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Contents.

(Illustrated articles are marked with an asterisk.)

Weighing and registering ma-chine, grain, automatic*.....

..... 19

TABLE OF CONTENTS OF

SCIENTIFIC AMERICAN SUPPLEMENT

No. 549.

For the Week Ending July 10, 1886.

Price 10 cents. For sale by all newsdealers.

PAGE I. ASTRONOMY.-The Physical Appearance of Mars in 1886.-By W. F. DENNING. The "Canals" of Mars...... 8174

II. ELECTRICITY .- Domestic Electricity .- Piles which can be used. -With engraving.....

III. ENGINEERING AND MECHANICS.-Steel Castings. use of steel castings in lieu of iron forgings and brass castings in building and fitting ships, etc.-By Mr. E. C. WARREN.-With full 875 page of engavings. The Use of Natural Gas at Pittsburg.—First use of natural gas.-Gas and petroleum coincident.-Boring wells.-Pressure of gas.-

Pipe lines.-With map.....

IV. MEDICINE AND HYGIENE.-Medico-Legal Researches on the

Scientific American.

THE FASTEST STEAM LAUNCH.

Henrietta is the name of a steam launch just built by the Herreshoff Manufacturing Company, of Bristol, R. I., for Norman L. Munro, of this city. She is elegantly built, principally of mahogany, and

a large amount of polished bronze makes her very attractive to the eye. The most astonishing quality, though, is her speed, which is probably greater than ever before attained in a vessel of her size; and we may remark that in all the high speeds attained with other boats, the very best bituminous or semibituminous coals are used, that have only 3 to 5 per cent of ash, and to burn the coal fast enough inclosed stokeholds are used, into which air is forced is surrounded by spiral flanges of thin metal. In this with blowers. But the Henrietta uses anthracite coal manner the projectile is given a rotary motion similar of ordinary marketable quality, and the natural draught is increased by a small steam jet in the uptake.

We append dimensions of the boat and record of trial trip, which have been furnished us by her builders:

The Henrietta is the 133d steamer of our build. Her dimensions are: Length on deck, 48 ft.; length on water line, 46 ft. 6 in.; beam, 7 ft. 5 in.; depth. 3 ft. 9 in. She is open nearly two-thirds of her length; has air tight compartments at each end, and four water tight bulkheads. The hull is built of wood, and the planking, decks, etc., are double thickness of mahogany. The keel and entire frame is of white oak, and all fastenings are of copper and bronze.

 ${\it Engine}$ is of the triple expansion type, of our latest design, and intended for a very high steam pressure. The cylinders are 4 in., 61/2 in., and 10 in. diameter, and the stroke of piston is 8 in.

Boiler is the "Herreshoff patent safety," and is of our usual improved type. It has about 9 sq. ft. of grate surface, and the draught is accelerated by a steam jet in the up-take. The fire and engine rooms are not inclosed.

Screw propeller is of bronze, with four blades, and is 28 in. diameter. The boat is almost entirely free from vibrations, even at the highest speed.

The trial for acceptance was made June 14. Six runs were made over a base of one mile (5,280 ft.) in Bristol Harbor. There was a moderate wind abeam, and the sea was quite smooth. A moderately hard red ash anthracite coal was used, that has about 15 per cent of ash

Run.	Mean steam.	Time.	Speed.	Mean of pairs
1 2 3 4 5 6	244 lb. 240 " 244 " 242 " 24415 " 250 "	3 m. 3 sec. 3 " 2 " 2 " 593 " 3 " 59 " 2 " 59 " 2 " 58 "	19°67 19°77 20°05 19°91 20°11 20°22	 19.72 19.98 20.165

Mean speed, 19.955 miles = 17.3 knots.

Full time occupied, including turns, was between 24 and 25 minutes. There was no heating of bearings the dock.

The Henrietta left Bristol for New York at 4:48 A.M., June 16, in a dense fog, having two persons only on board, the engineer and pilot. She was detained fully one hour by the fog, and was overtaken by the Stiletto, also bound to New York, off Horton's Point, L. I., at 12:15 P.M., just as the fog cleared away. She ran side and side with the Stiletto to Sands Point, and arrived under the Brooklyn Bridge at 6:15 P.M., having had head tide nearly all the way. The actual running speed was over 13 miles per hour; and if allowance be made for fog and adverse tide, her speed was nearly 15 miles per hour.

Consumption of coal from Bristol to New York, 900 Weight of the boat in running trim, 10,000 pounds. pounds. Immersed cross section, 7½ square feet nearly.

THE PNEUMATIC DYNAMITE GUN.

Lieut. Zalinski is still continuing his experiments with the pneumatic dynamite gun illustrated in the SCIENTIFIC AMERICAN of Oct. 31, 1885. The weapon is

loaded projectiles, one shell went to the bottom without exploding, but another, containing 58½ pounds of nitro-gelatine, burst just beneath the surface, and sent a column of spray into the air to a height of over 100 feet. When the gun was elevated 32 degrees, and the pressure of air at 1,000 pounds, the projectile was carried about two and a half miles.

The gun itself remains substantially the same as before, the present experiments being directed more particularly to the improvement of the projectile. In the latest form, the cylindrical shell is three feet in length, and in diameter the full size of the bore. The wooden tail piece projects several feet back of the cylinder, and to that of a rifle ball; and in consequence, greater accury and increased range have been obtained. The question of our coast defense gives particular interest to experiments with either aerial or submarine torpedoes, for the tendencies of modern warfare point to these as the probable weapons with which future battles are to be fought. It is understood that the board will continue to experiment with the pneumatic gun until thoroughly informed concerning its performance.

Chemistry without Apparatus.

When one is engaged in qualitative chemical analysis, it is necessary to change vessels at almost every reaction, or else be compelled to resort to frequent washing, which, if it be not properly performed, may spoil the results of the subsequent reaction. One of the best means that has been tried of getting over this difficulty consists in the use of the smoked capsules proposed by Mr. Violette. By smoked capsule is meant a small porcelain saucer covered with a layer of lampblack by putting it into the flame of a candle. A drop of water or of a saline solution, carefully deposited in this capsule, assumes therein the form of a globule, which is as limpid as crystal, and which does not adhere to the lampblack. The addition to this globule of another drop of saline solution or a particle of a solid reagent produces therein all the phenomena of coloration, precipitation, and crystallization with perfect clearness. The eye is capable of following in it the least changes (which are rendered still more manifest through the lenticular magnification) without having to look through the glass sides of what are usually used as receptacles.

After the phenomena has been observed, the globule is thrown out through a slight blow on the capsule. The latter will be found clean, without residuum, and perfectly fitted for the examination of another reaction without any mixture with the preceding. The vessel is, so to speak, clean without the necessity of cleaning it, and there need be no fear of any of those contaminations, even slight ones, that sometimes spoil analytical results in the ordinary vessels used.

The capsule, which is only three-quarters of an inch in diameter, is nothing else than one of those small whatever, and it was the second time the boat had left; porcelain saucers used for water colors. In order to put it into the flame, it must be grasped with pincers; but the operation may be more easily performed by gluing a thin cork disk to it, and sticking a pin into this for a handle. For smoking one of these capsules properly it is necessary to use precaution. It should be thrust into the upper third of the flame of a candle several times, and be allowed to cool in the intervals. It is necessary to wait until the capsule is cold before depositing the globule in it, for otherwise it would get wet. The carbonaceous coating is at once made wet by acid, alcoholic, and ethereal liquids, and it is only aqueous solutions that assume a globular form upon it.

This mode of operating may be still further simplified by taking advantage of the property that the leaves of the same plants possess of not being wet by water and aqueous saline solutions. Among such leaves those of the nasturtium (Tropcolum) have a form that especially adapts them to this use. When one of these is held by its petiole, its upper surface exhibits a depression in which one can easily deposit a globule, and proceed exactly as with the smoked capsule. When the leaf

Blood.—Chemical and optical properties of the coloring matter.—		becomes wet, after a few reactions, nothing is easier
Methods employed in examining the bloodA new spectroscope	60 feet long and has a bore of 8 inches, the projectile	than to substitute another one for it -La Nature.
2 engravings 8772	force being air under a pressure of 1,000 pounds to the	
V. MISCELLANEOUS.—Photography in the Pulpit	square inch. The trials of the system made during the	······
Manufacture of Window Glass with Natural Gas, -Processes and	past fall were sufficiently successful to attract much in-	The Radiophone.
Apparatus used in the Works of Messrs. S. McKee & Co., Pitts-	terest in military and naval circles. The present ex-	M Mercadier has devised a radiophone of a very
burgFull page of engravings	animenta et Fert Leferette New Yerle Herber here	time in the simply a microphone with
Manufacture of Soap.—A historical review of soap making and a	periments at Fort Larayette, New York harbor, have	simple kind. It is in fact simply a more phone with
full description of different methods and apparatus employed5	been witnessed by a number of officers specially ap-	the supports of the carbons fixed to a thin dia.
Telescopic Objectives and Mirrors: their preparation and testing	pointed by the Secretary of the Navy. The target,	phragm or plate of varnished pine. The microphone
-By HOWARD GRUBBPolishing machinesFiguring and test-	consisting of a few sails rigged on a small scow, was	is connected to a magneto receiver with or without
ing	placed at a distance of a mile. A number of barrels	induction coil and in circuit with a battery. In ex-
VI. PHYSICS, ETCOn Dissociation in Temperatures with Special	were anchored around it in a small circle of known	posing the diaphragm to the action of intense, radia-
Reference to Pyrotechnical QuestionsBy FRED. SIEMENS 8764	redius. Ton blank projectiles were fired at the target	tion rendered intermittent by a revolving wheel or
A New Medical Thermometer 8773	radius. Ten blank projectnes were med at the target.	tion, rendered mitchingene sy telephone gives out a
Thermometers for High Temperatures.—2 figures	One passed through a sail, and all came sumclently	screen pierced with noies, the telephone gives out a
WI DOLIMICAL FOONOWN Sibler College Lectures IN The	near the mark to have accomplished their purpose had	note corresponding to the oscillations of the radiant
Riddle of the Sphiny II - Present State of the Labor Question	actual warfare been in progress. Captain Howell, who	energy. Further, a telephone transmitter with its
Causes of Discontent.—Issue involved in the conflict.—Co-opera-	is well known as an inventor himself was one of the	iron diaphragm to the radiation gives out a corre-
tion.—The Societe du Familistere de Godin.—Pullman.—Organiza-	is well known as an inventor innisen, was one of the	monding note in the receiver. The effects are in-
tion of Labor	examining board, and expressed his confidence that	sponding note in the receiver. The encous are m
	these experiments have established the accuracy of the	creased by smoking the diaphragm, or using a pow-
VIII. TechnologyThe Coloration of WinesBy P. CAZENEUVE	gun, but he was of the opinion that it could bestill	erful source of light, such as the oxyhydrogen or arc
Yellow Oxide of MercuryHydrate of Oxide of LeadGelatinous	further improved In additional experiments with	light
Hydrate of Peroxide of Iron	. intrust imbiored. If anothous exbeliments with	14,110,

PHOTOGRAPHIC NOTES.

Correct Color-Tone Photography with Ordinary Gelatine Bromide Plates. - In a recent communication read before the Franklin Institute at Philadelphia, from He was born in Dublin, August 12, 1793. At 14 years advancesheets of the Journal of the Franklin Institute, he was apprenticed to a wholesale druggist and Mr. Fred. E. Ives relates the following concerning some interesting experiments with color screens, intended to be located in the camera, behind the lens:

Chlorophyl-stained collodion bromide emulsion plates have been made four or five times more sensitive to spectrum red than to blue. It has been estimated that ordinary gelatine bromide plates are one hundred times more sensitive to blue than to red. The relative red sensitiveness of the chlorophyl-stained collodion plates is, therefore, probably four hundred or five hundred times greater than that of ordinary gelatine bromide plates. But the most rapid ordinary gelatine bromide plates are one hundred times more sensitive to ordinary diffused daylight than the collodion emulsion plates, and it would, therefore, appear that the absolute red sensitiveness of the very rapid gelatine plate should be one-fifth as great as that of the very slow chlorophyl plate. By recent experiment in photographing the lime-light spectrum, I have found this estimate to be very nearly correct for some makes of extra rapid gelatine bromide plates.

What, then, is to prevent us from making correct color-tone photographs with very rapid ordinary gelatine dry plates? The difficulties, although apparently great, are not insurmountable, as I shall show; but the exposures are necessarily so long that the method is not available in many cases where the regular isochromatic processes can be successfully employed. I have calculated that, in order to secure correct colortone without a color-screen, it would be necessary to have plates about ten times as sensitive to spectrum red as to blue; if this estimate is correct, the ordinary rapid gelatine dry plate is relatively one thousand times too sensitive to blue: and in order to secure correct color-tone with such a plate, it would be necessary to cut off $\frac{999}{1000}$ of the blue light, and green and yellow in due proportion. It is very easy to cut off a large portion, or all, of the blue light, but it required a great deal of patient experiment to produce a color-screen that cut off just enough of the blue, and also of the green and yellow. I accomplished this by a mixture viding the strain in tons in the center of a flange by of aniline color solutions in the plate-glass tank which I recommended for color-screen purposes in 1879. My $3\frac{1}{3}$ pounds, the weight of an inch square bar a foot first trial exposures were made on the lime-light spec- long, we obtain the weight per foot of the flange; amount to 92.16 dollars per year for the water to prowater in the tank, a little at a time, until so little blue of the beam, supposing its sections to be uniform; light was transmitted that it produced very much less and finally, multiplying by 3/4, we get the average three hundred working days. In case the motor was action than the red; I then added aniline red until the weight of a beam, the flanges and lattices of which green acted but little more than the blue, and aniline are proportioned in some degree to the varying be only in proportion to the hours run, while if the violet to slightly reduce the action of the yellow. An strains. If we assume the depth of a beam to be 1 exposure made in the camera, using this color-screen foot in 12'8 feet, a very good proportion, this formula and a M. A. seed plate, proved that my calculations becomes were very nearly correct. I was only obliged to add a little more yellow and red to the color solution to secure correct color-tone in all the colors of a bright chromo, which I use as a test object. With exposures five times longer, I have secured results apparently equal to those obtained with my chlorophyl-eosine plates and yellow screen.

The result which I obtained cannot be even approximated by means of a screen of any single-color solution that has been tried, and I believe this to be the first specification of the production of a color-screen actually capable of securing correct color-tone with ordinary plates.

Purple-Brown Stains in Gelatine Bromide Prints.-We recently had bromide paper prints shown to us for examination which had on their surface irregularshaped stains, varying in size from one inch wide to houses; small lathes and drills for light manufacturing half an inch by from two to four inches long, of a peculiar purplish brown tint. The operator had used the best of care, having followed the printed instructions to the letter, but was troubled now and then with the stains. We ascertained by experiment that the sole cause of the stains was due to the injection, either from the fingers or accidentally, of an infinitesimal amount of hypo into the water or vessel in which the sheet was dipped prior to development.

James Muspratt.

James Muspratt, the founder of the alkali industry, died at Widnes, Eng., May 4, at the age of 93 years. apothecary, where he acquired some practical knowledge of chemistry. With a small capital he comacids and other chemicals, and some time afterward, in partnership with a Mr. Abbott, that of prussiate of potash. In 1822, dissolving the partnership, he removed his plant to Liverpool, where he began the erection of lead chambers for the manufacture of sulphuric acid, with the intention to practically work out the Leblanc process of manufacturing soda. His Liverpool works soon becoming inadequate to the demand, he erected more extensive works, in partnership with Mr. Gamble, at St. Helena. Expelled from both places by expensive lawsuits for damages, he went to Flint and afterward started works at Widnes, where about 350 men are employed under the direction of his son, Mr. E. K. Muspratt, in the manufacture of soda ash, sulphate of soda, bleaching powder, caustic soda, sulphur; brown vitriol, rectified vitriol, chlorate of potash, hydrochloric acid, and chloride of magnesia.

Weights and Strength of Girders.

In the large tubes of the Britannia bridge, the weight of the top and bottom flanges is nearly equal, while the sides are a little more than one-third the whole weight, viz., 37 per cent. From these considerations, it is very easy to arrive at a quick method of estimating the weight of any given girder. The sectional area at the center of one flange being obtained, materials, and the weight of the whole beam will be three times this result. The Board of Trade limit the strain on wrought iron to 4 tons to the square inch in compression and 5 tons in tension. This would make the bottom flanges of beams lighter than the top, were it not for the weakening effects of rivet holes: it is therefore generally correct to make the bottom flange the same gross area as the top. By di-4, we obtain the sectional area; multiplying this by I commenced by adding aniline yellow to multiplying this into 3, we obtain the weight per foot

 $W \times 12.8 \times 3\frac{1}{3} \times 3 \times 3$ Weight per foot -=3W.

