ter is forced by the expansion of the confined air, should always be formed in this manner. For it is this which produces the motion during the returning part of the stroke in the pump constructed like Fig. 13. No 1. and during the whole stroke in No 2. Neglecting this seemingly trifling circumstance will diminish the performance at least one-fifth. The construction of No 1. is the best, for it is hardly possible to make the passage of the other so free from the effects of contraction. The motion of the water during the returning stroke is very much contorted.

There is one circumstance that we have not taken any notice of, viz. the gradual acceleration of the motion of water in pumps. When a force is applied to the piston, it does not in an instant communicate all the velocity which it acquires. It acts as gravity acts on heavy bodies; and if the resistances remained the same, it would produce, like gravity, an uniformly accelerated motion. But we have seen that the resistances (which are always measured by the force which just overcomes them) increase as the square of the velocity increases. They therefore quickly balance the action of the moving power, and the motion becomes uniform, in a time so short that we commit no error of any consequence by supposing it uniform from the beginning. It would have prodigiously embarrassed our investigations to have introduced this circumstance; and it is a matter of mere speculative curiosity: for most of our moving powers are unequal in their exertions, and these exertions are regulated by other laws. The pressure on a piston moved by a crank is as variable as its velocity, and in most cases is nearly in the inverse proportion of its velocity, as any mechanician will readily discover. The only case in which we could consider this matter with any degree of comprehensibility is that of a steam-engine, or of a piston which forces by means of a weight lying on it. In both, the velocity becomes uniform in a very small fraction of a second.