to discover the limit in point of breadth.

TABLE OF PITCHES.

The succeeding table of pitches of wheels was drawn up in the following manner:—The thickness of the teeth in each of the lines is varied one-tenth of an inch. The breadth of the teeth is always four times as much as their thickness. The strength of the teeth is ascertained by multiplying the square of their thickness into their breadth, taken in inches and tenths, &c. The pitch is found by multiplying the thickness of the teeth by 2·1. The number that represents the strength of the teeth, will also represent the number of horses' power, at a velocity of about four feet per second. Thus, in the table where the pitch is 3·15 inches, the thickness of the teeth 1·5 inches, and the breadth 6 inches, the strength is valued at 13½ horses' power, with a velocity of four feet per second at the pitch-line.

A Table of Pitches of Wheels, with the breadth and thickness of the teeth, and the corresponding number of horses' power, moving at the pitch-line at the rate of three, four, six, and eight feet, per second.

Pitch in inches.	Thickness of teeth in inches.	Breadth of teeth in inches.	Strength of teeth, or no. of horses' power, at 4 feet per second.	Horses' power at 3 feet per second.	Horses' power at 6 feet per second.	Horses' power at 8 feet per second.
3·99	1·9	7·6	27·43	20·57	41·14	54·85
3·78	1·8	7·2	23·32	17·49	34·98	46·64
3·57	1·7	6·8	19·65	14·73	29·46	39·28
3·36	1·6	6·4	16·38	12·28	24·56	32·74
3·15	1·5	6·	13·5	10·12	20·24	26·98
2·94	1·4	5·6	10·97	8·22	16·44	21·92
2·73	1·3	5·2	8·78	6·58	13·16	17·34
2·52	1·2	4·8	6·91	5·18	10·36	13·81
2·31	1·1	4·4	5·32	3·99	7·98	10·64
2·1	1·0	4·	4·0	3·0	6·0	8·0
1·89	·9	3·6	2·91	2·18	4·36	5·81
1·68	·8	3·2	2·04	1·53	3·06	3·08
1·47	·7	2·8	1·37	1·027	2·04	2·72
1·26	·6	2·4	·86	·64	1·38	1·84
1·05	·5	2·	·5	·375	·75	1·

HYDROSTATICS.

HYDROSTATICS comprehends all the circumstances of the pressure of non-elastic fluids, as water, mercury, &c., and of the weight and pressure of solids in them, when these fluids are at rest. Hydrodynamics, on the other hand, refers to the like circumstances of fluids in motion.

The particles of fluids are small and easily moved among themselves.

Motion or pressure in a fluid is not in one straight line in the direction of the moving force, but is propagated in every direction, upwards, downwards, sidewise, and oblique.

From this property it is, that water will always tend to come to a level, for if two cisterns be filled with water, the one 10 feet deep, and the other 6, there will be more pressure on the bottom of the 10 feet, than the 6 feet cistern; and, if the bottoms of both cisterns be on a level, and a pipe be made to communicate between them, then the water in the deep cistern will exert a greater pressure than that in the other, and will cause the other to rise till their pressures become equal, that is, when their surfaces come to a level; and this will hold true, however different the surfaces of the two cisterns may be in area. Hence, if water be communicated through pipes between any number of places, it will rise to the same level in all the places, whether the pipes be straight or bent, wide or narrow; and any fluid surface will rest only when that surface is level.

If a vessel contain water, the pressure on any point in the sides or bottom, is proportional to the perpendicular height of the fluid, above that point, in the side or bottom.

The pressure of a fluid upon a horizontal base, is equal to the weight of a column of the fluid, of the area of the base multiplied by the perpendicular height of the fluid, whatever be the shape of the containing vessel: so that by a long and very small pipe, the strongest casks or vessels may be burst asunder by the pressure of a very small quantity of water.

Ex.—Into a square box a tube is fixed, so that it shall stand perpendicularly; the area of the bottom of the box is 9 square feet, and the height of the top of the tube above the bottom of the box is 5 feet, and therefore the pressure on the bottom is $5 \times 9 = 45$ cubic feet of water. Now the weight of one cubic foot of water is found to be very nearly 1000 ounces avoir., therefore, $45 \times 1000 = 45{,}000$ ounces, = 1 ton, 5 cwt. 0 qrs. 12 lbs. 8 oz.

The content in imperial gallons of any rectangular cistern may be found thus,

$$\text{cistern's content in cubic feet} \times 6{\cdot}232,$$
$$\text{or cistern's content in inches} \times {\cdot}003607,$$
$$\frac{\text{cistern's content in cubic inches}}{277{\cdot}274} =$$

content in imperial gallons.

From these rules, which are approximate, it is easy to see that of the three, the length, breadth, and depth of a cistern, any two being given the third may be found, so that the vessel shall contain any given number of gallons, thus,

$$\frac{\text{number of gallons}}{\text{any two dimensions in feet} \times 6{\cdot}232} = \text{the third}$$

dimension in feet.

For the content in gallons of a cylindric vessel,

$$\text{diameter}^2 \times \text{length} \times 4{\cdot}895,$$

if the dimensions are in feet, but if the diameter be in inches, use ·034 instead of 4·895, and should both dimensions be in inches, use ·002832, or divide by 352·0362. Also when the length and diameter are in feet,

$$\frac{\text{number of gallons}}{\text{length} \times 4{\cdot}895} = \text{diameter}$$

$$\frac{\text{number of gallons}}{\text{diameter}^2 \times 4{\cdot}895} = \text{length.}$$

For a sphere we have $\text{diameter}^3 \times 3{\cdot}263 =$ content in gallons, the diameter being in feet, but when the diameter is in inches, use the number ·001888. These rules may be illustrated by the following examples.

The length of a cistern being 8 feet, its breadth 4·5, and depth 3, then will its content be $8 \times 4{\cdot}5 \times 3 = 108$ cubic feet, hence $108 \times 6{\cdot}232 = 673{\cdot}06$ gallons may be contained in it.

It is required that a cistern should contain 1000 gallons, but must not exceed 10 feet in length and 5 in breadth, wherefore,

$$\frac{1000}{10 \times 5 \times 6{\cdot}232} = \frac{1000}{311{\cdot}6} = 3{\cdot}2 \text{ feet.}$$

A cylinder is 6·5 feet long and 3 inches diameter, therefore $6{\cdot}5 \times 3^2 \times {\cdot}034 = 1{\cdot}989$ gallons that it will contain.

A pipe is to be made 20 inches in length, what must be its diameter so that it shall contain 5 gallons?

$$\sqrt{\frac{5 \times 354}{20}} = 9{\cdot}4 \text{ inches.}$$

The quantity of pressure upon any plane surface on which a fluid rests, is equal to the pressure upon the same plane placed horizontally at the depth of its centre of gravity.

If any plane surface, either vertical or inclined, be placed in a fluid, the centre of pressure of the fluid on the plane is at the centre of percussion, the surface of the fluid being supposed the centre of motion. Thus it will be found that in a cistern whose sides are vertical, the centre of pressure on the sides is two-thirds from the top, which is also the centre of percussion.

To ascertain the whole pressure on a flood-gate, or other surface exposed to the pressure of water, a very near approach to the truth may be made by these rules—the breadth and depth being taken in feet.

$31{\cdot}25 \times \text{breadth} \times \text{depth}^2 = \text{pressure in lbs.}$

${\cdot}2727 \times \text{breadth} \times \text{depth}^2 = \text{pressure in cwts.}$

If the gate be wider at the top than bottom,

$$31{\cdot}25 \times \left(\frac{\text{breadth at top} - \text{breadth at bottom}}{3}\right) + \text{breadth}$$

at bottom $\times \text{depth}^2 =$ pressure in lbs.; and ·2727, used instead of 31·25, will give the pressure in cwts., nearly.

Exam.—What is the pressure upon a rectangular flood-gate, whose breadth is 25 feet, and depth below the surface of the water 12 feet?

$$31{\cdot}25 \times 25 \times 12^2 = 112500 \text{ lbs. pressure.}$$

If the breadth at top be 28 feet, that at bottom 22, and the height 12, as before, then,

$$31{\cdot}25 \times \frac{28 - 22}{3} + 22 \times 12^2 = 108000 \text{ lbs. pressure.}$$

The weight of a cubic foot of river water is about $\frac{9}{11}$ of a cwt. The pressure at the depth of 30 feet is about 13 lbs. to the square inch. And at the depth of 36 feet the pressure is about 1 ton to the square foot. The weight of an imperial gallon of water is about 10 lbs.

Ex.—What is the pressure at the depth of 120 feet on a square inch?

30 : 120 : : 13 : 52 = the pressure, and at the same depth, 36 : 120 : : 1 : $3\frac{1}{3}$ tons on the square foot.

It is not difficult to see that the strength of the vessels or pipes which contain or convey water must be regulated according to the pressure.

The thickness of pipes to convey water must vary in proportion to the height of the head of water × diameter of pipe ÷ the cohesion of one square inch of the material of which the pipe is composed.

By experiment it has been found that a cast iron pipe 15 inches diameter and $\frac{3}{4}$ of an inch thick of metal, will be sufficiently strong for a head 600 feet high. A pipe of oak 15 inches diameter and 2 inches thick, is sufficient for a head of 180 feet. When the material is the same, the thickness of the material varies with the height of head × diameter of pipe.

Ex.—What must be the thickness of a cast iron pipe 10 inches diameter for a head of 360 feet?

$$\frac{360 \times 10 \times \frac{3}{4}}{600 \times 15} = \frac{3}{10} \text{ of an inch thickness.}$$

If the same pipe is to be made of oak, then

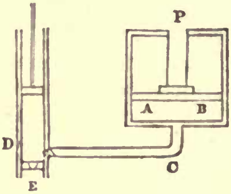
$$\frac{360 \times 10 \times 2}{180 \times 15} = 2\tfrac{2}{3} \text{ thickness in inches.}$$

When conduit pipes are horizontal and made of lead, their thicknesses should be $2\frac{1}{2}$, 3, 4, 5, 6, 7, 8 lines, when the diameters are 1, $1\frac{1}{2}$, 2, 3, $4\frac{1}{2}$, 6, 7 inches—and when the pipes are made of iron, their thickness should be 1, 2, 3, 4, 5, 6, 7, 8 lines, when their diameters are 1, 2, 4, 6, 8, 10, 12.

The plumber should be aware that the tenacity of lead is increased four times, by adding 1 part of zinc to 8 of lead.

When the vessel which contains the water has, besides the pressure arising from the weight of the water, to resist an additional pressure exerted by some force on the water, as in Bramah's press, where the pressure exerted by means of a force pump on the water in a small tube, which communicates with a large cylinder, is, by the principles stated before in this chapter, multiplied on the piston of the cylinder as often as the area of the tube is contained in the area of the piston of the cylinder. If the area of the tube be one inch, the area of the piston 92 inches, and if the pressure on the water in the tube be 16 lbs., then the pressure on the piston will be $16 \times 92 = 1472$ lbs.

The annexed figure and description taken from the Popular Encyclopedia, will give a clearer idea of the operation of this press. "Here AB is the bottom of a hollow cylinder, into which a piston P is accurately fitted. Into the bottom of this cylinder there is introduced a pipe C leading from the forcing pump D; water is supplied to this pump by a cistern below, from which the pipe E is led, being furnished with a valve opening upwards where it is joined to the pump barrel.



Where the pipe C enters into the pump barrel there is also a valve opening outwards into the pipe; consequently, when the piston D rises, this valve shuts, and the valve at the cistern pipe opens, and the fluid rises into the pump barrel. The top of the piston rod, P, is fixed in the bottom of the board on which the goods are laid, and when the piston rises the goods are pressed against the top of the framing of the machine. When the piston begins to descend, the cistern valve shuts, and the water is forced through the pipe C into the large cylinder AB; and by the law of fluids before alluded to, whatever pressure be exerted by the piston D on the surface of the water in the pump, will be repeated on the piston of the large cylinder AB as many times as the area of the small piston D is contained in the area of the large piston AB; that is, if the area of the pump-piston were one square inch, and that of the cylinder 100 inches, and if the piston were forced down with a pressure of 10 lbs., then the whole pressure on the bottom of the piston AB will be 10 times 100, that is, 1000 lbs. When the page which is now before the reader was taken wet off the types, it was all deeply indented in consequence of the pressure of the printing press ; but after being dried, it was subjected to the action of Bramah's press, by which process, as will be seen, these indentations have been nearly obliterated. In the press by which this has been accomplished, the pump has a bore of three-fourths of an inch in diameter, and the cylinder one of eight inches, their areas are therefore to one another, as 9-16th to 64, (the squares of the diameters,) that is, as 1 is to 113 ; hence if the pressure upon the pump-cylinder be 56 lbs., (which can be easily effected by boys,) the pressure upon the piston of the large cylinder will be 56 × 113, that is, 6·328 lbs. This astonishing power has also been employed in the construction of cranes."

To ascertain the thickness of metal necessary for the cylinder of such presses, this rule will serve :

$$\frac{\text{pressure per square inch} \times \text{radius of cylinder}}{\text{cohesion of the metal per square in.} - \text{pressure}} =$$

thickness of metal necessary for the cylinder to sustain the pressure. The pressure being in lbs.

Note.—The cohesive force of a square inch of cast iron is 18,000 lbs.

What is the thickness of metal in a cast iron press whose cylinder is 12 inches diameter, the pressure being 1·5 tons on the circular inch ?

A circular inch is to a square inch as 0·7854 to 1, therefore 1·5 tons per circular inch = 1·9 per square inch = 4256 lbs.

Here we have

$$\frac{4256 \times 6}{18000 - 4256} = 1\text{·}85 \text{ lb.}$$

What is the thickness of metal in a press of yellow brass, whose cylinder is 10 inches in diameter, and which is intended for a pressure of 2 tons to the square inch ?

The cohesive force of yellow brass being 17958, we have by the same rule,

2 tons = 4480 lbs.

$$\frac{4480 \times 5}{17958 - 4480} = 1\text{·}66 \text{ inches, the thickness of the}$$
metal.

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When the diameter remains the same, the thickness appears to increase with the increase of pressure.

FLOATING BODIES.

When any body is immersed in water, it will, if it be of the same density of the water, remain suspended in any place; but if it be more dense than the water it will sink, and if less dense it will float.

Bodies immersed and suspended in a fluid lose the weight of an equal bulk of the fluid, and the fluid acquires the weight that the body loses: also, bodies floating on a fluid lose weight in proportion to the quantity of fluid they displace.

When a body floats upon the water, it will sink in the water till the water which is displaced be equal in weight to the weight of the body.

When a body floats on a fluid, it will only be at rest when the centre of gravity of the body and the centre of gravity of the displaced fluid are in the same vertical line; and the lower the centre of gravity is, the more stable will the body be.

The buoyancy of casks, or the load which they will carry without sinking, may be estimated at about 10 lbs. to the ale gallon, or 282 cubic inches of the content of the cask.

SPECIFIC GRAVITY.

Specific gravity is the relative weight of any body of a certain bulk, compared with the weight of some body taken as a standard of the same bulk. The standard of comparison is water; one cubic foot of which is found to weigh 1000 ounces avoir. at a temperature of 60° of Fahrenheit, so that the weight expressed in ounces of a cubic foot of any body, will be its specific gravity, that of water being 1000.

To determine the specific gravity.

If a body be a solid heavier than water—Weigh it first carefully in air, and note this weight; then immerse it in water, and in this state note its weight. Then divide the body's weight in air by the difference of the weights in air and water, the quotient is the specific gravity.

If a body be a solid lighter than water—Tie a piece of metal to it, so that the compound may sink in water—then to the weight of the solid itself in air, add the weight of the metal in water, and from this sum subtract the weight of the compound in water, which difference makes a divisor to a dividend, which is the weight of the solid in air, then the quotient will be the specific gravity.

If the body be a fluid—Take a solid, whose specific gravity is known, and that will sink in the fluid; then take the difference of the weights of the solid in and out of the fluid, and multiply this difference by the specific gravity of the solid; then, this product divided by the weight of the body in air, will give the specific gravity of the fluid.

On these principles there has been constructed tables of specific gravities, one of which we insert. The column, *specific gravity*, may be taken to represent the weight of a cubic foot.

TABLE OF SPECIFIC GRAVITIES.

METALS.

	Specific Gravity.		Specific Gravity.
Arsenic,	5763	Cast bismuth,	9822
Cast antimony,	6702	Cast silver,	10474
Cast zinc,	7190	Hammered silver,	10510
Cast iron,	7207	Cast lead,	11352
Cast tin,	7291	Mercury,	13568
Bar iron,	7788	Jewellers' gold,	15709
Cast nickel,	7807	Gold coin,	17647
Cast cobalt,	7811	Cast gold, pure,	19258
Hard steel,	7816	Pure gold, hammered,	19361
Soft steel,	7833	Platinum, pure,	19500
Cast brass,	8395	Platinum, hammered,	20336
Cast copper	8788	Platinum wire,	21041

STONES, EARTHS, ETC.

Brick,	2000	Pebble,	2664
Sulphur,	2033	Slate,	2672
Stone, paving,	2416	Marble,	2742
Stone, common,	2520	Chalk,	2784
Granite, red,	2654	Basalt,	2864
Glass, green,	2642	Hone, white razor,	2876
Glass, white,	2892	Limestone,	3179
Glass, bottle,	2733		

RESINS, ETC.

	Specific Gravity.		Specific Gravity
Wax,	897	Bone of an ox,	1659
Tallow,	945	Ivory,	1822

LIQUIDS.

Air at the earth's surface,	$1\frac{2}{7}$	Distilled water,	1000
Oil of turpentine,	870	Sea water,	1028
Olive oil,	915	Nitric acid,	1218
		Vitriol	1841

WOODS.

Cork,	246	Maple and Riga fir,	750
Poplar,	383	Ash and Dantzic oak,	760
Larch,	544	Yew, Dutch,	788
Elm and new English fir,	556	Apple tree,	793
Mahogany, Honduras,	560	Alder,	800
Willow,	585	Yew, Spanish,	807
Cedar,	596	Mahogany, Spanish,	852
Pitch pine,	560	Oak, American,	872
Pear tree,	661	Boxwood, French,	912
Walnut,	671	Logwood,	913
Fir, forest,	694	Oak, English,	970
Elder,	695	Do. sixty years cut,	1170
Beech,	696	Ebony,	1331
Cherry tree,	715	Lignumvitæ,	1333
Teak,	745		

Specific gravity of gases, that of atmospheric air being = 1.

Hydrogen,	0·0694	Carbonic acid,	1·5277
Carbon,	0·4166	Alcohol vapour,	1·6133
Steam of water,	0·481	Chlorine,	2·500
Ammonia,	0·5902	Nitrous acid,	2·638
Carburetted hydrog.,	0·9722	Sulphuric acid,	2·777
Azote,	0·9723	Nitric acid,	3·75
Oxygen,	1·1111	Oil of turpentine,	5·013
Muriatic acid,	1·2840		

NOTE.—The specific gravity of atmospheric air at a temperature of 60° Fah. and barometric column 30 inches is 1·22 according to M. Arago, and in round numbers we may regard water as 825 times heavier than air.

The preceding table will be found of the utmost use in determining the weight and magnitude of bodies.

To find the magnitude of a body from its weight:

$$\frac{\text{weight of body in ounces}}{\text{its specific grav. in table}} = \text{content in cubic feet.}$$

How many cubic feet are in one ton of mahogany? Here $20 \times 112 \times 16 = 35840$ ounces in a ton; therefore,

$$\frac{35840}{560} = 64 \text{ cubic feet.}$$

Had the timber been fir, then

$$\frac{35840}{556} = 64{\cdot}46 \text{ cubic feet.}$$

Or English oak:

$$\frac{35840}{970} = 36{\cdot}94 \text{ cubic feet.}$$

To find the weight of a body from its bulk:

cubic feet $\times$ specific gravity $=$ weight in ounces.

What is the weight of a log of larch, 14 feet long, $2\frac{1}{2}$ broad, and $1\frac{1}{4}$ thick?

Here $2{\cdot}5 \times 1{\cdot}25 \times 14 = 43{\cdot}75$; then,

$43{\cdot}75 \times 544 = 23800$ ounces $= 13$ cwt. 1 qr. 3 lbs. 8 oz.

What is the weight of a cast iron ball, 2 inches diameter?

Here the content of the globe will be $2^3 \times {\cdot}5236 = 4{\cdot}1888$ cubic inches $= {\cdot}00242$ feet, and then ${\cdot}00242 \times 7271 = 17{\cdot}29$ ounces $= 1{\cdot}08$ lbs.

A bullet of lead of the same magnitude would be ${\cdot}00242 \times 11344 = 27{\cdot}44$ ounces $= 1{\cdot}71$ lbs.

If we wish to determine the quantity of two ingredients in a compound which they form,

Let H be the weight of the heavy body.

h, its specific gravity.

L, the weight of the lighter body.

l, its specific gravity.

C, the weight of the compound.

c, its specific gravity.

Then,

$$\frac{(c - l) \times h}{(h - l) \times c} \times C = H.$$

also,

$$\frac{(h - c) \times l}{(h - l) \times c} \times C = L.$$

Ex.—A mixture of gold and silver weighed 170 lbs. and its specific gravity was 15630; hence

h (by the table) = 19326. l = 10744

c = 15630 C = 170 lbs. wherefore, by the rule,

$$\frac{(19326 - 15630) \times 10744}{(19326 - 10744) \times 15630} \times 170 = \frac{39709824}{134136660} \times 170$$

= ·296 × 170 = 50·32 lbs. of gold; consequently there will be 170 — 50·32 = 119·68 lbs. of silver.

The weight of bodies—their magnitudes and also their quantities in a compound, may thus be found by means of a table of specific gravities; and for the more expeditious calculation in practice we add the following memoranda:

430·25 cubic inches of cast iron weigh one cwt., as also 397·60 of bar iron, 368·88 of cast brass, 352·41 of cast copper, and 372·8 of cast lead.

14·835 cubic feet of common paving stone weigh one ton, as also 14·222 of common stone, 13·505 of granite, 13·070 of marble, 64·46 of elm, 64 of Honduras mahogany, 51·65 of fir, 51·494 of beech, 42·066 of Spanish mahogany, and 36·205 of English oak.

For wrought iron square bars, allow 100 inches in length of an inch square to a quarter of a cwt.

A similar cast iron bar would require 9 feet in length for a quarter of a cwt. One foot in length of an inch square bar weighs $3\frac{1}{9}$ lbs. also the breadth and thickness being taken in, $\frac{1}{8}$th of an inch, and the length in feet.

$$\frac{\text{length} \times \text{breadth} \times \text{thickness} \times 7}{144} = \text{the weight}$$

in avoirdupois pounds.

Ex.—An iron bar 10 feet long, 3 inches broad, and $2\frac{1}{2}$ thick. Here 3 inches = 24, and $2\frac{1}{2}$ = 20-8ths; therefore,

$$\frac{10 \times 24 \times 20 \times 7}{144} = 233 \text{ lbs.}$$

For the weight of a cast iron pipe:

The length being taken in feet, the diameter and thick ness of metal in inches, then we have

0·0876 × length × thickness × (inner diameter + thickness) = the weight in cwts.

For a leaden pipe the rule is,

0·1382 × length × thickness × (inner diameter + thickness) = the weight in cwts.

NOTE.—The weight of a cast iron pipe is to a leaden pipe of the same dimensions nearly as 7 is to 11.

Ex.—If the inner diameter or bore of a cast iron pipe be 3 inches, and its thickness $\frac{1}{4}$ of an inch; what is the weight of 14 feet of it?

$\cdot 0876 \times 14 \times \frac{1}{4} \times (3 + \frac{1}{4}) = \cdot 99645$ cwt. = 3 qrs. 27 lbs. 9 oz.

A leaden pipe is 12 feet long, the bore is 4 inches, and thickness of metal $\frac{1}{4}$ of an inch; therefore,

$\cdot 1382 \times 12 \times \frac{1}{4} \times (4 + \frac{1}{4}) = 1\cdot 762$ cwt. = 1 cwt. 3 qrs. 1 lb.

For the weight of the rim of a fly-wheel. Let D be the diameter of the fly, exclusive of the rim, taken in inches; then take the difference of this and the diameter of the fly, including the rim, and call this difference d, T being the thickness of the rim of the fly, from side to side, then we have

$\cdot 0073 \times T \times d \times (D + d) =$ the weight of the rim in cwts.

Ex.—If the interior diameter of the fly be 100 inches = D, half the difference of the exterior and interior diameter 5 = d, hence if the rim is 10 inches broad, as the exterior diameter will then be 110, and let the thickness of the rim be 4 inches = T, then,

$$\cdot 0073 \times 4 \times 5 \times (100 + 5) = 15\cdot 33 \text{ cwts.}$$

TABLE A.

Of the weight of 1 *lineal foot of Swedish iron, of all breadths and thicknesses, from* 1 *tenth of an inch to* 1 *inch, in pounds and decimal parts.*

·1	·2	·3	·4	·5	·6	·7	·8	·9	1·0	10ths of inches.
·034	·068	·101	·135	·169	·203	·237	·270	·304	·338	·1
	·135	·203	·270	·338	·406	·473	·541	·608	·676	·2
		·304	·406	·507	·609	·710	·811	·913	1·014	·3
			·541	·676	·811	·947	1·082	1·217	1·352	·4
				·845	1·014	1·183	1·352	1·521	1·690	·5
					1·217	1·420	1·623	1·826	2·029	·6
						1·657	1·893	2·130	2·367	·7
							2·164	2·434	2·657	·8
								2·739	3·043	·9
									3·381	1·0

TABLE B.

Of the weight of 1 *lineal foot of Swedish iron, of all breadths and thicknesses, from* 1 *inch to* 6 *inches, in pounds and decimal parts.*

1	1¼	1½	1¾	2	2½	3	3½	4	5	6	in.
3·38	4·23	5·07	5·91	6·76	8·45	10·14	11·83	13·52	16·91	20·29	1
	5·29	6·34	7·40	8·45	10·56	12·68	14·79	16·91	21·13	25·36	1¼
		7·60	8·87	10·14	12·67	15·21	17·75	20·29	25·36	30·43	1½
			10·35	11·83	14·78	17·75	20·71	23·67	29·58	35·50	1¾
				13·52	16·91	20·29	23·67	27·05	33·81	40·51	2
					21·13	25·36	29·58	33·81	42·26	50·72	2½
						30·43	35·50	40·57	50·72	60·86	3
							41·42	47·34	59·16	71·00	3½
								54·10	67·62	81·14	4
									84·52	101·44	5
										121·72	6

TABLE C.

Of the weight of 1 *superficial foot of Swedish iron plate from* 100*th part of an inch thick to one inch.*

Thickness in parts of an inch.	Weight in lbs.	Thickness in parts of an inch.	Weight in lbs.
·01	·406	·1	4·057
·02	·811	·2	8·114
·03	1·217	·3	12·172
·04	1·623	·4	16·232
·05	2·029	·5	20·286
·06	2·434	·6	24·344
·07	2·840	·7	28·401
·08	3·246	·8	32·458
·09	3·651	·9	36·516
·10	4·057	1·	40·573

TABLE D.

Of Multipliers for the other Metals, whereby their weights may be found from the above Tables.

Metals.	Multipliers.	Metals.	Multipliers.
Platinum, laminated	2·846	Copper, cast	1·128
———, purified ...	2·503	Brass wire.	1·096
Pure gold, hammered	2·486	———, cast	1·080
——— ———, cast	2·47	Steel..............	1·003
Lead...............	1·457	Iron, Swedish	1·
Pure silver, hammered	1·350	———, British	·980
——— ———, cast	1·344	———, cast	·925
Copper, wire	1·136	Pewter............	·960
———, hammered ..	1·132	Tin, cast	·937

TABLE E.

Table of the weight of one square foot of different metals in various thicknesses, in pounds and decimal parts.

Thickness in 16ths of an inch.	Mal. Iron. Swed.	Mal. Iron, English.	Cast Iron.	Copper.	Brass.	Lead.
1	2·535	2·486	2·345	2·860	2·738	3·693
2	5·070	4·972	4·690	5·720	5·476	7·386
3	7·605	7·458	7·035	8·580	8·214	11·079
4	10·140	9·944	9·380	11·440	10·952	14·772
5	12·675	12·130	11·725	14·300	13·690	18·465
6	15·216	14·916	14·670	17·160	16·428	22·158
7	17·851	17·402	16·415	20·020	19·166	25·851
8	20·280	19·888	18·760	22·880	21·904	29·544
9	22·815	22·774	21·105	25·740	24·642	33·237
10	25·350	24·260	23·450	28·600	27·380	36·930
11	27·885	26·746	25·795	31·460	30·118	40·623
12	30·410	29·232	28·140	34·320	32·856	44·316
13	32·945	31·718	30·485	37·180	35·594	48·009
14	35·480	34·204	32·880	40·040	38·332	51·702
15	38·015	36·690	35·225	42·900	41·170	55·405
16	40·550	39·176	37·570	45·760	43·908	59·098

TABLE F.

Table of the weight of 1 *foot in length of malleable Iron rod, from one-fourth to* 6 *inches diameter.*

Diam.	Weight.	Diam.	Weight.	Diam.	Weight.	Diam.	Weight.
Inch.	lbs.	Inch.	lbs.	Inch.	lbs.	Inch.	lbs.
$\frac{1}{4}$	·163	$1\frac{3}{4}$	8·01	$3\frac{1}{4}$	27·65	$4\frac{3}{4}$	59·06
$\frac{3}{8}$	·368	$1\frac{7}{8}$	9·2	$3\frac{3}{8}$	29·82	$4\frac{7}{8}$	62·21
$\frac{1}{2}$	·654	2	10·47	$3\frac{1}{2}$	32·07	5	65·45
$\frac{5}{8}$	1·02	$2\frac{1}{8}$	11·82	$3\frac{5}{8}$	34·4	$5\frac{1}{8}$	68·76
$\frac{3}{4}$	1·47	$2\frac{1}{4}$	13·25	$3\frac{3}{4}$	36·81	$5\frac{1}{4}$	72·16
$\frac{7}{8}$	2	$2\frac{3}{8}$	14·76	$3\frac{7}{8}$	39·31	$5\frac{3}{8}$	75·63
1	2·61	$2\frac{1}{2}$	16·36	4	41·89	$5\frac{1}{2}$	79·19
$1\frac{1}{8}$	3·31	$2\frac{5}{8}$	18·03	$4\frac{1}{8}$	44·54	$5\frac{5}{8}$	82·83
$1\frac{1}{4}$	4·09	$2\frac{3}{4}$	19·79	$4\frac{1}{4}$	47·28	$5\frac{3}{4}$	86·56
$1\frac{3}{8}$	4·94	$2\frac{7}{8}$	21·63	$4\frac{3}{8}$	50·11	$5\frac{7}{8}$	90·36
$1\frac{1}{2}$	5·89	3	23·56	$4\frac{1}{2}$	53·01	6	94·25
$1\frac{5}{8}$	6·91	$3\frac{1}{8}$	25·56	$4\frac{5}{8}$	56		

TABLE G.