 $8 \times 1 \times 4 \times 4$

Or, in other words, multiply the distributed load in tons a beam is required to carry by 3, and the result is the weight in pounds per foot of the beam.-The Architect.

Efficiency of Small Water Motors.

Nowadays, when so many of the small cities throughout the country are supplying themselves with water works, it seem time to notice a class of small motors in which the water pressure can be utilized to develop power for driving such various kinds of machinery as are usually operated by hand. Sewing machines for clothing and dressmaking establishments and private purposes and repair shops; in groceries for roasting and grinding coffee; in restaurants and dining rooms for actuating fans for ventilation and fly screens : and in barber shops for revolving hair brushes, and so or through a long list of uses for saving hand labor.

much indirectly to the escape from the confined and Some of these take the form of water engines, esunwholesome air of houses, which warmer weather perpecially when adapted to blowing organs, or producmits, is a very difficult question to solve. ing a reciprocating motion. Others are models of turbine wheels, while many of these motors are simple The open air, free and pure, is an acknowledged esential of health. House air is often foul and even forms of impact and reaction wheels wherein the now fingers coming in contact with a corner of a bromide er is derived from the direct impinging of a small jet poisoned. There is much reason to think that open It is well known that any trace of hypo, on the sheet will cause the corner to immediately blacken of water at a high velocity against a series of cupped doors and windows, which warm weather allows, has floats or plates attached to the arms of a wheel in- more to do with diminished sickness than a merely This same reaction occurs, only much slower, when closed in a case, the waste water flowing off to the higher temperature. the amount of hypo. present is still less, resulting in the sewer after having spent its force in causing the wheel For Staining Bricks. to revolve. For staining bricks red, melt one ounce of glue in one Such a motor is very simple in construction, and contrace of hypo, be upon the fingers or in the dish of sists of a wheel with the series of floats attached on gallon of water; add a piece of alum the size of an egg, its periphery, inclosed in a chamber to prevent the then one-half pound Venetian red and one pound of dashing of the water; and as this revolves in the case Spanish brown. Try the color on the bricks before without contact, the only parts liable to wear are the using, and change light or dark with the red or brown, An explosion of nitro-glycerine occurred July 2, in two journals of the supporting shaft, which, projecting using a yellow mineral for buff. For coloring black, the mixing house of a dynamite factory at McCains- through the sides of the chamber, are provided with heat asphaltum to a fluid state, and moderately heat ville, N. J., whereby ten men lost their lives. Only oil boxes and are easily cared for. These ends of the the surface of the bricks and dip them. Or make a hot little bits of their bodies were afterward found, the shaft are fitted with pulleys, from which motion is mixture of linseed oil and asphalt; heat the bricks and woodwork of the house was mostly reduced to fine communicated to a line shaft by belting or cord. A dip them. Tar and asphalt are also used for the same powder, and small craters in the earth marked points very pretty application shown in a grocer's window purpose. It is important that the bricks be sufficiently where most of the nitro-glycerine is supposed to was one of these motors. The shaft on one side was hot, and be held in the mixture to absorb the color to provided with a pulley, from which was driven a set the depth of one-sixteenth of an inch.

of coffee grinders, while from a crank attached to the opposite end a connecting rod worked a machine for slicing smoked or dried beef.

The motors are very handy. They are always ready when their services are required for either long or short duty, and they never get tired. A moment given to open the water valve, and they are in motion. Simmenced the manufacture of acetic and hydrochloric ply closing the same valve, and they are motionless, and while at rest they are no expense. In this respect they have the advantage of both steam and hot air engines, which require the continual keeping up of the steam pressure in the boiler or of heat in the furnace. and also of gas motors, which are much more complicated pieces of mechanism, and require better mechanical skill and ability in their attention and care.

In fact, they are, because of their extreme simplicity and non-liability to get out of order and wear out, peculiarly adapted to fill the demand for help where a constant water pressure and supply can be obtained.

In regard to the expense of operating such motors, that of course depends upon the total hours per day they are run and the load they are called upon to carry. In their proportion of parts, the nozzle from which the water issues for discharge against the floats will range from one-eighth to one-fourth inch diameter; the size will depend upon the working head or water pressure in connection with the amount of power required. The greater the pressure the smaller the nozzle, and less water required to develop the power.

Take, for instance, a motor having a nozzle of threesixteenths of an inch diameter with a working head of 60 feet. The maximum theoretical discharge from an orifice of three-sixteenths inch diameter under a head of 60 feet would equal 44.68 pounds of water with a velocity of 37.29 feet per minute. Allowing for the fricthe weight per foot is known; one-fourth of this, at tion of vent, the actual effective discharge would be releast, may be saved by proper arrangement of the duced to, say, 32 pounds of water delivered per minute. 119.328

32 lb. \times 37.29 feet per minute = - = 3.3 horse pow-33.000

er; deducting from this 40 per cent for loss of efficiency, and it leaves, say, two horse power as the maximum practical effect from the use of 32 pounds of water per minute, or $\frac{32}{2} = 16$ pounds of water $\times 60 = 960$ pounds 9,600

per hour ; 960 \times 10 hours = $\frac{1}{625}$ $- = 153_{10}^{6}$ cubic feet per

day; 153.6×300 working days = 46,080 cubic feet per year. 46,080 cubic feet \times 2 mills per cubic foot will duce an average of one horse power per hour. That would be for constant power for ten working hours and at work only part of the time, then the expense would pressure was double and the cost per cubic foot remained the same, then the expense would be less, and so on.—American Engineer.

Health in Connecticut.

The May report of the State Board of Health for Connecticut says :

In nine cities, representing a population of 276,000, or about three-eighths of the population of the whole State, the death rate was 14.02 to the 1,000 people, as compared with 18.9 in the month of April in the same cities. So far as this estimate may stand for the general health of Connecticut, it shows a very gratifying improvement over the health of the preceding month.

While about the same list of fatal diseases are reported from the various towns, the marked diminution in their fatality is to be noticed. The most fatal diseases in April were consumption and pneumonia.

In April there were 74 fatal cases of consumption in the above nine cities, but in May only 60. In April there were 73 fatal cases of pneumonia in the same; but in May only 18.

How much a general improved state of health is to be attributed directly to warmer weather, and how

when immersed in the ferrous oxalate developer.

formation of the peculiar stain spoken of. In working gelatine bromide prints, it is very necessary that no water in which the prints are first wetted.

have been.



Novel Way of Advertising.

A lady going north a few days ago, says a Chicago newspaper, was stopped by a rather shabbily dressed single signal can be operated by a single line wire from woman, who inquired where Schultz's dye house was. "I do not know," was the reply. "Well, why don't been set to "danger" from one or more of the stations, you know? It's over corner Illinois and Clark Streets," cannot be set to open the line until all of the signal was the apparently disgusted reply. Subsequent developments proved that this has become a new mode of forms of construction heretofore in use, the signal has



MARTIN'S OPERATING MECHANISM FOR RAILWAY SIGNALS.

tainly leaves an impression on the person questioned

FRUIT PULPER.

patented by Mr. Frank W. Bradley, whose address is



BRADLEY'S FRUIT PULPER.

P. O. Box 2,015, Denver, Col., is to provide a simple implement for easily removing the pulp from lemons, oranges, and similar fruit. The curved blades are united at the bottom and form a point, and their opposite ends are connected by arms with the handle. The curvature of the blades is approximately the same as that of the inside of the peel of a lemon or orange, are one hundred teeth formed upon the wheel, and up-



OPERATING MECHANISM FOR RAILWAY SIGNALS. By means of the construction herewith illustrated, a any number of points desired, but which, having once stands have been moved to "safety." In the ordinary

> been operated by a wire direct from the signal stand; but by this invention there may be interposed as many different signal stands as desired, at such distances apartas may be most convenient, one of these interconsisting of a lever pivotpitman with the short arm of another lever, through which the pull of the wire is transmitted to a sliding bar, riding in slots, and thence through another pivotal lever to the signal. At each of the stands there are racks with limit pins or stops to prevent the passage of the lever arms; and the upper arm of the

advertising. It is indeed a novel one, and one that cer- lever, to which is attached the wire communicating directly with the signal, has several holes, the throw of the lever being determined by attaching the wire at a proper distance from the fulcrum. When the lever is released at any one of the signal stands, it permits The object of this invention, which has been the levers to change and the wire to slack from such point sufficient to drop the weight at the signal post. As the weight falls, it displays the danger signal, the full rise of which is easily insured by the compensating lever. After the line has thus been closed by the setting of the danger signal, it cannot be again opened until all the parties who have given the danger signal set the levers at their respective signal stands for safety. By such an arrangement of operating mechanism, it is claimed that the number of distinct signals required for a section of road can be greatly reduced, and thus effect a saving that will be readily appreciated by railroad men.

> This invention has been patented by Mr. Peter N. Martin, of Madalin, N. Y., to whom, or to Mr. Miller Longbottom, of No. 7 Fulton Fish Market, New York city, should be addressed all communications relative is a pipe whose lower end is at a suitable distance bethereto.

ADDING MACHINE.

In the machine herewith illustrated there are nine levers, each provided at its outer end with a disk marked with a numeral. When one of the levers is depressed, a pawl carried upon the end of an arm passes up over as many teeth of a ratchet wheel as are indicated by the numeral of that particular key; the arm carrying the pawl is then drawn down by a spiral spring and turns the wheel, which is held from being turned back by the friction of the pawl by a second pawl pivoted to the bed plate. The wheel is loosely mounted upon the end of a shaft extending across the bed plate and journaled in suitable standards. There

on its rim is formed an annular flange marked with numerals from 1 to 100. To the outer end of the hub of the wheel is attached a small pinion wheel, with which meshes a gear wheel having a rim marked with numlever having a blank disk. The mechanism is covered by a casing having apertures over the zero marks of the wheels, in order that the sum can be readily read. In using the machine, the keys representing the figures to be added are successively depressed, and the sum of the column of figures can be read through the aper-

This invention has been patented by Mr. Peter L. Lindholm. Further particulars can be had by addressing Messrs. Lindholm & Peterson, of Franconia, Minn.

BOILER SWEEPER.

A sweeper for cleaning scales and sediment from boilers, tanks, and stills, that can be used while the pressure is on, is shown in the annexed engraving. In the head of the boiler, and as near the bottom as possible, posed signal stands, as is screwed a pivotal universal joint connection for the shown in the illustration, sweeper rod. The construction of the connection is clearly shown in the sectional view. The sweeper rod ally mounted on a stand- is made in sections screwed together to allow of its beard, and connected by a ing drawn out and disconnected to prevent corrosion.



LEVI'S BOILER SWEEPER.

The last section remains in the ball, with the brush drawn up so as not to rest on the bottom and endanger its burning, and this section is made as short as possible. to prevent it projecting too far at the front of the head. With this device every portion of the bottom of the boiler can be reached and cleaned by the brush, and this sweeping operation can be performed when the boiler is under pressure, so there need be no loss of time

This invention has been patented by Mr. William T. Levi, of Charleston, W. Va.

IMPROVED PUMPING APPARATUS.

Extending into the well, cistern, or other reservoir,



LINDHOLM'S ADDING MACHINE.

bers 1, 2, 3, and so on, as many division



lar water-tight partition between the outer

marks being used as pipe and the wall or casing of the reservoir. Conthe teeth of the gear nected air and water tight with the lower end of wheel are multiples the second pipe is a third one; between the second of the teeth of the and third pipes is an air space to prevent the second pipe from being crushed by the air pressure in pinion, so that this rim will indicate the the outer pipe when a vacuum is formed in the third or inner pipe, whose upper end is connected with a number of revolupump cylinder as shown. To the main piston rod is tions of the ratchet attached a cross-bar, to the ends of which are secured wheel, and consepiston rods of two; cylinders, placed at opposite sides quently the number of hundreds in the of the pump cylinder, so that the suction pump and the two air force pumps at the sides will be operated sum. With the journal of the gear wheel from a common piston rod. The air chambers of the

so that when the pulper is inserted in the pulp of one- is connected the end of a spring, so arranged as to be half of the fruit, and turned, it will remove the pulp coiled up by the forward revolution of the wheel, and without its being flavored with the oil of the peel. The blades may be made detachable from the handle, if desirable.

air pumps are connected with the air-tight cover uniting the upper ends of the first and second pipes. The having sufficient strength to turn the ratchet wheel connecting pipes are provided with proper valves. and gear wheel back to the zero points when the **pawls** When the engine is operated, the liquid is drawn by are raised, which is accomplished by depressing the the pump and forced through a discharge pipe, while

air is forced by the pumps into the outer pipe and compressed therein, so as to apply the compressed air to the surface of the liquid in the outer pipe, and thereby assist in forcing it into the suction pipe. With this head of sealing wax is formed around the tube near one apparatus, water can be easily raised to any desired height.

This invention has been patented by Mr. Patrick F. Guthrie, of Franklin, N. J.

> POLARIZED LIGHT. A FEW OBJECTS FOR THE POLARISCOPE. BY GEO. M. HOPKINS. II.

Scientific experimentation, though practiced merely as a pastime, can but elevate the thoughts and bring the mind into new channels, thus promoting knowledge to some degree, even though the student proceed no farther than the observation of effects. But once interested in effects, the inquisitive mind cannot rest satisfied without probing for causes.

So far as effects are concerned, the subject under consideration is everything that could be desired, and ne great scientific knowledge or high manipulative ski is required to secure splendid results.

In a former article, the writer mentioned a few way in which light could be polarized and analyzed, and gave hints as to some objects which might be viewe by polarized light.

A few simple objects easily prepared from mica a here shown. The material is of course procurab everywhere, and it requires little more than a gland at the engravings to enable any one to prepare objects. Doubtless many other forms than those ill trated will suggest themselves to the student.

The simplest form is shown in Fig. 1. It consists thin plate of mica bowed into approximately cylindrical form, and secured by its edges to a pl glass by means of narrow strips of gummed paper size is immaterial; the glass plate may be 11/2 inches wide by 3 inches long. This object exhibits fine bands of prismatic color when viewed in the polariscope. Two such semi-cylinders, when crossed, exhibit the intricate figure shown in Fig. 2, with all the splendlid colors of the spectrum.

The object shown in Fig. 3 is formed of a disk of mica having a sector cut out and the radial edges overlapped, forming a low cone. The overlapping edges are best fastened together by small tin clips inserted in holes in the mica and bent downward on opposite sid les. The clips are not noticeable, and are efficient in holding the edges together. Cement will not answer the purpose, as it adheres to the surface only, and it must be remembered that mica splits almost indefinitely.

The cone thus made has the appearance it the polariscope of a huge circular crystal of salicite. The colors of the cone may be heightened by mounting it on a sheet of mica, as shown in the engraving. The cone is first placed in the polariscope, with the polarizer and analyzer crossed, and turned untilit appears brightest, when the lower edge is marked. 'The mica sheet is then placed in a similar way in the lolariscope,



secure a pin head downward on a square of glass with the simple form of Norremberg doubler. These obealing wax or other cement. A small paper tube which will fit the pin loosely is then made, and a little end. A piece of mica is selected which exhibits fine colors in the polariscope, and four equilateral triangles are cut from it, either with their corresponding sides ut upon the same base line, or with one side of each ut from one side of a square, or they may be cut and ounted haphazard.

To the apex of the angle designed for attachment to



GABBEY'S AUTOMATIC GRAIN WEIGHING AND REGISTERING MACHINE.

the paper tube a small drop of sealing wax is applied, and with the tube on the pin the first triangle is attached by holding it in the required position by means of a pair of tweezers, and then fusing the wax on the mica and that on the tube simultaneously by means of a small heated wire, such as a knitting needle.

The other members are placed and secured in a similar way, care being taken to arrange the triangles symmetrically, and at a slight angle with the plane of rotation of the object, as shown in the engraving.

The wheel snown in Fig. 5 and the star shown in Fig. 6 are prepared in a similar way. The sections of the wheel are cut from a circular piece of mica, and cemented in place on the paper tube after the fashion of a propeller wheel or wind wheel.

Each ray of the star is made of two scalene triangles of mica oppositely arranged with respect to each other, and inclined in opposite directions, the longer and shorter sides of adjacent triangles being fastened at the periphery of the star by a minute drop of sealing wax.

