THE TECH. BOSTON, MASS., JANUARY 14, 1913

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(Continued from Page 1, Col. 3.)

tical and marine types the valves are operated by two come and one cam, respectively for the sake of securing smoothness. The construction of the valves themselves is very simple, and they can be used on engines running at speeds as high as 300 R. P. M. They can also be easily removed from their casing.

The governor is of such a design that the energy stored up in its moving parts causes an unusually quiet and positive action. On the high pressure cylinders of high compound engines, instead of the customary single steam chest, there are two—one at each end of the cylinder and really forming part of the cylinder heads. In the construction of the tandem compound engines is such that the minimum amount of heat is lost by conduction to the main frame, and the distance piece separating the two cylinders is large enough to permit of the removal of the cylinder heads without disturbing the alignment of the working parts. Many other novel features of construction were also mentioned or explained.

The remainder of Mr. Rosenzweig's lecture was taken up with typical installations of the Lentz engine, which is built in units, developing as much as 10,000 horse-power. That of the People's Gas and Coke Company of Chicago is especially noteworthy because of a special control device used on account of the wide variations in load. In some installations, where the engine is directly connected to a generator, a motor is used in place of the usual hand speed controller, so that the various engines in the station may be synchronized from the switchboard. In a few cases a hand reverser has been substituted for the regular governor.

Mr. Rosenzweig read an extract from "Power" defending the action of the United States government in changing from turbine to reciprocating engine drive on its battle-ships as one illustration of the necessity of the later type for marine service. The German government, as well as numerous private European interests, have adopted the Lentz marine engine after extensive tests, and at the Brussels Exposition, in 1910, several such engines were shown. One was quite remarkable in that it had three low and one high pressure cylinders all of the same dimensions. In Europe locomotives have been operated with the Lentz valve gear, and one has run over two hundred thousand miles without any part having to be replaced. A coal saving of 19.2 per cent. and a water saving of 30.2 per cent. was effected on another locomotive used for industrial work.

The lecture was well attended and Mr. Rosenzweig was sincerely thanked by the president of the Mechanical Engineering Society in behalf of all present for the very enjoyable hour that it afforded them.

JONES CARRIES BEANS.

Harry M. Jones, the House-Providence aviator, started on his first inter-state parcel post flight from Providence to New York city shortly after 1 o'clock yesterday afternoon. After tuning up his machine and circling the field a few times, he started off in the direction of Providence with his cargo, which consisted of several pots of beans, which were delivered at Providence and other cities along the route.

BASKETBALL POSTPONED.

The basketball game between the 1913 Class team and the Drawing Academy team, which was scheduled for last night, has been postponed until Wednesday night.

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