Table of the weight of cast iron Pipes, 1 *foot long, and of different thicknesses.*

Diam. of bore.	¼ Inch.	⅜ Inch.	½ Inch.	⅝ Inch.	¾ Inch.	⅞ Inch.	1 Inch.
Inch.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
1	3·06	5·06	7·36	9·97	12·89	16·11	19·63
1¼	3·68	5·98	8·59	11·51	14·73	18·25	22·09
1½	4·29	6·9	9·82	13·04	16·56	20·4	24·54
1¾	4·91	7·83	11·05	14·57	18·41	22·55	27·
2	5·53	8·75	12·27	16·11	20·25	24·7	29·45
2¼	6·14	9·66	13·5	17·64	22·09	26·84	31·85
2½	6·74	10·58	14·72	19·17	23·92	28·93	34·36
2¾	7·36	11·5	15·95	20·7	25·71	31·14	36·81
3	7·98	12·43	17·18	22·19	27·62	33·29	39·28
3¼	8·59	13·34	18·35	23·78	29·45	35·44	41·72
3½	9·2	14·21	19·64	25·31	31·3	37·58	44·18
3¾	9·76	15·19	20·86	26·85	33·13	39·73	46·63
4	10·44	16·11	22·1	28·38	34·98	41·88	49·1
4¼	11·1	17·08	23·37	29·97	36·87	44·08	51·6
4½	11·66	17·94	24·54	31·44	38·65	46·17	54·
4¾	12·27	18·87	25·77	32·98	40·5	48·32	56·45
5	12·80	19·78	26·99	34·51	42·33	50·46	59·
5¼	13·5	20·71	28·23	36·05	44·18	52·62	61·36
5½	14·11	21·63	29·45	37·58	46·02	54·76	63·81
5¾	14·73	22·55	30·68	39·12	47·86	56·91	66·27
6	15·34	23·47	31·91	40·65	49·7	59·06	68·73
6¼	15·95	24·39	33·13	42·18	51·54	61·21	72·
6½	16·57	25·31	34·36	43·72	53·39	63·36	73·41
6¾	17·18	26·23	35·59	45·26	55·23	65·28	76·1
7	17·79	27·15	36·82	46·79	56·84	67·65	78·53
7¼	18·41	28·08	38·05	48·1	58·91	69·79	81·
7½	19·03	29·	39·05	49·86	60·74	71·95	83·45
7¾	19·64	29·69	40·5	51·38	62·59	74·09	86·
8	20·02	30·83	41·71	52·92	64·42	76·23	88·35
8¼	20·86	31·74	42·95	54·45	66·26	78·38	90·81
8½	21·69	32·9	44·4	56·21	68·33	80·76	93·49
8¾	22·09	33·59	45·4	57·52	69·95	82·68	95·72
9	22·71	34·52	46·64	59·07	71·8	84·84	98·18

Diam. of bore.	¼ Inch.	⅜ Inch.	½ Inch.	⅝ Inch.	¾ Inch.	⅞ Inch.	1 Inch.
Inch.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
9¼	23·31	35·43	47·86	60·59	73·63	86·97	100·63
9½	23·93	36·36	49·09	62·13	75·47	89·13	103·1
9¾	24·55	37·28	50·32	63·66	77·32	91·28	105·54
10	25·16	38·2	51·54	65·2	79·16	93·42	108
10¼	25·77	39·11	52·77	66·73	80·99	95·57	110·44
10½	26·38	40·04	54	68·26	82·84	97·71	113
10¾	27	40·96	55·22	69·8	84·67	99·86	115·35
11	27·62	41·88	56·46	71·33	86·52	102·01	117·81
11¼	28·22	42·8	57·67	72·86	88·35	104·15	120·26
11½	28·84	43·71	58·9	74·39	90·19	106·3	122·71
11¾	29·45	44·64	60·13	75·93	92·04	108·45	125·18
12	30·06	45·55	61·35	77·46	93·6	110·6	127·6

Diam. of bore.	½ Inch.	¾ Inch.	⅞ Inch.	1 Inch.	1⅛ Inch.	1¼ Inch.	1½ Inch.	1¾ Inch.	2 Inch.
Inch.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
12½	63·5	97·3	114	132	149	167	205	243	285
13	66	101	118	137	154	173·5	212	252	294
13½	68·4	104·8	122	141·5	160	179	219	260	304
14	75	108·2	126	146	165	185	227	269	314
14½	73·4	112·3	130	151	170	192	234	277	324
15	75·8	115·7	135	156	176	198	242	286	334
15½	78·1	119	139	161	181	204	250	295	344
16	80·7	123	143	166	187	211	257	303	355
16½	83·1	126·5	147	170·1	192	217	264	312	363
17	85·5	130	152	178·5	198	223	271	322	376
17½	87·8	133·5	157	180·5	203	229	278	330	383
18	90·5	137	161	185	209	235	285	338	393
18½	93	140·5	166	190	217	241	293	347	402
19	95·5	144·8	169	195	222	247	300	354	412
19½	97·8	148·5	174	200	227	253	307	363	422
20	100	152	178	205	233	259	315	372	432
20½	102·5	156	183	210	238	26	323	381	442

The following TABLE of the weight of different substances used in building and engineering requires no explanation.

Names of Bodies.	Weight of a cubic foot in ounces.	Weight of a cubic foot in pounds.	Weight of a cubic inch in ounces.	Weight of a cubic inch in pounds.	Number of cubic inches in a pound.
Copper, cast....	8788	549·25	5·086	·3178	3·146
Copper, sheet ..	8915	557·18	5·159	·3225	3·103
Brass, cast......	8396	524·75	4·852	·3037	3·293
Iron, cast........	7271	454·43	4·203	·263	3·802
Iron, bar........	7631	476·93	4·410	·276	3·623
Lead	11344	709·00	6·456	·4103	2·437
Steel, soft	7833	489·56	4·527	·2833	3·530
Steel, hard	7816	488·50	4·517	·2827	3·537
Zinc, cast	7190	449·37	4·156	·26	3·845
Tin, cast	7292	455·75	4·215	·2636	3·790
Bismuth	9880	619·50	5·710	·3585	2·789
Gun metal	8784	649·00	5·0775	·3177	3·147
Sand	1520	95·00	·8787	·055	18·190
Coal	1250	78·12	·7225	·0452	22·120
Brick	2000	125·00	1·156	·0723	13·824
Stone, paving ..	2416	151·00	1·396	·0873	11·443
Slate	2672	167·00	1·544	·0967	10·347
Marble..........	2742	171·37	1·585	·0991	10·083
White lead	3160	197·50	1·826	·1143	8·750
Glass	2880	180·00	1·664	·1042	9·600
Tallow	945	59·06	·5462	·0342	29·258
Cork	240	15·00	·138	·0087	115·200
Larch	544	34·00	·315	·0197	50·823
Elm	556	34·75	·321	·0201	49·726
Pine, pitch	660	41·25	·382	·024	41·890
Beech	696	43·50	·403	·0252	39·724
Teak	745	46·56	·431	·027	37·113
Ash	760	47·50	·440	·0275	36·370
Mahogany	852	53·25	·493	·0308	32·449
Oak	970	60·62	·561	·0351	28·505
Oil of turpentine	870	54·37	·503	·0315	31·771
Olive oil	915	57·18	·529	·0331	30·220
Linseed oil	932	58·25	·539	·0337	29·665
Spirits, proof ...	927	57·93	·536	·03352	29·288
Water, distilled	1000	62·50	·578	·03617	27·648
———, sea	1028	64·25	·594	·0372	26·894
Tar	1015	63·43	·587	·0367	27·242
Vinegar	1026	64·12	·593	·037	26·949
Mercury	13568	848·00	7·851	·4908	2·037

Platin - - - 21.300
Gold - - - 19.3

The foregoing tables and rules will be found of the utmost service, in the ready calculation of the weight of materials commonly used in engineering.

What is the weight of a bar of Swedish iron 16 feet long, 3 inches broad, and 1·1 inch thick?

By table B, 3·38 is the weight of a piece of Swedish iron, of one foot long and one inch square, wherefore,

$3·38 \times 16 \times 3 = 162·24$; and then for the fraction ·1, in table A, we have for the weight of 1 foot by ·1 of an inch square = ·034; hence, $·034 \times 3 \times 16 = 16·32$; wherefore the sum of the two $= 162·24 + 16·32 = 178·56$ lbs., the weight.

If we wish the weight of an equal bar of cast iron, we must employ the multipliers in table D; hence,

$$178·56 \times ·925 = 165·168.$$

If we wished it for lead, the multiplier from the same table being 1·457, we have,

$$178·56 \times 1·457 = 260·1619 \text{ lbs., \&c., \&c.}$$

Then if lead were 1 penny per pound, the price of such a bar would be

$$\frac{260}{12} = 21\tfrac{8}{20} = £1,\ 1s.\ 8d.$$

The following practical rules are often useful and may be easily remembered.

For round bars of iron,

diameter $(m)^2 \times$ length in ft. $\times 2·6 =$ weight of wrought iron in lbs.

diameter $(m)^2 \times$ length in ft. $\times 2·48 =$ weight of cast iron bars in lbs.

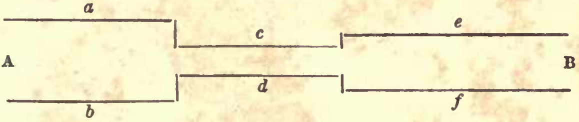
A cylindrical bar is 2 inches diameter and 29 inches long, therefore, $2^2 \times 2·5 \times 2·6 = 26$ lbs. if it be wrought iron, but if cast, $2^2 \times 2·5 \times 2·48 = 24·8$ lbs.

Multiply the sum of the exterior and interior diameters of a cast iron ring by the breadth and thickness of the rim, and also by 0·0074, the results will be the weight in cwts.

HYDRODYNAMICS.

As hydrostatics embraces the consideration of fluids at rest, so hydrodynamics or hydraulics comprehends the circumstances of fluids in motion. Of this science, little, comparatively speaking, is yet known; but as it is of the utmost importance to man, we will endeavour to lay before our readers a statement of the more important results of recent inquiry into it.

If a fluid move through a pipe, canal, or river, of various breadths, always filling it, the velocity of the fluid at different parts will be inversely as the transverse sections of these parts.



Thus let there be a canal, AB, of various breadths at different places, then will the velocity in the portion *ab* be to that of the velocity in *cd*, as the area of the cross section at *cd* is to that at *ab*, and the velocity at *ef* will be to that at *cd* as the area at *cd* is to the area at *ef*, being always in inverse proportion.

Suppose the velocity at *ab* 10 feet per second, and the area there 100 feet, then if the area at *cd* be 25 feet, we have 25 : 100 : : 10 : 40 feet, the velocity of the water at *cd*; and if the area at *ef* be 50 feet, then 50 : 25 : : 40 : 20 feet, the velocity at *ef*, the canal being kept continually full.

The quantity of water that flows through a pipe, or in a canal or river, at any part, is in proportion to the area multiplied by the velocity at that part.

The calculation of the motion of rivers is often of the highest utility to the engineer. This is sometimes done by the employment of very intricate formulas, but such methods, if easier could be found, would evidently be inconsistent with the nature of this work. The method which we shall give is simple, and will be found to answer all the purposes of the practical man.

In a river, the greatest velocity is at the surface and in the middle of the stream ; from which it diminishes toward the bottom and sides, where it is least.

The velocity at the middle of the stream may be ascertained, by observing how many inches a body floating with the current passes over in a second of time. Gooseberries will fit this purpose exceedingly well; if they are not at hand, a cork may be employed.

Take the number of inches that the floating body passes over in one second, and extract its square root; double this square root, subtract it from the velocity at top, and add one, the result will be the velocity of the stream at the bottom.

And these velocities being ascertained, the mean velocity, or that with which if the stream moved in every part, it would produce the same discharge, may be found = the velocity at top — $\sqrt{}$velocity at top + ·5.

Exam.—If the velocity at the top and in the middle of the stream, be 36 inches per second, then, $36 - (2 \times \sqrt{36}) + 1 = 36 - 12 + 1 = 25$ = the least velocity, or the velocity at bottom. And the mean velocity will be = $36 - \sqrt{36} + {\cdot}5 = 36 - 6 + {\cdot}5 = 30{\cdot}5$.

When the water in a river receives a permanent increase from the junction of some other river, the velocity of the water is increased. This increase in velocity causes an increase of the action of the water on the sides and bottom, from which circumstance the width of the river will always be increased, and sometimes, though not so frequently, the depth also. By the reason of this increased action of the water on the bottom, the velocity is diminished until the tenacity of the soil or the hardness of the rock afford a sufficient resistance to the force of the water. The bed of the river then changes only by very slow degrees, but the bed of no river is stationary.

It is of the greatest use to know the amount of the action of any stream on its bed, and for this purpose a knowledge of the nature of the bed and of the velocity at bottom, are absolutely necessary.

Every kind of soil has a certain velocity which will insure the stability of the bed. A less velocity would allow the waters to deposit more of the matter which is carried with the current, and a greater velocity would tear up the channel. From extensive experiments it has been found, that a velocity of 3 inches per second at the bottom, will just begin to work upon the fine clay used for pottery, and, however firm and compact it may be, it will tear it up. A velocity of 6 inches will lift fine sand—8 inches, will lift coarse sand (the size of linseed)—12 inches, will sweep along gravel—24, will roll along pebbles an inch diameter—and 3 feet at bottom, will sweep along shivery stones the size of an egg.

When water issues through a hole in the bottom or side of a vessel, its velocity is the same as that acquired by a body falling through free space from a height equal to that of the surface of the water above the hole.

The most correct rule for ascertaining the velocity of water running through pipes and canals is this:

$$\sqrt{\left(\frac{57 \times \text{height of head} \times \text{diam. of pipe}}{\text{length of pipe} \times 57 \times \text{diam. of pipe}}\right)} \times 23\tfrac{1}{3} =$$

the velocity in inches with which the water will issue from the orifice. All the measures are understood to be taken in inches.

Exam.—If there be a reservoir of water whose depth is 6 feet, having a tube 1 foot long and $2\frac{1}{2}$ inches bore, open so as to let the water escape at a distance of 18 inches from the bottom, then we have, $6 \times 12 = 72 =$ whole depth of water on the reservoir, and $72 - 18 = 54$, the height of the head of the fluid above the orifice, wherefore by the rule,

$$\sqrt{\left(\frac{57 \times 54 \times 2{\cdot}5}{12 \times 57 \times 2{\cdot}5}\right)} \times 23\tfrac{1}{3} = \sqrt{\left(\frac{7695}{1710}\right)} \times 23\tfrac{1}{3} =$$

$\sqrt{(4{\cdot}5)} \times 23\frac{1}{3} = 2{\cdot}121 \times 23\frac{1}{3} = 49{\cdot}49$ inches per second, the velocity of the water. And, by multiplying this result by the area of the orifice, we get the quantity discharged in one second—hence, if the pipe be circular, we have,

$$\frac{2{\cdot}5}{2} = 1{\cdot}25 = \text{radius, and } \frac{2{\cdot}5 \times 3{\cdot}1416}{2} = \text{half}$$

circumference $= 1{\cdot}9635 =$ area of orifice, hence, $49{\cdot}49 \times 1{\cdot}9635 = 97{\cdot}173$ cubic inches.

The quantity of water that flows out of a vertical rectangular aperture, that reaches as high as the surface, is $\frac{2}{3}$ of the quantity that would flow out of the same aperture, placed horizontally at the depth of the base.

When water issues out of a circular aperture in a thin plate placed on the bottom or side of a reservoir, the stream is contracted into a smaller diameter, to a certain distance from the orifice. The vein is smaller at the distance of half the diameter of the orifice where the area of the section of the vein is $\frac{10}{16}$ of that of the orifice, and at the above point the stream has the velocity given by theory, so that to obtain the quantity of water discharged, we multiply the velocity by the area of the orifice, and $\frac{10}{16}$ of this will be the true result. When the water issues through a short tube, the vein of the stream will be less contracted than in the former case, in the proportion of 16 to 13. But when the water issues through an aperture which is the frustum of a cone, whose greater base is the aperture, the height of the conic frustum = one half the diameter of the aperture and the area of the small end to that of the large end, as 10 : 16; then, in this case, there will be no contraction of the vein; and from this it may be inferred, that, when a supply of water is required, the greatest possible from a given orifice, this form should be employed.

To determine the quantity of water discharged by a small vertical or horizontal orifice, the time of discharge, and the height of the fluid in the vessel, when any two of these quantities are known.

Let A represent the area of the small orifice, W the quantity of water discharged; T the time of discharge, H the height of fluid in the vessel, and $g = 16{\cdot}087$ feet, the space described by gravity in a second.

Then we have,

$$W = 2 \times A \times t \surd g \times H$$

$$A = \frac{W}{2 \times t \times \surd g \times H}$$

$$t = \frac{W}{2 \times A \times \surd g \times H}$$

$$H = \frac{W^2}{4 \times g \times t^2 \times A^2}$$

By means of these formulæ we may determine the quantity of water W′ which is discharged in the same time T, from any other vessel in which A′ is the area of the orifice, and H the altitude of the fluid; for since t and g are constant, we shall have

$$W : W' = A \sqrt{H} : A' \sqrt{H'}.$$

Table showing the quantity of Water discharged in one Minute by Orifices differing in form and position.

Constant Height of the Fluid above the centre of the orifice.	Form and position of the Orifice.	Diameter of the orifice.	No. of cubic inches discharged in a minute.
Ft. in. lin.		Lines.	
11 8 10	Circular and Horizontal,	6	2311
	Circular and Horizontal,	12	9281
	Circular and Horizontal,	24	37203
	Rectangular and Horizontal,	12 by 3	2933
	Horizontal and Square,	12 side	11817
	Horizontal and Square,	24 side	47361
9 0 0	Vertical and Circular,	6	2018
	Vertical and Circular,	12	8135
4 0 0	Vertical and Circular,	6	1353
	Vertical and Circular,	12	5436
5 0 7	Vertical and Circular,	12	628

From these results we may conclude,

1. That the quantities of water discharged in equal times by the same orifice from the same head of water, are very nearly as the areas of the orifices; and,

2. That the quantities of water discharged in equal times by the same orifices under different heads of water, are nearly as the square roots of the corresponding heights of the water in the reservoir above the centres of the orifices.

3. The quantities of water discharged during the same time by different apertures under different heights of water in the reservoir, are to one another in the compound ratio of the areas of the apertures, and of the square roots of the heights in the reservoirs.

This general rule may be considered as sufficiently correct for ordinary purposes; but, in order to obtain a great degree of accuracy, Bossut recommends an attention to the three following rules.

1. Friction is the cause, that, of several similar orifices

the smallest discharges less water in proportion than those which are greater, under the same altitudes of water in the reservoir.

2. Of several orifices of equal surface, that which has the smallest perimeter ought, on account of the friction, to give more water than the rest, under the same altitude of water in the reservoir.

3. That, in consequence of a slight augmentation which the contraction of the fluid vein undergoes, in proportion as the height of fluid in the reservoir increases, the expense ought to be a little diminished.

Table of Comparison of the Theoretic with the Real discharges from an orifice one inch in diameter.

Constant height of the water in the reservoir above the centre of the orifice.	Theoretical discharges through a circular orifice one inch in diameter.	Real discharges in the same time through the same orifice.	Ratio of the theoretical to the real discharges.
Paris feet.	Cubic inches.	Cubic inches.	
1	4381	2722	1 to 0·62133
2	6196	3846	1 to 0·62073
3	7589	4710	1 to 0·62064
4	8763	5436	1 to 0·62034
5	9797	6075	1 to 0·62010
6	10732	6654	1 to 0·62000
7	11592	7183	1 to 0·61965
8	12392	7672	1 to 0·61911
9	13144	8135	1 to 0·61892
10	13855	8574	1 to 0·61883
11	14530	8990	1 to 0·61873
12	15180	9384	1 to 0·61819
13	15797	9764	1 to 0·61810
14	16393	10130	1 to 0·61795
15	16968	10472	1 to 0·61716
1	2	3	4

It appears from this table, that the real as well as the theoretical discharges are nearly proportional to the square roots of the heights of the fluid in the reservoir. Thus for the heights 1 and 4, whose square roots are as 1 to 2 feet, the real discharges are 2722 and 5436, which are to one another as 1 to 1·997, very nearly as 1 to 2.

Let it be required to determine the quantity of water discharged from an orifice of 3 inches in diameter, under an altitude of 30 feet. Then, since the real quantities discharged are in the compound ratio of the orifices, and the square roots of the altitudes of the water, and since the theoretical discharge by an orifice 1 inch in diameter, under an altitude of 15 feet is 16968 cubical inches in a minute, we have $1 \sqrt{15} : 9 \sqrt{30} = 16968 : 215961$, the theoretical discharge. But the theoretical is to the real discharge as 1 to ·62, the above value being diminished in that ratio, gives 133309 cubic inches for the real quantity of water discharged by the orifice.

The following formulæ have been given by M. Prony as deduced from the preceding experiments of Bossut,

$$Q = 0{\cdot}61938 \text{ AT} \sqrt{2\,g\,\text{H}},$$

A being the area of the orifice in square feet, H the altitude of the fluid in feet, T the time, g the force of gravity at the end of a second, and Q the quantity of water in cubic feet. As $\sqrt{2\,g}$ is a constant quantity, and is equal to 7·77125, we have

$$Q = 4{\cdot}818 \text{ AT} \sqrt{\text{H}} \text{ for orifices of any form.}$$

If the orifices are circular, and if d represents their diameter, then

$$Q = 3{\cdot}7842\, d^2 \text{ T} \sqrt{\text{H}}.$$

From the second of these equations we obtain

$$A = \frac{Q}{4{\cdot}818 \text{ T} \sqrt{\text{H}}}$$

$$T = \frac{Q}{4{\cdot}818 \text{ A} \sqrt{\text{H}}}$$

$$H = \frac{Q}{(4{\cdot}818 \text{ AT})^2}$$

These formulæ will be found to give very accurate results; but if we wish to obtain a still higher degree of accuracy, we must not use the mean co-efficient 0·6194, but the one in the table which comes nearest to the circumstances of the case. Thus if the head of water happens to be small, such as 1 foot, then we must take the co-efficient 0·62133, and if it happens to be great, we must use the least co-efficient 0·61716.

Table containing the quantity of Water discharged over a weir.

Depth of the upper edge of the wasteboard below the surface in English inches.	Cubic feet of water discharged in a minute by every inch of the wasteboard, according to Du Buat's formula.	Cubic feet of water discharged in a minute by every inch of the wasteboard according to experiments made in Scotland.
1	0,403	0,428
2	1,140	1,211
3	2,095	2,226
4	3,225	3,427
5	4,507	4,789
6	5,925	6,295
7	7,466	7,933
8	9,122	9,692
9	10,884	11,564
10	12,748	13,535
11	14,707	15,632
12	16,758	17,805
13	18,895	20,076
14	21,117	22,437
15	23,419	24,883
16	25,800	27,413
17	28,258	30,024
18	30,786	32,710

Table containing the quantities of Water discharged by Cylindrical Tubes one inch in diameter and of different lengths, whether the Tubes were inserted in the bottom or in the sides of the vessel.

Constant altitude of the fluid above the superior base of the tube 11 feet 8 inches and 10 lines.		
Lengths of the Tubes expressed in lines.		Cubical inches discharged in a minute.
The tube filled with the issuing fluid	48	12274
	24	12188
	18	12168
The tube not filled with the issuing fluid	18	9282

Table of comparison of the Theoretical with the Real Discharges from an additional Tube of a cylindrical form, one inch in diameter and two inches long.

Constant altitude of the Water in the reservoir above the centre of the orifice.	Theoretical discharges through a circular orifice one inch in diameter.	Real discharges in the same time by a cylindrical tube one inch in diameter and two inches long.	Ratio of the theoretical to the real discharges.
Paris feet.	Cubic inches.	Cubic inches.	
1	4381	3539	1 to 0·81781
2	6196	5002	1 to 0·80729
3	7589	6126	1 to 0·80724
4	8763	7070	1 to 0·80681
5	9797	7900	1 to 0·80638
6	10732	8654	1 to 0·80638
7	11592	9340	1 to 0·80573
8	12392	9975	1 to 0·80496
9	13144	10579	1 to 0·80485
10	13855	11151	1 to 0·80483
11	14530	11693	1 to 0·80477
12	15180	12205	1 to 0·80403
13	15797	12699	1 to 0·80390
14	16393	13177	1 to 0·80382
15	16968	13620	1 to 0·80270
1	2	3	4

Hence it follows, that the velocity in English inches will be $V = 22{\cdot}47 \sqrt{H}$ for additional tubes.

M. Prony has given the following formulæ, as deduced from the preceding table.

$$d = \sqrt{\frac{Q}{4{\cdot}9438\ T\sqrt{H}}}$$

$$T = \frac{Q}{4{\cdot}9438\ T\sqrt{H}}$$

$$H = \frac{Q}{(4{\cdot}9438\ d^2\ T)^2}$$

The resistance that a body sustains in moving through a fluid is in proportion to the square of the velocity.

The resistance that any plane surface encounters in moving through a fluid with any velocity, is equal to the weight of a column whose height is the space a body would have to fall through in free space to acquire that velocity, and whose base is the surface of the plane.

Ex.—If a plane 16 inches square, move through water at the rate of 13 feet per second; then,

$$\frac{13^2}{64} = 2{\cdot}6 =$$

the space a body would require to fall through free space to acquire a velocity of 13 per second, wherefore, as 2·6 feet =31·2 inches, we have $16 \times 31{\cdot}2 = 499{\cdot}2$ cubic inches= the column of matter whose height and base are required; therefore, since 1728 cubic inches = 1 cubic foot of water weighs 1000 ounces, we have 1728 : 499·2 : : 1000 : 288 ounces = 18 lbs. which is the amount of resistance met with by the plane at the above velocity.

As action and reaction are equal and contrary, it is the same thing whether the plane moves against the fluid, or the fluid against the plane.

WATER WHEELS.

Motion is generally obtained from water, either by exposing obstacles to the action of its current, or by arresting its progress during part of its descent, by movable buckets.

Water-wheels have three denominations depending on their particular construction, undershot, breast, and overshot. If the water is to act on the wheel by its weight, it is delivered from the spout as high on the wheel as possible, that it may continue the longer to press the buckets down; but when it acts on the wheel by the velocity of the stream, it is made to act on the float-boards at as low a point as possible, that it may have acquired previously the greatest velocity. In the first case, the wheel is said to be overshot, in the second, undershot. The overshot wheel is the most advantageous, as from the same quantity of water it gives a greater power, but it is not always that we can employ an overshot wheel from the smallness of the fall. When this is the case, we must deliver the water farther down than the top of the wheel, and, in this case, it becomes a breast-wheel, and partakes in some degrees of the properties of the overshot. When we cannot employ a breast wheel, we must have recourse to the undershot, which is the least

Fig. 2.

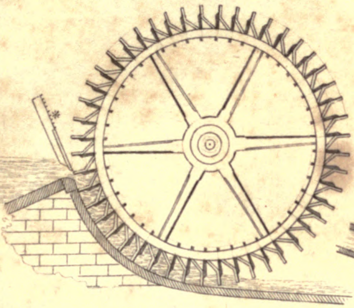


Fig. 1.

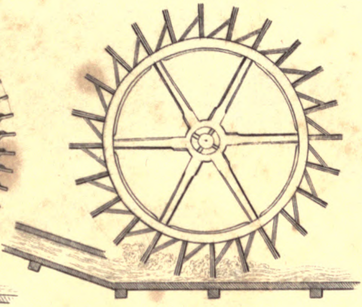


Fig. 3.

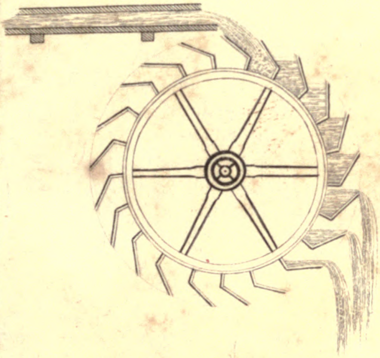
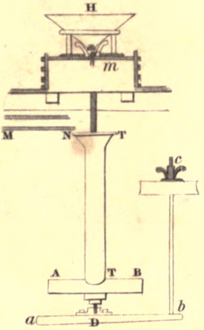


Fig. 4.



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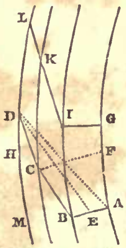
powerful of all. The force of a stream of water against the floats of an undershot wheel is equal to a column of water, whose base is the section of the stream in that place, and height the perpendicular height of the water to the surface. Where the quantity of water is given, its force against the floats of the wheel is directly proportional to the velocity of the stream, or the square root of the height of the surface. These remarks hold true only when the water is allowed to escape from the float boards, after it has struck them. For if the floats be too near each other, then the water from one float will be sent back and obstruct the progress of the next float.

Engraved representations of the three forms of the water wheel are given in plate 1st. Fig. 1 is a representation of the undershot; fig. 2 of the breast; and fig. 3 of the overshot water wheel. The floats of the undershot as likewise of the breast wheel are flat, those of the latter being fitted so nearly to the water way that little of the fluid is allowed to escape between their edges and the stone or brick work, as may be seen in the figure. The overshot wheel is furnished with buckets instead of floats, so constructed that they shall retain as much as possible of the water from the time they receive it until they arrive at the lowest point, where each bucket should be emptied, since if any water be carried by the bucket in its ascent it will be just so much unnecessary weight that the wheel has to lift. The following geometrical construction will show the method of forming the buckets so that there shall be the greatest possible advantage derived from the overshot wheel.



This bucket is formed of three planes; AB is in the direction of the radius of the wheel, and is called the *start*, or *shoulder;* BC is called the arm, and CH the *wrist*. These buckets are so constructed, that when AB makes an angle of 35° with the vertical diameter of the wheel, the line AD is horizontal; and the area of the figure ADCB is equal to that of FCBA; so that as much water is retained in the bucket in this position as would fill FCBA; the whole of the water is not discharged until CD becomes horizontal, which takes place when the line AB is very near the lowest point.

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To find the velocity of the water acting upon the wheel, $\sqrt{}$(height of the fall $\times$ 64·38) = the velocity in feet per second.

Ex.—If the height of the fall be 14 feet, then we have $\sqrt{(14 \times 64 \cdot 38)} = \sqrt{901 \cdot 32} = 30 \cdot 02$ feet per second, nearly.

To find the area of the section of the stream,

$$\frac{\text{The number of feet flowing in 1 second}}{\text{velocity in feet per second}} =$$

the section of the stream in square feet.

Ex.—If there be 40 feet flowing in a second, and the velocity of the stream is 5 feet per second, then,

$$\frac{40}{5} = 8 =$$

the area of the section of the stream in square feet.

To calculate the power of the fall:

Area of section of stream where it acts upon the wheel $\times$ height of fall $\times$ $62\frac{1}{2}$ = the number of lbs. avoir. the wheel can sustain, acting perpendicularly at its circumference, so as to be in equilibrium. If this number of lbs. which keeps the wheel at rest be diminished, the wheel will move.

If the wheel move as fast as the stream, it is clear that the water would have no effect in moving it,—if the wheel were to move faster than the stream, the water would be a positive hindrance to its motion; and it can only be advantageous when the velocity of the stream is greater than that of the wheel. There is a certain relation between the velocity of the wheel and that of the stream, at which the effect will be the greatest possible or a maximum.

The effect of an undershot wheel is a maximum when the velocity of the wheel is $\frac{1}{3}$ of the velocity of the stream.

Ex.—If the area of the cross section of a stream be 6 feet, and its velocity 4 feet per second, and a fall of 16 feet can be procured, then we have $4 \times 6 = 24$, the number of cubic feet flowing per second:

$\sqrt{(16 \times 64 \cdot 38)} = 32$, the velocity of the water at the end of the fall:

$\frac{24}{32} = \frac{3}{4}$, the section of the stream at the end of the fall in square feet:

$\frac{3}{4} \times 16 \times 62\frac{1}{2} = 750$ lbs. = the weight which the wheel will sustain in equilibrium.

Now, the effective velocity of the stream is the difference between the velocities of the stream and wheel, and the wheel's velocity being $\frac{1}{3}$ of that of the stream, the difference or effective velocity will be $\frac{2}{3}$; now, the power of the stream is as the square of the effective velocity, and the square of $\frac{2}{3}$ is $\frac{4}{9}$. We must multiply the power of the fall as above calculated by this $\frac{4}{9}$, and also by $\frac{1}{3}$, in order that the wheel may move with the proper velocity; hence, $750 \times \frac{4}{9} \times \frac{1}{3} = 111\frac{1}{9}$ lbs. raised through $10\frac{2}{3}$ feet per second, the velocity of the wheel, which is $\frac{1}{3}$ of 32 the velocity of the stream. An undershot water wheel is capable only of raising $\frac{4}{27}$ of the weight of the water to the height of the fall. From numerous experiments on water wheels, it has been found, that in practice the water not being allowed to escape from the floats immediately after it has impinged upon them, the maximum effect is, when the velocity varies between $\frac{1}{3}$ and $\frac{1}{2}$, that of the water being nearly $\frac{2}{21}$. There is another deviation from theoretical result, in consequence of the water not being allowed to escape immediately from the float-boards, as the water is heaped up to about $2\frac{1}{2}$ times its natural height, and thus acts partly by its weight, and partly by its force—in consequence of which it happens, that a well-constructed undershot water wheel, instead of raising $\frac{4}{27}$ of the weight of the water expended on the height of the fall, will raise $\frac{1}{8}$.