In Fig. 6 beside the star are shown two somewhat similar objects, formed of strips of mica, pivoted together on a small rivet, one object having the pivot in the center of the strips, the other having it at the



MICA CONE.

jects are also very satisfactory when projected on the screen.

AUTOMATIC GRAIN WEIGHING AND REGISTERING MACHINE.

This machine is designed especially for attachment to the elevator spouts of grain separators and corn shellers. The case is made in three parts--a large central part and two smaller end ones. In the upper and lower ends of the central part are placed plate valves. The upper valve closes against the sharp beveled edge of a metal strap designed to cut off straws, weeds, and other substances that would prevent the valve from closing tightly. The lower valve closes against the lower edge of a metal strap, the upper parts of which are bent upward and outward and are attached to the inner surface of the end of the central part. The valves are so connected that one will always be closed when the other is open. Attached to the shaft carrying the upper valve is an arm pivoted to the rear end of a pawl operating numbered wheels (Fig. 3). With this construction, as the valve is lowered to admit grain to the central part of the case, which is designed to contain half a bushel, the pawl is drawn back, and when the valve is raised to stop the inflow of grain, the pawl is pushed forward to make the numbered disks register the amount. At the proper time the numeral 1/2 can be seen through one of the holes in the door covering the register. To the shaft of the lower valve is rigidly attached the acute angle of a triangular arm, whose outer angles are cut off to form seats for a friction roller pivoted to the end of the short arm of a spring attached to the frame.

The long arm of the spring rests against a pivoted eccentric provided with an index finger, which points to a scale marked with the names of the different grains to be cleaned and weighed, and the number of pounds of each to a bushel. The tension of the spring is regulated by adjusting the finger so that the spring will hold the arm with sufficient force to keep the valve closed until the weight of half a bushel of grain has been received upon it, when it will open to discharge the grain, and the upper valve will close to prevent any grain from entering the middle part of the case while the lower valve is open. The case is suspended from the spout of the elevator (Fig. 1) by spring hooks; the grain can be discharged in bulk into a wagon or into sacks. This invention has been patented by Mr. Robert S. Gabbey, of Rossville, Kansas.

SOME we suggests that trees after transplanting may be kept alive by burying a row of never pots filled with water around the body and over the roots of the tree.







4

STAR FAN AND CROSSED BARS OF MICA.

The moisture which will percolate through the bottom and sides of the pots will be so gradual that two-gallon Any of these objects may be viewed by means of the ones will hold enough so as not to require refilling for black glass polarizer in connection with either of the some time, and the roots will be kept moist till such

and turned and marked. The other is then cemfted by its edges to the sheet, the tarked edges of oth members being arranged in the tame direction. Any of these objects may be viewed by means of the

The Maltese cross shown in Fig. 4 is revoluble! The first step toward the preparation of this obje is to forms of analyzer described in the former article, or in time as they begin to sprout afresh.

A Promise of Better Things.

There are distinct indications of a reaction from the intensity of the labor disturbances. No doubt, this movement toward peace and quietness received its impulse from the murderous riots in Chicago. Reasonable workingmen, who had yielded to excited feelings, saw in those events a plain indication of the direction in which they were drifting, and they shrank from the prospect. Evil not infrequently produces good, and it is probably not an unfortunate thing that the agitation of the laborers so soon culminated in such a manifestation of fiendish outlawry. If we must have sores upon the body politic, the quicker they come to a head and break the better.

It looks now as if the differences between employers and employed would have speedy adjustment, and lime is present. that matters will settle down in quietness, with a promise of a strong stimulation of business. Commerce of all kinds has been dammed up for several months by adding lime water, it is carbonic acid. If a blue sug the troubles, and the accumulation will sweep swiftly onward as the obstructions are removed. There has been a clear gain to all hands in two directions. First, the sensible men in the labor organizations have more control than they had three months ago. Second, manufacturers are better organized to deal with labor questions, to help each other to resist oppression, and, perhaps, to help wage earners as well as themselves by checking reckless competition.

That there will be any general reduction of the period of labor to eight hours a day appears unlikely. The obstacle to the success of this project is not so much the opposition of employers as the resolute antagonism of the great mass of workingmen. There can be no doubt that these are far too wise not to perceive that the proposed restriction simply involves a plan for depriving them of the privilege of selling to best advantage the only thing they have to sell, namely, their labor. This feeling is particularly strong among skilled workmen who are frugal as well as industrious. Many of them would much prefer to an eight hour scheme an arrangement which would secure to them frequent opportunity to earn extra pay for working overtime. It is not too harsh to assert that the bulk of the men who are eager to labor for eight hours only are just the kind of men to whom the two hours thus gained would be more hurtful than profitable. There is no greater nonsense than that contained in the theory that the two hours are wanted by men for the purpose of "improving their minds." Anybody who lives in a manufacturing town is aware that the number of workmen who care to improve their minds

in any way is very small indeed. The mn who have such ambition are almost invariably the very

men who would vote against an eight hour law if the question should be carried to the polls. This is an central and commanding position overlooking the fearlessly to our workingmen readers to declare if it is

not true. We may go a little further. The curse of the workingman in this country is the run traffic. It is this that robs him of most of his wages, and in many cases it is in the taverns that he spends much of his spare time. It may be feared that the two hours proposed to be gained, by reducing the hours of labor, would be spent in the same places, and with them much more of the money earned. It will be remembered that all the Chicago socialists were associated with the beer saloons, either as owners or frequenters, and their places were the haunts and the rallying points of the rioters. Rum sellers wax fat upon strikes and disturbances, and they form the only class that would make a clear money gain by cutting down the hours of labor. These are hard things to say, but they are true, and they ought to be said. The money squandered in this infernal business last year would have given us good trade and workingmen good wages right along. It is not the tyranny of employers that keeps men poor. It is the rapacity and devilish greed of the liquor dealer. The fact is demonstrable, not only that wages are far higher here than in other countries, but that they are far higher here now than they ever were before, and nent citizens and business men of responsible character. meantime living is cheaper. The constant tendency, Hon. W. D. Washburn is President; S. C. Gale, Vice-

and clear lime water. If combined or free carbonic acid is present, a precipitate is seen, to which, if a few drops of muriatic acid be added, an effervescence commences.

Test for Magnesia.-Boil the water to a twentieth part of its weight, and then drop a few grains of neutral carbonate of ammonia into a glass of it and a few drops of phosphate of soda. If magnesia be present, it will fall to the bottom.

Test for Iron.-Boil a little nut gall, and add to the water. If it turns gray or slate, black iron is present 2. Dissolve a little prussiate of potash, and if iron present, it will turn blue.

Test for Lime.-Into a glass of the water put two drops of oxalic acid, and blow upon it; if it gets milky

Test for Acid.-Take a piece of litmus paper. If turns red, there must be acid. If it precipitates of paper is turned red, it is a mineral acid.

. THE MINNEAPOLIS INDUSTRIAL EXPOSITION.

The people of the beautiful and enterprising city Minneapolis, Minn., are actively engaged in arrangifor their grand industrial exposition, which is to opened on the 23d of August next. The financial $c^{(8)}$ partment is strong and substantial, showing $admirab^{d}_{-}$ management. The stockholders are about 2,500 in nun¹ ber.

The exposition has obtained, by donation of citizens, a site of $5\frac{1}{2}$ acres of ground in the heart of the city, a



THE GREAT EXHIBITION BUILDING MINNEAPOLIS.

assertion the proof of which is difficult, bure appeal Mississippi River and Falls of St. Anthony. The site alone is worth \$200,000. Including the value of the ground, the Exposition Association has a capital of \$500,000, and will open its fine building free from debt.

> The exposition building is 336×356 ft. in ground di mensions and 80 ft. high. The height to the top of the dome is 144 ft.; to the top of the main pavilion, 128 ft. of smaller pavilions, 112 ft.; and to top of mast of great tower, 260 ft. The tower is 34½ ft. square at the base, and has two balconies, one at a height of 160 ft. and one 200 ft. high. The main entrance is 32×64 ft., the size of tower windows 14×80 ft., and of other win dows 18×30 ft.

> The floor space amounts to $7\frac{1}{2}$ acres, which exceeds that of the Chicago Exposition building by 100,000 ft. The walls are of brick and Mankato cream colored stone. The interior will be neatly finished in a fireproof manner, and so arranged that when occasion re quires it will form a single auditorium, with accommodations for 40,000 people. A spacious annex will contain the art exhibit. Isaac Hodgson & Son, of Minne apolis, are the architects of the building.

The exposition has been organized as a permanent institution. The officers and directors are all promimoreover, is to still larger wages. Everything in this President; H. G. Harrison, Treasurer; W. G. Byron,

Besides the State University, there are 31 public school buildings in the city. The University main building was erected about twenty years ago. Several others have since been added, and one structure is now building. Of the city school buildings, the High School is the finest. It was built eight years ago, at an expense of \$100,000. Three school buildings are to be erected this season. The schools have now 14,000 pupils enrolled, and the school population is rapidly increasing

Lake Minnetonka, the leading lake resort of the Northwest, is practically a suburb of Minneapolis, being at a distance of only thirty minutes' ride by railroad. It is a lake of 15,000 acres, dotted with islands, and has 200 miles of shore. It is surrounded by heavy voods, and forms a charming retreat for summer tourists from all parts of the country. Palatial hotels and steamers have been provided.

Within the city limits are not less than ten lakes, hree of which are each nearly a mile in diameter. In onnection with these, a comprehensive system of pubparks and boulevards is being arranged.

The world-famous Falls of Minnehaha are less than wo miles from the city limits, and a few miles further elow, at the junction of the Mississippi and Minneta rivers, is Fort Snelling, a historic and picturque place. The city territory of Minneapolis has an ea of over 30 square miles, and touches, at one point, e limits of the city of St. Paul.

detailed description of the city's many interesting atures does not come within the scope of this article. the following statement of the business and imvement record for 1885 will give some idea of the ailing activity and progress: Assessed valuation, 68,938; new buildings erected, 3,605, costing 909; realty sales, 9,119 in number and \$22,034,230 ount; jobbing trade, \$77,060,700; manufacturing $_{\mathrm{ss}}$, 63,625,000; bushels of wheat received, 32,000,street railway passengers carried, 9,388,017; bank-

ing capital, \$5,500,000, since increased to \$6,950,000; public improvements, \$500,000.

Lespite a share of the prevalent industrial depression caused by labor troubles, building improvements in Minneapolis are being conducted upon a very extensivel scale. During the past six months, fully 2,300 new buildings have been commenced. On a conservative preliminary estimate, these will cost \$6,000,000. Before

the close of the year as many more building improvements vill probably be inaugurated. Such rapid growth necessitates corresponding activity in the relaty market. Recorded sales of real estate for the past six months have been about 6,000 in number, involving an aggregate consideration of \$14,500,000. This a nount will doubtless be more than doubled before the close of the year. These are actual facts that indpate the great vigor of this young metropolis.

Old Roman Lead.

Recently while the excavations for the new gas holder tan: at the Chester, Eng., gas works were in progress, apig of Roman lead, in excellent preservation, was liscovered at a depth of 23 feet below the ground. It pears on its upper surface the following inscription: MP VESP AVG V T IMP III.; while on the side is is ribed DE. CEANGI. Its weight is 192 1b. The translation of the inscription is that it was a pig of leal, atribute to the Roman power from the tribe in North Wales commonly known as the Ceangi. The inscription tells us that it was cast during the fifth consulate of the Emperor Vespasian and the third consulate of 'litus

This synthrenizes with our date A. D. 74; and consequently $i_{i} \in \mathbb{R}^{N}$ be assumed that the pig of lead has been lying were it was found some 1,800 years. The ground whain it was discovered was gravel and marl, which ϵ_{id} ntly formed part of the old river bed. Close to it wi found a human skull, and another was discovered abit 15 feet away. The skulls and bones of horses and ullocks were also met with in or about the same pla. The foreman of the works (Mr. J. Fish) at once illed the attention of the company's engineer (Mr. NW.) Stevenson, Assoc. M. Inst. C. E.) to the discovery and the treasure trove was placed in

country tends to improve the condition and the chances Secretary ; Col. L. B. Hibbard, General Manager. The safe keeping. Athle ground has to be excavated anhealth and strength, the fault is almost certainly his. No organization can help him if he squanders his money and plays the fool. He will be beaten out of sight by the man who saves his earnings and obeys the requirements of reason and sense.-Textile Record.

Water Tests.

Test for Hard & Soft Water.-Dissolve a small quantity of good sap in alcohol. Let a few drops fall into a glass of water. If it turns milky, it is hard; if not, it is soft.

Test for Earthy Matters or Alkali.-Take litmus paper dipped in vinegar, and if, on immersion, the paper dipped in vinegar, and if, on immersion, the cut 316,167,166 feet of lumber, 72,202,550 fath, and 12,000 more books rhan an the public fibraries of paper returns to its true shade, the water does not contain earthy matter or alkali. If a few drops of sirup be added to a water containing an earthy matter, it will turn green. If the det of 1,000,000 inhabitants. In one day the mills can cut fifth the det of the date of 1,000,000 inhabitants. In one day the mills can cut fifth the date of 1,000,000 inhabitants. In one day the mills can cut fifth the date of 1,000,000 inhabitants.

Test for Carbonic Acid.-Take equal parts of water 2,600,000 feet of lumber.

of the laborer. If he falls behind in the race, when he has exposition will be open for six weeks, from August 23 other three feet, urt her discoveries may be expected. to October 3.

Leading among the industries of the city is the manufacture of flour. Minneapolis flour mills have a worldwide reputation. They are 22 in number, and furnish Mr. Andrew Carneje, a Scotchman by birth, and now direct employment to 1,400 men. The value of buildings and machinery amounts to over \$4,000,000, and the

the manufacture of lumber. The 21 sawmills last year cut 316,167,166 feet of lumber, 72,202,550 lath, and 12,0000 more books than all the public libraries of

Progres of the United States.

In "Triumphat Democracy," a recent work by an American manucturer, the author gives many interesting facts showing the progress and prosperity of ings and machinery amounts to over \$4,000,000, and the operation of the business involves the investment of about \$8,000,000. The products for 1885 were worth \$34,000,000. The mills have an aggregate daily manu-facturing capacity of 35,000 barrels of flour. Second only in importance to the flour industry is in the flour industry is in the flour industry is in the school librar is a large the progress and prosperity of his adopted country. He states that during last year 74,000 more one of Besemer steel were produced in the United factors in the produced in the is adopted country. He states that during last year radius of the produced in the United factors in the school librar is a large the progress and prosperity of is adopted country. He states that during last year radius of the produced in the United factors in the school librar is a large the school librar is the school librar is a large the scho tenthf the debt of Birmingham.

THE MEIGS ELEVATED RAILWAY.

The roadbed and rolling stock of the railroad of today have reached their high standard through the labors of countless ingenious and persevering inventors, each of whom has added his link to make the chain more perfect \cdot even the smallest detail shows the combined talent of many industrious workers, one taking it up, advancing it a step, and then giving place to another. It therefore seems peculiar to be called upon to describe a new method of railroading designed as a whole by one man-a new railroad from the ballast to the top of the smokestack, from the pilot to the coupler on the last car.

The system herewith illustrated is the invention of Mr. Joe V. Meigs, of Lowell, Mass., and has been tested under conditions far more exacting than would be found in actual practice. The road is not a model, but a full-sized elevated railroad in every respect. This was made necessary by a section in the act of the Massachusetts Legislature authorizing the incorporation of the Meigs Elevated Railway Company, which states that "no location for tracks shall be petitioned for in the city of Boston until at least one mile of the road has been built and operated, nor until the safety and strength of the structure and the rolling stock and motive power shall have been examined and approved by the board of railroad commissioners or by a competent engineer to be appointed by them." To fully demonstrate the possibilities of the road under widely varying circumstances, the company has built tracks of several kinds-wooden way of the cheapest possible kind; wooden way following the contour of the earth; wooden way with level grade secured by varying the heights of the posts; wooden way with very short curves and steep grades; and iron way upon high grades, increasing in height until a level of 14 feet in the clear above the earth was secured. The trial road, beginning at the shops of the company on Bridge St. East Cambridge, has one curve of 50 feet radius, 165 feet long, on a grade of 120 feet, and on level and curves has grades of 240 feet, 300 feet, and 345 feet. So far everything has worked in the most satisfactory manner, the train rounding the exceedingly sharp curves easily, and mounting the steep grades without trouble.

