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Eclipse Portable Engine. See illustrated adv., p. 252. Tight and Slack Barrelmachinery a speciaity. John For Separators, Farm \& Vertical Engines, see adv.p.220. Elevators, Freight and Passenger, Shafting, Pulley nd Hangers. L. S. Graves \& Son, Rochester, N. Y. Clark Rubber Wheels adv. See page 237.
Steam Engines; Eclipse Safety Sectional Botler. Lamertville Iron Works, Lambertville, N. J. See ad. p. 141 4 to 40 H. P. Steam Engines. See adv. p. 252.
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For Pat. Safety Elevators, Hoisting Engines, Friction For Mill Mach'y \& Mill Furnishing, see illus ady , 221 Mineral Lands Prospected, Artesian Wells Bored, by Machi Kive for Wood working Machier, Book Binders, and Paper Mills Large knife work a specialts. Also manufacturers or Soloman's Parallel Vise. Taylor. tiles \& Co., Riegelsville, N. J.
Penfield (Pulley) Blocks, Lockport, N.Y. See ad. p. 252 .

## NEW BOOKS AND PUBLICATIONS.

The Victoria. Review. Published at Mel Publishing Company, and edited by H. Mortimer Franklyn, Esq.
This is one of the best magazines that comes to this office from any country. The Victoria Review is published monthly, and its contributors are among the most
able and profound writers of the day. The July number, just received, contains papersfon of theminent the publication we append a list of the writers and the subjects of their several contributions in the July issue Lewes' History of Philosophy, by C. Hamilton Bromby (Tasmania); Nineteenth Century England, by the Rev. W. H. Fitchett; A Few Words about Béranger, by John F.Perrin (New Zealand); Proportional Representation,by Guido Padelletti (Florence); Modern Biology, by Edward B. Sanger (Adelaide); The Place of Religion in Fic
titious Literature, by Miss C. H. Spence (Adelaide); Venetian Dramatist, by James Smith; Sermons on Genesis by Dr. Bromby, by the Very Rev. the Dean of Melbourne; Goethe's "Faust" 'and Byron's " Manfred,",
by R. Colonna-Close; The Affairs of Europe, by Emilio Castelar (Madrid); A The Affairs of Comet, by Richard A Proctor; The Decay of Matrimony in Victoria, by the editor; The. Contemporary Thought of Great Britain, Europe, and the United Slates. We would like to see his Review more widely circulated han it has hereto scriptionlist, if it is published in a remote English colony on the other side of the globe. We would, therefore recommend it to the patronage of students and al thoughtful persons, who, we are sure, will be both inter ested and benefited by receiving the publication regularly. D. Appleton, 3 Bond street, New York, receives subscriptions and furnishes the numbers to their sub scribers assoon
Mandal of the Railroads of the United States for 1880. By Henry V. Pnor
New York: H. V. \& H. W. Poor. 8vo,
cl., pp. 1077. $\$ 5$.

Poor's Manual grows fatter and more widely useful every year. This the thirteenth annual number gives the mileage, stocks, bonds, cost, traffic, earnings, ex penses, and organizations of something like 1,400 rail roads, with an appendix containing a full analysis of
the debt of the United States and of the several States
Boletin de la Sociedad de Geografia y Estadistica de la Republ
cána. Vol. V. Mexico, 1880.
The present issue of this valuable scientific publica braces the first three numbers of the fifth volume (thir series). The articles, as usual, pertain to a wide range of scientffic subjects, are very interesting. and give evi-
dence of conscientious study and much painstaking abor on the part of the authors. The contents, in addi labor on the partof the authors. The contents, in addi-
tion to the society's proceedings, embrace contribu

Lions from Sr. Ferrandez on the "Determination of the Meters above the Sea Level "" Sr in Mexico at 2,28 Mortality in the City of Leon de Akiamas;" Sr. Ramirez on the "Mines and Mineral Productions of Guadalcaza in San Luis Potosi ;" Sr. Reyes, "Meteorological Ob
servations ;" and Sr. Arechiga, "Note on the Saltpits servations ;" and Sr. Arechiga, "Note on the Saltp
of Sayula." In addition to these signatures, there are various notes and translations by the editors, making various notes and translations by the editors, making
altogether a collection which well sustains the high altogether a conlection which wed sustains. We con
standard reached by the preceding volumes. gratulate the Mexican society of Geography and Statis tics on having so many earnest workers, in its rank and wish it every succes
Elementary Treatise on Electric BatTERIES. From the French of Alfred
Niaudet. Translated by L. M. Fish
Nack. New York: John Wiley \& Sons.
bat. $\$ 2.50$.
Telegraphers, and all others who have to do with or d sire to study the nature and management of the variou types of electric batteries, will find M. Niaudet's book very serviceable. The translator's fitness for his
is generally vouched for by the capable electrician the Western Union Telegraph Company, Mr. Georg the Westeru
id In I Treville.