The effective head being the same, the effect of the wheel will depend on the quantity of water expended; and the quantity of water being the same, the effect of the wheel depends on the height of the head of the fall.

The section of the stream being the same, the effect will be nearly as the cube of the velocity.

Overshot water wheel.—If the water in the buckets of an overshot wheel be supposed to be equally diffused over half the circumference of the wheel, then the whole weight of the water in the buckets is to its power to turn the wheel as 11 to 7.

An overshot water wheel will raise nearly as much water to the height of the fall, as is expended in driving the wheel: if the height of the fall be reckoned from the bucket that receives the water to the bucket that discharges it. According to the last experiments, the velocity of an overshot wheel should be between 2 and 4 feet per second for all diameters of wheels. A breast wheel partakes of the properties of the two foregoing, as part of its action depends on the velocity, and part on the weight of the water which moves it.

Circumstances will regulate which of these three species of water wheels is to be employed. For a large supply of water with a small fall, the undershot wheel is the most appropriate. For a small supply of water with a large fall, the overshot ought to be employed. Where both the quantity of water and height of fall are moderate, the breast wheel must be used.

Before erecting a water wheel, all the circumstances must be taken into account, and our calculations made accordingly. We must measure the height of head velocity, and area of stream, &c., to do which a slight knowledge of levelling will be required. What follows will make this subject sufficiently plain.

Levelling.—A pole about 10 feet long must be procured, and also a staff about five feet long, on the top of which is fixed a spirit level with small sight holes at the ends, so that when the spirit level is perfectly horizontal, the eye may view any object before it through the sights in a perfectly horizontal line. If you have to measure the perpendicular distance between the bottom and top of a hill, for instance; place the level staff on the side of the hill in such a way that when the level is truly set, the top of the hill may be seen through the sights. Keep the level in this position and look the contrary way, then cause some person to place the 10 feet staff before the sight further down the hill, and looking through the sights to the staff, cause the person to move his finger up or down the staff until the finger be seen through the sights, and mark the position of the finger on the staff. Keep your ten feet staff in the same place, and carry your level staff down the hill to a convenient distance, then fix it in the same way as before; and looking through the sights at the ten feet staff, cause the person to bring his finger towards the bottom of the staff, and move his finger up or down the staff in the same way until it be seen through the sights, and mark the place of the finger. Then the distance between the two finger marks added to the height of the level staff, will be the perpendicular distance between the place where the level staff now stands and the top of the hill. The process is perfectly simple, and it will not be difficult to repeat it oftener if the height of the hill requires it.

This process will give what is called the apparent level, which however is not the true level. Two stations are on the same true level when they are equally distant from the centre of the earth. The apparent level gives the objects in the same straight line, but the true level gives the line which joins them as part of a circle whose centre is the centre of the earth. In small distances there is no sensible difference between the true and apparent level of any two objects. When the distance is one mile, the true level will be about 8 inches different from the apparent level. This will serve well enough to remember, but more correctly speaking it is 7·962 inches for one mile, and for all other distances the difference of the two levels will be as the square of the distance. Thus at the distance of two miles it will be,

$1^2 : 2^2 :: 8 : 32$ inches, or 2 feet 8 inches nearly.

These circumstances must be strictly observed in the formation of canals, railways, &c., &c.

The following table will save the trouble of calculation. The distances are measured on the earth's surface.

Distance measured in yards.	Allowance in inches.	Distance measured in miles.	Allowance in feet and inches.	
100	0·026	¼	0	0
200	0·103	½	0	2
300	0·231	¾	0	4
400	0·411	1	0	8
500	0·643	2	2	8
600	0·925	3	6	0
700	1·260	4	10	7
800	1·645	5	16	7
900	2·081	6	23	11
1000	2·570	7	32	6
1100	3·110	8	42	6
1200	3·701	9	53	9
1300	4·344	10	66	4
1400	5·038	11	80	3
1500	5·784	12	95	7
1600	6·580	13	112	2
1700	7·425	14	130	1

Construction of a water wheel.—To find the centre of gyration of a water wheel, take the radius of the wheel and the weight of its arms, rim, shrouding, and float boards. Then call the weight of the rim R, which must be multiplied by the square of the radius, and the product be doubled and then carried out. Next the weight of the arms called A must be multiplied by the square of the radius, and be doubled and carried out as before. Then the weight of the water in action called W must be multiplied by the square of the radius and carried out. If these products be added together into one sum they will form a dividend. For a divisor, double the sum of the weights of the rim and the arms, and add the weight of the water to them. Divide the dividend by the divisor, and the square root of the quotient will be the radius of gyration.

Ex.—In a wheel 24 feet diameter—The weight of the arms is 2 tons, the shrouding and rims 4 tons, and the water in action 2 tons; hence, by the above,

$$R = 4 \text{ tons} \times 12^2 \times 2 = 1152$$
$$A = 2 \text{ tons} \times 12^2 \times 2 = 576$$
$$W = 2 \text{ tons} \times 12^2 = 288$$

Their sum 2016 dividend, and

$$2 \times (4 + 2 + 2) = 16, \text{ the divisor.}$$

$$\text{The answer, } \sqrt{\left(\frac{2016}{16}\right)} = \sqrt{126} = 11{\cdot}225.$$

Tables for the more ready performance of calculations for water wheels are usually given in books of Mechanics; the construction and use of which we shall now proceed to explain.

1. Find, by measuring and levelling, the height of the fall of water which is reckoned from its upper surface to the middle of the depth of the stream, where it acts upon the float-boards.

2. Find the velocity acquired by the water in falling through that height, which is done thus: multiply the height of the fall by 64·38, extract the square root of the product which would be the velocity of the stream if there were no friction, but to allow for friction take away $\frac{1}{20}$ of this result for the true velocity.

3. Find the velocity that ought to be given to the float-boards, by taking $\frac{5}{7}$ of the velocity of the water, which product will be the number of feet the float-boards have to pass through in one second of time to produce the maximum effect.

$$\frac{\text{circumference of wheel}}{\text{velocity of the float-boards}} =$$

the number of seconds that the wheel takes to make one turn.

4. Divide 60 by the last number. The quotient is the number of revolutions the wheel makes in one minute.

5. Divide 90 by the last quotient, the new quotient is the number of turns of the millstone for one of the wheel: 90 being the number of turns that a millstone of five feet diameter ought to make in a minute.

6. As the number of turns of the wheel in a minute
Is to the number of turns of the millstone in a minute,
So is the number of staves in the trundle
To the number of teeth in the spur-wheel, avoiding fractions.

7. The number of turns of the wheel in a minute $\times$ the number of turns of the millstone for one turn of the wheel $=$ the number of turns of the millstone per minute.

Or, by a different method, multiply the number of teeth in the spur-wheel by the number of turns of the water-wheel per minute, and divide this product by the number of staves in the trundle, the quotient is the number of turns of the millstone per minute.

In this way has the following table been constructed for a water-wheel of 15 feet diameter, the millstone being 5 feet diameter and making 90 turns in one minute.

A MILLWRIGHT'S TABLE,

In which the Velocity of the Wheel is Three-Sevenths of the Velocity of the Water, allowance being made for the Effects of Friction on the Velocity of the Stream for a Wheel of Fifteen Feet diameter.

Height of the fall of water.	Velocity of the water per second.	Velocity of wheel per second, being 3-7ths of that of the water.	Revolutions of the wheel per minute.	Number of revolutions of the millstone for one of the wheel.	Teeth in the wheel, and staves in the trundle.		Revolutions of the mill-stone per minute by these staves and teeth.
Feet.	Feet. 100 parts of a foot.	Feet. 100 parts of a foot.	Revolutions. 100 parts of a revolution.	Revolutions. 100 parts of a revolution.	Teeth.	Staves.	Revolutions. 100 parts of a revolution.
1	7·62	3·27	4·16	21·63	130	6	90·07
2	10·77	4·62	5·88	15·31	92	6	90·16
3	13·20	5·66	7·20	12·50	100	8	90·00
4	15·24	6·53	8·32	10·81	97	9	89·67
5	17·04	7·30	9·28	9·70	97	10	90·02
6	18·67	8·00	10·19	8·83	97	11	89·86
7	20·15	8·64	10·99	8·19	90	11	89·92
8	21·56	9·24	11·76	7·65	84	11	89·80
9	22·86	9·80	12·47	7·22	72	10	89·68
10	24·10	10·33	13·15	6·84	82	12	89·86
11	25·27	10·83	13·79	6·53	85	13	90·16
12	26·40	11·31	14·40	6·25	75	12	90·00
13	27·47	11·77	14·99	6·00	72	12	89·94
14	28·51	12·22	15·56	5·78	75	13	89·77
15	29·52	12·65	16·13	5·58	67	12	90·06
16	30·48	13·06	16·63	5·41	65	12	90·06
17	31·42	13·46	17·14	5·25	63	12	89·99
18	32·33	13·86	17·65	5·10	61	12	89·72
19	33·22	14·24	18·13	4·96	60	12	90·65
20	34·17	14·64	18·64	4·83	58	12	90·09

It is desirable that the millwright should possess short easy rules, which would answer the purposes of practice rather than the conditions of mere theory. The following will be found useful, as they give the power with allowance for friction and waste of water.

For an undershot:

$$\frac{\text{Height of fall} \times \text{quantity of water flowing per minute}}{5000} =$$

the number of horses' power which the effect is equal to.

For an overshot:

Power of an undershot $\times 2\frac{1}{2} =$ horses' power.

For a breast-wheel:

Find the power of an undershot from the top of the fall to where the water enters the bucket; then for an overshot for the rest of the fall—the sum of these two is the power of the breast wheel.

Note.—The quantity of water flowing per minute, and the height of the fall are both taken in feet.

Ex.—What power can be obtained from an undershot wheel—the fall being 25 feet, the section of the stream being 9 feet, and the velocity of the water 18 feet per minute?

$$\frac{9 \times 18 \times 25}{5000} = \frac{4050}{5000} = \cdot 81 \text{ of a horse power,}$$

one horse power being unit.

And an overshot in the same situation would be $\cdot 81 \times 2\cdot 5 = 2\cdot 025$ horses' power.

And if, in a breast wheel, the water enters the bucket 10 feet from the top of the fall, then we have,

$$\frac{10 \times 8 \times 9}{5000} \times 2\frac{1}{2} = \frac{720}{5000} \times 2\frac{1}{2} = \frac{1800\cdot 0}{5000} = \cdot 36,$$

for an overshot, and for the undershot we found it before $\cdot 81$; hence, $\cdot 36 + \cdot 81 = 1\cdot 17$ horses' power for the breast wheel.

BARKER'S MILL.

In plate 1st, fig. 4, we have given a view of Barker's mill, where CD is a vertical axis, moving on a pivot at D, and carrying the upper millstone *m*, after passing through an opening in the fixed millstone C. Upon this axis is fixed a vertical tube TT communicating with a horizontal tube AB, at the extremities of which A, B, are two apertures in opposite directions. When water from the mill-course MN is introduced into the tube TT, it flows out of the apertures A, B, and by the reaction or counterpressure of the issuing water, the arm AB, and consequently the whole machine, is put in motion. The bridge-tree *ab* is elevated or depressed by turning the nut *c* at the end of the lever *cb*. In order to understand how this motion is produced, let us suppose both the apertures shut, and the tube TT filled with water up to T. The apertures A, B, which are shut up, will be pressed outwards by a force equal to the weight of a column of water whose height is TT, and whose area is the area of the apertures. Every part of the tube AB sustains a similar pressure; but as these pressures are balanced by equal and opposite pressures, the arm AB is at rest. By opening the aperture at A, however, the pressure at that place is removed, and consequently the arm is carried round by a pressure equal to that of a column TT, acting upon an area equal to that of the aperture A. The same thing happens on the arm TB; and these two pressures drive the arm AB round in the same direction. This machine may evidently be applied to drive any kind of machinery, by fixing a wheel upon the vertical axis CD.

This ingenious machine has not been much employed, even in those situations for which it is best adapted; partly, we suspect, from the millwright's not having in his possession sufficiently simple rules for its construction; as the theory of Barker's mill, simple as its construction and action may appear, is not by any means well developed. In the mean time the following directions may be found useful to the mechanic.

1. Make each arm of the horizontal tube, from the centre of motion to the centre of the aperture of any convenient length, not less than $\frac{1}{3}$ of the perpendicular height of the water's surface above these centres.

2. Multiply the length of the arm in feet by ·61365, and the square root of this product will be the proper time for a revolution, in seconds; then adapt the other parts of the machinery to this velocity; or,

If the time of a revolution be given, multiply the square of this time by 1·6296 for the proportional length of the arm in feet.

Multiply together the breadth, depth, and velocity per second of the race, and divide the last product, 14·27 × the square root of the height; the result is the area of either aperture;—or, multiply the continual product of the breadth, depth, and velocity of the race, by the square root of the height, and by the decimal ·07, the last product divided by the height will give the area of the aperture.

Multiply the area of either aperture by the height of the head of water, and this product by 55·795 (or, in round numbers, 56) for the moving force, estimated at the centres of the apertures in lbs. avoirdupois.

Ex.—If the fall be 18 feet from the head to the centre of the apertures, then the arm must not be less than 2 feet, as $\frac{1}{9}$ of 18 = 2, and $\sqrt{(2 \times \cdot 61365)} = \sqrt{(1 \cdot 22730)} = 1 \cdot 107$ = the time of a revolution in seconds; also, the breadth of the race being 17 inches, and depth 9, and the velocity of the water 6 feet per second, here we have,

17 in. = 1·41 feet, and 9 in. = ·75 feet, then

1·41 × ·75 × 6 = 6·34 = the area of section of the race × velocity of water; hence,

6·39 × $\sqrt{}$ 18 × ·07 = 1·896 = the area of the aperture in inches; and,

1·876 × 18 × 56 = 1909 lbs. the moving force.

The following dimensions have been employed in practice with success. The length of arm from the centre pivot to the centre of the discharging hole, 46 inches; inside diameter of the arm, 13 inches; diameter of the supplying pipe, 2 inches; height of the working head of water 21 feet above the level of the discharge. When a machine of these dimensions, and in such circumstances, was not loaded and had one orifice open, it made 115 turns in a minute.

PNEUMATICS.

Pneumatics comprehends the knowledge of the properties of common air and elastic fluids in general.

Air is capable of being compressed to almost any degree, that is, may be forced into a space infinitely smaller than the space which it commonly occupies, and this is effected by additional pressure. When this additional pressure is taken away, the air will regain, by its elasticity, its former magnitude. Were it not for this circumstance, the subject of this chapter might have been introduced when we discussed the equilibrium and motion of water and fluids, which are non-elastic or incompressible, as their fundamental laws are the same. It has, indeed, been found by recent experimenters, that water, mercury, &c., are compressible, but to a very limited degree; so that although the distinction of elastic and non-elastic fluids is not absolutely correct, it is yet sufficiently so to retain Pneumatics, in elementary arrangement, as a distinct branch of science.

The air or atmosphere is a fluid body which surrounds the earth, and gravitates on all parts of its surface.

The mechanical properties of air are the same as other elastic fluids, and being the most common, inquiries in pneumatics are generally confined to this fluid.

The air has weight. A cubic foot of it weighs 1·2857 ounces at the surface of the earth, or, as some state it, 1·222.

The air being an elastic fluid, it is compressible and expansible, and its degrees of compression and expansion are proportional to the forces or weights which compress it.

All the air near the earth's surface is in a state of compression, in consequence of the weight of the atmosphere which is above it.

As the less weight that presses the air compresses it the less, or causes it to be less dense, and as the higher we rise in the atmosphere there will be the less weight, so the higher we go in the atmosphere the air will be the less dense.

The spring or elasticity of the air is equal to the weight of the atmosphere above it, and they will produce the same effects since they always sustain and balance each other.

If the density of the air be increased by compression, its spring or elasticity is also increased, and in the same proportion.

By the pressure and gravity of the atmosphere on the surface of fluids such as water, they are made to rise in pipes or vessels, where the spring or pressure within is taken off or diminished. This fact, a knowledge of which is applied to a multitude of useful purposes, will not be difficult of explanation. Let a tube 3 feet long be filled with water, the tube being open at one end and close at the other; one unacquainted with the subject might naturally expect that if this tube were held perpendicularly with the open end downmost, the water would flow out of the tube by reason of its weight. But if we consider all the circumstances, we will see that this can only happen on certain conditions. The water has a tendency to fall to the earth in consequence of its weight, but then the air of the atmosphere, which we have stated before as also possessed of weight, presses upon the surface of the water at the open end of the tube; and as the pressure of fluids of all kinds is exerted in every direction, it follows, that the air will have a tendency to force the water up the tube. Now the pressure of the atmosphere at the surface of the earth is about 15 lbs. for every square inch, which is therefore the force by which the water will be pressed up the tube by the action of the air. A column of water 3 feet high does not exert such a pressure on the base; wherefore, as the pressure upwards is greater than the pressure downwards, the water will remain suspended in the tube.

Let us now take a tube 36 feet long, similar to the former, filled with water and inverted in the same way as before, it will now be found that a part of the water will flow out of the tube, the reason of which will be easily seen. It was stated under Hydrostatics, that the pressure of a column of water 30 feet high was equal to 13 lbs. on the square inch. So that we see, that the pressure of the air will keep 30 feet of the water in the tube, but it will keep more, for the pressure of the air is 15, and that of 30 feet of water is only 13; and as the pressure of the water will be as its depth, we say, 13 : 15 : : 30 : 34, which, therefore, is the greatest height at which the water will be supported by the pressure of the atmosphere.

For the purpose of arriving at this conclusion of the effect of the pressure of the atmosphere, we might have employed a much shorter tube if we had used a heavier fluid than water, for instance, mercury. Now the cubic foot of mercury weighs 13600 ounces, and a cubic inch will be found,

$$\frac{13600}{1728} = 7{\cdot}866 \text{ ounces,}$$

or nearly 8 ounces, that is about half a pound avoirdupois; therefore 30 inches will weigh 15 lbs., hence, the atmosphere will balance by its pressure 30 inches of mercury. Thus we have arrived at the principle of the barometer, or weather glass, as it is commonly called. The pressure of the air at the surface of the earth is not always constant, but varies within certain limits. The mean pressure is about 14 lbs. to the square inch, and the corresponding height of the mercury in the barometer will therefore be 15 : 14 : : 30 : 28 inches.

It will appear evident, from what has been said before, that as the higher we ascend in the atmosphere there will be less pressure, and therefore the mercury in the barometer will fall, and this fact has been used as a means of measuring heights by the barometer. If the air were of the same uniform density up to the top of the atmosphere as it is at the earth's surface, we might very easily determine its height, for the specific gravity of air being to that of water as 1·222 to 1000, nearly, we have this proportion, 1·222 : 1000 : : 33·25, (the mean height of a water barometer in feet,) : 27200 feet, which is very nearly 5¼ miles; but by a process which proceeds on correct principles, the height of the atmosphere has been estimated at about 50 miles. The law of the diminution of density at different heights in the atmosphere is this, that if the heights increase in arithmetical progression, the densities will decrease in geometrical progression; for instance, if the density at the surface of the earth be called 1, and if at the height of 7 miles it be called 4 times rarer than at

14 16,
21 it will be 64 times rarer,
28 256,
35 1024,

and in this way it might be shown, that at the height of one-half the diameter of the earth, one cubic inch of atmospheric air of the density which we breathe, would expand so much as to fill the bounds of the solar system.

Many eminent men have investigated this subject, and derived theorems of great use for determining altitudes by the barometer. Some of these are exceedingly complex and unfitted for a work of this nature: that of Sir J. Leslie is the most simple, and gives results sufficiently near the truth for all ordinary purposes.

As the sum of the heights of the mercury at the bottom and top of the mountain is to the difference of the heights, so is 52000 to the altitude of the mountain in feet.

At the bottom of a hill the barometer stood at 29·8, and at the top 27·2, wherefore,

$$29{\cdot}8 + 27{\cdot}2 = 57 = \text{the sum},$$

$$\text{and } 29{\cdot}8 - 27{\cdot}2 = 2{\cdot}6 = \text{the difference};$$

hence, 57 : 2·6 : : 52000 : 2372 feet, the height of the mountain nearly.

When air becomes denser, its elastic force is increased, and that in proportion. Thus, when air is compressed into half its bulk, its elastic force will be double of what it was before.

It will, therefore, be easy to calculate the elastic force of air compressed any number of times;—thus, if, by any means, we condense the air in a vessel into $\frac{1}{3}$ of the space which it occupied when not confined, it will press on the inside of the vessel with a force of $15 \times 3 = 45$ lbs. on every square inch. It must be remembered, however, that the atmosphere presses with a force of 15 lbs. on each square inch of the outside of the vessel, which therefore counteracts so much of the force of the condensed air within—the real pressure, therefore, is $45 - 15 = 30$ lbs. It is clear, then, that whatever be the degree of condensation of the enclosed air, we must always deduct the pressure of the atmosphere to ascertain its true effect. The young mechanic will easily understand what is meant by the phrase—a pressure of 2, 3, 4, or any number of atmospheres, one atmosphere being understood as exerting a pressure of 15 lbs. on the square inch, two atmospheres 30, and three 45, &c. When the air is by any means entirely taken out of any vessel, there is said to be a *vacuum* in that vessel.

What is the whole amount of pressure on the inside surface of a sphere, which contains air condensed to $\frac{1}{4}$ of its natural bulk, and is 6 inches in diameter within. Here, by mensuration, we have, $6^2 \times 3{\cdot}1416 = 113{\cdot}0976$ = the surface of the inside of the sphere—and $15 \times 4 - 15 = 45$ = the pressure on a square inch, therefore, $113{\cdot}0976 \times 45 = 5089{\cdot}3920$ lbs. on the inner surface of the globe. Here the globe is supposed to be in a vacuum.

In a cylinder 6 feet long, and closed at the bottom, a piston is thrust down to the distance of one foot from the bottom, the cylinder being 24 inches in diameter, then, by the rules in mensuration, the area of the piston will be found to be 452·4 inches, the diameter of the piston being 24 inches, and the cylinder being 6 feet long, and the piston being pressed down to 1 foot from the bottom, the air will be compressed into $\frac{1}{6}$ of its former bulk, and its elastic force will be 6 times greater than it was before. At first it was 15 lbs. to the square inch, but now it will be $15 \times 6 = 90$ on the square inch, and one atmosphere being deducted for the contrary pressure of the atmosphere above the piston, the pressure is $90 - 15 = 75$ lbs. to the square inch, wherefore, $452{\cdot}4 \times 75 = 33930$ lbs., the force by which the piston will be pressed upwards.

THE SYPHON.

A SYPHON, or, as it is frequently written, siphon, is any bent tube.

If a syphon be filled with water and inverted, so that the bend shall be uppermost, then if the legs be of equal length, and it be held so that the two lower ends of the syphon are on a level, then we will find that if the perpendicular height of the bend of the tube above the level of the two ends be not more than 32 or 33 feet, the water will remain suspended in the tube. It will not be difficult to see how this happens, for the atmosphere pressing on the water at the orifice of the tube at each extremity, presses the water up the tube with a force capable of raising it 33 feet; but in the case supposed, the orifices and the legs are equal, and do not exceed the limit of 32 or 33 feet, therefore, since the pressure on one orifice is the same as the pressure on the other, there will be an equilibrium—and the water in the one leg has no more power to move than that in the other.

If we now suppose the syphon to be inclined a little, so that the two orifices shall not be on a level, or what is the same thing, if we suppose the length of the one leg to be greater than that of the other, we will find that the equilibrium will be no longer maintained; and the water will flow out of the orifice which is lowest. For although the air presses equally on both orifices with a force of 15 lbs. to the square inch, yet the contrary pressures downwards by the weight of the water are not equal, therefore motion will ensue where the power of the water is greatest. If the shorter leg be immersed in a vessel of water, and the syphon be set a running, the water will flow out of the lower end of the syphon, until the other end be no longer supplied. Instead of filling the syphon with water, as has been supposed above, a common practice is to apply the mouth to the lower orifice, and by sucking, exhaust the air in the tube, which diminishes the pressure at the other orifice, and consequently the action of the atmosphere will force the water in the vessel up the tube of the syphon and fill it, and it will continue to act in the same way as before.

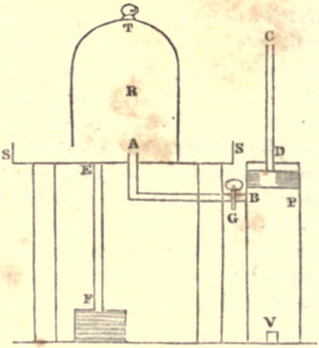
PUMPS.

A PUMP is a machine used for exhausting vessels containing air, or for raising water, sometimes by means of the pressure of the atmosphere, sometimes by the condensation of air, and sometimes by a combination of both.

It may be necessary here to explain what is meant by the term valve, that our remarks on the action of the pump may be rendered more intelligible.

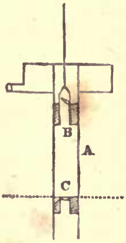
A valve is usually defined to be a close lid affixed to a tube or opening in a vessel, by means of a hinge or some sort of movable joint, and which can be opened only in one direction. There are various kinds of valves. The *clack* valve consists merely of a circular piece of leather covering the hole or bore of the pipe which it is intended to stop, and moving on a hinge, sometimes a part of itself, and sometimes made of metal. The *butterfly* valve, which is superior to the clack valve, consists of two pieces of leather each formed into the shape of a half circle; they are attached by hinges on their diameters, or straight parts, to a bar that crosses the centre of the orifice to be closed. The *button* or *conical* valve consists of a plate of brass ground in such a way as exactly to fit the conical cavity in which it lies. Sometimes valves are made in the form of pyramids consisting of four triangular flaps which form the sides of the pyramid, and move upon hinges which are placed round the edge of the orifice to be closed. The tops of these flaps must all meet accurately in the middle of the orifice, and are supported by four bars which meet in the centre.

The action of the air pump may be thus explained. Let R be the section of a glass bell, called a receiver, closed at the top T, but open at the bottom, and having its lower edge ground smooth, so as to rest in close contact with a smooth brass plate, of which SS is a section. In the middle is an opening A, which communicates by a tube AB with a hollow cylinder or barrel, in which a solid piston P is moved. The piston rod C moves in an air-tight collar D, and at



the bottom of the cylinder a valve V is placed, opening freely outward, but immediately closed by any pressure from without. There is thus a free communication between the receiver R, the tube AB, and the exhausting barrel BV. When the piston CP is pressed down, and has passed the opening at B, the air in the barrel BV will be enclosed, and will be compressed by the piston. As it will thus be made to occupy a smaller space than before, its density, and consequently its elasticity, will be increased. It will therefore press downwards upon the valve V with a greater force than that by which the valve is pressed upwards by the external air. This superior elastic force will open the valve, through which, as the piston descends, the air in the barrel will be driven into the atmosphere. If the piston be pushed quite to the bottom, the whole air in the barrel will be thus expelled. The moment the piston begins to ascend, the pressure of the air from without closes the valve V completely, and, as the piston ascends, a vacuum is left beneath it; but, when it rises beyond the opening B, the air in the receiver R and the tube AB expands, by its elasticity, so as to fill the barrel BV. A second depression of the piston will expel the air contained in the barrel, and the process may be continued at pleasure. The communication between the barrels and the receiver may be closed by a stop-cock at G. In consequence of the elasticity of the air it expands and fills the barrel, diffusing itself equally throughout the cavity in which it is contained. The degree of rarefaction produced by the machine may, however, be easily calculated. Suppose that the barrel contains one-third as much as the receiver and tube together, and, therefore, that it contains one-fourth of the whole air within the valve V. Upon one depression of the piston, this fourth part will be expelled, and three-fourths of the original quantity will remain. One-fourth of this remaining quantity will in like manner be expelled by the second depression of the piston, which is equal to three-sixteenths of the original quantity. By calculating in this way, it will be found that after thirty depressions of the piston, only one 3096th part of the original quantity will be left in the receiver. Rarefaction may thus be carried so far that the elasticity of the air pressed down by the piston shall not be sufficient to force open the valve.

We now proceed to the consideration of the common *suction* pump. This pump consists of a hollow cylinder A, of wood or metal, which contains a piston B, stuffed so as to move up or down in the cylinder easily, and yet be air tight: to this piston there is attached a rod which will reach at least to the top of the cylinder when the piston is at the bottom. In the piston there is a valve which opens upwards, and at the bottom of the cylinder there is another valve C also rising upwards, and which covers the orifice of a tube fixed to the bottom of the cylinder, and reaching to the well from whence the water is to be drawn. This tube is commonly called the *suction* tube, and the cylinder, the *body* of the pump.



From what has been said of the pressure of the atmosphere, it will not be difficult to understand how this machine operates. For when the piston is at the bottom of the cylinder, there can be no air, or at least very little, between it and the valve C, for as the piston was pushed down, the valve in it would allow the air to escape instead of being condensed, and when it is drawn up, the pressure of the air would shut the valve, and there would be a vacuum produced in the body of the cylinder when the piston arrived at the top. But the air in the cylinder being very much rarified, the pressure of the valve C on the water at the bottom will be greatly less than that of the external atmosphere on the surface of the water in the well; therefore, the water will be pressed up the pump to a height not exceeding 32 or 33 feet. As the valves shut downwards, the water is prevented from returning, and the same operation being repeated, the water may be raised to any height, not exceeding the above limit, in any quantity.

The quantity of water discharged in a given time, is determined by considering that at each stroke of the piston a quantity is discharged equal to a cylinder whose base is the area of a cross section of the body of the pump, and height the play of the piston. Thus, if the diameter of the cylinder of the pump be 4 inches, and the play of the piston 3 feet, then, by mensuration, we have to find the content of a cylinder 4 inches diameter, and 3 feet high—now, 4 inches is the $\frac{1}{3}$ of a foot, or ·333, hence, $·333^2 \times ·7854 = ·110999 \times ·7854 = ·08796$ = the area of the cross section of the cylinder in square feet; hence, $·08796 \times 3 = ·2639$ = the content of the cylinder in cubic feet = the quantity in cubic feet of water discharged by one stroke of the piston. Now, a cubic foot of water weighs about 63·5 lbs. avoirdupois, wherefore, $·2639 \times 63·5 = 16·756$ lbs. avoirdupois, and an imperial gallon is equal to 10 lbs. of water; whence, dividing the above number 16·756 by 10, we get the number of ale gallons = 1·6756. The piston, throughout its ascent, has to overcome a resistance equal to the weight of a column of water, having the same base as the area of the piston, and a height equal to the height of the water in the body of the pump above the water in the well.

In our calculations of the effects of the pump, it will be necessary to determine the contents of pipes, for which purpose the following simple rules will serve.

Diameter of pipe in inches^2 = number of avoirdupois pounds contained in 3 feet length of the pipe.

If the last figure of this be pointed off as a decimal, the result will be the number of ale gallons, and if there be only one figure this is to be considered as so many tenths of an ale gallon: ale gallons $\times$ 282 = the number of cubic inches.

Thus, in a pipe 5 inches diameter, we have,

$5^2 = 25$ = number of avoirdupois pounds contained in 3 feet of the pipe $2 \cdot 5$ = the number of ale gallons and $2 \cdot 5 \times 282 = 705$ cubic inches.

These rules find the content for three feet in length of the pipe, the content for any other length may be found by proportion; thus, for a pipe 6 inches in diameter, and 12 feet long; we have, $6^2 = 36$ = pounds of water avoir. contained in the pipe to the length of 3 feet; therefore,

$3 : 12 :: 36 : 144$ = the number of pounds in 12 feet length, and,

$14 \cdot 4$ = ale gallons, and $14 \cdot 4 \times 282 = 4060 \cdot 8$ = the cubic inches in 12 feet length.

The resistance which is opposed to a pump rod in raising water, is equal to the weight of a column of water whose base is the area of the piston, and height the height of the surface of the water in the body of the pump above the surface of the water in the well, together with the friction and the piston and piston rod.

Suppose the body of the pump to be 6 inches in diameter, and the height to which the water is raised be 30 feet, and also the weight of the piston and rod is 10 lbs., and the friction is $\frac{1}{5}$ of the whole weight of the water.

