

been consumed in the runs which in the aggregate amounted to a little over three miles. The engine weighs  $10\frac{1}{2}$  tons, and a truck containing several passengers which it had hauled weighed about  $1\frac{1}{2}$  tons more, making a total of 12 tons. The result of the runs, however, was not considered so good as had been obtained upon previous occasions, as a number of stops were made in order to test the controlling and other qualities of the engine. The engine is arranged so as to be able to make a run of 20 miles with one charge of compressed air. What it really has done, we are informed, has been to haul a gross load of 22 tons for a distance of 11 miles, and the lighter load of 12 tons for over 20 miles, with one charge of air, and which it did under the observation of the Arsenal authorities. From these experiments it was deduced that the engine will take three tons one mile with the expenditure of one cubic foot of compressed air. There can be no doubt that the engine so far has worked most satisfactorily, and there can be as little doubt that the new pattern engine, which we understand will soon be running on the Edinburgh and Portobello tramway, will prove as successful. If cost of production, maintenance and working is found to be low, other things being equal, there is a wide future before this system. Not only will it be applicable for tramway service, in which connection it has been mainly developed by Colonel Beaumont, but it will probably be found capable of working the traffic of our underground railways. This would be a great boon both to the railway passengers and to the company's servants. It will be seen that this system of applying compressed air differs from any that has been hitherto in use, inasmuch as it avoids the loss entailed by the use of a reducing valve and the cooling of the air by expansion. The arrangement appears to enable a much greater amount of power to be realized out of a given quantity of energy stored up than hitherto, and the success of the system, so far, entitles it to the consideration of those who are connected with our tramways and railways.—*London Times*.

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**Treatment of Frosted Potatoes.**—The severe winter in France froze such large quantities of potatoes that some of the chemists were induced to experiment upon them, and they found that if the thawed potatoes were thoroughly washed and then dried slowly, in a current of air with a temperature but slightly above the freezing point, all evidences of the frost would be removed. *Chron. Indust.*