The peculiar features of this road, wherein it differs most essentially from the ordinary railroad, are the way, switch, trucks, passenger cars, engine, drawbar, and brakes.

The posts for an iron way are made up of two channel bars united by two plates, thereby forming a boxlike structure whose cross section may be varied as demanded by location. The posts are to be placed upon foundations, the plans of which vary to suit the character of the material that may be encountered.

The way upon which the train runs consists of a single iron girder 4 feet in depth for each span, placed over the center line of the posts. The girder carries an upper track beam and a lower track beam, upon the sides of each of which the rails, four in number, are placed. The two bearing rails, which carry the load of the train, consist of angle irons placed upon the outer upper edge of wooden stringers upon the lower track beam. These stringers are placed in the exterior recesses formed by two channel bars is of the locomotive type, is 60 in. in diameter, 15 ft. in ness in gathering borax is already established on the properly secured to the sides of the posts. These rails are fastened to each other, to the stringers, and to the track beam by bolts passing clear through. Two vertically placed rails for the balancing or friction wheels are carried by the upper track beam. The distance inclined downward at the back end to allow of climb-general government.-San Francisco Bulletin. from out to out between the lower rails is $22\frac{1}{2}$ inches, this being sufficient to insure the necessary transverse stiffness. This is the gauge of the road. The distance between the upper rails is 17½ inches. It is expected to adopt the common form of rail, beveling the edges of the lower stringers and placing the rail at an angle of about 45 degrees. In our engraving, the rails are in the form of a right angle, and the treads of the wheels are made with a corresponding right angle upon their lower edge like the balance wheels of the traction and expansion. Yet few suspect that the groove. The usual length of post, 24 feet, would give the truss and 6 feet forming the foundation.

The switch is formed of a single swinging section

that pass under the lower edges of the rails, thus the requisite power is provided. tying the truck to the rails, so that no lifting or upon but could not leave the way. On top of the whole train. truck frame is a movable iron frame carrying four pin, and is securely tied to the car body, as the hori- what pressure may be brought to bear upon them. zontal flanges of its frame castings overlap the rim of the upper turntable. In passing curves and switches, on a sharp curve, Fig. 3 is an end view of the track and the trucks turn upon the balancing wheels, placed engine, Fig. 4 is a section through tender and track, centrally between the supporting wheels, which are and Fig. 5 is a section through the car. 4 feet apart.

other of the same width.

The cars possess many novel features, both outside and inside. The circular section and rounded ends decrease the resistance to the wind, and permits a high admit of the strongest possible construction without rate of speed. an overweight of material. The floor consists of a platform made of 5 inch channel beams, and is 71% feet wide by 51 feet 2 inches long. The framing of the body is of light T iron ribs, bent in a circle, communication, there would be no market in this counfilled in by panels covered with rich upholstering, try for the foreign article. In Lincoln county, on the which covers all the interior ; the exterior is sheathed | Rio Virgin, there is a deposit of pure rock salt which with paper and copper. The cylindical portion is 10 is exposed for a length of two miles, a width of half feet 81/2 inches in diameter. While adding to the a mile, and is of unknown depth. In places, canons strength, this form is expected to diminish the wind are cut through it to a depth of 60 feet. It is of resistance fully one-third. The interior of the car, as ancient formation, being covered in some places by shown in Fig. 1, is light, roomy, and pleasing to the basaltic rock and volcanic tufa. The deposit has eye. The seats are upholstered like the rest of the been traced on the surface for a distance of nine miles. car, and comfort and luxury have been carefully. It is so solid that it must be blasted like rock, and so studied in every detail. At each window is a spe- pure and transparent that print can be read through cially designed device for securing ventilation with blocks of it a foot thick. At Sand Springs, Churchill out the annoyance caused by dust. There is an en- county, there is a deposit of rock salt 14 feet in depth, tire absence of sharp corners, so that, in case of a free from any particle of foreign substance, which can serious accident, the liability of the passenger being be quarried at the rate of five tons a day to the man. greatly injured is largely avoided.

The locomotive consists of a platform car supported upon a truck at either end and housed like the passenger car. The floor is 7½ ft. wide by 29¼ ft. in extreme water, salt to the depth of several inches may be length; the tender is $25\frac{2}{3}$ ft. long, has a tank and bin for the water and coal, besides additional room which salt of unknown depth. Soda, borax, and other valmay be used for other purposes. Upon the floor of the uable minerals also exist in large quantities near engine are, in effect, two complete stationary engines, these localities, and branch railroads will sooner or each connected with a single driving wheel. The boiler later bring them into market. A considerable busilength, and is placed over the engines, its center line line of the Carson & Colorado Railroad. If Nevada being 61 inches above the floor. There are 200 tubes, 2 will cut down her working expenses and develop her in. in diameter and 7 ft. long; the grate is 4½ ft. natural resources, she will be above the necessity of square. The crown sheet is arched in shape, and is seeking land grants from her neighbors or from the ing and descending grades equal to 800 feet to the mile without exposing any uncovered part to the fire. The cylinders are 12 by 22 in., and their center lines are placed 18 in. above the floor and 61 in. apart. The pisupon steel girders supported at their ends by standards bolted to the floor beams.

placed at right angle to the line of the engine, and each | ran north and south. The same phenomenon has been

ing contact with the rails by springs outside the With an engine thus furnished with provisions for boxes, and serve as balancing wheels to take the side griping the rails, steep grades become of minor imoscillations of the cars. They are formed with flanges portance, as the steepest possible can be ascended if

One turn of the cock controlling the couplings dijumping can take place, and there is no possibility of vides the train into segments of separate cars, each of the trucks running off the track. The wheels are 42 which has a brake which acts automatically upon deinches in diameter, have a tread of $3\frac{1}{2}$ inches, and tachment from the train. This partially destroys the rotate independently of each other. In case any or momentum of the whole, and a collision could only all of the wheels should break, provision is made take place by a succession of comparatively light blows to prevent the cars from overturning or leaving the from the engine and slowing sections of the train, intrack, by means of a strong shoe, which would slide stead of by a single blow with the momentum of the

The brakes are operated upon the balancing wheels posts containing heavy spiral springs. These posts of the trucks, but they may also be fitted upon the interlock with similar spring sockets bolted to the supporting wheels. The action of the brakes is well framing of the floor of the car, which is directly above illustrated by rails between the rolls of a rolling mill, the truck and within 18 inches of the top of the except that the action is reversed. It is apparent that girder. The truck is guided in turning by a center no slipping of the wheels can take place, no matter

In the illustration, Fig. 2 is a plan view of a train

From the foregoing it will be seen that this system is It has been found that, by reason of the independ- as applicable for surface as for elevated railroads. It ent motion of all the truck wheels, curves are fol- may be more cheaply built than the ordinary road, as lowed so closely that practically the increase of fric- the construction of the rolling stock allows the contour tion of the cars upon curves even as small as 50 feet of the ground to be more closely followed. As an eleradius is too slight to be noticed or measured by vated road in cities, the permanent structure presents weighing in a model one-eighth full size. This con- far less obstruction to light and air than the usual struction of the trucks also admits of a car 50 feet form. The center of gravity of the cars and engine is long turning from a street only 28 feet wide into an-brought as low as possible, thereby lessening the effect of leverage caused by wind pressure. The smooth, even surface of the exterior of the entire train serves to

> ----The Salt Mines of Nevada.

If the salt formations of Nevada were in railroad The gree Humboldt salt field is about fifteen miles long by six wide.

When the summer heats have evaporated the surface scraped up, and underneath is a stratum of pure rock

The Effect of Heat on Metal.

Everybody, observes one of our contemporaries, who has used the Brooklyn Bridge, must have noticed the ton rods connect with independent crossheads sliding overlapping slides at the middle of each span that allow the structure to grow short or long as the weather is cold or hot, and the marks thereon that indicate a The driving wheels are 44.6 in in diameter, flanged distance of several feet between the extremes of contrucks, and are mounted upon steel axles 6 in. in di-|bridge contracts or expands sideways from the heat of a clear headway of 14 feet, 4 feet being taken up by ameter, which extend through a sliding box contain- the sun, though the degree is so small as to be almost ing the journals. The boxes slide in cast iron ways imperceptible, and not nearly so great as if the bridge

turning upon a hinge of great strength attached to axle has a crank keyed upon its upper end. The well noticed of late in structures of stone and iron. The one of the posts. A movement of four or five feet known slotted yoke connection is used. The slide Washington Monument leans to the east in the mornby the free end of the switch is enough to permit valves are of the usual locomotive form. The links are ing and to the west in the afternoon. A plummet line the cars and trucks on one track to clear the end placed in a horizontal instead of a vertical position, suspended in the interior of the dome of the Capitol at of the other track. The free end travels upon a and are operated by two bell cranks. The throttle Washington was found by actual measurement to swing over a space of 4¼ inches, making a total dip carriage provided with rollers moving upon a sup- valve, link rod, brake, and coupling rods, and the conporting rail. Suitable mechanism is provided for nection between the driving boxes for producing presfrom the perpendicular of 8½ inches. This movement operating the switch and locking it in place. involves the entire dome. Some years ago a learned sure against the rails, are operated by hydraulic power, although hand levers are also provided. monk in Rome suspended a plummet in this way from The truck is a development of the conditions controlling the adoption of the permanent way. It Adhesion of the driving wheels to the rails is obthe top of the dome in St. Peter's, and was astonished

consists of a horizontal rectangular wrought iron tained by means of a cylinder and piston secured to to find this mysterious movement. He attributed it to a the sliding boxes. The engineer is on an elevated third and undiscovered motion of the earth, but it was frame, stiffened by cast iron pieces and provided with stiff pedestals bolted to its underside, in which is a platform in the front part of the engine, the fire-afterward explained as the effect of the action of the man being at the rear end. The former has an unfixed short axle for the wheels. Each truck has four sun on the metal of the dome.

wheels set at an angle of about 45 degrees, the axles obstructed view through the windows of the monitor REFERRING to our navy, a daily paper reports the being properly inclined. Between the supporting roof, and before him are five hydraulic cocks, which control the throttle, links, sliding boxes of the driving Atlantic Squadron as being under sealed orders to prowheels are two horizontal wheels, one on each side of the upper girder, upon vertical axles attached to wheels, the brake, and the coupling rods of the entire ceed to the scene of the recent fishery troubles. It is the frame; these wheels bear upon the rails of train, while just above are steam and hydraulic pres- further facetiously remarked that the fishermen will the upper truck beam, and are kept in yield-sure gauges and indicators, whistle and bell ropes, etc. protect the navy while upon the excursion.

NEW YORK HARBOR.

The Chamber of Commerce some months ago was petitioned by a large number of merchants and agents of shipping to take some action looking to the erection of an enlarged and, if possible, more convenient channel into this port. Its committee on this subject called a public meeting, and formed a large general committee on harbor improvements and protection, embracing a number of the most influential men connected with public affairs and commerce. This meeting also resulted in an earnest petition to Congress, asking that the the limits above mentioned. The heights and depths of Arthur Kill waters with those from Sandy Hook Bay

Secretary of War be authorized to advertise for and ``contract withresponsible parties for the speedy deepening and widening of a channel to afford 30 feet depth of water and not less than 500 feet in width at mean low tide, which would afford 35 feet and a width of 1,500 feet at high tide, in and through that part of the bay at Sandy Hook which experience and judgmentindicate as best calculated to be permanently maintained by nature alone after the first guiding and aiding works have been constructed." It was intended that nothing be paid until the object be partly attainedthe profits and a large proportion of the expense to be entirely dependent upon the selfsustaining character of the work. The necessity for such relief has been most apparent and pressing for a long time, and it only needs to glance at the change which has taken place in the requirements of vessels (Fig. 1) to be strongly impressed with this fact. The memorial was forwarded to Congress and presented in the House, but as yet no specific action has been taken. The Chairman, Mr. A. Foster Higgins, of the Standing Committee of Harbor and Shipping, caused to be initiated on behalf of the Chamber of Commerce of New York a simple, plain, and

tinuous and simultaneous tidal and current observations in order to secure the factors with which to calculate the velocity, direction, volume, and exact effect of each separate body of water upon each channel or upon any harbor works that might be erected.

This important map work was followed by the carving in wood of several models. The accompanying illustration is a photographic reproduction of the gene-

the force and directions of the currents passing between Sandy Hook and Coney Island, which are distant from each other 7 miles. The accompanying outline map, or key to the large view, will serve to make the following description plain.

The outer bay is scoured by two great forces-one, from the inner harbor through the Narrows, made up of the Hudson and East River, Long Island Sound and ral small scale model, 3¼ inches to the mile, which Newark Bay waters, and the other, from the outer harrepresents an area of 800 square miles inclosed within bor, a compound of Raritan Bay, Raritan River, and



A, NEW YORK CITY. B, BROOKLYN. C, JERSEY CITY. D, NEWARK. E, STATEN ISLAND. F, CONEY ISLAND. G, SANDY HOOK.

and the Shrewsbury and Navesink basins. Both of these forces pass seaward between Sandy Hook and Conev Island, being divided by the Dry Romer shoals, and it is estimated that the quantities of flood tide waters are almost identical on either side of the shoal, while the ebb tide waters are from ten to fifteen per cent stronger over the east bank and through the channels north than through the channels on the south side of this shoal. It is probable that none of the waters that pass through the Narrows on the ebb tide ever flow south of this shoal, except at the seaward end of the bar, and under special conditions, such as high freshets or the backing up of the waters by unusual winds. The water flowing through the Narrows, although coming from three distinct sources, may be regarded as a single stream running in a southerly direction so far as the effect on the channels of the outer bay is concerned. The outer harbor waters, on the other hand, are divided into two independent forces which only unite on the same course as they elbow their way through the opening between Sandy Hook and Conev Island, the Sandy Hook force running northerly directly opposite to the inner har- \mathbf{por} waters, and the Raritan Bay force easterly and

business-like way

of grappling with

BIRD'S EYE VIEW OF NEW YORK HARBOR, WITH WATER REMOVED.

the subject. Two years ago, work was commenced the hills and valleys, and the channels and shoals in at right angles to both, these latter waters squeezing by having a series of historical maps and models made. These clearly indicate the areas on which extensive improvements might be undertaken. The numerous maps, extending back 150 years, embrace the entire harbor from Long Branch on the south to Yonkers on the north, the east side of Jamaica Bay on the east and Raritan River, just west of Perth Amboy, on the west. There are also sectional maps giving all the changes that have taken place in the outer bay between Sandy Hook and Coney Island from 1735 to 1884. The alterations in Coney Island and Sandy Hook are especially interesting as clearly showing how important their protection and retention are to the maintenance of the present and improved depths in the outer bay. Although these maps cover the larger part of the subject, it is still necessary to make con-

marshy regions and the buildings of the cities and vilpainted. When water is let into the depressions which represent the ocean, bays, and tributary rivers, we obtain an effect as perfect as though the region were viewed from a balloon.

This work, which has now occupied some two years, has been intrusted to Capt. F. I. Palmer, C.E., and a corps of able assistants; the results show the untiring industry expended in collecting necessary data, which has been so arranged that every valuable detail can be brought into service.

To thoroughly understand the character of the bot- 4 feet during the above period. tom of the outer bay, it is necessary to study carefully The only two channels in use at the present time

the upper and lower bays of New York Harbor, are their way between the others and forcing them to accurately carved from solid wood. The wooded and assume like itself an easterly direction and keep their own side of the way. The constancy of these forces is lages are all indicated in relief and appropriately shown by the fact that the sand bar fronting the entrance has maintained its position and depth with very slight variation during the past fifty years. This bar is the result of the flood tide from the ocean and storm wave power on the one hand as opposed to the ebb tide and freshet power on the other.

The extensive inner bar, west and alongside of Flynn's Knoll, has during the past 150 years, with two doubtful exceptions, only varied 3 feet in depth. The Dry Romer has been nearly equally constant. The outer bar, or Gedney's Channel, has not varied

are the Main Ship and Swash, Gedney's Channel giv- | The Proposed Permanent Exhibition of the Three ing them common access to the ocean across the outer bar. The former, although much longer and requiring five different courses to navigate it, is principally used, owing to its deeper water. A third channel, called the East, requiring only two different courses. was only known in an official and published form in America by Columbus. These two anniversaries are 1835, when the work of the U.S. Coast Survey was begun. During the past fifty years this channel has of the United States and of the world. It is thereproved the most constant of the three; the deep water fore thought eminently fitting that they should be area had, as shown by a careful comparison of official surveys, improved twelve per cent in 1857, fifteen per cent in 1872, and 30 per cent in 1884 over its state in occasions of such historic interest has been the in-1835. The depth over the bar fronting it, the only obstruction to a free and unimpeded channel to the ocean, has deepened about 21/2 feet.