Now, $6^2 = 36$ = the lbs. avoirdupois of 3 feet of the column of water, but the column is 30 feet, therefore, $3 : 30 :: 36 : 360$ lbs., the weight of the whole column. To this we must add the effect of friction, which we have supposed to be $\frac{1}{5}$ of the weight of the water; hence,

$\frac{360}{5} = 72$ lbs., and this must be added to the weight of the column of water, which gives $360 + 72 = 432$ lbs. the whole amount of resistance arising from the weight of the water and friction; to this must be added the weight of the piston and pump rod, therefore, $432 + 10 = 442$ = the whole resistance opposed to the rising of the piston, any thing greater than this will raise it.

In the construction of pumps it is usual to employ a lever to work the piston, which gives an advantage in power; and if in the case estimated above, we employ a lever whose arms are in the proportion of 10 to 1, the pump might be wrought with a force of $44 \cdot 2$ lbs., or we may say 45 lbs.

For the convenience of workmen we insert the following table. It has been calculated on the supposition that the handle of the pump is a lever which gives an advantage on the piston rod of 5 to 1, and that a man can, with a pump 30 feet long, and a 4 inch bore, discharge 27·5 wine gallons (oil measure) in a minute. And if it be required to find the diameter of a pump that a man could work with the same ease as the above pump at any required height above the surface of the well, this table will give the diameter of bore, and the quantity of water discharged in a minute.

Height of the pump above the surface of the mill in feet.	Diameter of the bore where the piston works in inches.	Water discharged per minute in wine measure, gallons and pints.	
10	6·93	81	6
15	5·66	54	4
20	4·90	40	7
25	4·38	32	6
30	4·	27	2
35	3·70	23	3
40	3·46	20	3
45	3·27	18	1
50	3·10	16	3
55	2·95	14	7
60	2·84	13	5
65	2·72	12	4
70	2·62	11	5
75	2·53	10	7
80	2·45	10	2
85	2·38	9	5
90	2·31	9	1
95	2·25	8	5
100	2·19	8	·1

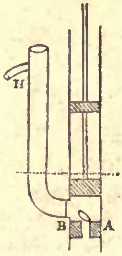
We stated before that water could not be raised to a greater height than 32 feet by means of the kind of pump we have described, and it may seem strange that this table extends to 100; but these are pumps acting on a different principle, by means of which water may be raised to any height, and whose action will be considered before we leave this subject.

The *lifting* pump. This pump, like the suction pump, has two valves and a piston, both opening upwards; but the valve in the cylinder, instead of being placed at the bottom of the cylinder, is placed in the body of it, and at the height where the water is intended to be delivered. The bottom of the pump is thrust into the well a considerable way, and if the piston be supposed to be at the bottom, it is plain, that as its valve opens upwards, there will be no obstruction to the water rising in the cylinder to the height which it is in the well; for, by the principles of Hydrostatics, water will always endeavour to come to a level. Now when the piston is drawn up, the valve in it will shut, and the water in the cylinder will be lifted up; the valve in the barrel will be opened, and the water will pass through it, and cannot return, as the valve opens upwards;—another stroke of the piston repeats the same process, and in this way the water is raised from the well: but the height to which it may be raised, is not in this, as in the suction pump, limited to 32 or 33 feet. To ascertain the force necessary to work this pump, we are to consider that the piston lifts a column of water whose base is the area of the piston, and height the distance between the level of the water in the well and the spout, at which the water is delivered. Thus, if the diameter of the pump's bore be 4 inches, and the height of the spout above the level of the well = 40 feet, then we have $4^2 = 16$ lbs. in three feet of the barrel; wherefore,

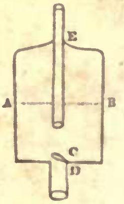
$3 : 40 :: 16 : 213\frac{1}{3}$ lbs. the weight of the water, and the friction and weight of the piston and rod must be added to this, to find the whole force necessary. If the friction be reckoned, as it usually is, $\frac{1}{5}$, then we have,

$$\frac{213}{5} = 42,$$

wherefore, $213 + 42 = 255$; as we have neglected fractions we may reckon it 256, and if the weight of the piston and rod be 20 lbs. the whole will be $256 + 20 = 276$ lbs., the whole force necessary to balance the piston; any thing greater than this will raise it.



The *forcing* pump remains to be considered. The piston of this pump has no valve, but there is a valve at the bottom of the cylinder, the same as seen at A. In the side of the cylinder, and immediately above the valve B, there is another valve A opening outwards into a tube which is bent upwards to the height H at which the water is to be delivered. When the piston is raised, the valve in the bottom of the pump opens, and a vacuum being produced, the water is pressed up into the pump on the principle of the sucking pump. But when the piston is pressed down, the valve A at the bottom shuts, and the valve B at the side which leads into the ejection pipe opens, and the water is forced up the tube. When the piston is raised again the valve B shuts, and the valve A opens. The same process is repeated, and the water is thrown out at every descent of the piston, the discharge therefore is not constant.



It is frequently required that the discharge from the pump should be continuous, and this is effected by fixing to the top of the eduction pipe an air vessel. This air vessel consists of a box AB, in the bottom of which there is a valve C opening upwards into the box. This valve covers the top of the eduction pipe D. A tube, E, is fastened into the top of the box, which reaches nearly to the bottom of the box, it rises out of the box, and is furnished with a stop cock. If the stop cock be shut, and the water be sent by the action of the pump into the air vessel, it cannot return because of the shutting of the valve at the bottom of the box; and because of the space occupied by the water, the air in the box is condensed, and will consequently exert a pressure on the water in the air vessel. If the water fill three-fourths of the box, then the air will be compressed so as to exert four times its original force; and the stop cock being opened, the water will be forced up the tube, with a force which will send it one less than as many times 32 feet as the air is compressed, that is, in the case supposed $3 \times 32 = 96$ feet. On this principle it is that jets of fountains act.

The air vessel may therefore be considered as a magazine of power, and so long as there is as much water forced into the air vessel by pumping, as there is forced out by the pressure of the air, there will be a constant jet of water.

The force necessary to raise the piston in this pump, is found exactly in the same way as for the suction pump. And the force necessary to depress the piston, is found by taking the weight of a column of water, whose height is equal to the height of the spout where the water is delivered above the level of the piston, before it begins to descend. Thus, if the piston when raised is 26 feet above the level of the well, and the spout is 63 feet above the same level, therefore, the height of the column is $63 - 26 = 37$ feet; and supposing the diameter of the ejection pipe to be 5 inches, we have for 3 feet of the pipe $5^2 = 25$ lbs., wherefore for 37 feet we have,

$$3 : 37 :: 25 : 308\tfrac{1}{3} \text{ lbs.}$$

The weight of the piston and its rods oppose the raising of the piston, but assist in depressing it.

The power applied to the piston rod of a suction pump should be an intermitting power, otherwise there will be a waste of power; but in a forcing pump the power must be continued throughout equable. A single stroke steam engine will be best to raise water by the sucking, and a double stroke by a forcing pump. The piston rod of a forcing pump should be loaded with a weight sufficient to balance a column of water, whose base is the section of the piston, and whose height is the excess of the height of the spout from the level of the water in the cistern above 68 feet. This will cause a regular application of power when this pump is wrought with a steam engine.

WIND AND WINDMILLS.

We have seen the effect of the pressure of air, arising from its weight and elasticity when at rest; it now remains for us to consider its effects when put in motion, as in the case of wind.

Were it not for the irregularity in direction and force of the wind, it would be the most convenient of all the first movers of machinery, but even as it is, its efficacy may be taken advantage of, and deserves our consideration.

The force with which wind strikes against a surface, is as the square of the velocity of the wind. This simple theorem is so nearly true that it may be employed without fear of error.

The force in avoirdupois pounds with which the wind strikes on any surface on which it acts perpendicularly may be found by using the rule,

$$\text{surface struck} \times \text{velocity of wind}^2 \times \cdot 002288;$$

where the surface and velocity of wind are taken in feet, and the time 1 second. If the wind moves at the rate of 30 feet per second, and the surface exposed to its action be 14 feet square, then, $14 \times 30^2 \times \cdot 002288 = 28 \cdot 8288$.

From this statement it might appear at first sight, that in the case of mills which act by the impulse of wind on revolving surfaces called sails—it might appear, we say, that the greater quantity of sail exposed to the action of the wind, the greater would be the effect of the machine. But this has been found not to hold : it would appear that the wind requires space to escape. The sails of the windmill may be supposed to intercept a cylinder of wind; and it would seem, that when the whole cylinder is intercepted, the effect of the machine is diminished; and it is concluded from experiments, that the sails should not intercept above seven-eighths of the cylinder of the wind.

We here subjoin a tabular view of the effects of wind at different velocities.

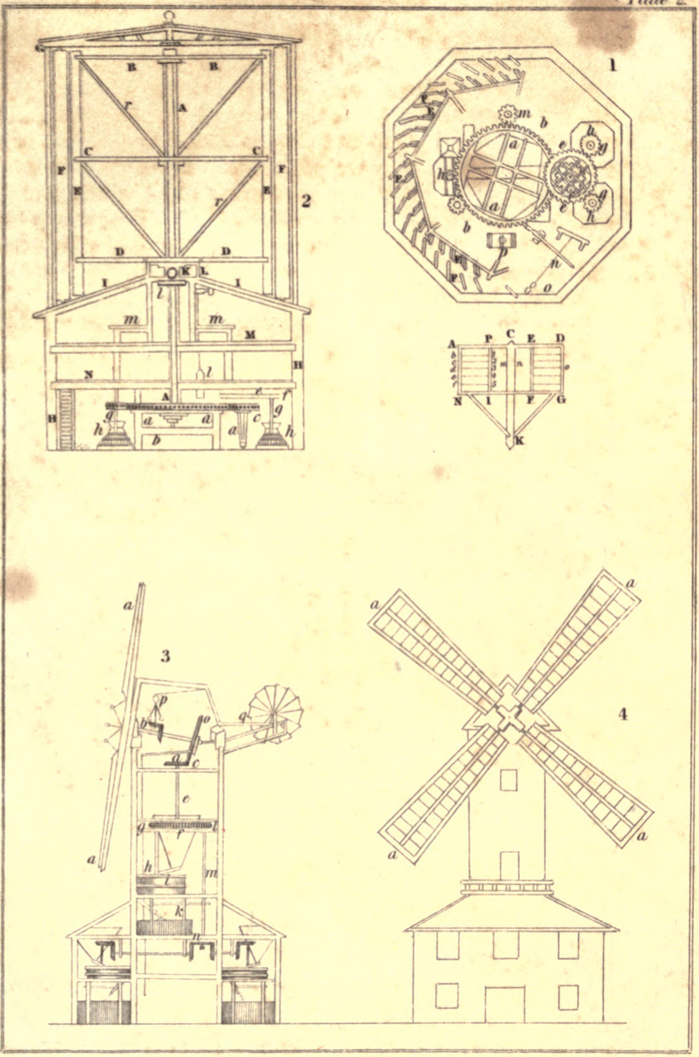
Table showing the pressure of the Wind for the following Velocities.

Velocity of the Wind.		Force upon 1 square foot in pounds avoir.
Miles in 1 hour.	Feet in 1 second.	
1	1·47	·005
2	2·93	·020
3	4·40	·044
4	5·87	·079
5	7·33	·123
10	14·67	·492
15	22·00	1·107
20	29·34	1·968
25	36·67	3·075
30	44·01	4·429
35	51·34	6·027
40	58·68	7·873
45	66·01	9·963
50	73·35	12·300
60	88·02	17·715
80	117·36	31·490
100	146·70	49·200

Windmills are constructed either so that the sails shall move in a horizontal plane, or in a plane nearly vertical; their former are called *horizontal*, and the latter *vertical windmills*. In plate 2, fig. 1 and 2, we have given a plan and section of a horizontal windmill, on an improved con-

WIND MILL.

Plate 2.



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struction. HH are the side walls of an octagonal building which contains the machinery. These walls are surmounted by a strong timber framing GG, of the same form as the building, and connected at top by cross-framing to support the roof, and also the upper pivot of the main vertical shaft AA, which has three sets of arms, BB, CC, DD, framed upon it at that part which rises above the height of the walls. The arms are strengthened and supported by diagonal braces, and their extremities are bolted to octagonal wood frames, round which the vanes or floats EE are fixed, as seen in outline in fig. 2, so as to form a large wheel, resembling a water wheel, which is less than the size of the house by about 18 inches all round. This space is occupied by a number of vertical boards or blinds FF, turning on pivots at top and bottom, and placed obliquely, so as to overlap each other, and completely shut out the wind, and stop the mill, by forming a close case surrounding the wheel; but they can be moved altogether upon their pivots to allow the wind to blow in the direction of a tangent upon the vanes on one side of the wheel, at the time the other side is completely shaded or defended by the boarding. The position of the blinds is clearly shown at FF, fig. 2. At the lower end of the vertical shaft AA, a large spur-wheel *aa* is fixed, which gives motion to a pinion *c*, upon a small vertical axis *d*, whose upper pivot turns in a bearing bolted to a girder of the floor *n*. Above the pinion *c*, a spur-wheel *e* is placed, to give motion to two small pinions *f*, on the upper ends of the spindles *g*, of the millstone *h*. Another pinion is situated at the opposite side of the great spur-wheel *aa*, to give motion to a third pair of millstones, which are used when the wind is very strong; and then the wheel turns so quick as not to need the extra wheel *e* to give the requisite velocity to the stones. The weight of the main vertical shaft is borne by a strong timber *b*, having a brass box placed on it to receive the lower pivot of the shaft. It is supported at its ends by cross-beams mortised into the upright posts *bb*, as shown in the plan, fig. 2. A floor or roof II is thrown across the top of the brick building to protect the machinery from the weather, and to prevent the rain blowing down the opening through which the shaft descends, a broad circular hoop K is fixed to the floor, and is surrounded by another hoop or case L, which is fixed to the arms DD of the wheel. This last is of such a size, as exactly to go over the hoop K, without touching it when the wheel turns round. By this means, the rain is completely excluded from the upper room M, which serves as a granary, being fitted up with the bins *mm*, to contain the different sorts of grain which is raised up by the sack-tackle. A wheel *i* is fixed on the main shaft, having cogs projecting from both sides. Those at the under side work into a pinion on the end of the roller K, which is for the purpose of drawing up sacks. Another pinion is situated above the wheel *i*, which has a roller projecting out over the flap-doors seen at *p*, in fig. 2, to land the sacks upon. The two pinions *mm*, fig. 2, are turned by the great wheel *aa*, and are for giving motion to the dressing and bolting machines, which are placed upon the floor N, but are not shown in the drawing, being exactly similar to the dressing machines used in all flour-mills. The cogs upon the great wheel *a* are not so broad as the rim itself, leaving a plain rim about three inches broad. This is encompassed by a broad iron hoop, which is made fast at one end to the upright post *b*; the other being jointed to a strong lever *n*, to the extreme end of which a purchase *o* is attached, and the fall is made fast to iron pins on the top of a frame fixed to the ground. This apparatus answers the purpose of the brake or gripe used in common windmills to stop their motion. By pulling the fall of the purchase *o*, it causes the iron strap to embrace the great wheel, and produces a resistance sufficient to stop the wheel. The mill can be regulated in its motion, or stopped entirely, by opening or shutting the blinds F, which surround the fan-wheel. They are all moved at once by a circular ring of wood situated just beneath the lower ends of the blinds upon the floor I I, being connected with each blind by a short iron link. The ring is moved round by a rack and spindle which descend into the mill room below, for the convenience of the miller. The mode of bringing the sails back against the wind, which Mr. Beatson invented, is, perhaps, the simplest and best for that end. He makes each sail AI, fig. 3, to consist of six or eight flaps or vanes, AP *b* 1, *b* 1 *c* 2, &c., moving upon hinges represented by the dark lines, AP *b* 1, *c* 2, &c., so that the lower side *b* 1 of the first flap wraps over the hinge or higher side of the second flap, and so on. When the wind, therefore, acts upon the sail AI, each flap will press upon the hinge of the one immediately below it, and the whole surface of the sail will be exposed to its action. But when the sail AI returns against the wind, the flaps will revolve round upon their hinges, and present only their edges to the wind, as is represented at EG, so that the resistance occasioned by the return of the sail must be greatly diminished, and the motion will be continued by the great superiority of force exerted upon the sails in the position AI. In computing the force of the wind upon the sail AI, and the resistance opposed to it by the edges of the flaps in EG, Mr. Beatson finds, that when the pressure upon the former is 1872 pounds, the resistance opposed by the latter is only about 36 pounds, or $\frac{1}{52}$ part of the whole force; but he neglects the action of the wind upon the arms, CA, &c., and the frames which carry the sails, because they expose the same surface in the position AI, as in the position EG. This omission, however, has a tendency to mislead us in the present case, as we shall now see; for we ought to compare the whole force exerted upon the arms, as well as the sail, with the whole resistance which these arms and the edges of the flaps oppose to the motion of the windmill. By inspecting the figure it will appear, that if the force upon the edges of the flaps, which Mr. Beatson supposed to be 12 in number, amounts to 36 pounds, the force spent upon the bars CD, DG, GF, FE, &c., cannot be less than 60 pounds. Now, since these bars are acted upon with an equal force, when the sails have the position AI, $1872 + 60 = 1932$ will be the force exerted upon the sail AI, and its appendages, while the opposite force upon the bars and edges of the flaps when returning against the wind will be $36 + 60 = 96$ pounds, which is nearly $\frac{1}{20}$ of 1932, instead of $\frac{1}{52}$ as computed by Mr. Beatson. Hence we may see the advantages which will probably arise from using a screen for the returning sail instead of movable flaps, as it will preserve not only the sails, but the arms and the frame which supports it, from the action of the wind.

Figures 4 and 5, plate 2*d*, represent the most improved form of the vertical windmill; *aaaa*, are the vanes or sails of the mill, which communicate motion to the wind-shaft *b* and the crown wheel *c*; *d*, the centre wheel which conveys this motion along the shaft *e* to the spur-wheel *f*; *g*, a wheel, or trundle, on the end of the spindle of the upper or turning millstone; *i*, the case in which the millstones are placed; *k*, the bridge-tree which supports the spindle of the turning-stone; *l*, another wheel, or trundle, on the end of the shaft *m*, which conveys the motion lower down the building to another spur-wheel *n*; this spur-wheel puts other two millstones in motion at pleasure, in the same manner as the former; *o*, the brake, or rubber, for stopping the mill, it operates by friction; *p*, the governor for regulating the motion, by opening or shutting the wind-boards on the vanes; *q*, the director which carries round the roof with the wind, by keeping the vanes always at right angles to it. On the spindle of this director is placed an endless screw, working into a wheel which turns a shaft having a pinion fixed at the other end of it. This pinion works into another wheel connected with the rack pinion, which puts the whole roof in motion.

The wind does not act perpendicularly on the sails of a wind-mill, but at a certain angle, and the sail varies in the degree of its inclination at different distances from the centre of motion, in resemblance to the wing of a bird; this is called the weathering of the sail. The angles of weathering have been found by Smeaton as follows. The radius being divided into 6 equal parts, and the first part from the centre being called 1, the last 6.

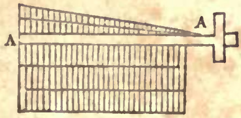
Distance from the centre.	Angle with the axis.	Angle with the plane of motion.
1	72	18
2	71	19
3	72	18
4	74	16
5	77½	12½
6	83	7

Smeaton gives the following maxims for the construction of windmills.

1. The velocity of the windmill sails, whether unloaded or loaded, so as to produce a maximum, is nearly as the velocity of the wind, their shape and motion being the same. 2. The load at the maximum is nearly but somewhat less than, as the square of the velocity of the wind, the shape and position of the sails being the same. 3. The effects of the same sails at a maximum are nearly but somewhat less than, as the cubes of the velocity of the wind. 4. The load

of the same sails at the maximum is nearly as the squares, and their effects as the cubes of their number of turns in a given time. 5. When the sails are loaded so as to produce a maximum at a given velocity, and the velocity of the wind increases, the load continuing the same, then, when the increase of the velocity of the wind is small, the effect will be nearly as the squares of the velocities; but when the velocity of the wind is double, the effects will be nearly as 10 to $27\frac{1}{2}$; and when the velocities compared are more than double of that where the given load produces a maximum, the effect increases only as the increase of the velocity of the wind. 6. If sails are of a similar figure and position, the number of turns in a given time will be inversely as the radius of length of the sail. 7. The load at a maximum that sails of a similar figure and position will overcome, at a given distance from the centre of motion, will be as the cube of the radius. 8. The effect of sails of similar figure and position are as the square of the radius.

Rules for modelling the sails of Windmills.



The accompanying cut is the front view of one sail of a windmill. The length of the arm AA, called by workmen the whip, is measured from the centre of the great shaft B, to the outermost bar 19. The breadth of the face of the whip A next the centre, is $\frac{1}{30}$ of the length of the whip, and its thickness at the same end is $\frac{3}{4}$ of the breadth; and the back side is made parallel to the face for half the length of the whip: the small end of the whip is square, and at its end is 1-16th of the length of the whip, or half the breadth at the great end.

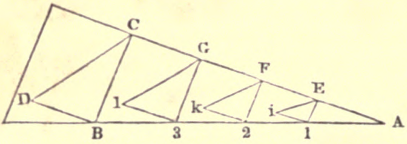
From the centre of the shaft B, to the nearest bar 1 of the lattice is 1-7th of the whip, the remaining space of 6-7ths of the whip is equally divided into 19 spaces; 1-9th of one of these spaces gives the size of the mortice, which must be made square.

To prepare the whip for mortising, strike a gauge score at about three-quarters of an inch from the face on each side, and the gauge score on the leading side, 4, 5, will give the face of all the bars on each side; but on the other side the faces of all the bars will fall deeper than the gauge score, according to a certain rule, which is this:—Extend the compasses to any distance at pleasure, so that 6 times that extent may be greater than the breadth of the whip at the seventh bar. Set off these six spaces upon a straight line for a base, at the end of which raise a perpendicular; set off the same six spaces on the perpendicular, and divide the two spaces on the perpendicular which are farthest from the base, each into 6 equal parts, so that these two spaces will contain 13 points. Join each of these 13 points with the end of the base farthest from the perpendicular.

To apply this scale to any given case, set off the breadth of the whip at the last bar (that is the bar at the extremity of the sail) from the centre of the scale, along the base towards the perpendicular, and at this point raise a perpendicular to cut the oblique line nearest the base; also set off the breadth at the seventh bar in the same manner, and at this point raise a perpendicular to cut off the thirteenth oblique line. Now, from the point where the first of these two perpendiculars cuts the first oblique line from the base, to the intersection of the second perpendicular with the thirteenth oblique line, there is drawn a line joining the two points of intersection; and perpendiculars being drawn from the points where this joining line cuts the oblique lines to the base, will be the several distances of the face of each bar from the gauge line. These distances give a difference, set off for each bar to the seventh, which must be set off for all the rest to the first. The length of the longest bar is $\frac{2}{5}$ of the whip.

We now proceed to show the method of weathering the sails. Draw AB = the length of the vane, BC its breadth, and BCD the angle of the weather at the extremity of the vane, equal to 20 degrees. With the length of the vane AB, and breadth BC, construct the isosceles triangle ABC; and from the point B, draw BD perpendicular to CB, then BD is the proper depth of the vane.

Divide the line AB into any number of parts, say four, at these divisions draw the lines 1 E, 2 F, 3 G, &c.



parallel to the line BC. Also, from the points of division, 1, 2, 3, &c., draw the lines 1 i, 2 k, 3 l, &c. perpendicular to 1 E, 2 F, 3 G, &c., all of them equal in length to BD. Join Ei, Fk, Gl, &c., then the angles 1 Ei, 2 Fk, 3 Gl, &c., are the angles of the weather for these divisions of the vane; and if the triangles be conceived to stand perpendicular to the paper, the angles i, k, l, and D, denoting the vertical angles, the hypotenuses of these triangles will give a perfect idea of the weathering of the vane as it recedes from the centre.

HEAT, STEAM, &c.

It would be out of place in a work of this nature to enter into a minute detail respecting the nature of heat; in this section, therefore, we shall confine ourselves to a description of the more important of its mechanical properties.

Heat expands bodies, that is, increases their dimensions. Different bodies expand differently by the application of the same quantity of heat. With the same degree of heat, solids expand less than liquids, and liquids less than gases.

On the principle that bodies expand by heat, is constructed the Thermometer. The action of this instrument is very simple. It consists of a small glass tube with a hollow bulb at one end, and at the other end it is closed. The bulb is filled with mercury, as likewise a part of the tube, the other portion of the tube being entirely deprived of air. When heat is applied to the bulb of the thermometer, the mercury expands and rises in the tube, and according to the degree of heat applied to it, so will the mercury rise. To the tube there is attached a divided scale, to denote the degrees of heat by the rising of the mercury, which scale is thus formed. The bulb of the thermometer is put into melting ice, and the height of the mercury is marked on the scale; this is called the freezing point, and numbered 32. The bulb is then put into boiling water, and the height of the mercury in the tube is marked upon the scale and numbered 212—this is called the boiling point. The space betwixt these two points on the scale is divided into 180 equal parts, called degrees, and the scale is then extended both above and below these points. This is the scale commonly used in this country, and is known by the name of its inventor, Fahrenheit. But the French and many philosophers in Britain use a thermometer having a scale of much more simple construction, called, from the nature of its divisions, the *Centigrade scale.* The freezing point, which in Fahrenheit is marked 32, is in the Centigrade marked 0 or zero; and the boiling point, in Fahrenheit marked 212, is in the Centigrade marked 100. In Reaumur's thermometer the freezing point is marked 0, and the boiling point 80.

Let F represent Fahrenheit, R Reaumur, and C Centigrade, then we have the following rules for converting the degrees of any one of these thermometers into the corresponding temperature, as marked in the others:—

(1.) $F = C \times 1{\cdot}8 + 32.$

(2.) $F = \frac{9\,R}{4} + 32.$

(3.) $C = \frac{F - 32}{1{\cdot}8}.$

(4.) $C = \frac{R}{0{\cdot}8}.$

(5.) $R = \frac{4\,(F - 32)}{9}.$

(6.) $R = C \times 0{\cdot}8.$

Thus 185 Fahrenheit's will be found to correspond to 85 of the Centigrade, and 68 of Reaumur's thermometer.

(1.) $85 \times 1{\cdot}8 + 32 = 185.$

(2.) $\frac{9 \times 68}{4} + 32 = 185.$

(3.) $\frac{185 - 32}{1{\cdot}8} = 85.$

(4.) $\frac{68}{0{\cdot}8} = 85.$

(5.) $\frac{4 \times (185 - 32)}{9} = 68.$

(6.) $85 \times 0{\cdot}8 = 68.$

There are many other particulars regarding the thermometer which it would be inconsistent with the design of these pages to consider: what we have said will be sufficient for the understanding of what is hereafter to follow on the subject of steam, &c.

Before we introduced the subject of the thermometer, we stated the fact of the expansion of bodies by heat. Bars of the following substances, whose length at a temperature

De Lisle's Thermom. used in Russia hat 0 beim Siedepunkt wie bei R. & C. und ist in 150° getheilt.

of 32 was 1, were heated to 212 Fahrenheit, and expanded so as to become,

Cast iron, ... 1·00110940	Copper, ... 1·00191880
Steel, ... 1·00118990	Brass, ... 1·00188971

This is the expansion in length; the expansion in length, breadth, and thickness, will be found by multiplying the above numbers by 3.

The effects of different degrees of heat on different bodies, according to Fahrenheit's scale, are shown below.

Cast iron thoroughly melted,	20577
Cast iron begins to melt,	17977
Greatest heat of a common smith's forge,	17327
Flint glass furnace, strongest heat,	15897
Welding heat of iron, (greatest)	13427
Swedish copper melts,	4587
Brass melts,	3807
Iron red hot in the twilight,	884
Heat of a common fire,	790
Iron bright red in the dark,	752
Zinc melts,	700
Mercury boils,	672
Lead melts,	594
The surface of polished steel becomes uniformly deep blue,	580
The surface of polished steel becomes a pale straw colour,	460
Tin melts,	442
A mixture of 3 tin and 2 lead melts,	332

Heat passes through different bodies with very different degrees of velocity, and according to the rapidity or slowness with which heat passes through any body, it is said to be a good or a bad conductor of heat. The conducting power of copper being 1, that of brass will be 1, iron, 1·1, tin, 1·7, lead, 2·5. The densest bodies are generally the best conductors of heat; but this is not universal, as platina, one of the densest of all metals, is one of the worst conductors. Earthy substances are much inferior to metals in their conducting power, and the worst conductors of all are the coverings of animals.

When heated bodies are exposed to the air they lose portions of their heat by projection in right lines into space from all parts of their surface. This is called the radiation of heat. Bodies which radiate heat best have the power of absorbing it in the same proportion, and the least power of reflecting it; hence, in leading steam through a room, it would be absurd to use black pipes, because, in that case, much of the heat would escape by radiation before the steam would be carried to the place where it was to be used. If the steam is used to heat the apartment, black pipes are the best. Hence the cylinder of a steam engine ought to be polished, but the condenser should not. Vessels intended to receive heat should be black.

The comparative quantities of heat existing in different bodies may be ascertained by marking the time which equal quantities of them require to cool a certain number of degrees, reckoning their capacities for heat to be as these times estimated by the volume; or, if divided by the specific gravity of the substance, by the weight.

It is necessary here to distinguish carefully between what is called the *specific* heat of a body, and its capacity for heat, these two terms being often confounded. If we take two bodies at the same temperature, and expose them to the action of a greater heat, it will be found that one body will have absorbed a greater quantity of heat than the other, by the time that they have acquired an equal temperature; and the amount of this additional heat, referred to some standard, is denominated the specific heat of the body. Thus if it be found that it requires 1 degree of heat to raise water from one temperature, T, to another temperature, *t*, and if to produce the same change of temperature in steam it requires 0·847 degrees, then is 0·847 the specific heat of steam, water, as the standard, being 1·000. The capacity of one body for heat compared to another is not the relative quantities of heat required to raise them a certain number of degrees, but the absolute quantities contained in them at the same temperature.

CAPACITIES OF BODIES FOR HEAT.

GASES.	
Atmospheric air,	1·7900
Aqueous vapour,	1·5500
Carbonic acid gas,	1·0454
LIQUIDS.	
Alcohol,	1·0860
Water,	1·0000

Solution of muriate of soda, 1 in 10 of water,	·9360
Sulphuric acid, diluted with 10 parts water,	·9250
Solution of muriate of soda in 6·4 of water,	·9050
Olive oil,	·7100
Nitric acid, specific gravity 1·29895,	·6613
Sulphuric acid, with an equal weight of water,	·6050
Nitrous acid, specific gravity 1·354,	·5760
Linseed oil,	·5280
Oil of turpentine,	·4720
Quicksilver, specific gravity 13·30,	·0330

SOLIDS.

Ice,	·9000
White wax,	·4500
Quicklime, with water, in the proportion of 16 to 9,	·4391
Quicklime,	·3000
Quicklime saturated with water, and dried,	·2800
Pit coal,	·2800
Pit coal,	·2777
Rust of iron,	·2500
Flint glass, specific gravity 287,	·1900
Iron,	·1300
Hardened steel,	·1230
Soft bar iron, specific gravity 7·724,	·1190
Brass, specific gravity 8·356,	·1160
Copper, specific gravity 8·785,	·1140
Sheet iron,	·1099
Zinc, specific gravity 8·154,	·1020
White lead,	·0670
Lead,	·0352

Specific heats. Specific heat of water equal 1.		Specific heats. Specific heat of water equal 1.	
Bismuth,	0·0288	Tellurium,	0·0912
Lead,	0·0293	Copper,	0·0949
Gold,	0·0298	Nickel,	0·1035
Platinum,	0·0314	Iron,	0·1100
Tin,	0·0514	Cobalt,	0·1498
Silver,	0·0557	Sulphur,	0·1880
Zinc,	0·0927		

Large quantities of heat must enter into bodies, and be concealed, to enable them to pass from the solid to the fluid state, or from the fluid state to that of vapour. Thus the quantity of heat necessary to convert any given weight of ice into water, would raise the same weight of water 140 degrees of Fahrenheit. This quantity of heat is not sensible, but is, as it were, kept hid or *latent;* nor can it be detected by the touch, or by application of the thermometer.