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given to inquirers. to former answers or articles, will be kind enough name the date of the paper and the page, or the number of the question.
Correspondents whose inquiries do not appear after a reasonable time should repeat them. If not then pub lished, they may conclude that, for good reasons, th Pditor declines them.
Persons desiring special information which is purely of a personal character, and not of general interest,
should remit from $\$ 1$ to $\$ 5$, according to the subject, as we cannol be expected to spend time and subject obtain such information without remuneration.
Any numbers of the Scientifio American Supple-
ment referred to in these columns may be had at this MENT referred to in these columns may be had at this
fice. Price 10 cents each.
(1) L. H. C. asks: 1. How many two quar Bunsen cells will be necessary ,to run a Duboscq's
electric light regulator? A. About 50 . 2. Is the fol electric light regulator? A. About 50 . 2. Is the fol-
lowing a proper formula for the battery fluids: for porous cell- 1 gallon water, 1 lb . bichromate of polash $13 / 4$ parts sulphuric acid; in outside jar-1 part sulphur (2) D. H. F. asks: Will a dynamo-elec machine produce a continuation of sparks between two or more electrodes in the circuit, or must an induction
coil be placed in the circuit? A. An induction coil coil be placed in the circuit? A. An induction coil
will be required. 2 . What is the best material to mak will be required. 2. . Platinum. 3. Why are the but-
the electrodes of? A. tons on telegraphic instruments platinum tipped? A Because itis refractory and unoxidizable. 4. Does not Because itis refractory and unozi electro-magnet placed in an eircuit act as so much of a break or resis
A. As so much resistance
(3) H. S. writes: I wish to build a cistern to hold twelve thousand gallons. It can't extend over he quicksand. What shape and dimensions are of quired to secure the greatest strength in walls? How manybrick will itttake to build it? A. A cistern twenty feet diameter and five feet deep will hold the quantity amed. The number of bricks cannot be given, with pend somewhat upon the nature of the soil backing the
(4) C. W. H. asks: 1. On what part of the axle of a buggy wheel is the greatest friction while the surface over which the wheel is traveling, the size of the wheel, and the load. Generally a little forward of the vertical line. You maydetermine this point in any given case by examining an axle long in use, and see
where has been the greatest wear. 2. If a wheel could where has been the greatest wear. 2. If a wheel could
be suddenly freed from its axle while the vebicle was be suddenly freed from its axle while the vebicle was
in motion, would the wheel run on with accelerated mo-tion-in other words, if the speed of the vehicle coninued the same, could the free wheel pass it? A. No
(5) G. S. H. writes: 1. I wish to build a mall steam yacht; I wish it entirely for speed. The oat must be sufficiently large to carry 500 lb ., beside oiler and engine. I have an engine, 2 inch bore by the speed I can make with sandes A. the speed I can make with sane? A. Length 18 to 20
feet by $41 /$ feet beam, by 28 inches deep; engine, 2 inch cylinder by 4 inch stroke; boiler, upright tabular, 22 nch diameter by 24 inches long.
(6) C. W. asks: 1. Would it not be as well in making the dynamo machine described in Supplestead of lengthways? A. No. 2. Would the machine e strong enough to magnetize small bars of steel? A. When made according to directionsgiven in the Suplement, yes.
(7) J. N. J. asks: Will it require a stronger dam or dike to hold a large body of water of consideration the effect of waves, the depth beirs the same in both cases, there would be no difference in

COMMUNICATIONS RECEIVED
On Boiler Explosions. By L. H. K.
On Hydraulic Cements. By J. D.

IOFFICIAL.]

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AND EACH HEARING THAT DATE. ['Those marked (r) are reissued patents.]
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