In response to the general demand for more water, there are to-day several proposals for effecting the required relief. Probably the oldest plan is to build an artificial bar well out in the ocean to prevent the storm sand from being driven on the natural bar; another is to dredge a channelway through the outer and inner bars of the ship channel, and protect the places so dredged by submerged jetties; a third is to run stone dikes northeast from Sandy Hook and thus contract the entrance; a fourth is to let the existing channels alone and to dredge out and maintain by jetties the movements toward the organization of expositions East Channel, thereby obtaining nearly a direct line into New York; a fifth, and last, the construction of a stone dike running south-southeast from Coney Island for a distance of about 4 miles across the entrance, to greatly confine the waters and force them to scour the channel out. These plans cannot be all right, or even reasonable; some would probably ruin the port. It would therefore seem prudent, considering the enormous interests involved, to ascertain without delay the exact movements and relations of the forces to each other as affecting the several channels. The question arises, apart from the great saving in distance, whether the East Channel is not the best one to improve; only one set of waters from the inner harbor passes through it. and there is no collision of currents to cause deposits; while the Main Ship and Swash channels have two and three conflicting forces at work over their area. But named as a suitable location for such a gathering. before any particular method is adopted, it would cer- | It is a city in which we all have a common interest; tainly be wise and prudent to acquire, by a series of and in no other place could a celebration be so enaccurately made and extensive observations, an abso- tirely a national affair, and so devoid of local or seclute knowledge of the velocities and directions of the tional feeling, as on national territory. The peculiar feature of the Scottish baronial style. The balancing

moving waters at every depth. The problem to be solved is how to improve one of the existing channels with the least possible disturbance of the present regimen of the harbor. The run of the tides must be coaxed by science, and not opposed by brute force.

There is a bill now before Congress, introduced by Senator Warner Miller, authorizing the appointment of a commission of five practical men, to consider the best means for preserving the harbor from injury by dumping and other abuses which impair its usefulness, and also from time to time to report any improvements that may be desired to the Secretary of War, who shall transmit them to Congress. Three of the five will be officers of the U.S. Engineer Corps, the Navy, and Coast Survey departments appointed by the President, and two will be civilians nominated by the Governors of New York and New Jersey, a board eminently fitted to consider the question of permanent improvements.

Any work that would augment the commerce of New York by providing a shorter, deeper, and in every respect a better entrance to the harbor would be of national importance, and should therefore be undertaken by the general government, under whose control it very properly belongs, and not by the States of New York and New Jersey.

The rapid increase in the draught of eamer the sharp petition in speed of the several lines make necessary the deepening and straightening of the channel if we still the largest vessels can only come in during certain stages of the tide, and the least deviation from their course insures grounding. If we do not desire their presence, an active indifference will in a very short time compel them to seek other harbors. The builders of steamships have attained speed and size to satisfy public demand, and they will not be likely to sacrifice these features by so changing their models that they may easily enter New York Harbor.

Americas.

On the 4th of March, 1889, the Constitution of the United States will have completed the first century of its existence, and on the 12th of October, 1892, four centuries will have elapsed since the discovery of events of the greatest importance in both the history celebrated by the nation at large, in a manner suited to the dignity of its position. The approach of two centive of a number of proposed exhibitions in different American cities. New York, St. Louis, Chicago, and the city of Mexico have each started



in honor of one event or the other. But the importance of the one, affecting equally the entire United States, and of the other, being the dawn of history for the whole hemisphere, makes a more concerted and widespread celebration desirable than could be attained by a private corporation or by local enterprise. The proposition has therefore been made, and is now under Congressional consideration, that the celebration of these two anniversaries shall be undertaken by the general Government, and shall take the form of a grand Permanent Exhibition of the Three Americas, intended not only to commemorate the common starting point in their several histories, but to serve not less for drawing them together into closer commercial and political relations.

The city of Washington has been appropriately



created an atmosphere of learning, which attracts an increasing number of students and investigators.

It is quite time that some decisive action should be taken if the occasion is to be observed in a fitting manner. Less than three years remain before the completion of the constitutional century. We can do little more than inaugurate the movement by 1889, but by 1892 it should reach a grand consummation worthy of our land and hemisphere. It is proposed that, on this occasion, the President of the United States, the presidents of the fifteen American sister republics, the Emperor of Brazil, the Governor-General of Canada, the King of Italy, in whose domain Columbus was born, and the Queen-Regent of Spain, from whose country he set sail, shall unite in unveiling a colossal statue of the illustrious discoverer of America, to be erected in the center of the permanent exhibition grounds at Washington.

Relation of Mechanics to Architecture.

The different styles of architecture may to a certain extent be distinguished and classed according to the kind and the greater or less complexity of the principles which regulate the stability of the structure. The simplest kind of stability is that of a single mass resting on a base; this is exemplified by pyramids, obelisks, and solitary pillars. Next in point of simplicity is the stability of a load resting on a lintel whose two ends are supported by pillars, each of sufficient dimensions to be stable in itself. This we find exemplified in Egyptian and Greek architecture, and in those examples of Roman architecture from which the arch and dome are absent. The next degree of complexity consists in supporting the load on each pier of which the structure consists by a pair of pressures inclined to each other-that is, by introducing the arch and dome-and this we see in later examples of Roman and Italian architecture, and in various styles of the earlier middle ages, such as the Byzantine, the Lombard, and the Anglo-Norman.

The perfecting and extending the application of the arch, so as to sustain the entire load of the higher parts of the structure by means of the thrust exerted through ribs suitably formed and arranged, characterizes Gothic architecture. The balancing of overhanging loads is seen to a certain extent in the beetling bartizans and turrets which form the most picturesque

of bulky arches upon comparatively slender pillars, whose lateral stability depends very much on their connection with the mass above them, is characteristic of Saracenic architecture. The styles of framework in roofs and in buildings of wood and iron might be classed in a similar manner, according to the way in which the principles of statics regulate the stability of the structure. Another mechanical characteristic of styles in architecture is the way in which the strength of the materials is exerted. In the obelisk, pyramid, and simple tower or column, resistance to crushing is also brought into play; and the same is the case with the most elaborate combinations of ribs, groined arches, and tracery in Gothic architecture. In the styles which employ architraves supported by pillars, the transverse strength of lintels or beams is also employed. The support of overhanging loads requires the transverse strength of corbels and cantilevers, and in some cases the tenacity of ce-Timber and iron ment and cramps. framework bring every form of strength into requisition. A subordinate distinction of styles, founded also on mechanical principles, depends on the hardness and durability of the material of the building. For example, a certain plainness of style, which if executed in granite constitutes majestic simplicity, appears poor and bare in sandstone, and paltry in brick.-Professor Rankine, in the Architect.

By a very careful test it, has been found that the strength of a Bushman's forearm compares with that of an Englishman of the same weight as 55 to 85.

MAP SHOWING CURRENTS, NEW YORK HARBOR.



The master car builders held their an-

desire these vessels to anchor at our docks. Even now | character of the city, moreover, specially adapts it to | nual convention at Niagara Falls recently, closing such a purpose. The large parks and government June 11. The Western members were taken by a special train of four cars over the Great Western reservations, containing in all about 1,000 acres, are Division of the Grand Trunk, and a remarkably fast located right in the heart of the city, so that the exhibition buildings would be more easily accessible run was made : leaving Niagara Falls at 9:45 A.M. and than would be possible elsewhere. Their permanency arriving at Windsor, a distance of 2291/2 miles, at 2:55 P.M.-5 hours and 10 minutes, including stops, of likewise would be a most desirable feature at the national capital, since it is becoming each year more which there were 13, and three of them 17, 10, and 8 and more the scientific, literary, and social center of minutes respectively. Excluding stops, the run was the entire country. The treasures gathered in such made in 3 hours and 57 minutes—or 229½ miles in 237 an exhibition would therefore be seen and enjoyed minutes. With the exception of 11 miles on the Copetown by a greater number of persons from all parts grade, a uniform speed of 60 miles an hour was mainof our extended territory than could possibly be the tained throughout, and the roadbed is in such excelcase in any other locality. Already the presence of lent condition that the cars ran so steadily that it was such institutions as the Smithsonian, the National observed water in a glass nearly full on the table did Museum and Library, and the Patent Office has not spill.-Toronto (Ont.) Railway Life.

5 WASH

The escapement key is mount-

THE HALL TYPE WRITER.

The first record of a type writing device was in 1714. In that year there was issued from the British Patent Office a document referring to "An Artificial Machine or Method for the Impressing or Transcribing of Letters Singly or Progressively one after another as in Writing, whereby all Writings whatsoever may be Engrossed in Paper or Parchment so Neat and Exact as not to be distinguished from Print."

Henry Mill was the inventor. No record of another

attempt appears till 1841. In 1859, Mr. Thomas Hall, of New York, invented a machine, which was completed in 1866, and sent to the Paris Exhibition in 1867. In 1881, the same inventor patented the writer now manufactured by the Hall Type Writer Company, of Salem, Mass. The present Hall type writer is a wonderful little machine. It is claimed that it has the greatest capacity of any machine in the market. It has no inked ribbon, as have the various keyed machines, but prints directly from the face of rubber type, thus avoiding the chance of blurred work. The type forms are interchangeable. Fifteen styles of English are made; also type in Greek, French, German, Spanish, Portuguese, Italian, Dutch, Norwegian, Russian, Swedish, etc.

The portability of the "Hall" writer is a prominent feature. Its weight is only seven pounds. and it is inclosed in a handsome box, usually of black walnut, but the case may be of any sort of wood, or covered with plush or leather. A handle is attach-

ble that such a little machine should work such wonders, but "the proof of the pudding is in the eating."

The Hall manufactory is at 194 to 200 Derby Street, Salem, Mass., and it is a well stocked and well organized factory. Various special machines and tools are required for the work, four of which are shown in our illustrations. All the parts of the machine are made with extreme care, and each part is nicely adjusted and fitted.

All the working parts of the-machine are containbars, the frame being pivoted in the box containing the instrument, so that it may be elevated to any desired



ential equidistant grooves, which bear a fixed relation to the spacing of the lines.

The carriage which sustains and guides the principal working parts of the machine is formed of two parts mounted pivotally on the circumferentially grooved bar, the lower part carrying the inking pad and the feeding mechanism, the upper part carrying the feeding spring and the ingenious parallel movement which characterizes this machine.

The inking pad is mounted upon a plate having an

spring is wound whenever the carriage is returned to the point of starting, and the forward step by step movement of the carriage is effected by an escapement, mounted on the right-hand side of the carriage and working into the circumferential grooves of the bar. The escapement is arranged so as to permit the carriage to move forward a distance equal to one or two divisions of the bar, as the character of the work may require, the change in the spacing being effected by a

small cam at the side of the carriage.



Fig. 1.—THE TYPE WRITER IN USE

ed, for readiness in carrying. It seems incredi- aperture opposite the point of printing, and the upper motion is arrested by engagement with the latch. part of the carriage is provided with an impression screw directly opposite the aperture in the lower part. Between the upper and lower part of the carriage is arranged a system of arms by which a perfectly parallel motion in two directions is secured, and upon the mechanism of the parallel motion is secured the rubber type plate, which is furnished with the letters and characters to be impressed upon the paper.

An arm extends from the support of the type plate outward, in front of the machine, between the upper ed in a frame formed of end pieces and longitudinal and lower portions of the carriage. To this arm is pivoted a single key carrying a conical pin or pointer, which may be inserted in any one of a series of cavities in the index plate. In the bottom of each cavity there is a letter or character corresponding to one of the letters or characters on the type plate carried by the parallel movement; and the index plate, parallel movement, pointer, and impression screw are arranged relatively to each other so that when the pointer is inserted in one of the cavities of the index plate, the letter or character represented by that cavity will be brought under the impression screw, when the downward movement of the key will press the carriage downward, bringing the impression screw into contact with the back of the type plate, and pressing the particular letter of which an impression is required downward into contact with the paper lying over the third bar of the main frame.



ed on the lower half of the carriage, in position to be engaged by the upper half of the carriage, when the latter is pushed downward in the act of printing; and to the forward extremity of the key is pivoted a finger piece, which may be depressed so as to operate the escapement independently of the printing mechanism. Upon the spacing key is mounted a latch, which may be moved independently of the key when it is desired to shift the carriage quickly in either direction. When the spacing key is depressed, it engages one of the grooves of the rounded bar, and at the same time lifts the latch out of engagement with the groove in the upper side of the bar, when the latch springs laterally one or two spaces, according to the adjustment of the spacing key; and before the key is released from the groove in the bar, the latch enters a groove in the top of the bar, so that, when the key is entirely withdrawn from the groove of the bar, the carriage will be liberated and moved forward until its

Under the longitudinal bar of the main frame, upon which the printing is done, is located a paper-feeding roll, which is partly incased by a semi-cylindrical metallic casing which shuts over the paper and over the beveled edge of the printing bar, and holds it accurately in position for printing, and also presses the paper into close contact with the rubber paper roll, so that, whenever the roll is turned, the paper will be









angle. The upper bar of the frame is a graduated scale carrying the stop for limiting the return motion of the carriage, and the bell for indicating when the

The power for feeding the carriage forward is sup- moved forward for a new line. The shaft of the paper plied by a spring contained by the drum mounted on roll is provided with a milled head at one end, by the top of the carriage, and provided around its peri- means of which it may be turned to move the paper end of the line is reached. The second bar is cylindri- phery with teeth engaging the circumferential grooves forward or backward as may be desired. In the inner cal in form, and is provided with series of circumfer- of the bar upon which the carriage is mounted. The face of the milled head are formed radial notches,

end of the frame. The spring and notches serve as a stop for spacing the lines. The roller shaft is also provided with a key, by which it may be turned forward the amount required to feed the paper for a new line.

The type plates are changed by loosening and tightening two small screws, and the inking pad may be lifted out and replaced by one of another color,

and lifting it from the lower portion. Fig. 1 represents the type writer in use; Fig. 2, the carriage opened, showing the "motion"; Fig. 3, a group of type plates; Fig. 4, a graduating machine for the bell rods and "clips"; Fig. 5, a device for easing the "motions." that they may run smoothly: Fig. 6, a machine for grinding the rubber rollers; Fig. 7 illustrates the process of vulcanizing type plates and rubber rolls. The Hall type writer was awarded the medal of superiority at the semi-centennial fair of the American Institute, in New York, and the John Scott Medal by the Franklin Institute, of Philadelphia, an honor conferred on no other writer.

The Hall type writer has many points peculiar to itself which cannot be claimed by other writers, at the same time doing all the varieties of perfect work that are done by any writer. The Hall type writer is exceedingly simple, having only a fraction of the parts possessed by the keyed machines. It is perfectly portable, being of convenient size, and weighing only 7 pounds.

Each type plate has seventythree characters. Fifteen styles of type are made for writing English, and many for other languages. The

ble like ordinary printing. The machine takes paper of various widths and thicknesses, and will write on postal cards or envelopes. It will print with single or double spaces as required. It allows of the making of corrections with great ease.

The most intricate blanks may be readily filled in; letterpress copies from the writing are perfect; hektograph copies may be taken by using a special ink; manifold copies are secured by the use of "manifold' type forms—six good copies being readily obtained.

Catalogues may be had and all special information obtained by addressing the office of the company, 200 Derby Street, Salem, Mass., U. S. A.

MENNIG'S STEAM ENGINE.

Among the steam engines that figured at the Anvers Exhibition was that of the Mennig Brothers, of Cureg-

which are engaged by a rounded spring fastened to the der. These valves are actuated by a shaft which is parallel with the axis of the cylinder, and which is driven by the main shaft through the intermedium of a pair of bevel gears. The distributing shaft carries the motive cams of the four slide valves and the helicoidal gearing that revolves the governor. The distributing shaft, and are connected with each other

after unlatching the upper portion of the carriage by a bent lever moved by the governor, which thus goods, the merchant willingly consented to fix the



2 D

to a lever that acts upon the valve rods. The governor is of the Porter style, and is provided with a cataract.

The builders have taken care to construct the sockets these parts are exposed may be easily taken up.-Chronique Industrielle.

of the finer grades of transparent soap sold in England by telescope and camera views, to be magnified, much

Great Aggregates from Doubling Small Amounts.