Every addition of heat applied to water in a fluid state, raises the temperature until it arrives at the boiling point; but however violently the fluid may boil, it does not become hotter, nor does the steam that arises from it indicate a greater degree of heat than the water; hence, a large proportion of the heat must enter into the steam and become latent. The quantity of heat that becomes latent in steam, was found by Dr. Black to be 810 degrees of Fahrenheit.

Under the common pressure of the atmosphere at the surface of the earth, (15 lbs. on the square inch,) water cannot be raised above a temperature of 212 Fahr.; but when exposed to greater pressure, by being confined in a vessel, the water may be raised to a much higher degree of heat, and if, in this state of confinement, the heat applied be insufficient to cause the water to boil: if the vessel should be open, steam will rush out, and the water which remains will fall in temperature to 212. On the contrary, water boils at very low temperatures when the pressure is diminished; as in an exhausted receiver, or at the tops of mountains.

When the temperature of steam is reduced, it assumes again the fluid form, and the quantity of latent heat set free by steam in passing to the state of water, has been found, by Mr. Watt, to be 945 degrees. He also found that a cubic inch of water may be converted into a cubic foot of steam; and that when this steam is condensed, by injecting cold water, the latent heat which the steam gives out in passing to the fluid state, would be sufficient to heat 6 cubic inches of water to the temperature of 212, or the boiling point. It is generally considered that steam raised from boiling water occupies 18 hundred times as much space as the water did from which it was raised, and instead of making the latent heat of steam 810, as Dr. Black found it, more correct experiments show it to be 1000, at the common pressures of the atmosphere; but the latent heat of steam is inversely proportional to the degree of pressure under which it is produced; that is, the latent heat is greatest where the pressure is least, and least where the pressure is greatest.

It has lately been discovered that the sensible heat and latent heat of steam at any one temperature added together, give a sum which is constant; that is to say, which is the sum of the sensible and latent heat of any other temperature, or under any other pressure. Now, the sensible heat of steam at the ordinary pressure of the atmosphere is $212 - 32 = 180$; and the latent heat has been found to be 1000, their sum is 1180, which is the constant sum of the latent and sensible heats of steam under any other pressure. Thus, at the temperature of 248, where the elastic force of the steam is equal to two atmospheres, or a pressure of 30 lbs. on the square inch, the sensible heat will be $248 - 32 = 216$, wherefore the latent heat is $1180 - 216 = 964$, and so of the other temperatures.

It has also been found that while the elasticity of steam increases in geometrical progression, with a ratio of 2, the latent heat diminishes with a ratio of 1·0306, differing not very materially from a unit.

Many experiments have been made to ascertain the elastic force of steam of various temperatures. The most valuable of them are those recently made by the French academicians, the results of which are given below in a tabular form; and the practical man will duly estimate the value of this gift of science.

The following simple rule is easily remembered and applied, and comes near enough to the truth for all practical uses.

$$\left(\frac{\text{temperature} + 100}{177}\right)^6 = \text{the force of the}$$

steam in inches of mercury. Thus if the temperature be 307, then,

$$\frac{307 + 100}{177} = 2{\cdot}3$$

then $2{\cdot}3 \times 2{\cdot}3 \times 2{\cdot}3 \times 2{\cdot}3 \times 2{\cdot}3 \times 2{\cdot}3 = 148{\cdot}0359$, this divided by 30, gives the atmospheres,

$$\frac{148{\cdot}0359}{30} = 4{\cdot}93 \text{ atmospheres.}$$

TABLE OF THE ELASTICITY OF STEAM,

BY M. ARAGO AND OTHERS.

Elasticity of steam, the pres. of the atmosphere being 1.	Corresponding temp. in deg. of Fahrenheit.	Elasticity of steam, the pres. of the atmosphere being 1.	Corresponding temp. in deg. of Fahrenheit.
1	212	13	380·66
1½	234	14	386·94
2	250·5	15	392·86
2½	263·8	16	398·48
3	275·2	17	403·83
3½	285	18	408·92
4	293·7	19	413·78
4½	300·3	20	418·46
5	307·5	21	422·96
5½	314·24	22	427·28
6	320·36	23	431·42
6½	326·26	24	435·56
7	331·7	25	439·34
7½	336·86	30	457·16
8	341·78	35	472·73
9	350·78	40	486·59
10	358·78	45	499·24
11	366·85	50	510·6
12	374		

In constructing this table the results were derived from experiments up to 24 atmospheres, after which the formula which follows was employed.

$$E = (1 + T + 0{\cdot}7153)^5$$

Where E represents the elasticity, and T the temperature, by the centigrade thermometer, regarding 100° as unity, and T the excess of temperature above 100°. It may be observed that this formula is more accurate in very high temperatures than for low.

ELASTIC FORCE OF STEAM, BY DR. URE.

Temp.	Elastic force.	Temp.	Elastic force.	Temp.	Elastic force.	Temp.	Elastic force.
24°	0·170	155°	8·500	242°	53·600	281·8°	104·400
32	0·200	160	9·600	245	56·340	283·8	107·700
40	0·250	165	10·800	245·8	57·100	285·2	112·200
50	0·360	170	12·050	248·5	60·400	287·2	114·800
55	0·416	175	13·550	250	61·900	289	118·200
60	0·516	180	15·160	251·6	63·500	290	120·150
65	0·630	185	16·900	254·5	66·700	292·3	123·100
70	0·726	190	19·000	255	67·250	294	126·700
75	0·860	195	21·100	257·5	69·800	295	129·000
80	1·010	200	23·600	260	72·300	295·6	130·400
85	1·170	205	25·900	260·4	72·800	297·1	133·900
90	1·360	210	28·880	262·8	75·900	298·8	137·400
95	1·640	212	30·000	264·9	77·900	300	139·700
100	1·860	216·6	33·400	265	78·040	300·6	140·900
105	2·100	220	35·540	267	81·900	302	144·300
110	2·456	221·6	36·700	269	84·900	303·8	147·700
115	2·820	225	39·110	270	86·300	305	150·560
120	3·300	226·3	40·100	271·2	88·000	306·8	155·400
125	3·830	230	43·100	273·7	91·200	308	157·700
130	4·366	230·5	43·500	275	93·480	310	161·300
135	5·070	234·5	46·800	275·7	94·600	311·4	164·800
140	5·770	235	47·220	277·9	97·800	312	167·000
145	6·600	238·5	50·300	279·5	101·600	312	165·5
150	7·530	240	51·700	280	101·900		

Before we describe the application of steam in the steam engine, we shall briefly allude to some other useful purposes to which it has been subjected. It has been ascertained that one cubic foot of boiler will heat about 2000 feet of space, in a cotton mill, to an average heat of about 70° or 80° Fahr. It has also been proved that one square foot of surface of steam pipe is adequate to the warming of 200 cubic feet of space. This quantity is adapted to a well finished, ordinary brick or stone building. Cast iron pipes are preferable to all others for the diffusion of heat, the pipes being distributed within a few inches of the floor. Steam is also used extensively for drying muslin and calicoes. Large cylinders are filled with it, which, diffusing in the apartment a temperature of 100° or 130°, rapidly dry the suspended cloth. Experience has shown that bright dyed yarns, like scarlet, dried in a common stove heat of 128°, have their colour darkened, and acquire a harsh feel; while similar hanks, laid on a steam pipe heated up to 165°, retain the shade and lustre they possessed in the moist state. Besides, the people who work in steam drying rooms are healthy, while those who were formerly employed in the stove heated apartments, became, in a short time, sickly and emaciated. The heating, by steam, of large quantities of water or other liquids, either for baths or manufactures, may be effected in two ways: The steam pipe may be plunged, with an open end, into the water cistern; or the steam may be diffused around the liquid in the interval between the wooden vessel and the interior metallic case.

Elastic force of vapour of alcohol of a specific gravity of 0·813, water being 1.

Alcohol of S. G. 0·813.			
Temp.	Force of vap.	Temp.	Force of vap.
32°	0·40	180·0	34·73
40·0	0·56	182·3	36·40
45·0	0·70	185·3	39·90
50·0	0·86	190·0	43·20
55·0	1·00	193·3	46·60
60·0	1·23	196·3	50·10
65·0	1·49	200·	53·00
70·0	1·76	206·0	60·10
75·0	2·10	210·0	65·00
80·0	2·45	214·0	69·36
85·0	2·93	216·0	72·20
90·0	3·40	220·0	78·50
95·0	3·90	225·0	87·50
100·0	4·50	230·0	94·10
105·0	5·20	232·0	97·10
110·0	6·00	236·0	103·60
115·0	7·10	238·0	106·90
120·0	8·10	240·0	111·24
125·0	9·25	244·	118·20
130·0	10·60	247·0	122·10
135·0	12·15	248·0	126·10
140·0	13·90	249·7	131·40
145·0	15·95	250·0	132·30
150·0	18·00	252·0	138·60
155·0	20·30	254·3	143·70
160·0	22·60	258·6	151·60
165·0	25·40	260·0	155·20
170·0	28·30	262·0	161·40
173·0	30·00	264·0	166·10
178·3	33·50		

THE STEAM ENGINE.

It is not consistent with the plan of this book, that we should enter into minute details as to all the modifications and departments of the steam engine; a subject which would of itself occupy a large volume. We shall, however, attempt to explain the leading principles on which this invaluable machine operates, so that the mode of calculating its effects may be the more clearly comprehended.

The engine of Newcomen consists of a hollow cylinder furnished with a solid piston. This piston is attached to a rod, the top of which is connected with a large beam, resting upon a fulcrum in the centre. To the other end of this large beam, called the working beam, the pump rod is attached. When steam is admitted into the bottom of the cylinder, it will, by the superiority of its elastic force above the pressure of the atmosphere, assisted by the counteraction of the weight of the pump rod, cause the piston to rise to the top of the cylinder. But when the piston arrives at this point, cold water is injected into the cylinder, by which the steam is condensed, and a vacuum formed, then the pressure of the air on the top of the piston will cause it to descend to the bottom of the cylinder. The steam is again injected and again condensed, and thus the operation of the machine is continued. This is called the *atmospheric engine.* It is liable to this objection, that there is a great waste of steam, and consequently of fuel incurred in consequence of the steam being condensed in the cylinder, since the cylinder must be heated to a certain temperature, before the steam which it contains can exert a sufficient elastic force, and the admission of cold water cooling it down below this temperature, a considerable quantity of steam is employed in again raising its heat to the proper point.

In order to obviate this defect, the illustrious Watt made such arrangements as enabled him to condense the steam in a separate vessel, and thus to maintain a uniform temperature in the cylinder. By this great improvement the effect of the same quantity of steam was increased in about the proportion of 12 to 7. Such was the principle of Watt's single-acting engine;—but he afterwards so arranged the structure of the machine as to admit the steam alternately above and below the piston, and still to condense it in a separate vessel, as will be understood from the description of the engraving, plate III, which will be given a little farther on. This form of the steam engine is called the *double-acting low-pressure engine.*

The steam engine was further improved by Mr. Watt, by his shutting off the steam when the piston had passed through a portion of its stroke, by which means the accelerated motion of the piston is counteracted, from the elastic force of the steam diminishing during its expansion. This is the principle of what is called the *expansive engine.*

In the *high-pressure* steam engine, the steam, of high temperature, is admitted into the cylinder alternately above and below the piston; but instead of being condensed, it is allowed to escape into the atmosphere. In this engine, which is the most simple in its construction, the steam acts by its elastic force alone.

The construction of the low-pressure double-acting steam engine, will be understood in its more minute details, from the following description.

Plate III is a side elevation of a low-pressure portable double-acting steam engine, in which the boiler and the other principal parts are drawn in section.

After the flame from the furnace A passes under the whole bottom surface of the boiler, it enters the flue C, from which it escapes into a flue running up one side of the boiler; from this side flue it passes into the end flue D, which carries it into a flue running along the other side of the boiler; and from this last the smoke is conducted into the chimney E. The bridge B helps to spread the flame over the bottom of the boiler. When the furnace is cleaned, the plate between the end of the furnace bars and the bridge can be drawn forward by means of two handles, (one of which only is shown,) in order that the cinders may be pushed over the end of the furnace bars into the ashpit.

If one of the gauge cocks, FF, is opened, it will emit steam; and the other cock if opened will blow out water, if the boiler be just as full of water as it ought to be. As these cocks stop up sometimes, a wire may be passed down through them, if the part above the key is not bent over. The water should always stand somewhere between the dotted lines passing below the ends of the gauge cocks. G is a small valve opening inwards, placed in the man-hole door, to keep the sides of the boiler from being pressed together by the force of the atmosphere, if the steam should happen to be suddenly condensed by the water that feeds the boiler. HH is the feed pipe, and the small valve suspended from the point O, of the lever K, regulates the quantity of water passing into the boiler; the lever which works the feed valve is connected by means of a rod to the float I, which rises or falls along with the water in the boiler, and this opens or shuts the valve, according as the water stands low or high in the boiler. The pipe L conducts the water into the feed pipe from a cistern fixed above the boiler house, which is kept full by means of the hot water pump, which takes in water from the hot well. The cistern on the top of the boiler house should be large enough to fill the boiler, as also the large cistern on which the engine stands, if they should happen to be empty at any time. The pipe M carries away any overplus water from the feed pipe. NN is the pipe which conveys the steam from the boiler into the nozles, and the safety valve is placed above the bend in it. Q is a section of the cylinder, showing also the outside of the metallic piston. The oblong opening, near the top of the condenser R, admits a jet of cold water to condense the steam after it has acted in the cylinder. The injection cock is bolted to the outside of the oblong opening, and the water which is forced through it into the condenser by the pressure of the atmosphere is taken from the large cistern on which the engine stands; this cistern is always kept nearly full by the cold water pump. The hot and cold water pumps are both wrought off the same spindle P, fixed in the working beam, a pump being attached to each end of the spindle. The foot valve S is placed between the condenser R, and the air pump T. The bucket shown in the air pump is not sectioned. The valve in the air pump bucket, and the discharging valve, which opens into the hot well on the top of the air pump, have each a shallow flat-bottomed recess turned on the top, so as to fit nicely the flat-bottomed disks X and W; the one disk is keyed on the air pump rod, and the other is fixed by means of studs and nuts to the hot well; as it gives more water way, it is an improvement to have the recess in the valve, rather than in the disk. If each valve had not a recess turned in it to contain a quantity of water, which, as it is forced out by the disk, reduces the momentum of the valve by degrees; the stroke of the valve on its disk or guard would be very great, and the parts would soon work out of order. The pipe which carries away the water that is pumped out of the condenser by the air pump, is shown near the top of the hot well, on the side farthest from the cylinder.

The way in which the fire is regulated, is as follows:—When the steam gets too strong, the water in the boiler rises in the feed pipe, and carries up the float W; and as the float is connected by a chain and a pulley with the damper V, the damper descends into the flue, and reduces the draught in the furnace, and the force of the steam. Again, if the steam gets too low, the float falls and raises the damper, to increase the draught. The two pulleys which form the connexion between the damper and the float are both fixed on one shaft; on account of the one being placed exactly behind the other, one of them only can be seen.

As the balls YY are carried round along with the rod Z, when the engine is going too quick, the balls by their centrifugal force fly out, and the rods and levers in connexion with them shut more or less a valve at A′, in the steam pipe; if the engine goes too slow, the balls fall down, and open this valve to give the engine more steam to bring up its motion. The rod B′, and the lever C′, form part of the connexion with the valve in the steam pipe and the governor.

It is clear, that the power of the steam engine will depend upon the energy of the steam,—1*st*. Steam of two atmospheres will, other things being equal, produce double the effect of steam of one atmosphere.—2*d*. the force of the steam remaining the same, the power of the engine will depend on the extent of surface acted upon, that is, on the area of the piston.—3*d*. these two circumstances remaining the same, the power of the engine will depend on the velocity with which the piston moves.

For the sake of illustration, let us suppose that steam is admitted into the cylinder, so as to press down the piston with the force of one hundred pounds, and that the length of the stroke is five feet; and suppose that the end of the piston rod is attached to a beam whose fulcrum is in the centre, and that to the other end of the beam there is attached a weight of any thing less than one hundred pounds, there being no friction. By the descent of the piston, the weight at the end of the beam will be raised 5 feet; therefore it follows, that 100 pounds raised 5 feet during one descent of the piston, will express the mechanical effect of the engine. The reader will easily perceive that the weight at the end of the beam must be somewhat less than 100 pounds, for as it acts contrary to the power of the piston, if they were equal the machine would be at rest. If we suppose the area of the piston double of what it was before, other things being the same, the engine would raise 200 pounds through the same space of 5 feet in the same time: and the same effect would evidently ensue if we supposed the area of the piston to remain as it was at first, but the force of the steam to be doubled. If the area of the piston and force of steam be the same as at first, but the length of stroke doubled, then the mechanical effect of the engine will be 100 lbs. raised 10 feet high during one descent of the piston; and if the descents be performed in the same time, this engine will be double the power of the first.

Let us proceed now to actual cases. In the common low-pressure steam engine of Watt, steam is admitted into the cylinder whose elastic force is somewhere about that of the atmosphere, which we have all along supposed to be 15 lbs. to the square inch; but friction and imperfect vacuums tend to diminish this pressure, and the effective pressure may be reckoned only four-fifths of this. If the pressure of the steam is diminished by its one-fifth part, which is 3 lbs. to the square inch, then will the effective pressure be 12 lbs. to the square inch. The working pressure is generally reckoned at 10 lbs. to the circular inch, and Smeaton only makes it 7 lbs. The effective pressure we have taken is between these extremes, being equivalent to 9·42 lbs. to the circular inch.

Mr. Tredgold gives the following table, which will show how the power of the steam, as it issues from the boiler, is distributed. In an engine which has no condenser:

The pressure on the boiler being.............		10·000
1. The force necessary for producing motion of the steam in the cylinder..	·0069	
2. By cooling in the cylinder and pipes	·0160	
3. Friction of piston and waste....	·2000	

4. The force required to expel the steam into the atmosphere ········	·0069	
5. The force expended in opening the valves, and friction of the parts of an engine ········	·0622	
6. By the steam being cut off before the end of the stroke ········	·1000	
Amount of deductions ——		3920
Effective pressure ····		6080

In one which has a condenser:—

The pressure on the boiler being ········		1000
1. By the force required to produce motion of the steam into the cylinder ········	007	
2. By the cooling in the cylinder and pipes	016	
3. By the friction of the piston and loss ····	125	
4. By the force required to expel the steam through the passages ········	007	
5. By the force required to open and close the valves, raise the injection water, and overcome the friction of the axes ········	063	
6. By the steam being cut off before the end of the stroke ········	100	
7. By the power required to work the air-pump ········	050	
	——	368
		632

If we now suppose a cylinder whose diameter is 24 inches, the area of this cylinder, and consequently the area of the piston in square inches, will be,

$$24^2 \times \cdot 7854 = 452\cdot 39.$$

Let us also make the supposition that steam is admitted into the cylinder of such power as exerts an effective pressure on the piston of 12 lbs. to the square inch; therefore, $452\cdot 39 \times 12 = 5428\cdot 68$ lbs., the whole force with which the piston is pressed. If we now suppose that the length of the stroke is five feet, and the engine makes 44 single or 22 double strokes in a minute, then the piston will move through a space of $22 \times 5 \times 2 = 220$ feet in a minute; and from what has been said before, it will not be difficult to see, that the power of the engine will be equivalent to a weight of 5428 lbs. raised through 220 feet in a minute.

This is the most certain measure of the power of a steam engine. It is usual, however, to estimate the effect as equivalent to the power of so many horses. This method, however simple and natural it may appear, is yet, from differences of opinion as to the power of a horse, not very accurate; and its employment in calculation can only be accounted for on the ground, that when steam engines were first employed to drive machinery, they were substituted instead of horses; and it became thus necessary to estimate what size of a steam engine would give a power equal to so many horses.

There are various opinions as to the power of a horse. According to Smeaton, a horse will raise 22,916 lbs. one foot high in a minute. Desaguliers makes the number 27,500; and Watt makes it larger still, that is, 33,000. There is reason to believe that even this number is too small, and that we may add at least 11,000 to it, which gives 44,000 lbs. raised one foot high per minute.

Now, in the case above, we found that the engine of 24 inch cylinder, would raise 5428 lbs. through the space of 220 feet in one minute; and it is easily seen that it could raise 220×5428 lbs. through one foot in the same time, therefore, $220 \times 5428 = 1194160$ lbs. raised through one foot in one minute, is the effective power of the engine; and from these considerations it will be easy to find the power according to the different estimates of a horse's power. For,

$$\frac{1194160}{22916} = 52 \text{ horses' power,}$$

according to Smeaton.

$$\frac{1194160}{27500} = 43 \text{ horses' power,}$$

according to Desaguliers.

$$\frac{1194160}{33000} = 36 \text{ horses' power,}$$

according to Watt.

$$\frac{1194160}{44000} = 27 \text{ horses' power,}$$

according to the usual estimate.

The reader will have no difficulty in forming a general rule for estimating the power of a steam engine. (The effective pressure on each square inch × the area of piston in square inches × length of stroke in feet × number of strokes per minute) ÷ 44000 = the number of horses' power of the engine.

What is the power of a low-pressure engine, whose cylinder is 30 inches diameter, length of stroke 6 feet, making 16 double strokes in the minute?

NOTE.—An easy rule to find the area of the piston in square inches, is this,

$$\frac{\text{The diameter} \times \text{circumference}}{4} = \text{area.}$$

Here we have,

$$\frac{30 \times (30 \times 3{\cdot}1416)}{4} = \frac{2827{\cdot}44}{4} = 706{\cdot}86,$$

equa the area of the piston in square inches; and 12 the effective pressure, 6 the length of stroke, 16 the number of double strokes in a minute?

$$\frac{706{\cdot}86 \times 12 \times 6 \times 16 \times 2}{44000} = \frac{1628605{\cdot}44}{44000} = 37$$

horses' power.

If the cylinder of a high-pressure steam engine has a piston of 5 inches diameter, with a twelve inch stroke, making 32 double strokes in a minute; steam being admitted of an elastic force equivalent to 7 atmospheres on the inside of the cylinder. Its effective pressure will be 7 × 15 = 105 lbs. to the square inch without friction; but allowing one-fifth for friction, the effective pressure will be 105 — 21 = 84 lbs. to the square inch.

here $\frac{5 \times (3{\cdot}1416 \times 5)}{4} = 19{\cdot}63$ the area of the piston:

$$\text{hence } \frac{19{\cdot}63 \times 84 \times 1 \times 32 \times 2}{44000} = \frac{105530{\cdot}88}{44000} = 2$$

horses' power.

A convenient rule for finding the power of a high-pressure engine, is—let P be the force of the steam in the boiler, A the area of the piston, and V the velocity of the piston in feet per minute, then,

$$\frac{0{\cdot}9\ P - 6 \times A \times V}{44000} = \text{horses' power.}$$

The pressure of the steam in a boiler is 30 lbs. per square inch, the diameter of cylinder 12 inches, length of stroke 3 feet, and the engine making 30 double strokes per minute. Here the area of piston will be 113·097, the velocity of piston = 3 × 30 × 2 = 180 feet per minute, and since 0·9 × 30 — 6 = 21, then,

$$\frac{0\cdot9 \times 30 - 6 \times 113\cdot097 \times 180}{44000} = \frac{427506\cdot66}{44000} =$$

9·7 horses' power.

We might simplify this rule still farther on the consideration, that the divisor 44000 may be viewed as the denominator of a fraction whose numerator is one, and by converting this into a decimal, and multiplying by it, we might avoid the necessity of division.

Since $\frac{1}{44000}$ = ·0000227, hence we may devise the rule.

Effective pressure of steam × area of piston in square inches × length of stroke in feet × number of strokes per minute × 227; and from the product cutting off seven places as decimals; = the horses' power of the engine.

This is for a single stroke engine—for a double stroke engine the multiplier is 227 × 2 = 454.

If the cylinder be 42 inches diameter, and the piston moves 210 feet per minute, then the engine being low pressure, we have,

area of cylinder equal 1385·44; hence 227 × 1385·44 × 210 × 12 = 792527097:

and the seven figures cut off as decimals, leave 79 horses' power.

These are at best but approximations, and for safety it might be advisable that a lower number than 12 should be employed, as the effective pressure of the steam; the number 10 may be used as being easily managed, and coming near the truth; and thus the above rule may be simplified by neglecting the pressure of the steam, and cutting off six places for decimals instead of seven, as there is reason to believe that the above results will answer only ponies instead of strong horses.

The stroke of an engine is commonly reckoned equal to one complete revolution of the crank shaft, and therefore double the length of the cylinder, and it has been stated by Mr. Thomas Tredgold, that to ascertain the velocity of the piston when the engine performs at its maximum, we may employ the rule,

$$120 \times \sqrt{\text{length of stroke}} = \text{velocity}.$$

If an engine has a two feet stroke, then,

$$120 \times \sqrt{2} = 120 \times 1{\cdot}4142 = 169{\cdot}704,$$

or we may say 170, as the velocity of the piston per minute in feet; wherefore as the engine has a single stroke of 2 feet we have,

$$\frac{170}{4} = 42\tfrac{1}{2} \text{ strokes in the minute.}$$

If an engine have a four feet stroke, then we have,

$$120 \times \sqrt{4} = 120 \times 2 = 240 =$$

the velocity of the piston per minute; and,

$$\frac{240}{8} = 30, \text{ equal the number of strokes per minute.}$$

The safety valves of most of the steam engines in this part of the country, are generally loaded with a weight of from 3 to 4 lbs. to the square inch of their area; let us take $3\frac{1}{2}$ lbs. in the present instance. The temperature of steam necessary to balance this pressure, is, according to the best experiments, 223 degrees of Fahrenheit's thermometer. But besides this sensible heat, there is a quantity of latent heat not indicated by the thermometer, and which can only be detected when the steam passes, by condensation, into the fluid state; as the latent heat is then given out. Now, if the latent heat of the steam at the above temperature, be found on the principle stated in our remarks on heat, that the sensible and latent heats of steam at all temperatures, when added together, make a constant quantity; we will find that the latent heat of steam at this temperature is 989. The real quantity of heat then in the steam is $223 + 989 = 1212$ degrees. We will not be far from the truth in supposing, that one cubic foot of this steam will, when condensed into water, measure one cubic inch; and the steam is supposed to be condensed by the injection of cold water. Now it is evident, that the temperature of the water formed by the condensation of the steam, will be somewhere between the temperature of cold water and the boiling point. Say that the temperature of the injected water is 50 degrees, and that the temperature of the water arising from the condensation of the steam is 100. We must deduct the 100 degrees from the heat of the uncondensed steam, that is, $1212 - 100 = 1112$, which is left to be communicated to the injection water; and since each cubic inch of the cold water requires 50 of heat to raise it to the temperature of the water found after the condensation of the steam, therefore,

$$\frac{1112}{50} = 22\tfrac{3}{12} \text{ cubic inches}$$

of water necessary to condense one cubic foot of steam to the temperature of 100, the injected water being 50.

From these considerations may be derived a rule for determining the quantity of water necessary to condense any quantity of steam, at any given temperature.

$$\frac{\text{Total heat of the steam} - \text{temperature of warm water}}{\text{temp. of warm water} - \text{temp. of cold water}} \times$$

quantity of steam in cubic feet = the quantity of cold water in cubic inches necessary to produce the effect.

Let us illustrate this by an example.—What quantity of cold water will it require of the temperature of 60, to condense 8 cubic feet of steam, of the temperature of 223, to water at 90? The whole heat is as before, 989 + 223 = 1212, wherefore by the rule,

$$\frac{1212 - 90}{90 - 60} \times 8 = 299{\cdot}2 \text{ cubic inches} =$$

$$\frac{299{\cdot}2}{1728} = {\cdot}17 \text{ of a cubic foot of water.}$$

From this it will be easy to determine how much water must be discharged by the pump which feeds the condenser, in order that a proper vacuum may be formed.

From practice it would appear that about 26 cubic inches of cold water for condensing should be used for each cubic foot of the capacity of the cylinder.

We may infer from observation, that the engines commonly in use require betwixt 3½ and 4 gallons of cold water per minute for each horse's power. If the water is returned as it is in some engines, then a greater quantity will be necessary. Now, in the usual construction of engines, the pump rod which supplies the condenser with cold water, is fixed halfway between the end of the beam and the centre; hence, the length of its stroke is one-half that of the piston in the large cylinder: therefore, if there be a 40 horse power engine, the length of whose stroke is 6 feet, the length of the stroke of the pump will be 3 feet.

Now an imperial wine gallon occupies a space of 277·274 cubic inches, and $7\frac{1}{2}$ gallons will occupy a space of 277·274 $\times$ 7·5 = 2079·555 cubic inches; and as the engine is 40 horses' power, there must be discharged in one minute,

$$2079{\cdot}555 \times 40 = 83182{\cdot}2 \text{ cubic inches,}$$

and if the engine makes 30 strokes per minute, then

$$\frac{83182{\cdot}2}{30} = 277{\cdot}274 \text{ cubic inches}$$

discharged at one stroke: but the stroke is 3 feet long, and it remains only to find what must be the diameter of a pump's bore, whose length is 36 inches, so that its capacity shall be 2772; hence we find that,

$$\frac{2772}{36} = 77 \text{ inches,}$$

nearly equal to the area of the pump's bore; now the area of circles are to each other as the squares of their diameters, and the area of a circle whose diameter is 9, is 63·6; therefore,

$$63{\cdot}6 : 77 :: 9^2 : 98,$$

the square root of which will be the diameter of the pump, and will be found = 9·9 inches.

With respect to the fly wheel,

$$\frac{\text{Horses' power of engine} \times 2000}{\text{Velocity of circumfer. wheel in feet per second}^2} =$$

the weight of the fly wheel in cwts.

If the diameter of the fly of a 30 horse power engine be 20 feet, and make 18 revolutions per minute, then,

$$20 \times 3{\cdot}1416 = 62{\cdot}832 =$$

circumference in feet, and 62·832 $\times$ 18 = 1128·97 feet, the space which the circumference moves through in one minute; hence,

$$\frac{1128{\cdot}97}{60} = 18{\cdot}81 \text{ feet per second;}$$

hence, $$\frac{30 \times 2000}{18{\cdot}81^2} = \frac{60000}{353{\cdot}8} = 169 \text{ cwts.}$$

= 8 tons 9 cwts. the weight of the fly.

In the working of the valve of a steam engine, an eccentric wheel is often employed, and it becomes necessary to calculate the degree of eccentricity necessary to give a certain length of stroke. The eccentric wheel's radius may be easily found; thus, suppose the length of stroke required is 20 inches, and the diameter of the shaft on which the wheel is screwed is 5 inches, and the thickness of metal required to key on the wheel $2\frac{1}{2}$ inches. Take the half of the required stroke, that is, 10 inches, as the distance of the centre of the shaft from the centre of required wheel, and adding to this the half thickness of the shaft $= 2\frac{1}{2}$ inches, as likewise the thickness of metal necessary for keying $= 2\frac{1}{2}$, then $10 + 2\frac{1}{2} + 2\frac{1}{2} = 15$ inches, the radius of the wheel. Now let E be = the radius of the eccentric wheel L = the length of the eccentric rod, and l = the length of the bar between the other end of this rod and the slide; and let e = the length of slide; then,

$$E = \frac{L \times e}{l} \qquad L = \frac{l \times E}{e}$$

$$e = \frac{l \times E}{L} \qquad l = \frac{L \times e}{E}$$

Suppose the length of the stroke of the slide $e = 6$ inches, the length of the slide rod $l = 5$ inches, and the radius of the eccentric = 24 inches = E, then the length of the rod

$$L = \frac{5 \times 24}{6} = 20 \text{ inches.}$$

The other rules are wrought on the same principle.

