Description of a Novel Steam Yacht.

LYING in the screw dock on the East River at the foot of Market Street, New York, is the mastless steam yacht "Meteor," with a V-shaped hull and a dome deck. Her designer and builder, Mr. A. Perry Bliven, has secured from the United States and European governments fifteen patents upon the peculiarities of her construction. The curved prow, the edges of the phosphor-bronze stern-post, and the propeller blades are sharpened almost literally to a knife-edge. Her external features above the water line can be briefly summed up in the word "curves." Excepting the wheel-house, smoke-stacks, and ventilators on deck, nothing shows above the rail. The pilot house is a dome, the smoke-stacks, ranged fore and aft, are surrounded, protected, and strengthened by an oval plate-iron fender, and the hatches are arches. The only things that waves could sweep would be, perhaps, the boats from the davits.

The yacht is supplied with the Ward steam generator. The boiler is practically non-explosive; has been tested in its component parts to 2,050 pounds, and, as a whole, to 1,000 pounds hydrostatic pressure. Its grate surface is ninety-six feet; heating surface, 3,680 square feet, and it contains 7,850 linear feet of tubing; and its power of generating steam is claimed to be four times as great as any boiler known occupying the same space. The condenser is one specially made by Lighthall, and contains 13,000 feet of nickel-plated tubing. The engines are recently patented, and are double-compounded with four cylinders, made of phosphor-bronze. The high-pressure cylinders measure $9\frac{1}{2} \times 20\frac{1}{4}\text{ inches}$, and the low-pressure, $20 \times 20\frac{1}{4}\text{ inches}$, with annular pistons of steel.

There are two piston rods on the high-pressure and four on the low-pressure cylinders; six connecting rods and four steel cranks, — the latter set at quarters, so that the pistons are never on a centre. The four-bladed screw is of phosphor-bronze, $10\frac{1}{2}\text{ feet in diameter}$, and the same in pitch. The blades are separately slipped on the shaft and held in place by cups, permitting, in case of breakage of one or two blades, the resetting of the remainder in balance, as a three or two bladed screw; 550 pounds of steam is estimated to give 2,600 horse-power, and 300 revolutions of the screw per minute.

The "Meteor" is the property of the American Quick Transit Company of Boston. The company has purchased a tract of land at Bay Ridge, and will prepare to build steamers as soon as the "Meteor" is proved a success. The coming steamship, according to Mr. Bliven's belief, will measure 468 feet in length by 72 feet beam and 56 feet depth of hold, and have a gross tonnage of 4,000. She will carry six hundred first-class passengers, 2,000 in the steerage, and five hundred tons of mail and express matter, will make twenty-four round trips from America to England yearly, and a single trip in five days. For safety she will have eight cross bulkheads, and one fore and aft on the line of every deck. These steamships will be supplied with compound screws, which will project, when in service, from either side of the vessel just forward of the stern-post. The double misfortune of breaking a shaft and having the rudder and rudder post carried away by the detachment of the main screw will not even hinder Mr. Bliven's mastless ships from going triumphantly on their way. In such an event the auxiliary screws will be pushed out, and water-tight shutters, covering them, and hinged to the stern-post, will form a double rudder. Separate engines will be used to operate the screws, and the time required to apply the power and connect the shutters with the regular steering gear will be but a few minutes. She will be strictly a Yankee ship, built of American materials. — Manufacturers' Gazette.

Imagination is fired when Florence, "the beautiful city by the Arno," is mentioned; but when one arrives there, and finds the Arno looking very much like a big drain, one is willing to return to common scents. — Com. Bulletin.