The delusive result or multiplying by two, or doubling numbers several times, is very well illustrated in the following story, which a Western newspaper man has set going the rounds:

A merchant employed a clerk, who wanted the two cams of the admission valves consist of oblong place principally to learn the business, "salary being sockets which slide along a square portion of the no object." At the suggestion of this industrious seeker after knowledge and contemner of worldly

salary at 1 cent for the first month, 2 cents for the second month, 4 cents for the third, 8 cents for the fourth, and so on for three years. Here is the "account," as figured out by the bookkeeper, which we may well believe "staggered" the merchant : First month .01, second month .02, third .04, fourth .08, fifth .16, sixth .32, seventh .64, eighth \$1.28, ninth \$2.56, tenth \$5.12, eleventh \$10.24, twelfth \$20.48, thirteenth \$40.96, fourteenth \$81.92, fifteenth \$163.84, sixteenth \$327.68, seventeenth \$655.36, eighteenth \$1,310.72, nineteenth \$2,621.44, twentieth \$5,242.88, twenty-first \$10,485.76, twenty-second \$20,971.52, twenty-third \$41,943.04, twenty-fourth \$83,886.08, twenty-fifth \$167,772.16, twenty-sixth \$335,544.32, twenty-seventh \$671,088.64, twenty-eighth \$1,342,177.28, twentyninth \$2,684,354.56, thirtieth \$5,368,-709.12, thirty-first \$10,737,418.24, thirtysecond \$21,474,836.48, thirty-third \$42,949,672.96, thirty-fourth \$85,899,-345.92, thirty fifth \$171,798,691.84, thirty-sixth \$343,597,383.68; total salary for three years, \$687,194,767.35.

This is, we suppose, a modern companion of the old story where a Hungarian King bankrupted himself by paying (?) a blacksmith for putting in 32 nails in the shoes of a horse at the

tion of the admission. As soon as the cams permit | etc., and suggests also the computation which shows it, the admission is closed by springs that act upon that a grain of barley to the first square of a chessthe valve rods outside of the distributing boxes. The board, two grains to the second square, and so on escapement valves have rods that are parallel with the through the 64 squares, will give a final aggregate exceeding the whole barley crop of the world through lating disk fixed upon the distributing shaft. This an indefinite period. Such facts, however, always strike one with wonder the first time they are brought before the mind.

South Polar Inspection.

Since Wilkes and others found the Antarctic coast and valve rods in such a way that the wear to which line "impenetrable," the U. S. Government should send a vessel provided with a suitable captive balloon outfit, so that if the 1,500 miles or more of inaccessible cliff 3,000 feet high cannot be passed over, it may, at TRANSPARENT SOAP.—According to Wright, many least, be peeped over. From attainable altitudes, aided



MENNIG'S STEAM ENGINE.

hem. This engine, which we figure herewith, has four | do not contain glycerine, as advertised, but sugar. | that is interesting may be learned. And such a balplane slide valves (two escapement and two admission Sugar seems just as well adapted to making transpa- loon can be easily manipulated so as to safely land ones), that move in planes parallel with the axis of rent soaps as glycerine. As sugar is admitted into passengers and supplies on these cliffs, secure comthe cylinder. The axes of the rods of the admission England free of duty, and is hence very cheap, this munication, and bring them away when done. valves are at right angles with the axis of the cylin- application of it becomes possible.-Soc. Chem. Ind. W. L. DAVIS.

ENGINEERING INVENTIONS

A mechanism for driving hand cars has been patented by Mr. Ferdinand E. Canda, of New York city. It consists of a series of links united in the form of a lazy tongs, arranged to be extended and contracted to impart rotary movement to a crank shaft, by a double armed hand lever, so that the car may be driven at a high speed by ordinary hand power.

A cattle car has also been patented by the above inventor, which has an arrangement of food bins, feeding sack, and water trough of novel construction, so contrived that the car may be used to carry cattle in one direction, and freight or merchandise on the return trip, the feeding boxes being adapted to fold back out of the way.

A water tank for cattle cars forms the subject of another patent issued to the same inventor, the tank being arranged beneath the flooring of the car and provided with connections whereby it is filled and the water forced therefrom through a nozzle located above the roof of the car, the parts and their connec tions being so constructed as not to be injured by excessively cold weather.

A railroad tie has been patented by Mr. Thomas A. Davies, of New York city. This invention consists of friction plates to be driven into the tie beneath the bases of the rails, the plates being tapered and arranged, two near each side of the tie, inclined to the grain of the wood, to prevent the ties from being worn by the movement of the rails.

An ore conveyer has been patented by Mr. John Q. Day, of Red Cliff, Col. It consists of an endless wire cable carrying buckets, and arranged to run over grooved wheels, the motion of the cable being caused by the weight of the charged buckets, there being devices whereby the speed is automatically regulated, and the buckets filled and dumped automatically.

A throttle valve has been patented by Mr. James A. Stout, of Belleville, Ill. The valve casing is formed of two parts, one having a discharge passage near the middle of the casing, and the other having valve seats opposite the discharge passages, circular valves being connected in pairs by stems and carried by a forked cross arm secured to a spindle journaled axially in the valve casing, whereby the valves and valve seat will be evenly worn by use to a truebearingsurface.

*** MISCELLANEOUS INVENTIONS.

A damper attachment has been patented by Mr. Isaac A. Abbot, of Denver, Col. It consists hook-shaped spring clamp, made to be easily attached, and to grasp the damper shank, and by frictional contact therewith to hold the damper in any position to which it may be moved.

A saw guide has been patented by Mr. John F. East, of Tanner's Creek, Va. The invention consists in a support holding guide carrier arms, having their guide ends adjusted laterally, making a simple construction of top guides for circular saws, easily adjustable, so the guide may clear the saw teeth

A cartridge holder has been patented by Mr. Milan S. Barker, of Wellington, Kan. It is composed of a single piece of spring wire bent to form a novel holder or clasp for paper and metal shell cartridges, to be carried about the person, in or on hunting vests or coats and in a belt around the body.

A cotton gin feeder has been patented by Mr. Jesse G. Wiley, of Lockhart, Texas. It consists of a rectangular inclined box with spiked feeding belts, a revolving fan blower at the upper end of the box and a screen at the opposite end and lower side, the device being simply made, taking up little room, and feeding rapidly.

A steering attachment for sleds has been patented by Mr. Orlando A. Thayer, of Paris, Me. Steering bars are pivoted to the forward parts of the runners, and held up by spiral springs, but in such way that by pulling upon a cord the lower part of either bar will be brought into contact with the snow or ice, turning the sled toward that side.

A bureau has been patented by Mr. Theodore J. Palmer, of New York city. This invention combines with a base and swinging case for drawers, representing a bureau, a back frame for a glass, so as to represent a bureau with a glass above it, or by swing ing open the bureau part an elongated mirror is pre sented, to take in the whole figure of a person

A sewer has been patented by Mr. Chas. Schiemeister, of Brooklyn, N. Y. The sewer pipe has a valve pivoted in it, and a branch pipe formed around such valve, so that the discharge of waste water will not be prevented by a back flow of sewage in the sewer. and the back flow will notrise into the drain pipes and force sewer gas into the air or buildings.

A hopple has been patented by Mr.

feed table, with vibrating arms for feeding the bundles. and vibrating band cutter, with other novel features, the construction being such that it can be placed at either or both sides of the feed hopper of the thrashing machine

A physician's buggy case has been patented by Mr. Joseph J. Stevens, of Coalesburg, Mo. This invention consists mainly in the manner of combining two opposite medicine or instrument boxes, and attaching to them a single lid, making a case convenient to carry in a buggy or in the hand, when the medicines and instruments will be easily accessible, and which is waterproof.

A straw burning attachment for stoves has been patented by Mr. Silas C. Purdy, of Atkinson Neb. It consists of a fire box adapted to the front of an ordinary cook stove, on which a straw or fuel reservoir is adapted to be set when filled, and turned bottom up ward, the construction being such that the draught can be readily regulated, while the attachment does not interfere with the ordinary uses of the stove,

A hoisting and lowering apparatus has been patented by Mr. Augustus Ilse, of Evanston, Wyoming Ter. This invention embraces a rectangular frame attached to a heavy base to support the apparatus on the floor of a building inside of a window open ing, there being a cross piece carrying a swinging arm or boom hinged to the frame, making a device for hoist ing and lowering furniture, goods, etc.

A horseshoe has been patented by Mr. Edwin A. Monroe, of Saratoga Springs, N. Y. It has a continuous calk, and inwardly and forwardly projecting lips at its heel, with upwardly projecting lugs, and other novel features, making a shoe which can be readily put on by an amateur after fitting by an expert, and also one which will not ball or pick up stones, and will give the horse an excellent foothold.

A process of casting car wheels has been patented by Mr. William Wilmington, of Toledo Ohio. This invention covers an improvement on a former patent of the same inventor, to secure with certainty the melting of ferro-manganese or spiegeleiser before it has entered the mould of a car wheel, thus better attaining the gradual modification of the chillhardening properties of the cast iron in varying degrees in different parts of the wheel.

A glass beveling machine has been patnted by Mr. Thomas F. Gilroy, of New York city. Combined with a grindstone and its carriage, and means for moving the latter back and forth parallel with the axis of the grindstone, is an adjustably pivoted and spring pressed rod for holding the glass plate on the carriage against the grindstone, with other novel features for automatically shifting and pressing the edge of the glass against the stone.

A circular knitting machine has been patented by Messrs, Wm, Pearson, Wm, R, Brown, and HerbertPrice, of Salt Lake City, Utah Ter. This invention provides means for raising the needles when preparing for "ribbing" by means of a semicircular bar insert ed in the inner portion of the tube, the bar having notches to raise the proper number of needles at once, and being moved from the outside by handles or hooks, to catch the needles by the shoulders.

A machine for waxing paper has been patented by Mr. Edward G. Sparks, of Brooklyn, N. Y. This invention consists in the novel use of one or two heated blankets charged with wax or paraffine, and so arranged that the web of the paper to be waxed may be drawn beneath or between these blankets, and so waxing the paper that it will not need any subsequent treatment, such as reheating, polishing, or scraping, to remove surplus wax.

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price. **Minerals** sent for examination should be distinctly marked or labeled.

(1) S. L. M. asks (1) a recipe for making alcohol from acorns. A. Crush the acorns, winnow carefully free from shell and skin, mix about 10 per cent of malt and water, heat to $150^{\rm o}$ Fah. for a few hours, strain, mix the liquid with 1 per cent yeast, and keep at 63° Fah., until fermentation is complete, and then rectify by several distillations. Personal experience and technical skill are of the highest importance, and no success is possible without them. 2. A recipe for making a snare for insects? A. For nocturnal insects. such as moths and beetles, a lighted lamp; sugar or molasses will attract many. 3. How is hydraulic cement made? A. In various ways. Sometimes by calcining and grinding impure limestones. Sometimes by grinding limestones and clays together and then calcining the mixture. 4. Could a person who has d facilities make a good living out of trout culture A. Trout culture seems not to be very remunerative at the present day. 5. Who was the first inventor of the cash railway for stores? A. It would require an extensive and costly search to determine who was the first inventor of the invention in question. 6. Why does salt preserve meat? A. It resists the development of bacteria and low forms of life, as do many other me tallic salts. 7. Four arc lamps, with a resistance of 6 ohms each, are joined in series 150 feet apart, the first lamp 1,500 feet and the last 1,350 feet from the dynamo. The line wire has a conductivity of 96 per cent that of pure copper. Its resistance must not exceed 8 per cent of that of the lamps. The resistance of a foot of pure copper wire 1 mm, in diameter being 9.94 ohms, what must be the diameter of the line wire? The total length of wire is 1,500+450+1,350=3,300 feet. The resistance of the four lamps is 24 ohms Eight per cent of this is 1.92 ohms. A foot of the 96 per cent wire 1 mm. diameter would have a resistance of 9.94+0.96 ohm=10.35 ohms. With this as stand ard the line wire should be 133.38 mm. in diameter to give a resistance of 1.92 ohms. 8. What length of No. 0000 pure copper wire will have a resistance of one ohm? A. 19,605.69 feet.

(2) W. N. writes: I am using a mixture of some kind for soldering which is of a milky white color and smells of alcohol. What is it made of? A. Possibly it is a solution of lactic acid in alcohol. with perhaps other ingredients.

(3) E. J. N.-See the word asbestos in Webster. Lead pipe is made by forcing partially con-gealed molten lead by hydraulic pressure through dies in which a core is inserted.

(4) S. T. W.—The efflorescence on brick walls to which you refer is quite common. It consists, as a rule, of more or less of sulphate of magnesia (Epsom salts), contained either in the bricks or the mortar or in both. Unfortunately there is no cure, although it will often disappear of itself or will only be seen at long intervals. In some cases painting the walls with several coats of good oil color has been found effective. Read a paper on the subject by W. Trautwine, contained in SCIENTIFIC AMERICAN SUPPLEMENT. No. 123; also paper on preservation of building material in Scientific American Supplement, No. 526.

(5) E. H. asks how near to New York sulphur springs have ever been discovered. A. While water containing slight traces of sulphur may be found within comparatively few miles of the city, the nearest springs, we believe, which contain a sufficient amount of sulphur (hydrogen sulphide) to make them of any medicinal importance are those at Sharon Springs, in Schoharie County, about 165 miles from New York.

(6) L. M. B. asks: 1. What horse power would a 3 cylinder engine 3×3 inch have at 300 revolutions, 80 pounds pressure? A. A three cylinder engine, 3 inches cylinder and 3 inches stroke,running at 80 pounds, no expansion, and at 300 revolutions, would give nearly 8 horse power. 2. What size wire would be essary for a dynamo four times the size of the dynamo described in SUPPLEMENT, No. 161? A. Use No. 12 and 14 wire. 3. How many 16 candle power incandescent lamps should it be capable of running ? A. About four such lights.

(7) W. H. M. and J. M. ask how and of hat material the carbons for electric lights are made. A. Of finely powdered coke or some other form of carbon cemented together with coal tar, pitch, or sugar, and heated to a high heat to decompose the cementing material, and sometimes redipped several times into the tar or other liquid and reheated. This is the general method, but there are numerous variations

(8) M. T. L. says: I am making an electric motor, like that described in SCIENTIFIC AMERI-CAN, vol. liv., No. 7, page 102, and I have a spool 23/2 inches between flanges, tube % outside, 1/2 bore, diameter of flange 134. 1. What size wire shall I use to wind, and how many layers? A. Use No. 16-20 wire, winding the spool full. 2. Have I made my flanges too wide? A. Your flanges are a good width. 3. How wide an armature 3% thick do I want? A. Make your armature about 34 inch wide. 4. Would a counterweight on rear end help any? What length of stroke? A. Use no counterweight; it would reduce the power; give it 34 inch stroke. 5. Approximately, how much gravity batery is needed to run it? A. Six to ten cells,

(9) G. E. C. asks: What are the chances for success in the profession of chemistry as a 'practical chemist? Is it possible for a young man with a good education but unable to take college course in chemistry to become a chemist, and what is necessary to be done? How can one get started, and while learning is it possible to earn a fair living by working at the business? Finally, is it an unhealthy business? A. Chemistry as a profession is quite healthy, but except for the few is rather unremunerative. You will earn little while in the learner's stage. Study at home supplemented by work in the laboratory would answer as an imperfect substitute for a regular course.

(10) W. W. R. asks whether railroads whose motive power is electricity are cheaper than those employing horse power. A. This depends on many factors. Where the dynamos can be worked by natural power, as by tidal or other mills, an electric railroad is the cheaper to run. 2. Also, if there is a description in any of your papers of an electric railroad in operation at Baltimore ? A. No, but the New York electric railroad of the same constructor is described in Scientific American, vol. liii., No. 21.

(11) W. W. C. asks: 1. Will you please explain the construction of an annunciator on a burglar alarm, and how it operates? A. Annunciators are frequently worked by drop shutters, connected individu-ally to the doors or windows of the different apartments. When the connection is made by opening a protected window or door, the shutter drops, and dis-closes the name of the apartment. 2. What is it that makes annunciators so expensive? A. General expensiveness of manufacture, royalties on patents, and similar causes. 3. Of what use is an induction coil in a uit? A. In circuit it su telephone tension current for a low tension one, obviates the necessity for heavy batteries and large line wire, and by doing away to this extent with induction effects, makes the line more sensitive and less sluggish.

John T. Stoll, of Sacramento, Cal. It is of that class which consists of leg straps and a connecting chain with a swivel, but the arrangement and form of the loops connecting with the chain is such that they are not liable to bruise or cut the legs of the animal, either when walking or lying down.