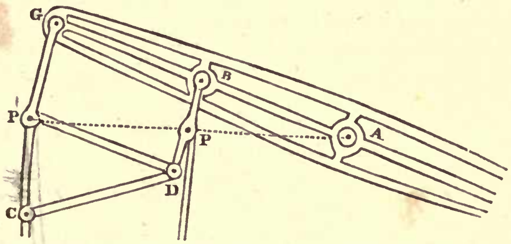
We have before spoken of the governor while treating of central forces and rotation. It remains for us here only to observe, that the governor performs in one minute half as many revolutions as a pendulum, whose length is the perpendicular distance between the plane in which the balls move and the centre of suspension. Thus, if the distance between the point of suspension and the plane in which the balls move be 28 inches:

$\sqrt{\left(\frac{39 \cdot 1386}{28}\right)} = 1 \cdot 182$ vibrations in a second from the nature of the pendulum; hence,

$\frac{1 \cdot 182}{2} = 0 \cdot 591$, the revolutions of the governor in a second, or $0 \cdot 591 \times 60 = 35 \cdot 46$ in one minute.

The piston rod of a steam engine may be made to move up and down in a right line in various ways. The rod may be made to terminate in a rack, the teeth of which act in the teeth of an arched head of the long lever, called the working beam: but the most efficacious of all contrivances of this kind, is that of Watt, commonly called the parallel motion. This contrivance is founded on geometrical principles, which it would be inconsistent with the plan of this work to consider; we shall therefore simply describe the contrivance of this illustrious mechanic.

The working beam has an alternating circular motion round its centre A, and it is clear that the points B and G will have a circular motion round the common centre A. Let the point B be exactly in the middle, between the centre and end of the beam. Let there be a bar or rod CD, of the same length as AB, capable of moving round the centre C, by means of a pivot. The other end of this rod is attached by means of a pivot, to the rod DB. Now, by the alternate rising and falling of the beam, the points



B and D will move in circular arches, but the middle point P, of the connecting rod BD, will move upwards and downwards in a vertical straight line, or at least so very nearly so, as the difference cannot be perceived. Now, to this point P, there is attached the end of the pump rod, which will, of course, follow the direction of the impelling point, and move in a straight line. For the purpose of communicating a similar motion to the other piston rod, conceive another rod CP′ introduced, of the same length as BD, and its extremities moving likewise on pivots. The piston rod of the cylinder is attached to the point P′, and this point moves quite in the same way as the point P. The only difference in the motion of these two points will be, that the point P′ will move twice as fast as the point P, or will, in the same time, move twice as far.

The length of the links are made = 4 to 5, the length of the stroke being 1, according to circumstances, the longer link being preferred when practicable. From the length of the links must be determined the position of the radius bar, for the vertical distance between the centres of motion of the working beam and the radius bar must be equal to the length of a link.

When the parallel bar is not more than one-half of the working beam's radius, then,

Let B = radius of the beam,
P = length of parallel bar,
S = length of stroke,
R = length of radius bar; we have

$$\frac{B - 2\,P \times (\frac{1}{2}S)^2}{B - \surd(B^2 - [\frac{1}{2}S]^2) \times 2\,P} + 1 = R.$$

Suppose the length of the beam from the centre = 12 feet, the length of stroke 6, and of parallel bar 5 feet, that is, B = 12, S = 6, and P = 5, then,

$$B - 2\,P \times (\tfrac{1}{2}S)^2 = 12 - 10 \times (\tfrac{1}{2}6)^2 = 18$$

= the dividend; then, $B - \surd(B^2 - [\frac{1}{2}S]^2) \times 2\,P = 12 - \surd(12^2 - [\frac{1}{2}6]^2) \times 10 = 12 - 11{\cdot}62 \times 10 = 0{\cdot}38 \times 10 = 3{\cdot}8$ the divisor, wherefore,

$$\frac{18}{3{\cdot}8} + 5 = 9{\cdot}74 = \text{the length in feet of the radius bar.}$$

When the parallel bar is more than half the length of the radius of the beam, the rule is,

$$\frac{2\,P - B \times (\frac{1}{2}S)^2}{B - (B^2 - [\frac{1}{2}S]^2) \times 2\,P} - P = R;$$

by which rule it will be found that when the length of stroke and radius bar are each 6, and the radius of beam 10 feet, the length of radius bar will be 2·75 feet.

Many rules have been given for the quantity of fuel necessary for the production of steam, but they cannot be depended on, so many circumstances must be taken under consideration—the quality of material used for fuel and the mode of constructing the fireplace.

It has been found that 3 cwt. of Newcastle coals are equivalent to 4 cwt. of Glasgow coals, or 9 cwt. of wood, or 7 cwt. of culm. A chaldron of coals in London contains 36 bushels, and weighs 3136 lbs., or nearly 1 ton, 8 cwt.

It would appear, that in the common low-pressure steam engines, the consumpt of coal per hour for 1 horse power, is about 16 lbs., of wood 56 lbs., and of culm 35 lbs. These statements are given somewhat large, and by proper regulation much less fuel might serve.

In the boiler there are certain proportions generally observed. The width, depth, and length, are as the numbers 1, 1·1, 2·5. So that if the width be 5 feet, then the depth will be $1·1 \times 5 = 5$ feet 6 inches; and the length $5 \times 2·5 =$ 12 ft. 6 in.; and the whole content of the boiler will be,

$$5 \times 5·5 \times 12·5 = 343·75 \text{ cubic feet.}$$

Now Boulton and Watt allow 25 cubic feet of space in the boiler for each horse power; and according to this estimate, $\frac{343·75}{25} = 13$ and a fraction, the number of horses' power of this engine for which this boiler would be fitted. Some, instead of computing the size of boiler in this way, allow 5 square feet of surface of water for each horse's power; but in all cases, it is common to make the boiler of a size fitted for an engine of at least 2 horses' power more than that to which it is applied.

There are two ways of loading the safety valve of a boiler; the one by placing a weight on the top of it, and the other by causing the weight to act on the valve by a lever.

When the weight is placed upon the valve; area of valve $\times$ pressure per square inch $=$ whole weight, and also

$$\frac{\text{whole weight}}{\text{area of valve}} = \text{pressure per square inch.}$$

Thus, if a weight of 50 lbs. be placed upon a valve whose area is 10 inches, then the pressure per square inch is

$$\frac{50}{10} = 5 \text{ lbs. pressure per square inch.}$$

When the weight acts by a lever, it is placed at one end, the fulcrum being at the other, and the valve connected with the lever somewhere between them; this, then, is a simple case of the lever. Hence, if the length of the lever be 24 inches, the diameter of the valve 3 inches, (its area will be 7,) the distance between the fulcrum and the valve 3 inches, then to give 60 lbs. pressure per square inch on the valve $60 \times 7 = 420$ lbs. the whole pressure on the valve, and

$\frac{420 \times 3}{24 - 3} = 60$ lbs. will be the weight hung at the end of the lever to give the required pressure.

To find the action of the weight of the lever divide its whole length by the distance of the valve from the fulcrum, and multiply the quotient by half the weight of the lever.

The following rules for calculations connected with the steam engine are extracted from a useful little compendium lately published by Mr. Templeton, of Liverpool. These rules we have inserted here, not so much for their superior accuracy, as from a desire to present our readers with methods by which they may approximate to the true results by means of the sliding rule. It is to be observed that the term gauge point is used to denote the number to be taken on the line stated in the rule.

Length of stroke in ft. and in.		Gauge point.	Length of stroke in ft. and in.		Gauge point.
2	0	295	6	0	392
2	6	318	7	0	41
2	9	322	8	0	414
3	0	33	MARINE ENGINES.		
3	6	335	3	0	3
4	0	343	3	6	31
4	6	355	4	0	317
5	0	385	4	6	326

RULE.—Set the gauge point upon C to 1 upon D, and against the number of horses' power upon C, is the diameter in inches upon D; or, against the diameter in inches upon D, is the number of horses' power upon C.

Ex. 1.—What diameter must a cylinder be with a 4 feet stroke, to be equal to 20 horses' power?

Set 343 upon C to 1 upon D; and against 20 upon C is 24·2 inches diameter upon D.

Ex. 2.—What number of horses' power will an engine be equal to, when the cylinder's diameter is 19 inches and stroke 3 feet?

$$\frac{19^2 \times \cdot 7854 \times 7\cdot 25 \times 192}{33000} = \frac{394672\cdot 7328}{33000} =$$

11·96 or 12 horses' power nearly.

The proportion of parts of a high-pressure steam engine.—The length of the stroke should, if possible, be twice its diameter. The velocity in feet per minute should be 103 times the square root of the length of the stroke in feet. And, as 4800 is to the velocity thus found, so is the a) area of the cylinder to the area of the steam passages.

The proportions of the parts of an atmospheric engine.—The length of the cylinder should be twice the diameter. The velocity in feet per minute should be ninety-eight times the square root of the length of the stroke in feet. The area of the steam passages will be as 4800 is to x) the velocity in feet per minute, so is the area of the cylinder to the area of the steam passage. If the area of the cylinder in feet be multiplied by half the velocity in feet, and that product by 1·23 added to 1·4 divided by the diameter in feet, the result divided by 1480 will give the cubic feet of water required for steam per minute. If the number of times the quantity of water required for injection must be greater than that required for steam, in general it will be about twelve times the quantity, but it had better be a little in defect than excess. The aperture for the injection must be such that the above quantity of water will be injected during the time of the stroke. In order that the injection be sufficiently powerful at first, the head should be about three times the height of the cylinder; and making the jet apertures square, the area should be the 850th part of the area of the cylinder. The conducting pipe should be about four times the diameter of the jet.

The proportions of the parts of a single-acting low-pressure engine.—The length of the cylinder should be twice its diameter. The velocity of the piston in feet per minute should be ninety-eight times the square root of the length of the stroke. The area of the steam passages should be equal to the area of the cylinder, multiplied by the velocity of the piston in feet per minute, and divided by 4800. xx) The air pump should be one-eighth of the capacity of the cylinder, or half the diameter and half the length of the stroke of the cylinder, and the condenser should be of the same capacity. The quantity of steam will be found by multiplying the area of the cylinder in feet by half the velocity in feet; with an addition of one-tenth for cooling and waste, and this divided by the volume of the steam corresponding to its force in the boiler, gives the quantity

x) gleich Adcock (xx) ist das gleiche wie bei x)

a) wieder wie bei x)

of water required for steam per minute, from whence the proportions of the boiler may be determined.* At the common pressure of two pounds per circular inch on the valve, the divisor will be 1497. The quantity of injection water should be twenty-four times that required for steam, and the diameter of the injection pipe one-thirty-sixth of the diameter of the cylinder. The valves in the air pump bucket should be as large as they can be made, and the discharge and foot valves not less than the same area.

Summary of proportions of a double engine, working at full pressure.—The length of a cylinder should be twice its diameter; for a cylinder having this proportion exposes less surface to condensation than any other enclosing the same quantity of steam. The area of the steam passages should be about one-fifth of the diameter of the cylinder; or their area should be equal to the area of the cylinder, multiplied by the velocity of the piston in feet per minute, and divided by 4800. The diameter of the air pump should be about two-thirds of the diameter of the cylinder, and half the length of stroke; and the larger the passages through the air bucket and the discharging flap are, the better. The quantity of water for injection should be about $23\frac{1}{2}$ times that required for steam, or about 26 cubic inches to each cubic foot of the contents of the stroke of the piston. Watt considered a wine pint, or $28\frac{7}{8}$ cubic inches, quite sufficient. There should be 62 times as much water in the boiler as is introduced at one feed.

These proportions are taken from Tredgold's valuable treatise on the steam engine.

RAILWAYS, STEAMBOATS, &c.

It has been deduced from very extensive experiments on the Liverpool and Manchester railways, that the effective power of a locomotive engine is about ·3 of the pressure of the steam on the piston, on the calculated power of the engine being 1. In one case, for instance, a cylinder 21 inches diameter was used, the elasticity of steam in the boiler was 30 lbs. to the square inch, above the pressure

* To 459 add the temperature in degrees, and multiply the sum by 76·5. Divide the product by the force of the steam in inches of mercury, and the result will be the space in feet the steam of a cubic foot of water will occupy.

of the atmosphere. The length of the rail, which was inclined, was 3165 feet, and the height 24 feet. The time of drawing 6 loaded wagons, each weighing 9010 lbs. up the rail, was 570 seconds, during which time the engine made 444 single strokes, each 5 feet long. Now,

$21^2 \times \cdot 7854 = 346\cdot 36$ = the area of the piston in square inches, wherefore, $346\cdot 36 \times 30 = 10390$ lbs. = the pressure of steam upon the piston, whose stroke was 5 feet, and number of strokes in the given time 444; hence $444 \times 5 = 2220$ feet = the space through which the power 10390 has traversed; therefore, $10390 \times 2220 = 23065800$ lbs. = the impelling power of the engine. Now, it was found that the actual weight including resistance moved, was 7124415 lbs.; then,

$\frac{7124415}{23065800}$ which will give the effect about 30·9 per cent., but the foregoing number may be taken as a safe medium, that is, 30 per cent or ·3.

The amount of retardation, arising from steam carriages moving on railways, has been estimated thus;

Loaded carriages weighing altogether 8522 lbs. the friction amounted to 50 lbs., or the $\frac{1}{170}$ part of the weight. In empty carriages weighing 2586 lbs., the friction amounted to 10 lbs., or the $\frac{1}{258}$ part of the weight; and the friction may be regarded as a constant retarding force. Wrought iron rails seem from a multitude of experiments to be much better than those of cast-iron, as they are more durable and cause less friction.

The Rocket was tried, weighing 4 tons and 5 cwt., to it there was attached a tender with water and coals, weighing 3 tons, 2 cwt. 0 quar. 2 lbs.; and two carriages loaded with stones, weighing 9 tons, 10 cwt. 3 qr. 26 lbs., making in all 17 tons. At full speed she moved at the rate of 30 miles in 2 hours, 6 minutes, 9 seconds, or $14\frac{1}{5}$ per hour at the end of stage, about 6 miles; and the greatest velocity was $29\frac{1}{2}$ miles per hour. The quantity of water used 92·6 cubic feet, and it required $11\frac{7}{10}$ lbs. of coke for each cubic foot of steam.

In the Rocket the boiler is cylindrical, with flat ends 6 feet long, and 3 feet 4 inches in diameter. To one end of the boiler there is attached a square box as a furnace, 3 feet long by 2 feet broad, and about 3 feet deep—at the bottom of this box five bars are placed, and the box is entirely surrounded with a casting, except at the bottom and the side next the boiler. Betwixt the casting and the box there is left a space of about 3 inches, which is kept constantly filled with water. The upper half of the boiler is used as a reservoir for steam; the under half being kept filled with water, and through this part copper tubes reach from one end to the other of the boiler, being open to the fire box at one end, to the chimney at the other; these tubes are 25 in number, each being 3 inches in diameter. The cylinders were each 8 inches in diameter, and one was at each side of the boiler; the piston had a stroke of 16½ inches. The diameter of the large wheels was 4 feet 8½ inches. The area of the surface of water, exposed to the radiant heat of the fire, was 20 square feet, being that surrounding the fire box or furnace; and the surface exposed to the heated air or flame from the furnace, or what may be called communicative heat, is 117·8 square feet.

The average velocity of the Rocket may be stated at 14 miles per hour, and during one hour she evaporates 18·24 cubic feet of steam, with a consumpt of about 17·7 lbs. of coke for each cubic foot of water.

An empirical rule has been given for the ascertaining of the quantity of fuel necessary for steam carriages, which may be useful.

$$\frac{\text{The weight of the load} \times 51{\cdot}55 + \text{weight of carriages}}{898} =$$

the quantity of coals required to carry one mile,—but a near approximation to the truth may be to allow 2 lbs. for every ton for one mile.

Iron railroads are of two descriptions. The *flat rail*, or *tram road*, consists of cast iron plates about 3 feet long, 4 inches broad, and ½ an inch or 1 inch thick, with a flaunch, or turned up edge, on the inside, to guide the wheels of the carriage. The plates rest at each end on stone *sleepers* of 3 or 4 cwt. sunk into the earth, and they are joined to each other so as to form a continuous horizontal pathway. They are, of course, double; and the distance between the opposite rails is from 3 to 4½ feet, according to the breadth of the carriage or wagon to be employed. The *edge rail*, which is found to be superior to the tram rail, is made either of wrought or cast iron; if the latter be used, the rails are about 3 feet long, 3 or 4 inches broad, and from 1 to 2 inches thick, being joined at the ends by cast metal sockets attached to the sleepers. The upper edge of the rail is generally made with a convex surface to which the wheel of the carriage is attached by a groove made somewhat wider. When wrought iron is used, which is in many respects preferable, the bars are made of a smaller size, of a wedge shape, and from 12 to 18 feet long; but they are supported by sleepers, at the distance of every 3 feet. In the Liverpool railroad the bars are 15 feet long, and weigh 35 lbs. per lineal yard. The wagons in common use run upon 4 wheels of from 2 to 3 feet in diameter. Railroads are either made double, 1 for going and 1 for returning; or they are made with *sidings*, where the carriages may pass each other.—See *M'Culloch's Dict.*

Table showing the effects of a force of traction of 100 *pounds, at different velocities, on canals, railroads, and turnpike roads.**

Velocity of motion.		Load moved by a power of 100 lbs.					
		On a Canal.		On a level Railway.		On a level Turnpike Road.	
Miles per hour.	Feet per second.	Total mass moved.	Useful effect.	Total mass moved.	Useful effect.	Total mass moved.	Useful effect.
		lbs.	lbs	lbs.	lbs.	lbs.	lbs.
2½	3·66	55,500	39,400	14,400	10,800	1,800	1,350
3	4·40	38,542	27,361	14,400	10,800	1,800	1,350
3½	5·13	28,316	20,100	14,400	10,800	1,800	1,350
4	5·86	21,680	15,390	14,400	10,800	1,800	1,350
5	7·33	13,875	9,850	14,400	10,800	1,800	1,350
6	8·80	9,635	6,840	14,400	10,800	1,800	1,350
7	10·26	7,080	5,026	14,400	10,800	1,800	1,350
8	11·73	5,420	3,848	14,400	10,800	1,800	1,350
9	13·20	4,282	3,040	14,400	10,800	1,800	1,350
10	14·66	3,468	2,462	14,400	10,800	1,800	1,350
13·5	19·9	1,900	1,350	14,400	10,800	1,800	1,350

The subject of steam vessels has been investigated by different engineers, on mathematical principles, but the calculations which their rules direct are by far too intricate for a work of this nature. We will, however, insert a statement of the proportions, &c., of several steamboats already made, which will doubtless be acceptable to the practical man, and those who wish to investigate the theory will find ample material in the work of Tredgold.

* The force of traction on a canal varies as the square of the velocity; but the mechanical power necessary to move the boat is usually reckoned to increase as the cube of the velocity. On a railroad or turnpike, the force of traction is constant; but the mechanical power necessary to move the carriage, increases as the velocity.

TABLE OF STEAM VESSELS.

Name of the vessel...	Dee.	Enterprise.	Commerce.	Beurs Van, Amsterdam.	Lightning.	Harlequin.	Ivanhoe.	Crusader.
Length of deck......	166 ft. 7 in.				126 ft. 0 in.			
Breadth (extreme)...	30 feet	26 feet	22 ft. 4 in.	25 ft. 10 in.	22 ft. 4 in.	21 ft. 0 in.	18 ft. 6 in.	16 ft. 2 in.
Draught of water....	10 feet	14 feet	10 ft. 0 in.	8 ft. 0 in.	8 ft. 2 in.	7 ft. 8 in.	7 ft. 0 in.	6 ft. 3 in.
Paddle wheels, diam..	20 feet	15 feet	18 ft. 0 in.	16 ft. 0 in.	15 ft. 0 in.	13 ft. 0 in.	12 ft. 6 in.	11 ft. 6 in.
Do. breadth.........	10 feet	7 feet	7 ft. 0 in.	8 ft. 0 in.	9 ft. 0 in.	7 ft. 0 in.	6 ft. 0 in.	5 ft. 6 in.
Tonnage (register)...	700 tons	500 tons	400 tons	500 tons	296 tons	232 tons	160 tons	95 tons
Total power of engines	200 hor. p.	120 hor. p.	140 hor. p.	120 hor. p.	100 hor. p.	80 hor. p.	60 hor. p.	50 hor. p.
Coals per hour					1240 lbs. average			
Engines, number	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines
Do. diam. of cylinder.	53 in.	43 in.	46½ in.	43 in.	40 in.	56 in.	32 in.	29½ in.
Do. length of stroke..	60 in.	48 in.	54 in.	48 in.	48 in.	42 in.	36 in.	36 in.
Do. strokes per minute	20 strokes	24 strokes	22 strokes	25 strokes	25 strokes	28 strokes	30 strokes	32 strokes
Used for...........	Navy	East Indies	Liverpool and Dublin	Amsterdam and London.	Navy	Post office packet	Post office packet	Post office packet
Date of construction..	1827	1825	1826	1826	1824	1824	1826	1827
Calculated power of engines at the best velocity and full pressure	272 hor. p.	160 hor. p.	197 hor. p.	160 hor. p.	137 hor. p.	104 hor. p.	76 hor. p.	86 hor. p.

TABLE OF STEAM VESSELS, *continued.*

Name of the vessel...	Soho.	James Watt.	City of Edinburgh.	Shannon.	Sovereign George IV.	Caledonia.	Meteor.	Hero.
Length of deck......	163 feet.	146 feet	143 ft.	180 feet	126 feet	95 ft. 6 in.		
Breadth (extreme)...	27 ft.	25 ft. 8 in.	25 ft. 6 in.	49 feet	21 ft. 10 in.	15 ft. 0 in.	20 feet	
Draught of water....		10 ft. 0 in.			8 ft. 6 in.	4 ft. 6 in.		6 ft. 4 in.
Paddle wheels, diam..	15 ft. 8 in.	18 ft. 0 in.	18 ft.		16 feet			14 ft. 0 in.
Do. breadth.........	8 ft. 0 in.	9 ft. 0 in.	8 ft.		8 feet		8 feet	8 ft. 0. in.
Do. velocity of extremity in miles per hour	14·6 miles	12 miles	12 miles					15 miles
Paddles, depth.......	2 feet	2 ft. 0 in.	2 feet					1 ft. 6 in.
Tonnage (register)...	510 tons	448 tons	400 tons	513 tons	210 tons	102 tons	190 tons	233 tons
Nominal power of eng.	120 hor. p.	100 hor. p.	80 hor. p.	160 hor. p.	80 hor. p.	20 hor. p.	60 hor. p.	90 hor. p.
Velocity per hour in still water........		10 miles			$9\frac{3}{4}$ miles	$8\frac{1}{2}$ miles		$11\frac{1}{2}$ miles
Coals per hour......					896 lbs.		560 lbs.	2240 lbs.
Engines, number	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines	2 engines
Do. diam. of cylinder.	42 in.	39 in.	36 in.					
Do. length of stroke..	48 in.	42 in.	42 in.					
Do. strokes per minute	26 strokes	$27\frac{1}{2}$ strokes	$27\frac{1}{2}$ strokes					30 strokes
Do. diam. of air pump	23 in.	21 in.	$19\frac{1}{2}$ in.					
Used for...........	Passengers	Passengers	Passengers	Passengers and goods	Post office packet		Post office packet	Margate packet
Date of construction..	1823	1821	1821	1826	1821	1815	1821	1821
Calculated power of engines at the best velocity and full pressure	151 hor. p.	122 hor. p.	104 hor. p.					

TABLE OF STEAM VESSELS, *continued.*

Name of the vessel...	United Kingdom.	Majestic.	Superb.	Talbot.	St. Patrick.	Albion.	Duke of Lancaster.	Cambria.
Length of deck......	175 feet			92 feet	130 feet	103 ft. 6 in.	103 feet	91 ft. 2 in.
Breadth (extreme)...	45 ft. 6 in.			17 ft. 11 in.	22 ft. 1 in.	18 ft. 1 in.	17 feet	17 ft. 6 in.
Draught of water....					13. ft. 8 in.	9 ft. 6 in.	9 ft. 6 in.	8 ft. 4 in.
Paddle wheels, diam..								
Do. breadth.........								
Do. depth								
Tonnage (register)...	1000 tons	350 tons	241 tons	140 tons	200 tons	103 tons	94 tons	$86\frac{1}{3}$ tons
Power of engines	200 hor. p.	100 hor. p.	70 hor. p.	60 hor. p.	100 hor. p.	60 hor. p.	50 hor. p.	50 hor. p.
Velocity per hour in still water		10 miles	9 miles					
Coals per hour	2240 lbs.	2240 lbs. Scotch coal	1670 lbs. Scotch coal	784 lbs. Scotch coal				
Engines, number	2 engines	2 engines	2 engines		2 engines	2 engines	2 engines	2 engines
Do. diam. of cylinder.					42 in.	32 in.		30 in.
Do. length of stroke..					42 in.	33 in.		30 in.
Do. strokes per minute		28						
Do. diam. of air pump								
Used for............	Edinburgh packet. 175 passen.			Post office packet				
Date of construction..	1826	1816	1820	1819	1822	1822	1822	1822
Calculated power of engines at the best velocity and full pressure					142 hor. p.	73 hor. p.		67 hor. p.

The rule for determining the tonnage is according to law, but by no means according to correct principles. It is as follows :—

Take the length = L from the back of the main stern post to the fore part of the main stem, beneath the bowsprit, and subtract from it the length of the engine room = E, and from the remainder subtract three-fifths of B = the breadth of the vessel taken from outside to outside of the planks at the widest part of the vessel, whether it be above or below the wales, and divide this last remainder by 188; the quotient multiplied by the square of B will give the register tonnage, or,

$$\left(\frac{L - E - \frac{3}{5}B}{188}\right) \times B^2 = \text{tonnage.}$$

Wherefore the length being 162 feet, the length of engine room 47, and the breadth of the vessel 32, then,

$$\left(\frac{162 - 47 - \frac{3}{5}32}{188}\right) \times 32^2 = \frac{95 \cdot 8}{188} \times 1024 = 521 \cdot 2 =$$

tonnage.

ANIMAL STRENGTH.

There is a certain load which an animal can just bear but cannot move with it, and there is a certain velocity with which an animal can move but cannot carry any load. In these two circumstances it is clear, that the exertion of the animal can be of no avail as a mover of machinery. These are, as it were, the extremes of the animal's exertion, where its effect is nothing; but between these two extremes, there must be weights and velocities with which the animal can move, and be more or less efficient.

If one man travel at the rate of three miles an hour, and carry a load of 56 lbs., and another move at the rate of 4 miles an hour and carry a load of 42 lbs., the speed of the first is 3, and the load 56, the useful effect may therefore be estimated as the momentum = 168. The other carries only 42 lbs., but travels at the rate of 4 miles an hour; therefore, in the same way, his useful effect will be 4 × 42 = 168, the same as before: hence the effect of these two men are the same. It will not be difficult to show, that in the same time they perform the same quantity of work. For the first will in six hours carry 56 lbs. $3 \times 6 = 18$ miles, as he travels at the rate of 3 miles an hour; and if he be supposed to carry a different load, but of the same weight every mile, he will in the six hours have carried altogether $18 \times 56 = 1008$ lbs.; but the other carries in the same way, 4 times 42 lbs. every hour, that is 168 lbs. in one hour—therefore in 6 hours he will have carried $168 \times 6 = 1008$ lbs., the same as the other.

It will now be seen what is meant by the phrase useful effect, and from what has been observed above, we will be led to conclude, that when the load is the greatest which the animal can possibly bear; the useful effect is nothing, because the animal cannot move; and when the animal moves with its greatest possible speed, the useful effect will also be nothing, for then the animal can carry no load; and it becomes a very useful problem to determine where between these two limits, the load and speed are so related that the useful effect of the animal will be the greatest. By investigation it has been found that the maximum effect of an animal will be when it moves with $\frac{1}{3}$ of its greatest speed, and carries $\frac{4}{9}$ths of the greatest load it can bear.

Thus, if the greatest speed at which a man could travel or run, without a load, be 6 miles per hour; and if the greatest load which he can bear, without moving, be $2\frac{1}{2}$ cwt., then this reduced to lbs. is 280 lbs., hence,

$$\frac{280 \times 4}{9} = 124{\cdot}4 \text{ lbs.} = \text{the load, and } \frac{6}{3} = 2 \text{ miles, the}$$

speed with which a man will produce the greatest useful effect.

Sir John Leslie gives a formula for a horse's power, in traction, in which he denotes the velocity in miles per hour, $\frac{9}{4}(12 - V)^2$ by which it will be found that if a horse begins this pull with a force = 144 lbs., he would draw 100 at the rate of 2 miles, 64 at 4, and 36 at 6; the greatest effect being at 4 miles per hour.

The French employ a measure of animal action which they denominate a Dynamical unit, which is a cubic metre of water raised to the height of a metre.

There are so many causes operating to produce variations in animated beings even of the same kind, that it is difficult, if not impossible, to form a correct estimate of the amount of any one particular class, or the comparative strength of different classes,—hence we find great differences in the results of different experimenters.

Gregory has estimated the average force of a man at rest to be 70 lbs., and his utmost walking velocity, when unloaded, to be 6 feet per second; and that a man will produce the greatest mechanical effect in drawing, when the weight was $31\frac{1}{9}$ lbs., with a velocity of 2 feet per second. But this is not the most advantageous way of applying the strength of men, although it has been found to be the best way of employing the strength of horses. Robertson Buchanan states, that the mechanical effects of men in working a pump, in turning a winch, in ringing a bell, and rowing a boat, are as the numbers 100, 167, 227, and 248. According to Hatchette, of a man working at the cord of a pulley to raise the ram of a pile engine = 50 dynamical units. A man drawing water from a well by means of a cord 71; a man working at a capstan 116. The dynamical unit being, as stated before, equivalent in English measure to 2208 lbs., or 4 hogsheads of water raised to the height of 3·281 feet in a minute; these things being considered, the above results will give the average strength of men per day.

We meet with similar difficulties in estimating the strength of horses. According to Desaguliers and Smeaton, 1 horse equal to 5 men. According to Bossut, 1 horse equal to 7 men. Schulze makes it 14 men; and Bossut states, that 1 ass is equivalent to 2 men. It is also stated by Amontons, that 2 horses yoked in a plough exert a power of 150 lbs.—*See the section on the Steam Engine.*

FRICTION.

We have considered the effects of the first movers of machinery, and we must now direct our attention to the subject of Friction, which, as we have frequently noticed, tends to diminish these effects. On this subject it is not our intention to dwell long, as all the researches that have been hitherto made in this branch of mechanical science, are not of such a nature as to furnish means of deducing satisfactory laws. The resistance arising from one surface rubbing against another is denominated friction; and it is the only force in nature which is perfectly inert—its tendency always being to destroy motion. Friction may thus be viewed as an obstruction to the power of man in the construction of machinery; but, like all the other forces in nature, it may, when properly understood, be turned to his advantage,—for friction is the chief cause of the stability of buildings or machinery, and without it animals could not exert their strength.

The friction of planed woods and polished metals, without grease, on one another, is about one-fourth of the pressure.

The friction does not increase on the increase of the rubbing surfaces.

The friction of metals is nearly constant.

The friction of woods seems to increase after they are some time in action.

The friction of a cylinder rolling down a plane, is inversely as the diameter of the cylinder.

The friction of wheels is as the diameter of the axle directly, and as the diameter of the wheel inversely. The following hints may be of use for the purpose of diminishing friction.

The gudgeons of pivots and wheels should be made of polished iron; and the bushes or collars in which they move should be made of polished brass. In small and delicate machines, the pivots or knife edges should rest on garnet. Oily substances diminish friction—swine's grease and tallow should be used for wood, but oil for metal. Black lead powder has been used with effect for wooden gudgeons. The ropes of pulleys should be rubbed with tallow.

As to the friction of the mechanic powers. The simple lever has no such resistance, unless the place of the fulcrum be moved during the operation. In the wheel and axle the friction on the axis is nearly as the weight, the diameter of the axis, and the angular velocity—it is, however, very small. When the sheaves rub against the blocks the friction of the pulley is very great. In most, if not in all screws, the friction of the screw is equal to the pressure—the square threaded screw is the best.

In the inclined plane, the friction of a rolling body is far less than that of a sliding one.

To estimate the amount of the friction of a carriage upon a railway, we have,

$$P - \frac{P \times T}{t} = \text{friction},$$

in which rule P signifies the power that will keep the wagon on the plane, independent of friction, T the time of descent without friction,—both of which are to be determined by the laws of the inclined plane given before: and *t* is the time of actual descent of the wagon or carriage.