A broom holder has been patented by Mr. Jacob J. Hiner, of Harvard, Ill. It consists of a wire bent at its ends to form two eyes in alignment, and looped between its ends to form a circular spring-holding side at each side of the eves, connected by an integral inclined cross piece, the holder being made of a single piece of wire.

A machine for shrinking hat bodies and other articles has been patented by Mr. James Dunlap, of Boston, Mass. It has a revolving shaft carrying arms on which perforated drums are mounted, revolved by suitable gearing, pipes conducting steam to the drums, the machine having great capacity, being simple in construction, and working rapidly.

A band cutter and feeder for thrashers has been patented by Mr. William Tennison, of Mount Vernon, Ind. It has an endless feed apron and slotted cause no pain or griping. By druggists.

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(12) W. S. H.-All steam launches on navigated waters have to pay a license fee of \$5.00, be registered, and have a pilot's and an engineer's license, 50 cents each, which may be to one person. Launches on private waters or on waters having no traffic are free.

(13) H. B. asks how to make a boiler that will heat say about two gallons of water in the quickest time to 212°. A. By making the bottom with deep corrugations, so as to expose a large surface to the fire.

(14) H. A. B.—It is cheaper and more economical to carry steam to the distance of a hundred yards than to transmit power this distance by cable. Felt and protect the pipe thoroughly. The friction of the wire cable with its shafts and carrier wheels is greater than the loss of steam by condensation. Cable is not as good or cheap as shafting for the same power for a distance of 300 feet. The turning of a right angle on a cable need lose no more than 5

per cent of the power. This can only be ascertained by knowing the amount of friction in the change wheels for a given strain. There are examples in which not 2 per cent is lost

(15) B. F. T.-High pressure engines exhaust into the air, and realize their power only from boiler pressure and expansion. Low pressure engines -add to this about 10 pounds per square inch by creating a partial vacuum in front of the piston. This style of engine is not always available, for want of water in sufficient quantity for condensing the steam. Low pressure adjuncts are not considered economical for small engines. Many condensing engines, also, use very high pressure steam.

(16) D. H. V. asks: 1. Can a complete vacuum be formed, and, if so, what would be the external pressure on vessel containing same? A. Yes; about $14\frac{7}{10}$ pounds. 2. Does the external pressure on the vessel denote the exact weight of the atmosphere? A. Yes; per superficial area. 3. To what height can water be drawn with sufficient suction power? A. Possibly, 33 feet or a little more. Generally, 25 to 26 feet.

(17) J. M. S.-The atmospheric pressure only acts upon surfaces freely exposed to the atmosphere. When other pressures are applied, the atmospheric pressure is not removed, but rather included in the new pressure, so that the atmospheric pressure, being originally in equilibrium, should not be added to the mechanical pressure either within or without a cylinder or boiler. The removal of atmospheric pressure in front of a steam-engine piston is actually effected by a condenser and pump. The effect of atmospheric pressure on the steam side of a piston is absorbed in the indicated steam pressure, and should not be separately expressed. In a vacuum pump there should only be one expression for force caused by the removal of the air.

(18) W. C. B. asks a short practical method of calculating, without the aid of the nautical almanac, the time of high water on any given day at a port whose corrected establishment is known. A. The method for obtaining approximate high water from the table of the "establishment of a port" requires a common almanac for the year, which gives the date of new and full moon. Multiply the average daily variation of the tides (about 53 minutes) by the number of days following the last new or full moon, which reduce to hours and minutes, and add to the "established hour" for a given place, for approximate high water

(19) J. G. McK. writes: We have boiler and engine capacity to do our work with 30 pounds steam. Is it not economy of fuel to carry a higher pressure, say 80 or 90 pounds? A. On general principles, high steam and equivalent expansion is said to be economical, and with the automatic modern engine a saving of fuel is thus realized. If your engine has a cut-off suited for the change, we recommend it. If of the plain slide valve style, with direct eccentric connection, with governor operating a throttle or governor valve, we advise you to let it alone.

(20) R. K.-The solar mean day is 24 hours. The sidereal day is 23 hrs., 56 m., 4.091 s. in solar mean time, which is the time of revolution to the same star.

(21) L. S. D. asks what to use to polish a new mahogany counter. A. Bees' wax 1/2 pound, alkanet root ¼ ounce; melt until well colored. Then add linseed oil and spirits of turpentine, of each 1/2 gill, straining through a piece of coarse muslin.

(22) C. G. desires a remedy to destroy ants. A. Use powdered borax sprinkled around the infested places.

(23) J. L.—Stuttering is a purely nervous difficulty. The vocal muscles are able to do perfect work, but, from deficient innervation the mind cannot command them fully, and the trouble of speech commences, and soon the habit is formed, and generally grows worse and worse. The mind fears that the words will fail, and as the result they do fail. If the fear could be removed, the trouble would in large part cease. A cure can be accomplished in no way but by the persistent and determined effort of the sufferer himself. Others can accomplish little for him. If his attention and his fear can be removed from the muscles of his throat while speaking, if he can forget that any trouble is there, he will soon improve in his power. This is the one line in which his efforts must be made, and with persistent patience it can be successful.

(24) D. E. X. asks a remedy for the "heaves "in a horse. A. Take calcined magnesia balsam of fir, balsam copaiba, of each 1 ounce, spirits of turpentine 2 ounces, with 1 pint best cider vinegar; give for a dose 1 tablespoonful in the feed, once a day for a week; then every other day for two or three months. Wet the hay and other feed with brine. The horse will cough more at first, but looser and looser till cured.

(25) J. F. asks how wash bluing.

(28) E. H. asks how near to New York sulphur springs have ever been discovered. A. While water containing slight traces of sulphur may be found within comparatively few miles of the city, the nearest springs, we believe, which contain a sufficient amount of sulphur (hydrogen sulphide) to make them of any medicinal importance are those at Sharon Springs, in Schoharie County, about 165 miles from New York.

(29) F. S. B. asks for the composition of hydraulic mortar. A. One part of Portland cement to two parts of sand.

(30) T. J. G. asks: 1. Explode a charge of dynamite between two stone slabs of equal weight and strength, lower one on the ground, and both in contact with the charge. Would one suffer more than the other, and which? A. We would expect under ordinary cirmcumstances that both would be so destroyed that there would be little choice between them. 2. Suspend a stone slab and explode a charge of dynamite in contact with under surface, would effect be the same as if exploded on top? A. Substantially the same if the contact was as perfect.

(31) S. V. T. asks for a cement that will mend china, which will not give way under cold water. A. Mix quickly 50 parts of plaster of Paris, 10 of quicklime, and 20 of white of egg, and use imme diately.

(32) Sphinx ("L. L. S.," "O. J., Jr.," and "T. L."). -The Grecians usually represented the sphinx as a winged lion with the head and breast of a woman. The great Sphinx of Egypt, however, is a recumbent andro-sphinx, or man-headed lion. It symbolized the mysterious nature of the Deity. The extended fore paws, and the small temple between them, are both constructed of masonry. The main body of the Sphinx is hewn out of a natural eminence in the solid rock. In several places, deficiencies in the natural material have been supplied by a partial stone casing. In our illustration (June 5), the ruins of the temple are partially shown. The sketch, however, was evidently made before the excavations had been carried down sufficiently to expose the paws. It is probable that either the artist or the engraver has represented the masonry as extending further back than it does in reality. The head was originally covered with a cap, and had a full beard, but the greater part of both of these has now fallen away, and the outlines generally are very indistinct.

(33) J. E. C. asks: How much would a composition of gas and air expand in exploding in the proportion of one of gas to ten of air? A. About $4\frac{1}{2}$

(34) W. E. W. asks: Why is it that hydrogen is any more diffusive than oxygen or any other diatomic element? Why is it that a hydrogen molecule can crawl between the intervening spaces between the molecules of an iron cylinder, in attempts to liquefy it, any more easily than an oxygen molecule? A. The lighter gases are more diffusive because their molecules, being lighter, move in the kinetic motions with higher velocity, and hence travel faster. As for hydrogen "crawling" through the pores in an iron vessel, if it does this any more readily than other gases, it is in account of its high diffusive power.

(35) H. A. M. says: A has an orange tree which gives a sour flavored orange. To sweeten the fruit he makes a hole in the tree and fills it with as much sugar as he can stow in. This he asserts has the effect desired. B says it will not sweeten the fruit even to a small extent. Please say which is correct. A. We side strongly with B. Why do you not try it ?

(36) G. F. H. asks: Will you please inform me if silkworms in cocoons can be killed by electricity, and how it is done? A. We know of no way of killing silkworms in cocoons by electricity. We are informed also by the U.S. Department of Agriculture that they know of no method.

(37) J. B. asks: Is the stroke of an engine the length of cylinder? If not, how is the stroke measured? What is relative horse power of two engines: 1st cylinder 10 inches, 3 feet stroke, 2d cylinder 12 inches, 2 feet stroke. A. The stroke of the engine is twice the length of the crank, center of pin to center of shaft, or the distance of the crosshead movement on the slides multiplied by two. The 10 inches by 3 feet cylinder in power has the relation to the other cylinder mentioned as 235.62 to 226.18. These numbers are obtained by multiplying the areas of each cylinder by its stroke.

(38) Dr. H. S.-Warts may be burned off by application of nitrate of silver or other caustic, but we know of no special treatment to prevent their recurrence. We have printed numerous remedies for the removal of corns, but as they will go away of themselves if one wears only shoes that do not press on them, so they will constantly return, no matter how many times removed, if one wears tight shoes.

remedy is hot water a few degrees below the boiling point, which will not injure the tree, but will effectu-ally destroy the pest.

(43) O. W. M. desires a recipe for make ing a stain to imitate cherry or cherry stain. A. A cherry stain may be made by boiling in a copper kettle 3 quarts of rain water, and 4 ounces of annatto. Boil till the annotto is dissolved, then put in a piece of potash the size of a walnut; keep it on the fire about half an hour longer, and it is ready to bottle

(44) G. A. G. asks how to destroy ants that infest his lawn. A. If the nests of the ants can be readily found, there is no better remedy than to pour a tablespoonful of bisulphide of carbon into each hill. This substance is inflammable, and should be used with care

(45) W. A. writes: I have noticed in your issue of the Scientific American, at various times, the receipt for making a printing machine called the hektograph. You also gave a recipe for making a black ink to be used with the same. I have tried both, but I find a great difficulty in gaining a success. I have tried the process for the ink in the manner you describe, but I fail to produce any copies. bronze. Would you therefore kindly direct me in the right direction, that is to say, to get a black ink, that can be used by the hektograph? A. The ink you desire is made by dissolving soluble nigrosine (aniline black) in 5 to 7 parts of water. It should be a saturated so lution and rather thick. For use on the hektograph it is best to use a purple ink. Sec "The Copying Pad, etc.," contained in Scientific American Supplement No. 438.

(46) W. C. B.-To make stereotypers? paste: Take 5 ounces of flour, 7 ounces of white starch, a large tablespoonful of powdered alum, and four quarts of water. Put the flour, starch, and alum into a saucepan, and mix with a little of the water, cold, until the whole becomes of the consistency of thick cream. Then gradually add the remainder of the water which must boiling, stirring well meanwhile to prevent lumps. Put the mixture over the fire and stir until it boils; then let it stand until quite cold, when it should look like jelly. When you are ready for work, add Spanish whiting, the mixture not to be too stiff to spread readily with the paste brush. Put through a fine wire sieve with a stiff brush, and it is ready for

(47) W. F. C.-Black, glossy leather belts, made of japanned leather, can be improved in appearance by rubbing with linseed oil, but there is no suitable permanent blacking for them that also keeps their polish. There is no cure for their cracking as they get old, or from rough usage.

(48) G. H. L.-The fluid extract of sarsaparilla is made by exhausting the powdered root with alcohol. Sarsaparilla sirup used in soda fountains is made of oil of wintergreen 10 drops, oil of anise 10 drops, oil of sassafras 10 drops, fluid extract of sarsaparilla 2 ounces, simple sirup 5 parts, powdered ex tract of licorice 1 ounce. Sarsaparilla beer is made by dissolving 11½ ounces compound extract of sarsaparilla, with 1 pint of hot water, when cold, add of good pale or East India ale, 7 pints.

(49) N. P.-Ox gall is an excellent and delicate cleansing agent. It is a liquid soda soap. But a receipt said to be excellent for removing all such substances as tar, axle grease, etc., from colored cottons : First, smear with lard, rub with soap and water, and let it stand for a short time; then wash with oil of turpentine and water, alternately.

(50) R. I. M.—For a good paste that will neither decay nor become mouldy, mix clean flour with cold water into a paste well blended, then add boiling water, stirring well up until it is of a consistency that can be easily and smoothly spread with a brush; add to this a spoonful or two of brown sugar, a little corrosive sublimate, and about half a dozen drops of oil of lavender or other suitable perfume.

(51) A. W. L. writes: 1. A gentleman who has been lecturing here says that but very little rain has fallen in Palestine for 1,200 years, and that now (within 5 or 6 years) it is receiving copious rains and becoming fruitful. Is this a fact, and, if so, what is the cause ? A. By consulting the Encyclopedia Britannica, you will find full information in regard to the rainfall of Palestine. The average rainfall is 60 inches, which exceeds that of many portions of this country. 2. What is the receipt for a so-called white house paint made of skimmed milk and lime or whiting? A. Take of whiting 5 pounds, skimmed milk 2 quarts, fresh slaked lime 2 ounces.

(52) E. A. M. D. asks the greatest height known of a wave of water in mid-ocean and near land, during a storm. A. According to Scoresby, the greatest height of waves from storms observed by him was 43

with the exposed edge uppermost. Coat the edge with a mixture of red chalk and water. The gold is blown out from small books, and spread on a leather cushion, where it is cut to the proper size by a smooth edged knife. A camel's hair pencil is dipped into white of egg mixed with water, and with this the partially dry edge is moistened; the gold is then taken up on a tip brush and applied to the moistened edge, to which it instantly adheres. When all the four edges have been gilt in this way, and allowed to remain a very few minutes, take a burnisher formed of a very smooth piece of hard stone (usually bloodstone), and rub the gold very forcibly, which gives the gold a high degree of polish. To silver edges take a brush, dipit in a saturated solution of gallic acid, and wash the edges; then dip the brush into a solution composed of 20 parts nitrate of silver to 1,000 parts distilled water. Keep on alter-nating these solutions until the edges assume a brilliant tint. Then wash with distilled water, and dry by free air and heat.

(56) G. Z. asks: 1. Would you kindly give me a good and simple method for purifying the gas called carbonic anhydride (CO₂), chemically expressed? A. Wash it with a little water already saturated with gas. 2. <u>Also a formula for making fireproof</u> wood having a black appearance. A. Wood is made Ink is prepared with nigrosine. It will not create a fireproof by treatment with various metallic salts, as tungstate of soda or silicate of soda. It is blackened by treatment first with nitrate of iron in solution, followed by solution of logwood.

INDEX OF INVENTIONS

For which Letters Patent of the United States were Granted,

June 22, 1886,

AND EACH BEARING THAT DATE.

[See note at end of list about copies of these patents.]

Abdominal support, W. Teufel	344,065
Adding machine, Barnes & Shapley	344,025
Adding machine, E. Halsey	344,180
Advertising puzzle, L. O. Granger	344,040
Air heater, J. L. Wells	344,295
Alarm. See Electric alarm.	
Album, M. E. Swaim	344,331
Alumina compound, making a sulphate of, C.	
Semper	344,140
Ammonia, apparatus for making, D. Jarves	344,184
Bag holder, W. J. Broker	344,078
Bag or purse catch, B. Vom Eigen	344,147
Bagasse furnace, Barry & Calder	343,978
Ball joint, J. T. Robb	344,202
Band cutter and feeder, J. A. Coulter	343,985
Bar. See Grate bar.	
Bed, folding, G. Sugg et al	344,291
Belting, machine, A. J. Gasking	344,098
Billiard tables, apparatus for leveling, C. A.	
Gregory	344,269
Binder, temporary, A. Dom	344,036
Bit brace, J. L. Osgood	344,1 30
Blower, E. A. Magee	344,000
Board. See Wagon shoveling board.	
Boiler. See Steam boiler.	
Boiler covering, M. Keenan	344,117
Boiler tube cleaner, W. H. Keep	343,998
Bolt. See Door bolt.	
Book, manifold copying, J. S. Stettinius	344,061
Bottle stopper, Johnson & Thatcher	344,278
Bottle washers, brush for, G. P. Goulding	344,267
Box. See Fare box.	044 155
Box covering machine, Bisler & Schoettle	344,199
Brate. See Bit Drace.	
Drake. See Manway Drake.	244 100
Brake shoe, W. Gill	244,102
Breau Cutter, O. E. Wick	944,490
Proom machine G H Baldwin	349 677
Burgan S I Bryant	944 943
Bureau, G. J. Diyant	244 129
Burner See Lamp hurner	011,10%
Bustle A H Brinkmann	344 159
Button attaching machine E H Taylor	344 220
Button fastener G W Prentice	344 007
Button fastener, J. F. Thaver.	344.018
Button setting instrument, F. A. Smith, Jr.	844.012
Calculator, tax and percentage, E. Halsey	344,182
Can. See Oil can.	
Cans. device for tapping, C. E. Quigley	344,199
Cap, E. Arnheim	344,231
Car coupling, M. Brennan	344,158
Car coupling, G. F. Carruthers	844,164
Car coupling, H. Eckel	343,989
Car coupling, Farmer & White	344,037
Car coupling, T. Jamison	344,316
Car coupling, M. Kay	344,280
Car coupling, J. Miller	344,127
Car coupling, N. Solcer	344,290
Car, cattle, F. E. Canda	344,161
Car motor, J. B. Huston	344,108
Car platform, safety, J. J. Parker	344,286
Car seat, J. C. Kafer	344,113
Car, stock, B. C. Hicks	344,044

as is put up in small wooden boxes, is made. A. Ultramarine is thoroughly mixed with small quantities of an adhesive substance, such as gum arabic, dextrine, or starch, worked into a thick dough, rolled flat, cut into square blocks, and rolled by hand into balls.

(26) E. J. K. asks if aluminum is prevented from rusting by the formation of a thin scale of aluminum oxide. A. Aluminum may, like many other metals, become protected from further oxidation by the formation of a semi-oxidized film, which may become a hydrate by the moisture of the air. So far as we have observed with a bar as cast, broken, and cut, also as polished, we have not been able to discover oxidation upon the surface in several months' exposure to the air of a room. We are disposed to rank it as one of the precious metals of a higher grade than silver, although, like silver, it has its special affinity.

(27) G. E. B.-Hydrogen gas has the lowest conducting power of the gases; lead the lowest conducting power among the metals; asbestos the lowest conducting power of minerals; and cotton is pro bably the lowest conductor among vegetables, charcoal being also very low.

(39) H. J. P.-Vacuum gauges do not indicate pounds, but correspond with the barometer, and indicate inches of mercury. Dividing the indication in inches by two will give you nearly the vacuum in pounds.

(40) E. S. asks directions by which considerable adulterations of white lead and linseed oil may be detected by one not a chemist. A. To detect barytes in white lead, dissolve the latter in dilute nitric acid. Any undissolved residue will be foreign material, and probably barytes.

(41) A. B. asks why infusorial earth is called electro-silicon. Is it a non-conductor of elec tricity or a non-conductor of heat? What is it composed of? A. It is diatomaceous silica, from which the trade name "electro silicon" has been derived. It has no particular electrical qualities.

(42) Mrs. J. B. F.-The insects which ou send are a species of plant louse of the genus Lachnus. They prove injurious to evergreens when they occur in large numbers. To completely destroy them, it is only necessary to drench them well with a thin leaf of gold. Put your cards together so that solution of whale oil soap or tobacco water. Another the edges are perfectly even. Then place in a press, Ch

		Car. stock, B. C
į	reet from top to bottom of trough. Captain wirkes,	Car, stock, H. C
į	while on his exploring expedition in the Pacific, made	Car wheel lath
1	one measurement and obtained only 32 feet.	See
ĺ	(53) J. T. McC. asks how oil can be	Cars, door for c
i	taken out of a marble tombstone; has been in it now	Cars, gripping
	about four years A Such stains can be removed by	Solano
ļ	about four years. A. Such stains can be removed by	Cars, mechanism
	applying common clay saturated with benzine. If the	Cars, street inc
	grease has remained long enough, it will have become	Jeffers
	acidulated and may injure the polish, but the stain will	Cars, water tan
1	be removed.	Card or print ha
i	(54) INW asks how the composition	Carpet sweeper
	(54) J. N. W. asks now the composition	Carriage, child'
	used for whitening military belts is made. A. First	Carriage top pr
l	brush the belt over with a mixture of :	Carrier. See H
1	Best boiled linseed oil 4 oz.	Cart, road, M. M
i	Precipitated oxide of zinc1 "	Cart, road, W. 1
	And dry over a store at a heat not even 1609 Fah	Cartridge holde
ļ	And dry over a slove at a fleat flot over 100° Fall.	Cartridge loade
	when thoroughly dry, roughen by means of pumice	Case. See Pack
	powder and apply another coating. Dry as before, and	Ticket case.
Ì	varnish with amber or copal varnish.	Casting car whe
	(55) E D asks how to gild the edges	Cattle mark, W
	of conds in gold and silver. A Obtain an extremely	Chain conveyer
	of cards in gold and silver. A. Obtain an extremely	Chair, J. W. H.

. , , ,	
r, stock, H. C. Hicks 344,045	
r wheel lathes, gauging device for, Cullen &	•
See	
rs, door for combination, C. W. & C. C. James. 344,276	
rs, gripping mechanism for cable railway, R.	
Solano	
rs, mechanism for driving hand, F. E. Canda 344,163	
rs, street indicator for street railway, H. I.	
Jeffers 344,047	
rs, water tank for cattle, F. E. Canda 344,162	
rd or print hanger, A. H. Stetson (r) 10,739	
rpet sweeper, W. J. Drew 344,089	
rriage, child's, W. England 844,309	
rriage top prop, T. Rams 344,135	
rrier. See Hay carrier.	
rt, road. M. M. Billmire 343,979	
rt, road, W. E. Teller 344,017	
rtridge holder, M. S. Barker 344.152	
rtridge loader, Smith & Millikin 344,206	
se. See Packing case. Physician's buggy case.	
Ticket case.	
sting car wheels, W. Wilmington 344,300	
ttle mark, W. P. Boyden <i>et al</i> 344,241	
ain conveyer, M. Garland 344,178	
air, J. W. H. Doubler 344,255	
imney cowl, T. McCord 344,123	
urn, J. Askins	

		-
Cigar bunching machine, F. C. Miller	344,285	1
Clamp, J. Gift	344,101	I
Clevis, plow, H. H. Butler	344,245	1
Clock, twenty-four hour striking, C. Stahlberg	344,209]
Clothes wringer, R. Zimmerman	344,337 344,337	1
Collar, R. Butterworth	344,031	I
Collar or cuff, E. Kipper Collars and cuffs, manufacture of, E. Kipper	344,281 344,282	
Coloring matter, production of yellow, F. Bender.	344,075	1
Comb. See Lease comb. Commode. F. Mink	344.052	
Corn meal, manufacturing, J. M. Case	344,246	1
Cotton gin feeder, J. G. Wiley Cotton, etc., machinery for opening, cleaning or	344,299	
preparing, J. C. Potter	344, 198	1
Counterbore facing machine. A. Latham	344,283	
Lightning rod coupling. Thill coupling.		1
Cowl. See Chimney cowl.		N
Crushing rolls, bed for, D. Dunne Cuff fastening E. Gutman	344,258 344,313	1
Cuff holder, E. B. Taylor	344,219	N
Cuff holder or necktie supporter, W. H. Voss	344,226 344.001	
Cuspidor, sanitary, C. Stierle	344,015	Ċ
Cutter. See Bread cutter. Band cutter. Potato		0
Damper attachment, I. A. Abbott	344,151	Ċ
Dental cotton holder, A. C. Runyan	344,328	C
Dental head rest, T.J. Carrick Disinfectant, A.J. Shilton	344,802 344.056	(F
Dividing engine, A. H. Brainard	343,980	F
Door bolt, M. Driscoll	344,174 343 994	F
Door hanger, M. C. Richards	344,288	Ī
Drier, W. D. Speck	344,208	E
Drilling machine, D. Dull	344,256	I
Dyeing, etc., apparatus for, W. Birch	344,238	I
Electric alarm, C. M. Barnes	344,236 344,233	ь Н
Electric call, chronometer, Bailie & Mills	344,072	
Electric conductors, conduit for, J. F. Munsie Electric motor, J. E. Emley	344,324 344,262	F
Electric motors, apparatus for transmitting pow-	01400	-
er from, C. P. Elieson Elevator See Hydraulic elevator	344,260	F
Engine. See Dividing engine. Rotary engine.		F
Steam engine.	244.005	F
Engines, reversing device for, F. Uneimann Envelope machine. J. Ball	344,225 344.073	F
Eyeglass holder, T. McCord	344,122	F
Fare box, W. G. Price Faucet, J. F. Bogan	344,287 344,157	F
Feed water, purifying, A. L. G. Dehne	344,085	F
Fence, M. Stentz	344,211	F
Fence stay, W. C. Gholson	344,264	F
Fertilizer distributor, J. M. Johnston	344,279	-
man man	344,139	F
Fire extinguisher, hand grenade, Kip & Van		F
Riper Fireplace or stove fender. E. Walling	344,319 344,294	F
Fireproofing compound, J. C. Emerson	344,261	F
Friction coupling, O. Kromer Furnace. See Bagasse furnace.	344,320	F
Furnace, E. E. Jones	344,317	1
Furniture, wooden fringe for, F. P. Brooks	343,982 344.062	F
Gas apparatus, E. J. Jerzmanowski	343,995	F
Gas, producing illuminating, E. J. Jerzmanowski.	343,996	F
Gas works, center seal for, G. F. Starkweather,	944,191	ς
344,060,	344,144	F
Junge	344,322	F
Gate, H. S. Harris	344,271	F
Generator. See Steam generator. Glass beveling machine. T. F. Gilrov	344.179	F
Glass or other plates with liquefied gelatine, ap-		F
paratus for coating, A. L. Henderson Glueing press, J. F. Kartheiser	344,043 344,048	E
Gossamer fabric and manufacturing the same, M.	014,010	Ē
L. Derick	344,086	E E
Grader, road, S. Pennock	344,197	F
Grader, road, G. B. Sharp, Jr., et al	344.205	I
Grain register, F. Stanton	344,272	F
Grain separating machine, J. Lucas	343,999	F
Grater, A. Obermever	544,203 344,005	н Т
Grating for jails, Brown & Haugh	344,242	F
Grip tester, hand, G. B. Fowler	344,095	г
Eaves trough hanger.		F
Harrow, disk, A. J. Tschantz	344,293	I
Harvester, w. J. Dean Harvesters, cutting apparatus for, L. McSipple	514,254 344,191	F F
Hasp lock, F. W. Mix	344,002	F
Hat podies and other articles, machine for shrink-	344.257	S
Hat bodies, machine for felting, H. M. Chitten-	514,001	s
den Hav carrier P. A. Myors	344,166	S
Hay stacking machine, J. J. Burnaugh	344,030	s
Head rest, S. Cawley	344,248	S
Hoisting and lowering apparatus, A. Ilse	344,183	S
Unisting dovice for sail boats T Chumbers	211 206	6

.

Cigar bunching machine, F. C. Miller	Lamp, electric, Dales & Markland 344,252	Stoves, straw burning attachment for, S. C.
Clamp, J. Gift	Lamp, electric arc, O. Romanze (r) 10,738	Purdy
Clevis, plow, H. H. Butler	Lamp, gas, H. G. O Nem	Switch. See Railway switch.
Clock, twenty-four hour striking, C. Stahlberg 344,209 Clothes pin Johnson & Mann 344,110	Lease comb, T. C. Entwistle	Switches, apparatus for operating, E. J. Remillon Syringes reservoir for fountain C. A. Tatum
Clothes wringer, R. Zimmerman 344,337	Vaughn	Table. See Game table.
Collar, R. Butterworth	Leg, artificial. D. W. Bartlett	Tea kettle cooker, A. A. Davis Telephone. Barrier & De Lavernede
Collars and cuffs, manufacture of, E. Kipper 344,282	Liniment, J. W. Lauer	Telephone, W. C. Turnbull.
Coloring matter, production of yellow, F. Bender. 344,075 Comb. See Lease comb.	Lock. See Seal lock. Lock J. M. Edgar. 344 176	Telephone receiver. W. C. Turnbull Textile fabrics, machine for finishing, A. Vin-
Commode, F. Mink	Lock for slides or covers, J. W. Meaker	cent
Corn meal, manufacturing, J. M. Case	Loom let-off mechanism, W. Z. Woodstock 344,336 Looms, shuttle binder for. Z. Raby	Thill coupling, H. Kugler Thrashers, band cutter and feeder for, W. Tenni-
Cotton, etc., machinery for opening, cleaning or	Lubricating compound, R. J. Chard 344,079	son.
Counterbore facing machine. A. Latham	veny	Ticket case, w. E. Elam Tie. See Railway tie.
Coupling. See Car coupling. Friction coupling.	Middlings purifier, C. H. Vickery	Tile protector, drain, A. L. Shoults
Cowl. See Chimney cowl.	Mill. See Rolling mill. Windmill. Motor. See Car motor. Electric motor.	Twist drills, machine for grinding, S. G. Ryder
Crushing rolls, bed for, D. Dunne	Mowers and reapers, pitman rod connection for,	Type writing machine, C. Spiro
Cuff holder, E. B. Taylor	K. H. Dixon	ism for, J. F. Steward
Cuff holder or necktie supporter, W. H. Voss 344,226	apparatus for, E. Halsey 344,181	Valve for regulating the flow of gas in mains, etc.,
Cuspidor, sanitary, C. Stierle 344,001	Oil cake, maize, Jacobs & Lockwood	Valve gear, C. H. Benton
Cutter. See Bread cutter. Band cutter. Potato	Oil can, vented, Sargent & Trask	Valve, locomotive steam, M. de Ma. Campos
Damper attachment, I. A. Abbott	Ore separator, D. G. Weems	Valve, rotary, W. C. Denmead
Dental cotton holder, A. C. Runyan 344,328 Dental head rest T. J. Carrick 344 302	Organs, octave coupler for, A. H. Hammond 344,041 Overalls A Boesenberg 344,156	Valve seat, adjustable, J. E. McIntosh
Disinfectant, A. J. Shilton	Packing case, F. P. Harden	Valve, throttle, J. A. Stout
Dividing engine, A. H. Brainard	Packing, metallic, J. B. Deeds	Vaporizer for fireplaces, C. H. Humbert
Door hanger, A. J. Ives	Paint, fire and waterproof, C. S. Fowler	Vegetable masher, J. M. Holmes
Door hanger, M. C. Richards 344,288 Drier, W. D. Speck 344,208	Painting machine, R. Quartermass	Vehicle springs, J. W. Henney
Drill. See Grain drill. Rock drill.	Paper cutting machine, E. P. Donnell	Vehicle spring, E. C. Tecktonius
Drilling machine, D. Dull	Paper, machine for waxing, E. G. Sparks	Vehicle, two-wheeled, Lane & Cloyes Vehicle, two-wheeled, Newell & Litten
Eaves trough hanger, W. H. Berger 314,236	Paper pulp, lead lined boiler for, J. Makin 344,120	Velocipede, one-wheeled, I. E. H. Spree
Electric alarm, C. M. Barnes	Paper webs into rolls, apparatus for winding, J. J. Manning	Vessels, attaching armor plates to, E. Tardy Vinegar apparatus, L. Friedman
Electric conductors, conduit for, J. F. Munsie 344,324	Parasol, etc., C. E. Fosburgh 344,094	Wagon shoveling board, C. E. Duryea
Electric motor, J. E. Emley	Paving and rooting purposes, composition of mat- ter to be used for, H. Staples 344,210	Washing machine, A. J. Biglow Watches, stem winding mechanism for, W. Bell
er from, C. P. Elieson	Physician's buggy case, J. J. Stephens	Water closet valve, C. H. Harkins
Engine. See Dividing engine. Rotary engine.	Plano, dummy, J. Casey 344,165 Pin. See Clothes pin. Safety pin.	Water neter, piston, E. C. Terry
Steam engine.	Pipe and hose coupling, G. Guillemin	Weather strip, C. Martsolf.
Engines, reversing device for, F. Ultermann 344,223 Envelope machine, J. Ball	Planing apparatus, J. I. D. & I. Y. Woodruff 344,555 Planing machine, metal, J. K. Cullen	gan
Eyeglass holder, T. McCord 344,122	Planter check rower, corn, J. Kaylor	Weighing apparatus, grain, A. E. Wade
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