There is a loaded carriage on a railroad 120 feet in length, having an inclination of one foot to the hundred. The carriage, together with its load, weighs 4500 lbs. Now, the height of the plane may be found by the principles of geometry, from the proportion of similar triangles.

100 : 120 : : 1 : 1·2 = the height of the plane; and by the laws of falling bodies, and the properties of the inclined plane,

$$\sqrt{\frac{1{\cdot}2}{16}} \times 120 = {\cdot}2731 \times 120 = 32{\cdot}772 = \text{the time}$$

in seconds in which the carriage would descend the plane without friction—and by the properties of the inclined plane, 100 : 1 : : 4500 : 45 = the force that sustains the carriage, without friction, from rolling down the plane; wherefore, by the rule,

$$45 - \frac{45 \times 32{\cdot}772}{60} \; 20{\cdot}421 = \text{the friction in pounds,}$$

which retards the carriage in rolling down the railway.

OF MACHINES IN GENERAL,

THEIR REGULATION AND COMPARATIVE EFFECTS.

A MACHINE, howsoever complicated it may be, is nothing else than an organ or instrument placed between the workmen, or source of force or power, whatever it may be, and the work to be done. Machines are used chiefly for three reasons.—1. To accommodate the direction of the moving force to that of the resistance which is to be overcome. 2. To render a power, which has a fixed and certain velocity, effective in performing work with a different velocity. 3. To make a moving power, with a certain intensity, capable of balancing or overcoming a resistance of a greater intensity.

These objects may be accomplished in different ways, either by using machines which have a motion round some fixed point, as the three first mechanic powers; or by those which furnish, to the resistance to be moved, a solid path along which it may be impelled, as is the case in the last three mechanic powers: hence some authors have reduced the simple machines to two—the lever and inclined plane. Simplicity in the construction of machines cannot be too warmly recommended to the young engineer; for complexity increases the friction and expense, and endangers the chance of success from the derangement of the parts. In consequence of friction, it is well known, that no machine can overcome a resistance without an expense of the power of the first mover, and as the more complicated the machine is, the greater will the friction be; so also will the machine be less powerful. If two machines be constructed, the one simple and the other complex, and be such, that the velocity of the impelled point is to the velocity of the working point in the same proportion in both; then will the simple machine be the most powerful.

The methods of communicating motion from one point to another are infinitely diversified; and we, in the last chapter, gave an account of the best of these which have hitherto been invented. We confine ourselves in the mean time to a few general remarks on the construction of machinery.

When heavy stampers are to be raised in order to drop on matter to be pounded, the wipers by which they are raised should be of such a form, that the stampers may be raised by a uniform pressure, or with a motion as nearly as possible uniform. If this is not the case, and the wiper is merely a pin sticking out of the axis, the stamper will be forced into motion at once, which will occasion violent jolts in the machine, together with great strains on its moving parts and points of support. But if gradually lifted, no inequality will be felt at the impelled point of the machine. The judicious engineer will therefore avoid, as much as possible, all sudden changes of motion, especially in any ponderous part of a machine.

When several stampers, pistons, or other reciprocal movers are to be raised and depressed, common sense teaches us to distribute their times of action in a uniform manner, so that the machine may be always equally loaded with work. When this is done, and the observations in the foregoing paragraph attended to, the machine may be made to move almost as smoothly as if there were no reciprocations in it. Nothing shows the ingenuity or skill of the contriver more than the simple yet effectual contrivances for obviating those difficulties which are unavoidable, from the nature of the work to be done by the machine, or of the power applied. There is also much ingenuity required in the management of the moving power, when it is such as does not answer the kind of motion required; for instance, in employing a power which necessarily reciprocates to produce a motion which shall be uniform, as in the employment of a steam engine to drive a cotton mill. The necessity of reciprocation of the first mover causes a waste of much power. The impelling power is wasted first in imparting, and then in destroying a vast quantity of motion in the working beam. The engineer will see the necessity of erecting the mover in a separate building from the machinery moved, which prevents the great shaking and speedy destruction of the buildings.

The gudgeons of a water wheel should never rest on the building, but should be placed on a separate erection; and if this is not practicable, blocks of oak should be placed below them, which tend to soften all tremors, like the springs of a carriage.

It will often conduce to the equality of motion of machinery, to make the resistance unequal, to accommodate the inequalities of the moving power. There are some beautiful specimens of this kind in the mechanism of the human body.

It is always desirable, that the motion of a machine should be regular, when this can be effected; and we now proceed to state the various methods that have heretofore been employed for producing regularity in the motion of the machine, both as regards the reception and distribution of power.

Even supposing that the first mover is perfectly constant and equable in its action, the machine may not be regular in its movement, from the irregularity of the resistance to be overcome. But still, if both the power and the resistance were perfectly regular, the machine would not be perfectly uniform in its motion; for there are particular positions in which the moving parts of a machine are more efficacious than in others, as in the crank for instance: hence the energy of the first mover will be unequally transmitted, and irregularity in the motion of the machine will consequently follow. The motion of some machines bears a constant tendency to accelerate, others to retard; and others alternately to accelerate and retard; and perhaps in no case whatever can the motion of a machine be said to be perfectly uniform. But of this we will speak more at large when we come to treat of the maximum effect of machines.

We intend to confine our attention chiefly to the regulators of machinery employed in the steam engine, making occasional remarks on others as we go along.

For the purpose of regulating the moving power, the conical pendulum or governor is commonly employed. The nature of this beautiful contrivance has been described under central forces, and alluded to in our remarks on the steam engine. The ring on the shaft acts upon a lever of the first kind, whose other end opens or shuts a valve, which is fixed in the pipe that admits the steam from the boiler to the cylinder; and according to the degree of opening or shutting of this valve, and consequently the divergence or convergence of the balls, or the velocity of the shaft, will be the quantity of steam admitted to the cylinder. The governor is frequently applied to the water wheel, and acts in a similar way by a board or valve in the shuttle, which delivers the water to the wheel. So likewise in the wind-mill, it is employed to furl or unfurl more or less sail.

Sometimes the governor is found inadequate to the regulation of the machine, and another contrivance of great power and simplicity is introduced. The machine is made to work a pump, which tends continually to fill a cistern with water. From this cistern there proceeds an eduction pipe, leading to the reservoir, from which the water is drawn by the pump. This simple contrivance is so regulated, that when the machine goes with its proper velocity, the pump throws just as much water into the cistern as the ejection pipe draws from it; consequently, the water in the cistern remains at the same level. But if the machine goes too fast, then the pump will throw in more water than is let out by the ejection pipe, wherefore the level of the water will rise in the cistern. If the machine goes too slow, the level of the water will in like manner fall. Now, on the surface of the water in the cistern, there is a float which rises or falls with the surface of the water; and is thus made to answer the same purpose as the ring of the governor. It may be observed, that the delicacy of this kind of regulator will depend, in a great measure, upon the smallness of the surface of the water which supports the float; for then a small difference between the supply and discharge, will cause a greater difference in the elevation or depression of the surface, than if the surface were large.

To procure a constant supply of steam in the steam engine, it is necessary that the water in the boiler be always at the same level. To effect this purpose, there is a lever fixed on a support, on the top of the boiler, to one end of which lever there is attached a slender rod, which descends into the boiler, and is terminated by a float, which rests on the surface of the water in the boiler. To the other end of the lever, there is attached another rod, to the end of which is affixed a valve, opening and shutting the orifice of a pipe which leads into the boiler. The top of the pipe, where the valve is placed, opens into a cistern of water, which is supplied by a pump driven by the engine itself.

When the water in the boiler falls below its common level, in consequence of the formation of steam, the float falls with it, and consequently depresses that side of the lever to which the float rod is attached; the other arm rises and opens the valve at the top of the pipe, which leads from the cistern into the boiler, and thus admits water until the float rises to the proper height, and then the valve is closed. In this beautiful contrivance, the water is not supplied to the boiler in jolts, but the float and valve continuing in a state of constant and quick vibration, the supply is rendered quite constant.

There is a very ingenious contrivance called the Tachometer, from its use as a measure of small variations in velocity, which is often employed in the steam engine and other machinery. The simplicity of this contrivance will render its action easily understood. If a cup with any fluid, as mercury, be placed on a spindle, so that the brim of the cup shall revolve horizontally round its centre, then the mercury in the cup will assume a concave form, that is, the mercury will rise on the sides of the cup, and be depressed in the middle; and the more rapid the motion of the cup is, the more will the surface of the mercury differ from a plane. Now, if the mouth of this cup be closed, and a tube inserted in it, terminated in the cup by a ball-shaped end, and half filled with some coloured fluid, as spirits of wine and dragon's blood; then it is clear, that the more the surface of the mercury is depressed, the more the fluid in the tube will fall, and *vice versa:* consequently, the rapidity or slowness of the motion of the cup, will be indicated by the height of the coloured fluid in the tube; and thus it becomes a measure of small variations in velocity.

In the steam engine, we also find an apparatus for regulating the strength of the fire of the boiler, which apparatus is called the self-acting damper. There is a tube inserted into the boiler, reaching nearly to the bottom, which tube is open at both ends. Now, from the principles of Pneumatics, it is plain, that the greater the pressure of the steam in the boiler is, the water will be pressed to the greater height in this tube. The water in the tube supports a weight, to which there is attached a chain going over two wheels; and to the other end of the chain is attached a plate, which slides over the mouth of the flue which leads into the fire. These things are so formed, that the rising of the weight in the tube will cause more or less of the flue to be covered by the plate; and thus increase or diminish the quantity of air which feeds the fire. Now, if there is too much steam produced, there will be a greater pressure on the surface of the water in the boiler, and it will be forced up the tube—the weight in the tube will be raised, and consequently the plate at the other end of the chain will fall, and cover more of the mouth of the flue, and thus diminish the quantity of air which feeds the fire; and there will consequently be generated in the boiler a less quantity of steam.

We come now to speak of the nature and use of the fly wheel. A fly in mechanics may be defined to be a heavy wheel or cylinder, which moves rapidly upon its axis, and is applied to a machine for the purpose of regulating its motion.

We have already stated that there are many circumstances which tend to render the motion of a machine irregular—variation in the energy of the first mover, whether it be water, wind, steam, or animal strength—variation in the resistance or work to be done—and variations in the efficacy of the machine itself, arising from the nature of its construction, whereby it is of necessity more effective in one position than in another. We have already seen how many of these irregularities are compensated, and we are now come to speak of the fly, which is the simplest and most effective of them all. The principle on which the fly acts is that of inertia, one of the most important of the first principles of mechanical science. At any one given time, a body must be in one or other of these two states—rest or motion. And let any body be in one or other of these two states, it has no power within itself to change it,—if it be at rest, it has no power to put itself in motion—and if in motion, it has no power in itself either to increase, diminish, or destroy that motion. From a knowledge of this fact, and from what was stated before on the momentum, or moving force of a body, that it is the quantity of matter multiplied by the velocity of the moving body—the nature of the operation of the fly will be easily understood.

As the fly wheel, to do its office effectually, must have a considerable velocity, it is clear that its rim, which has a considerable weight, must also have a considerable momentum, and consequently a considerable power to overcome any tendency either to increase or retard its motion.

To apply these observations to actual cases, let us suppose that a single horse drives a gin. When the gin has been set in motion, the animal cannot exert a uniform strength—there will be occasional increases and relaxations in the velocity of the gin; but suppose a fly wheel to be added, then, whenever the animal slackened its exertions, the machine would have a tendency to move slower, but the momentum which the fly had acquired, would overcome this tendency to retardation, and continue the motion of the machine at the same rate as before, until the animal had recovered itself so as to exert the same strength as before. So, likewise, if the animal exerted an extraordinary pull, the inertia of the wheel would oppose a resistance which would check the tendency to increase in the velocity of the gin. In this way the fly wheel regulates the motion of the gin, whether the animal takes occasional rests, or makes occasional extraordinary exertions. It is evident that the fly would operate in the same way, if the first mover were steam, water, or wind, and that the other regulators which we have described, are merely assistants to the fly wheel.

Variations in the resistance, or work to be performed, are also compensated by the fly wheel. For instance, in a small thrashing mill without a fly. When the machine is not regularly fed with the corn, there will be an occasional resistance, which will have a sensible effect on the whole train of the machinery, even the water wheel itself; which irregularity, may, however, be avoided by the introduction of a fly, as its inertia will procure equality of motion: but it may be observed, that when the machine is large, there will be less necessity for a fly, as the inertia of the machine itself will then effect the same purposes.

It was before stated, that even supposing the first mover and resistance to be perfectly uniform, the machine itself is liable to variations in energy at different positions. It was seen, for instance, that a crank is more effective in one position than another; but the momentum communicated to the fly, when the crank is in the most effective position, will carry the crank past its least effective position. There are many cases, however, where there are irregularities of motion proceeding from the nature of the machinery, which could be compensated better than with a fly. Thus, if a bucket is to be drawn from the bottom of a coal pit, which is 60 fathoms in depth: the weight of bucket being 14 cwt., and the chain by which it is coiled up round the cylinder weighing 8 lbs. to every fathom,—it is plain, that when the bucket is at the bottom, not only the weight of the bucket, but also the weight of the chain, will require to be overcome in the raising of the bucket. Now the weight of the chain is $60 + 8 = 480$ lbs., and the amount of the weight of the bucket is 14 cwt. or 1568 lbs.; hence $1568 + 480 = 2048$ lbs.; but the weight of the chain will always be getting less as it is coiled round the cylinder, until the bucket comes to the cylinder, when the chain will be all coiled, and there will remain only the weight of the bucket. Now, the use of a fly may be advantageously dispensed with, if the barrel on which the chain is coiled is formed like a cone; the diameter of the barrel thus increasing with the uniform diminution of the weight.

The effect of the fly wheel in accumulating force, has led some to suppose that there is, positively, a creation of force in the fly; but this is a mistake, for it is only, as it were, a magazine of power, where there is no force but what has been delivered to it. The great use of the fly wheel is thus to deliver out at proper intervals, that force which has been previously communicated to it; and although there is absolutely a small loss of power by the use of the fly, yet this is more than compensated by its utility as a regulator.

The motion of machines may, as stated before, be reduced to three kinds. That which is gradually accelerated, which generally takes place at the commencement of a machine's action: that which is entirely uniform: that which is alternately accelerated and retarded. The nearer that the motion of a machine approaches to uniformity, the greater will be the quantity of work done.

In order that the few remarks, which we intend to make on the effect of machines, may be clearly understood, we desire the reader to attend to the following definitions.

The impelled point of any machine, is that point at which the force which moves the machine, may be considered as applied—as the piston of a steam engine, or the float board of a water wheel.

The working point, on the contrary, is that point where the resistance may be supposed to act.

The velocity of the moving power is the same as the velocity of the impelled point,—the velocity of the resistance is the same as the velocity of the working point.

The performance or effect of a machine is measured by the resistance or work performed, (calculated by weight,) multiplied by its velocity, which is, in other words, the momentum of the working point. The momentum of impulse, on the other hand, is measured by the energy of the first mover, (also estimated by weight,) multiplied by the velocity of the impelled point.

These definitions being understood, we proceed to a simple statement of principles.

When any power is made to act in opposition to a resistance, by means either of a simple or compound machine; which machine will be in a state of rest, when the velocity of the power is to that of the resistance as the weight of the resistance is to that of the power. In this state of things the machine can do no work, because it has no motion; but if the power is increased, so as to overcome the resistance, the machine will have an accelerated motion so long as the power exceeds the resistance. If the power should diminish, the machine would accelerate less and less, until its motion became uniform. The same effect would necessarily follow, if the resistance increased, a circumstance which may arise from various causes. From the resistance of the air, which increases with an increase of velocity; and also from friction, which often increases with the increase of velocity. Hence we find, that machines have commonly a tendency to become uniform in their motion.

We have seen before, while treating of the water wheel, that the velocity of the floats of the undershot wheel, must be less than the velocity of the stream. For, when the float board is at rest, the water will impinge on it with the greatest possible effect; but so soon as the float begins to move, then it leaves the water, as it were, and does not receive the whole impetus of the stream; and if the velocity of the float were equal to that of the stream, it is clear that the water would have no effect upon it at all; and, as was stated before, there is a certain relation between the velocity of the wheel and that of the stream, at which the effect will be a maximum. This is not confined to the water wheel, but is common to all machines, as we have seen illustrated in the steam engine.

We have seen before, that the maximum effect of an animal was, when its velocity was one-third of its greatest possible speed, and the load which it bore, or the resistance which it overcame, was equal to four-ninths of its greatest possible load.

The following tables (A and B) constructed from the results of Dr. Robison, will be useful to the mechanic.

Table A contains the least proportions between the velocities of the impelled and working points of a machine; or between the levers by which the power and resistance act.

The use of this table is very simple, for suppose we wished to raise 3 cubic feet of water per second, by means of a water wheel, whose radius was 8 feet, (= the length of the lever by which the power acts,) and the power which moves the wheel being 6 cubic feet of water per second.

Employ this rule:

$$\frac{\text{Power,}}{\text{Resistance,}} \times 10 = \text{a number,}$$

which look for in column M, and against it in column N, will be found a number which, when multiplied by the length of lever at which the power acts, will give the length of lever at which the resistance should act.

Wherefore, in the above case,

$\frac{6}{3} \times 10 = 20$, the number corresponding to which is 0·732051, hence $0{\cdot}732051 \times 8 = 5{\cdot}856408$ = the radius of the axle at which the resistance or work to be done acts.

This table will be found very useful in the construction of machines; but they are frequently already constructed, and it becomes then necessary for us to regulate the power and resistance in order to produce a maximum effect, without making any alteration in the machine. For this purpose we employ table B, in order to show the use of which we give the following rule and example:

$\frac{\text{Length of lever of resistance,}}{\text{Length of lever of power,}}$ = a number, which, when found in column O, will stand against a number in column P: such, when multiplied by the energy of power, will give the proper energy of resistance. Thus, if a man exerts a constant force of 56 lbs. on the handle of a capstan, whose leverage is 4 feet, and the barrel is one foot in radius, then we have,

$\frac{1}{4} = \frac{1}{4}$ a number, which will be found in column O, cor responding to which will be found, in column P, the number 1·8885; wherefore, by the rule,

1·8885 × 56 = 105·756 = the resistance which the man, in these circumstances, can overcome with the greatest advantage, or with the maximum mechanical effect.

TABLE A.

M	N	M	N
1	0·048809	20	0·732051
2	0·095445	21	0·760682
3	0·140175	22	0·788854
4	0·183216	23	0·816590
5	0·224745	24	0·843900
6	0·264911	25	0·870800
7	0·303841	26	0·897300
8	0·341641	27	0·923500
9	0·378405	28	0·949400
10	0·414211	29	0·974800
11	0·449138	30	1·000000
12	0·483240	40	1·236200
13	0·516575	50	1·449500
14	0·549193	60	1·645600
15	0·581139	70	1·828400
16	0·612451	80	2·200000
17	0·643168	90	2·162300
18	0·673320	100	2·316600
19	0·702938		

TABLE B.

O	P	O	P
$\frac{1}{4}$	1·8885	7	0·03731
$\frac{1}{3}$	1·3928	8	0·03125
$\frac{1}{2}$	0·8986	9	0·02669
1	0·4142	10	0·02317
2	0·1830	11	0·02037
3	0·1111	12	0·01809
4	0·0772	13	0·01622
5	0·0587	14	0·01466
6	0·0457	15	0·01333

Table showing the Relative Power of Overshot Wheels, Steam Engines, Horses, Men, and Windmills of different kinds, by Fenwick.

Number of Ale gallons delivered on overshot wheel 10 feet in diameter every minute.	Diameter of the cylinder in the common steam engine in inch.	Diameter of the cylinder in the improved steam engine in inch.	Number of horses working 12 hours per day, and moving at the rate of two miles per hour.	Number of men working 12 hours a-day.	Radius of Dutch sails in their common position in feet.	Radius of Dutch sails in their best position in feet.	Radius of Mr. Smeaton's enlarged sails in feet.	Height to which these different powers will raise 1000 lbs. avoirdupois in a minute.
230	8·	6·12	1	5	21·24	17·89	15·65	13
390	9·5	7·8	2	10	30·04	25·30	22·13	26
528	10·5	8·2	3	15	36·80	30·98	27·11	39
660	11·5	8·8	4	20	42·48	35·78	31·30	52
720	12·5	9·35	5	25	47·50	40·00	35·00	65
970	14·	10·55	6	30	52·03	43·82	38·34	78
1170	15·4	11·75	7	35	56·90	47·33	41·41	90
1350	16·8	12·8	8	40	60·09	50·60	44·27	104
1455	17·3	13·6	9	45	63·73	53·66	46·96	117
1584	18.5	14·2	10	50	67·17	56·57	49·50	130
1740	19·4	14·8	11	55	70·46	59·33	51·91	143
1900	20·2	15·2	12	60	73·59	61·97	54·22	156
2100	21·	16·2	13	65	76·59	64·5	56·43	169
2300	22·	17·	14	70	79·49	66·94	58·57	182
2500	23·1	17·8	15	75	82·27	69·28	60·62	195
2686	23·9	18·3	16	80	84·97	71·55	62·61	208
2870	24·7	19·	17	85	87·07	73·32	64·16	221
3055	25·5	19·6	18	90	90·13	75·90	67·41	234
3240	26·2	20·1	19	95	92·60	77·98	68·23	247
3420	27·	20·7	20	100	95·00	80·00	70·00	260
3750	28·5	22·2	22	110	99·64	83·90	73·42	286
4000	29·8	23·	24	120	104·06	87·63	76·68	312
4460	31·1	23·9	26	130	108·32	91·22	79·81	388
4850	32·4	24·7	28	140	112·20	94·66	82·82	364
5250	33·6	25·5	30	150	116·35	97·98	85·73	396

It is not by any means an easy matter to estimate the relative quantities of work done by different machines. Their effects are generally stated as equivalent to so many horses' power, and the following data are commonly given: One horse's power, at a maximum, is equivalent to the raising of 1000 lbs. 13 feet high in one minute. In cotton factories, 100 spindles, with preparation, are allowed to each horse power for spinning cotton yarn twist, or five times that number of spindles, with preparation, for mule yarn, No. 48; and if it be No. 110, ten times that number of spindles, with preparation—and the power-loom factories 12 beams with subservient machinery.

Thus a steam engine on Watt's principle, having a cylinder of 30 inches diameter, and a stroke of 6 feet, making 21 double strokes per minute, will give, by the usual calculation,

$$\frac{\cdot 7854 \times 30^2 \times 10 \times 6 \times 21 \times 2}{44000} =$$

40 horses' power. Hence such an engine will drive 4000 spindles cotton yarn twist, or 20,000 spindles mule twist, No. 48, or 40,000 mule twist spindles, No. 110, or 480 power-looms—in each of which cases subservient or preparatory machinery is included.

RULES FOR COTTON SPINNERS.

In the following calculations the reader is supposed to be acquainted with the construction of the various machines employed in the cotton manufacture, so that the rules are only intended to assist the memory of the practical man in cases of particular difficulty. The effects of shafts, belts, drums, pulleys, pinions, and wheels, in varying velocity, depend upon the principles established when treating of the mechanical powers, and the calculations connected with them may be easily performed by the rules given in that section.

To find the draught on the spreading machine, count the number of teeth of the wheel on the end of the feeding roller shaft, calling it the first leader, and also the number of teeth on the pinion which it drives, calling it the first follower, and in like manner reckon all the leaders and followers on to the last follower *i. e.* the wheel on the calender roller shaft, omitting all intermediate wheels, then,

$$\frac{\text{product of leaders} \times \text{diam. calender roller}}{\text{product of followers} \times \text{feeding roller}} = \text{draught.}$$

If the teeth of the leaders be 160, 22, and 20, and those of the followers 90, 22 and 40; the diameter of calender roller 5, and feeding roller 2 inches; then,

$$\frac{160 \times 22 \times 20 \times 5}{90 \times 22 \times 40 \times 2} = 2{\cdot}26 = \text{the draught.}$$

The reader will have no difficulty in applying the principle of this rule to the calculation of the draught of other machines in cotton manufacture.

To find the number of twists per inch given to the rove by the fly frame:—

Turns of front roller per minute × its circumference = length of rove produced in one minute, dividing the turns of the spindle per minute by that product, gives the number of twists on the rove per inch.

Let the revolutions of the front roller per minute be 100, and the circumference 4 inches, then 100 × 4 = 400 inches = 33 feet 4 inches of rove produced in a minute, wherefore, if the spindle revolve 600 times in a minute, then,

$$\frac{600}{400} = 1{\cdot}5 \text{ twists per inch.}$$

The proper diameter of the taking-out pulley, or mendoza pulley of the stretching frame that shall regulate the motion of the carriage to the delivery of the rove, may be found by taking the product of the diameter of the front roller × the number of teeth in the mendoza wheel, and dividing by the number of teeth in the front roller pinion, and subtracting from the quotient the diameter of the mendoza bond. Thus if the diameter of the front roller be $1\frac{1}{4}$ inches, the diameter of the mendoza bond $\frac{1}{2}$ inch, the teeth in front roller pinion 20, and in mendoza wheel 110, then,

$$\frac{110 \times 1\frac{1}{4}}{20} - \tfrac{1}{2} = \frac{137{\cdot}5}{20} - \tfrac{1}{2} = 6{\cdot}8 - {\cdot}5 = 6{\cdot}3 \text{ inches}$$

= the diameter of mendoza pulley.

The revolutions of the spindle of the throstle may be found thus:—

$$\frac{\text{turns of cylinder per minute} \times \text{its diameter}}{\text{diameter of wharve}}.$$

A cylinder of 7·5 inches diameter makes 450 revolutions per minute, and the diameter of the wharve is 1 inch, hence,

$$\frac{450 \times 7{\cdot}5}{1} = 3375 = \text{turns of the spindle per minute.}$$

To find the draught of the roller of the jenny, take the product of the teeth of the front roller pinion × the grist pinion × diameter of back roller for a divisor, and take the product of the diameter of front roller × the number of teeth of the crown wheel × those of the back roller wheel for a dividend, then the dividend divided by the divisor will give the draught. Thus if the teeth of the crown wheel be 72, back roller wheel 56, front roller pinion 18, and grist pinion 24, the diameter of front roller 1 inch, and of back roller $\frac{7}{8}$, then,

$$\frac{72 \times 56 \times 1}{18 \times 24 \times \frac{7}{8}} = 10{\cdot}66 = \text{the draught.}$$

In order to determine the size of yarn from hank rove, we must first find the quantity of rove given out by the roller during one stretch, which is = the whole length of stretch — the inches gained, and calling this the divisor, the dividend will be found by taking the product of the number of hank rove × the length of the stretch × the draught, the quotient will be the size of yarn produced. Thus, if the draught be as found above 10·666, the stretch 56, the gaining of carriage 5 inches, and the rove 5 hank, then,

$$\frac{10{\cdot}66 \times 5 \times 56}{56 - 5} = 58{\cdot}52 = \text{size of yarn.}$$

To find the effect of a change of the grist pinion on the jenny.

Take the product of the pinion producing a known size of yarn, and call it the dividend, if this be divided by any other number of yarn, the quotient will be the corresponding grist pinion; or if another grist pinion be used as a divisor, the quotient will be the corresponding size of yarn produced. Thus if No. 70 yarn be produced by a pinion of 24 teeth, then,

$\frac{24 \times 70}{60} = 28 =$ the number of teeth in a grist pinion that shall produce yarn No. 60; and also

$\frac{24 \times 70}{40} = 42 =$ the number of yarn that shall be produced by a grist pinion of 42 teeth.

Take the product of the diameter of the front roller × the teeth of the mendoza wheel, and divide by the teeth of the pinion on the front roller that drives the mendoza wheel. From the quotient thus found, subtract the diameter of the mendoza band, and the remainder is the diameter of a pulley that will move the carriage out with the same speed as the yarn passes through the front rollers. When this is found, the diameter of such a pinion as will give a certain gain on the stretch may be found by multiplying the last result by the full length of the stretch, and divide the product by the difference of the length of the stretch and the gaining required. Thus, if the length of stretch be 56 inches, the gain upon stretch 5 inches, the diameter of the front roller 1 inch, and of the mendoza band $\frac{5}{8}$ of an inch, the number of teeth on the mendoza wheel 112, and on the front roller pinion 18, then,

$$\frac{112 \times 1}{18} - \frac{5}{8} = 6{\cdot}22 - {\cdot}625 = 5{\cdot}595 = \text{the}$$

diameter of mendoza pulley, to move the carriage uniformly with the delivery of the front roller, and

$$\frac{56 \times 5{\cdot}595}{56 - 5} = \frac{313{\cdot}32}{51} = 6{\cdot}14 = \text{the diameter of men-}$$

doza pulley to move the carriage with a gain of five inches on the stretch.

The number of twists given to cotton yarn varies with the quality of the fibre of the wool, the fineness of the yarn, and whether it be intended for warp or weft. But omitting the variation necessary for differences in the length of fibre, which is comparatively trifling, the number of twists in the inch will vary with the square root of the No. of the yarn, or a good practical rule is this,

$\sqrt{\text{No. of yarn}} \times 3{\cdot}75$ for the twists per inch of warp yarn, and

$$\sqrt{\text{No. of yarn}} \times 3{\cdot}25 \text{ for wefts.}$$

Thus for No. 36 warps, we have,

$\sqrt{36} \times 3{\cdot}75 = 6 \times 3{\cdot}75 = 22{\cdot}5$ twists per inch.

And for No. 64 wefts,

$\sqrt{64} \times 3{\cdot}25 = 8 \times 3{\cdot}25 = 26$ twists per inch.

When cotton yarn is put up in hanks or spindles, it is coiled upon a reel, one revolution of which takes up 54 inches of thread, and this length of yarn is denominated a thread.

54 in. = $1\frac{1}{2}$ yards	=	1 thread or round of the reel.
120	=	80 = 1 skein or ley.
840	=	560 = 7 = 1 hank or No.
15120	=	10080 = 126 = 18 = 1 spindle.

Cotton yarn is sold by weight, and its fineness is estimated by the No. of hanks in a pound. Thus, No. 20 yarn contains 20 hanks, or 20 × 840 yards = 16800 yards in one pound; No. 64 contains 64 hanks or 64 × 840 = 53760 yards of thread in a pound; consequently the diameter of the thread of No. 64 must be much less than the diameter of the thread of No. 20.

When the yarn is in cops the fineness is determined by reeling a few hanks, and by finding their weight, the No. of the yarn may be found by proportion; thus if a spindle be reeled, and its weight found to be 4 ounces 8 drachms, then by proportion, since there are 18 hanks in a spindle, and 16 ounces in a pound, and 16 drachms in an ounce, we have,

$4\frac{1}{2} : 16 :: 18 : 64 =$ the number of the yarn; or,

$$\frac{288}{\text{weight of a spindle in oz.}} = \text{No. of yarn};$$

and,

$$\frac{288}{\text{No. of yarn}} = \text{weight of a spindle in ounces.}$$

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
1	1·	1·	49	7·	3·659	97	9·8488	4.594
2	1·4142	1·259	50	7·0710	3·684	98	9·8994	4·610
3	1·7320	1·442	51	7·1414	3·708	99	9·9498	4·626
4	2·	1·587	52	7·2111	3·732	100	10·	4·641
5	2·2360	1·709	53	7·2801	3·756	101	10·0498	4·657
6	2·4494	1·817	54	7·3484	3·779	102	10·0995	4·672
7	2·6457	1·912	55	7·4161	3·802	103	10·1488	4·687
8	2·8284	2·	56	7·4833	3·825	104	10·1980	4·702
9	3·	2·080	57	7·5498	3·848	105	10·2469	4·717
10	3·1622	2·154	58	7·6157	3·870	106	10·2956	4·732
11	3·3166	2·223	59	7·6811	3·892	107	10·3440	4·747
12	3·4641	2·289	60	7·7459	3·914	108	10·3923	4·762
13	3·6055	2·351	61	7·8102	3·936	109	10·4403	4·776
14	3·7416	2·410	62	7·8740	3·957	110	10·4880	4·791
15	3·8729	2·466	63	7·9372	3·979	111	10·5356	4·805
16	4·	2·519	64	8·	4·	112	10·5830	4·820
17	4·1231	2·571	65	8·0622	4·020	113	10·6301	4·834
18	4·2426	2·620	66	8·1240	4·041	114	10·6770	4·848
19	4·3588	2·668	67	8·1853	4·061	115	10·7238	4·862
20	4·4721	2·714	68	8·2462	4·081	116	10·7703	4·876
21	4·5825	2·758	69	8·3066	4·101	117	10·8166	4·890
22	4·6904	2·802	70	8·3666	4·121	118	10·8627	4·904
23	4·7958	2·843	71	8·4261	4·140	119	10·9087	4·918
24	4·8989	2·884	72	8·4852	4·160	120	10·9544	4·932
25	5·	2·924	73	8·5440	4·179	121	11·	4·946
26	5·0990	2·962	74	8·6023	4·198	122	11·0453	4·959
27	5·1961	3·	75	8·6602	4·217	123	11·0905	4·973
28	5·2915	3·036	76	8·7177	4·235	124	11·1355	4·986
29	5·3851	3·072	77	8·7749	4·254	125	11·1803	5·
30	5·4772	3·107	78	8·8317	4·272	126	11·2249	5·013
31	5·5677	3·141	79	8·8881	4·290	127	11·2694	5·026
32	5·6568	3·174	80	8·9442	4·308	128	11·3137	5·039
33	5·7445	3·207	81	9·	4·326	129	11·3578	5·052
34	5·8309	3·239	82	9·0553	4·344	130	11·4017	5·065
35	5·9160	3·271	83	9·1104	4·362	131	11·4455	5·078
36	6·	3·301	84	9·1651	4·379	132	11·4891	5·091
37	6·0827	3·332	85	9·2195	4·396	133	11·5325	5·104
38	6·1644	3·361	86	9·2736	4·414	134	11·5758	5·117
39	6·2449	3·391	87	9·3273	4·431	135	11·6189	5·129
40	6·3245	3·419	88	9·3808	4·447	136	11·6619	5·142
41	6·4031	3·448	89	9·4339	4·464	137	11·7046	5·155
42	6·4807	3·476	90	9·4868	4·481	138	11·7473	5·167
43	6·5574	3·503	91	9·5393	4·497	139	11·7898	5·180
44	6·6332	3·530	92	9·5916	4·514	140	11·8321	5·192
45	6·7082	3·556	93	9·6436	4·530	141	11·8743	5·204
46	6·7823	3·583	94	9·6953	4·546	142	11·9163	5·217
47	6·8556	3·608	95	9·7467	4·562	143	11·9582	5·229
48	6·9282	3·634	96	9·7979	4·578	144	12·	5·241

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
145	12·0415	5·253	193	13·8924	5·778	241	15·5241	6·223
146	12·0830	5·265	194	13·9283	5·788	242	15·5563	6·231
147	12·1243	5·277	195	13·9642	5·798	243	15·5884	6·240
148	12·1655	5·289	196	14·	5·808	244	15·6204	6·248
149	12·2065	5·301	197	14·0356	5·818	245	15·6524	6·257
150	12·2474	5·313	198	14·0712	5·828	246	15·6843	6·265
151	12·2882	5·325	199	14·1067	5·838	247	15·7162	6·274
152	12·3288	5·336	200	14·1421	5·848	248	15·7480	6·282
153	12·3693	5·348	201	14·1774	5·857	249	15·7797	6·291
154	12·4096	5·360	202	14·2126	5·867	250	15·8113	6·299
155	12·4498	5·371	203	14·2478	5·877	251	15·8429	6·307
156	12·4899	5·383	204	14·2828	5·886	252	15·8745	6·316
157	12·5299	5·394	205	14·3178	5·896	253	15·9059	6·324
158	12·5698	5·406	206	14·3527	5·905	254	15·9373	6·333
159	12·6095	5·417	207	14·3874	5·915	255	15·9687	6·341
160	12·6491	5·428	208	14·4222	5·924	256	16·	6·349
161	12·6885	5·440	209	14·4568	5·934	257	16·0312	6·357
162	12·7279	5·451	210	14·4913	5·943	258	16·0623	6·366
163	12·7671	5·462	211	14·5258	5·953	259	16·0934	6·374
164	12·8062	5·473	212	14·5602	5·962	260	16·1245	6·382
165	12·8452	5·484	213	14·5945	5·972	261	16·1554	6·390
166	12·8840	5·495	214	14·6287	5·981	262	16·1864	6·398
167	12·9228	5·506	215	14·6628	5·990	263	16·2172	6·406
168	12·9614	5·517	216	14·6969	6·	264	16·2480	6·415
169	13·	5·528	217	14·7309	6·009	265	16·2788	6·423
170	13·0384	5·539	218	14·7648	6·018	266	16·3095	6·431
171	13·0766	5·550	219	14·7986	6·027	267	16·3401	6·439
172	13·1148	5·561	220	14·8323	6·036	268	16·3707	6·447
173	13·1529	5·572	221	14·8660	6·045	269	16·4012	6·455
174	13·1909	5·582	222	14·8996	6·055	270	16·4316	6·463
175	13·2287	5·593	223	14·9331	6·064	271	16·4620	6·471
176	13·2664	5·604	224	14·9666	6·073	272	16·4924	6·479
177	13·3041	5·614	225	15·	6·082	273	16·5227	6·487
178	13·3416	5·625	226	15·0332	6·091	274	16·5529	6·495
179	13·3790	5·635	227	15·0665	6·100	275	16·5831	6·502
180	13·4164	5·646	228	15·0996	6·109	276	16·6132	6·510
181	13·4536	5·656	229	15·1327	6·118	277	16·6433	6·518
182	13·4907	5·667	230	15·1657	6·126	278	16·6733	6·526
183	13·5277	5·677	231	15·1986	6·135	279	16·7032	6·534
184	13·5646	5·687	232	15·2315	6·144	280	16·7332	6·542
185	13·6014	5·698	233	15·2643	6·153	281	16·7630	6·549
186	13·6381	5·708	234	15·2970	6·162	282	16·7928	6·557
187	13·6747	5·718	235	15·3297	6·171	283	16·8226	6·565
188	13·7113	5·728	236	15·3622	6·179	284	16·8522	6·573
189	13·7477	5·738	237	15·3948	6·188	285	16·8819	6·580
190	13·7840	5·748	238	15·4272	6·197	286	16·9115	6·588
191	13·8202	5·758	239	15·4596	6·205	287	16·9410	6·596
192	13·8564	5·768	240	15·4919	6·214	288	16·9705	6·603

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
289	17·	6·611	337	18·3575	6·958	385	19·6214	7·274
290	17·0293	6·619	338	18·3847	6·965	386	19·6468	7·281
291	17·0587	6·626	339	18·4119	6·972	387	19·6723	7·287
292	17·0880	6·634	340	18·4390	6·979	388	19·6977	7·293
293	17·1172	6·641	341	18·4661	6·986	389	19·7230	7·299
294	17·1464	6·649	342	18·4932	6·993	390	19·7484	7·306
295	17·1755	6·656	343	18·5202	7·	391	19·7737	7·312
296	17·2046	6·664	344	18·5472	7·006	392	19·7989	7·318
297	17·2336	6·671	345	18·5741	7·013	393	19·8242	7·324
298	17·2626	6·679	346	18·6010	7·020	394	19·8494	7·331
299	17·2916	6·686	347	18·6279	7·027	395	19·8746	7·337
300	17·3205	6·694	348	18·6547	7·033	396	19·8997	7·343
301	17·3493	6·701	349	18·6815	7·040	397	19·9248	7·349
302	17·3781	6·709	350	18·7082	7·047	398	19·9499	7·355
303	17·4068	6·716	351	18·7349	7·054	399	19·9749	7·361
304	17·4355	6·723	352	18·7616	7·060	400	20·	7·368
305	17·4642	6·731	353	18·7882	7·067	401	20·0249	7·374
306	17·4928	6·738	354	18·8148	7·074	402	20·0499	7·380
307	17·5214	6·745	355	18·8414	7·080	403	20·0748	7·386
308	17·5499	6·753	356	18·8679	7·087	404	20·0997	7·392
309	17·5783	6·760	357	18·8944	7·093	405	20·1246	7·398
310	17·6068	6·767	358	18·9208	7·100	406	20·1494	7·404
311	17·6351	6·775	359	18·9472	7·107	407	20·1742	7·410
312	17·6635	6·782	360	18·9736	7·113	408	20·1990	7·416
313	17·6918	6·789	361	19·	7·120	409	20·2237	7·422
314	17·7200	6·796	362	19·0262	7·126	410	20·2484	7·428
315	17·7482	6·804	363	19·0525	7·133	411	20·2731	7·434
316	17·7763	6·811	364	19·0787	7·140	412	20·2977	7·441
317	17·8044	6·818	365	19·1049	7·146	413	20·3224	7·447
318	17·8325	6·825	366	19·1311	7·153	414	20·3469	7·453
319	17·8605	6·832	367	19·1572	7·159	415	20·3715	7·459
320	17·8885	6·839	368	19·1833	7·166	416	20·3960	7·465
321	17·9164	6·847	369	19·2093	7·172	417	20·4205	7·470
322	17·9443	6·854	370	19·2353	7·179	418	20·4450	7·476
323	17·9722	6·861	371	19·2613	7·185	419	20·4694	7·482
324	18·	6·868	372	19·2873	7·191	420	20·4939	7·488
325	18·0277	6·875	373	19·3132	7·198	421	20·5182	7·494
326	18·0554	6·882	374	19·3390	7·204	422	20·5426	7·500
327	18·0831	6·889	375	19·3649	7·211	423	20·5669	7·506
328	18·1107	6·896	376	19·3907	7·217	424	20·5912	7·512
329	18·1383	6·903	377	19·4164	7·224	425	20·6155	7·518
330	18·1659	6·910	378	19·4422	7·230	426	20·6397	7·524
331	18·1934	6·917	379	19·4679	7·236	427	20·6639	7·530
332	18·2208	6·924	380	19·4935	7·243	428	20·6881	7·536
333	18·2482	6·931	381	19·5192	7·249	429	20·7123	7·541
334	18·2756	6·938	382	19·5448	7·255	430	20·7364	7·547
335	18·3030	6·945	383	19·5703	7·262	431	20·7605	7·553
336	18·3303	6·952	384	19·5959	7·268	432	20·7846	7·559

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
433	20·8086	7·565	481	21·9317	7·835	529	23·	8·087
434	20·8326	7·571	482	21·9544	7·840	530	23·0217	8·092
435	20·8566	7·576	483	21·9772	7·846	531	23·0434	8·097
436	20·8806	7·582	484	22·	7·851	532	23·0651	8·102
437	20·9045	7·588	485	22·0227	7·856	533	23·0867	8·107
438	20·9284	7·594	486	22·0454	7·862	534	23·1084	8·112
439	20·9523	7·600	487	22·0680	7·867	535	23·1300	8·118
440	20·9761	7·605	488	22·0907	7·872	536	23·1516	8·123
441	21·	7·611	489	22·1133	7·878	537	23·1732	8·128
442	21·0237	7·617	490	22·1359	7·883	538	23·1948	8·133
443	21·0475	7·623	491	22·1585	7·889	539	23·2163	8·138
444	21·0713	7·628	492	22·1810	7·894	540	23·2379	8·143
445	21·0950	7·634	493	22·2036	7·899	541	23·2594	8·148
446	21·1187	7·640	494	22·2261	7·905	542	23·2808	8·153
447	21·1423	7·646	495	22·2485	7·910	543	23·3023	8·158
448	21·1660	7·651	496	22·2710	7·915	544	23·3238	8·163
449	21·1896	7·657	497	22·2934	7·921	545	23·3452	8·168
450	21·2132	7·663	498	22·3159	7·926	546	23·3666	8·173
451	21·2367	7·668	499	22·3383	7·931	547	23·3880	8·178
452	21·2602	7·674	500	22·3606	7·937	548	23·4093	8·183
453	21·2837	7·680	501	22·3830	7·942	549	23·4307	8·188
454	21·3072	7·685	502	22·4053	7·947	550	23·4520	8·193
455	21·3307	7·691	503	22·4276	7·952	551	23·4733	8·198
456	21·3541	7·697	504	22·4499	7·958	552	23·4946	8·203
457	21·3775	7·702	505	22·4722	7·963	553	23·5159	8·208
458	21·4009	7·708	506	22·4944	7·968	554	23·5372	8·213
459	21·4242	7·713	507	22·5166	7·973	555	23·5584	8·217
460	21·4476	7·719	508	22·5388	7·979	556	23·5796	8·222
461	21·4709	7·725	509	22·5610	7·984	557	23·6008	8·227
462	21·4941	7·730	510	22·5831	7·989	558	23·6220	8·232
463	21·5174	7·736	511	22·6053	7·994	559	23·6431	8·237
464	21·5406	7·741	512	22·6274	8·	560	23·6643	8·242
465	21·5638	7·747	513	22·6495	8·005	561	23·6854	8·247
466	21·5870	7·752	514	22·6715	8·010	562	23·7065	8·252
467	21·6101	7·758	515	22·6936	8·015	563	23·7276	8·257
468	21·6333	7·763	516	22·7156	8·020	564	23·7486	8·262
469	21·6564	7·769	517	22·7376	8·025	565	23·7697	8·267
470	21·6794	7·774	518	22·7596	8·031	566	23·7907	8·271
471	21·7025	7·780	519	22·7815	8·036	567	23·8117	8·276
472	21·7255	7·785	520	22·8035	8·041	568	23·8327	8·281
473	21·7485	7·791	521	22·8254	8·046	569	23·8537	8·286
474	21·7715	7·796	522	22·8473	8·051	570	23·8746	8·291
475	21·7944	7·802	523	22·8691	8·056	571	23·8956	8·296
476	21·8174	7·807	524	22·8910	8·062	572	23·9165	8·301
477	21·8403	7·813	525	22·9128	8·067	573	23·9374	8·305
478	21·8632	7·818	526	22·9346	8·072	574	23·9582	8·310
479	21·8860	7·824	527	22·9564	8·077	575	23·9791	8·315
480	21·9089	7·829	528	22·9782	8·082	576	24·	8·320

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
577	24·0208	8·325	625	25·	8·549	673	25·9422	8·763
578	24·0416	8·329	626	25·0199	8·554	674	25·9615	8·767
579	24·0624	8·334	627	25·0399	8·558	675	25·9807	8·772
580	24·0831	8·339	628	25·0599	8·563	676	26·	8·776
581	24·1039	8·344	629	25·0798	8·568	677	26·0192	8·780
582	24·1246	8·349	630	25·0998	8·572	678	26·0384	8·785
583	24·1453	8·353	631	25·1197	8·577	679	26·0576	8·789
584	24·1660	8·358	632	25·1396	8·581	680	26·0768	8·793
585	24·1867	8·363	633	25·1594	8·586	681	26·0959	8·797
586	24·2074	8·368	634	25·1793	8·590	682	26·1151	8·802
587	24·2280	8·372	635	25·1992	8·595	683	26·1342	8·806
588	24·2487	8·377	636	25·2190	8·599	684	26·1533	8·810
589	24·2693	8·382	637	25·2388	8·604	685	26·1725	8·815
590	24·2899	8·387	638	25·2586	8·608	686	26·1916	8·819
591	24·3104	8·391	639	25·2784	8·613	687	26·2106	8·823
592	24·3310	8·396	640	25·2982	8·617	688	26·2297	8·828
593	24·3515	8·401	641	25·3179	8·622	689	26·2488	8·832
594	24·3721	8·406	642	25·3377	8·626	690	26·2678	8·836
595	24·3926	8·410	643	25·3574	8·631	691	26·2868	8·840
596	24·4131	8·415	644	25·3771	8·635	692	26·3058	8·845
597	24·4335	8·420	645	25·3968	8·640	693	26·3248	8·849
598	24·4540	8·424	646	25·4165	8·644	694	26·3438	8·853
599	24·4744	8·429	647	25·4361	8·649	695	26·3628	8·857
600	24·4948	8·434	648	25·4558	8·653	696	26·3818	8·862
601	24·5153	8·439	649	25·4754	8·657	697	26·4007	8·866
602	24·5356	8·443	650	25·4950	8·662	698	26·4196	8·870
603	24·5560	8·448	651	25·5147	8·666	699	26·4386	8·874
604	24·5764	8·453	652	25·5342	8·671	700	26·4575	8·879
605	24·5967	8·457	653	25·5538	8·675	701	26·4764	8·883
606	24·6170	8·462	654	25·5734	8·680	702	26·4952	8·887
607	24·6373	8·466	655	25·5929	8·684	703	26·5141	8·891
608	24·6576	8·471	656	25·6124	8·688	704	26·5329	8·895
609	24·6779	8·476	657	25·6320	8·693	705	26·5518	8·900
610	24·6981	8·480	658	25·6515	8·697	706	26·5706	8·904
611	24·7184	8·485	659	25·6709	8·702	707	26·5894	8·908
612	24·7386	8·490	660	25·6904	8·706	708	26·6082	8·912
613	24·7588	8·494	661	25·7099	8·710	709	26·6270	8·916
614	24·7790	8·499	662	25·7293	8·715	710	26·6458	8·921
615	24·7991	8·504	663	25·7487	8·719	711	26·6645	8·925
616	24·8193	8·508	664	25·7681	8·724	712	26·6833	8·929
617	24·8394	8·513	665	25·7875	8·728	713	26·7020	8·933
618	24·8596	8·517	666	25·8069	8·732	714	26·7207	8·937
619	24·8797	8·522	667	25·8263	8·737	715	26·7394	8·942
620	24·8997	8·527	668	25·8456	8·741	716	26·7581	8·945
621	24·9198	8·531	669	25·8650	8·745	717	26·7768	8·950
622	24·9399	8·536	670	25·8843	8·750	718	26·7955	8·954
623	24·9599	8·540	671	25·9036	8·754	719	26·8141	8·958
624	24·9799	8·545	672	25·9229	8·759	720	26·8328	8·962

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
721	26·8514	8·966	769	27·7308	9·161	817	28·5832	9·348
722	26·8700	8·971	770	27·7488	9·165	818	28·6006	9·352
723	26·8886	8·975	771	27·7668	9·169	819	28·6181	9·356
724	26·9072	8·979	772	27·7848	9·173	820	28·6356	9·359
725	26·9258	8·983	773	27·8028	9·177	821	28·6530	9·363
726	26·9443	8·987	774	27·8208	9·181	822	28·6705	9·367
727	26·9629	8·991	775	27·8388	9·185	823	28·6879	9·371
728	26·9814	8·995	776	27·8567	9·189	824	28·7054	9·375
729	27·	9·	777	27·8747	9·193	825	28·7228	9·378
730	27·0185	9·004	778	27·8926	9·197	826	28·7402	9·382
731	27·0370	9·008	779	27·9105	9·201	827	28·7576	9·386
732	27·0554	9·012	780	27·9284	9·205	828	28·7749	9·390
733	27·0739	9·016	781	27·9463	9·209	829	28·7923	9·394
734	27·0924	9·020	782	27·9642	9·213	830	28·8097	9·397
735	27·1108	9·024	783	27·9821	9·216	831	28·8270	9·401
736	27·1293	9·028	784	28·	9·220	832	28·8444	9·405
737	27·1477	9·032	785	28·0178	9·224	833	28·8617	9·409
738	27·1661	9·036	786	28·0356	9·228	834	28·8790	9·412
739	27·1845	9·040	787	28·0535	9·232	835	28·8963	9·416
740	27·2029	9·045	788	28·0713	9·236	836	28·9136	9·420
741	27·2213	9·049	789	28·0891	9·240	837	28·9309	9·424
742	27·2396	9·053	790	28·1069	9·244	838	28·9482	9·427
743	27·2580	9·057	791	28·1247	9·248	839	28·9654	9·431
744	27·2763	9·061	792	28·1424	9·252	840	28·9827	9·435
745	27·2946	9·065	793	28·1602	9·256	841	29.	9·439
746	27·3130	9·069	794	28·1780	9·259	842	29·0172	9·442
747	27·3313	9·073	795	28·1957	9·263	843	29·0344	9·446
748	27·3495	9·077	796	28·2134	9·267	844	29·0516	9·450
749	27·3678	9·081	797	28·2311	9·271	845	29·0688	9·454
750	27·3861	9·085	798	28·2488	9·275	846	29·0860	9·457
751	27·4043	9·089	799	28·2665	9·279	847	29·1032	9·461
752	27·4226	9·093	800	28·2842	9·283	848	29·1204	9·465
753	27·4408	9·097	801	28·3019	9·287	849	29·1376	9·468
754	27·4590	9·101	802	28·3196	9·290	850	29·1547	9·472
755	27·4772	9·105	803	28·3372	9·294	851	29·1719	9·476
756	27·4954	9·109	804	28·3548	9·298	852	29·1890	9·480
757	27·5136	9·113	805	28·3725	9·302	853	29·2061	9·483
758	27·5317	9·117	806	28·3901	9·306	854	29·2232	9·487
759	27·5499	9·121	807	28·4077	9·310	855	29·2403	9·491
760	27·5680	9·125	808	28·4253	9·314	856	29·2574	9·494
761	27·5862	9·129	809	28·4429	9·317	857	29·2745	9·498
762	27·6043	9·133	810	28·4604	9·321	858	29·2916	9·502
763	27·6224	9·137	811	28·4780	9·325	859	29·3087	9·505
764	27·6405	9·141	812	28·4956	9·329	860	29·3257	9·509
765	27·6586	9·145	813	28·5131	9·333	861	29·3428	9·513
766	27·6767	9·149	814	28·5306	9·337	862	29·3598	9·517
767	27·6947	9·153	815	28·5482	9·340	863	29·3768	9·520
768	27·7128	9·157	816	28·5653	9·344	864	29·3938	9·524

No.	Square root.	Cube root.	No.	Square root.	Cube root.	No.	Square root.	Cube root.
865	29·4108	9·528	910	30·1662	9·690	955	30·9030	9·847
866	29·4278	9·531	911	30·1827	9·694	956	30·9192	9·851
867	29·4448	9·535	912	30·1993	9·697	957	30·9354	9·854
868	29·4618	9·539	913	30·2158	9·701	958	30·9515	9·857
869	29·4788	9·542	914	30·2324	9·704	959	30·9677	9·861
870	29·4957	9·546	915	30·2489	9·708	960	30·9838	9·864
871	29·5127	9·550	916	30·2654	9·711	961	31·	9·868
872	29·5296	9·553	917	30·2820	9·715	962	31·0161	9·871
873	29·5465	9·557	918	30·2985	9·718	963	31·0322	9·875
874	29·5634	9·561	919	30·3150	9·722	964	31·0483	9·878
875	29·5803	9·564	920	30·3315	9·725	965	31·0644	9·881
876	29·5972	9·568	921	30·3479	9·729	966	31·0805	9·885
877	29·6141	9·571	922	30·3644	9·732	967	31·0966	9·888
878	29·6310	9·575	923	30·3809	9·736	968	31·1126	9·892
879	29·6479	9·579	924	30·3973	9·739	969	31·1287	9·895
880	29·6647	9·582	925	30·4138	9·743	970	31·1448	9·898
881	29·6816	9·586	926	30·4302	9·746	971	31·1608	9·902
882	29·6984	9·590	927	30·4466	9·750	972	31·1769	9·905
883	29·7153	9·593	928	30·4630	9·753	973	31·1929	9·909
884	29·7321	9·597	929	30·4795	9·757	974	31·2089	9·912
885	29·7489	9·600	930	30·4959	9·761	975	31·2249	9·915
886	29·7657	9·604	931	30·5122	9·764	976	31·2409	9·919
887	29·7825	9·608	932	30·5286	9·767	977	31·2569	9·922
888	29·7993	9·611	933	30·5450	9·771	978	31·2729	9·926
889	29·8161	9·615	934	30·5614	9·774	979	31·2889	9·929
890	29·8328	9·619	935	30·5777	9·778	980	31·3049	9·932
891	29·8496	9·622	936	30·5941	9·782	981	31·3209	9·936
892	29·8663	9·626	937	30·6104	9·785	982	31·3368	9·939
893	29·8831	9·629	938	30·6267	9·788	983	31·3528	9·943
894	29·8998	9·633	939	30·6431	9·792	984	31·3687	9·946
895	29·9165	9·636	940	30·6594	9·795	985	31·3847	9·949
896	29·9332	9·640	941	30·6757	9·799	986	31·4006	9·953
897	29·9499	9·644	942	30·6920	9·802	987	31·4165	9·956
898	29·9666	9·647	943	30·7083	9·806	988	31·4324	9·959
899	29·9833	9·651	944	30·7245	9·809	989	31·4483	9·963
900	30·	9·654	945	30·7408	9·813	990	31·4642	9·966
901	30·0166	9·658	946	30·7571	9·816	991	31·4801	9·969
902	30·0333	9·662	947	30·7733	9·820	992	31·4960	9·973
903	30·0499	9·665	948	30·7896	9·823	993	31·5119	9·976
904	30·0665	9·669	949	30·8058	9·827	994	31·5277	9·979
905	30·0832	9·672	950	30·8220	9·830	995	31·5436	9·983
906	30·0998	9·676	951	30·8382	9·833	996	31·5594	9·986
907	30·1164	9·679	952	30·8544	9·837	997	31·5753	9·989
908	30·1330	9·683	953	30·8706	9·840	998	31·5911	9·993
909	30·1496	9·686	954	30·8868	9·844	999	31·6069	9·996

USEFUL RECIPES FOR WORKMEN.

SOLDERS.

For Lead.—Melt one part of block tin, and when in a state of fusion add two parts of lead. If a small quantity of this, when melted, is poured out upon the table, there will, if it be good, arise little bright stars upon it. Resin should be used with this solder.

For Tin.—Take four parts of pewter, one of tin, and one of bismuth; melt them together, and run them into thin slips. Resin is also used with this solder.

For Iron.—Good tough brass, with a little borax.

CEMENTS.

A very strong glue is made by adding some powdered chalk to common glue when melted; and a glue which will resist the action of water may be formed by boiling one pound of common glue in two quarts (English measure) of skimmed milk.

Turkey Cement.—Dissolve five or six bits of mastich, as large as peas, in as much spirit of wine as will dissolve it. In another vessel dissolve as much isinglass, (which has been previously soaked in water till it is softened and swelled,) in one glass of strong whisky; add two small bits of gum galbanum, or ammoniacum, which must be rubbed or ground till dissolved, then mix the whole by the assistance of heat. It must be kept in a stopped phial, which should be set in hot water when the cement is to be used.

For turners, an excellent cement is made by melting in a pan over the fire one pound of resin, and when melted add a quarter of a pound of pitch: while these are boiling add brick dust, until, by dropping a little upon a cold stone, you think it hard enough. In winter it is sometimes found necessary to add a little tallow.

In joining the flanches of iron cylinders or pipes, to withstand the action of boiling water and steam, great inconvenience is often felt by the workmen for want of a durable cement. The following will be found to answer: Boiled linseed oil, litharge, and white lead, mixed up to a proper consistence, and applied to each side of a piece of flannel, linen, or even pasteboard, and then placed between the pieces before they are brought home, as it is called, or joined.

For *Steam Engines* an excellent cement is as follows: Take of sal ammoniac two ounces, sublimed sulphur one ounce, and cast iron filings or fine turnings one pound; mix them in a mortar, and keep the powder dry. When it is to be used mix it with twenty times its quantity of clean iron turnings, or filings, and grind the whole in a mortar, then wet it with water, until it becomes of a convenient consistence, when it is to be applied to the joint; after a time it becomes as hard and strong as any other part of the metal. x)

LACQUERS AND VARNISHES.

Old Varnish is made by pouring, by little and little, half a pound of drying oil on a pound of melted copal, constantly stirring with a piece of wood. When the copal is melted, take the mixture off the fire and add a pound of Venice turpentine; then pass the whole through a linen cloth. When the varnish gets thick by keeping, add a little Venice turpentine; and if it be wished of a dark colour, amber should be used instead of copal.

Black varnish for iron is made of twelve parts of amber, twelve of turpentine, two of resin, two of asphaltum, and six of drying oil.

For cabinet work and musical instruments a varnish may be made thus:—Take four ounces of gum sandarack, two ounces of lack, the same of gum mastich, and an ounce of gum elemi; dissolve them in a quart of the best whisky; the whole being kept warm when they are dissolved, add half a gill of turpentine.

Lacquer is a varnish to be laid on metal, for the purpose of improving its appearance or preserving its polish. The lacquer is laid on the surface of the metal with a brush: the metal must be warm, otherwise the lacquer will not spread.

For brass a good lacquer may be made thus:—Take one ounce of turmeric root ground, and half a drachm of the best dragon's blood; put them in a pint of spirits of wine, (English measure,) and place them in a moderate heat, shaking them for several days. It must then be strained through a linen cloth, and being put back into the bottle, three ounces of good seed-lack, powdered, must be added. The mixture must again be subjected to a moderate heat, and shaken frequently for several days, when it is again strained, and corked tightly in a bottle for use.

x) Sal. Am. 2 Parts
Sulpher 1 "
Iron 360

STAINING WOOD AND IVORY.

Yellow. Diluted nitric acid will often produce a fine yellow on wood; but sometimes it produces a brown, and if used strong it will seem nearly black.

Red. A good red may be made by an infusion of Brazil wood in stale urine, in the proportion of a pound to a gallon. This stain is to be laid on the wood boiling hot; and before it dries it should be laid over with alum water. For the same purpose a solution of dragon's blood in spirits of wine may also be used.

Mahogany colour may be produced by a mixture of madder, Brazil wood, and logwood, dissolved in water and put on hot. The proportions must be varied by the artist according to the tint required.

Black. Brush the wood several times over with a hot decoction of logwood, and then with iron lacquer, or, if this cannot be had, a strong solution of nut galls.

Ivory may be stained blue thus:—Soak the ivory in a solution of verdigris in nitric acid, which will make it green, then dip it into a solution of pearlash boiling hot, and it will turn blue.

To stain ivory black the same process as for wood may be employed.

Purple may be produced by soaking the ivory in a solution of sal ammoniac into four times its weight of nitrous acid.

To make Edge-Tools from Cast Steel and Iron.—This method consists in fixing a clean piece of wrought iron, brought to a welding heat, in the centre of a mould, and then pouring in melted steel, so as entirely to envelope the iron; and then forging the mass into the shape required.

To colour Steel Blue.—The Steel must be finely polished on its surface, and then exposed to a uniform degree of heat. Accordingly, there are three ways of colouring: first, by a flame producing no soot, as spirit of wine; secondly, by a hot plate of iron; and thirdly, by wood ashes. As a very regular degree of heat is necessary, wood ashes for fine work bears the preference. The work must be covered over with them, and carefully watched; when the colour is sufficiently heightened, the work is perfect. This colour is occasionally taken off with a very dilute marine acid.

To distinguish Steel from Iron.—The principal characters by which steel may be distinguished from iron are as follow:—

1. After being polished, steel appears of a whiter, light grey hue, without the blue cast exhibited by iron. It also takes a higher polish.

2. The hardest steel, when not annealed, appears granulated, but dull, and without shining fibres.

3. When steeped in acids, the harder the steel is of a darker hue is its surface.

4. Steel is not so much inclined to rust as iron.

5. In general, steel has a greater specific gravity.

6. By being hardened and wrought, it may be rendered much more elastic than iron.

7. It is not attracted so strongly by the magnet as soft iron. It likewise acquires magnetic properties more slowly, but retains them longer, for which reason steel is used in making needles for compasses, and artificial magnets.

8. Steel is ignited sooner, and fuses with less degree of heat than malleable iron, which can scarcely be made to fuse without the addition of powdered charcoal; by which it is converted into steel, and afterwards into crude iron.

9. Polished steel is sooner tinged by heat, and that with higher colours, than iron.

10. In a calcining heat, it suffers less loss by burning than soft iron does in the same heat and the same time. In calcination a light blue flame hovers over the steel, either with or without a sulphureous odour.

11. The scales of steel are harder and sharper than those of iron; and consequently more fit for polishing with.

12. In a white heat, when exposed to the blast of the bellows among the coals, it begins to sweat, wet, or melt, partly with light-coloured and bright, and partly with red sparkles, but less crackling than those of iron. In a melting heat, too, it consumes faster.

13. In the vitriolic, nitrous, and other acids, steel is violently attacked, but is longer in dissolving than iron. After maceration, according as it is softer or harder, it appears of a lighter grey or darker colour; while iron, on the other hand, is white.

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