## COMPRESSED LIGNITE AS FUEL.

An important, if not a vital, question in Texas, especially with respect to the industrial development of the State, is how to utilize the extensive beds of lignite which abound there. Indeed, in the lack of true coal, the State can hardly accomplish much in the manufacturing line without first solving this problem.
We are informed that Mr E. T. Dumble, of Houston, has devised a process of coking the lignite, which works well on a small scale and is likely to prove valuable in larger operations, particularly in smelting iron, there being an abundance of iron ore in the neighborhood of the lignite deposits. For other than smelting purposes, however, it is desirable to re-
taln in the fuel the volatile fuel elemenis which are wasted taln in the fuel the volatile fuel elements which are wasted in coking, and which amount to about two-fifths of the total weight of the lignite.
A simple of this fossil fuel, from a seam ten feet thick, in Robertson County, Texas, may be taken as a representative specimen. Analyzed by Prof. E. T. Cox, of the Indiana Geological Survey, it showed-fixed carbon, 45 per cent; gas, $391 / 2$ per cent; water, 11 per cent; white ash, $41 / 2$ per ceint. It furnished nearly 50 per cent of lusterless coke, closely resembling wood charcoal. As taken from the bed the lignite is dull brown in color, and is apt to shrink, crack, and fall to pieces on exposure to the air, a property unfitting it for transportation.
Judging from the success achieved in New England in compressing peat, and in Pennsylvania in compacting coal dust by pressure, Mr. N. A. Taylor, of Palestine, Texas, is confident that by similar mechanical treatment the soft and watery lignite might be converted into a fuel that would rival c:innel coal The solidity and high specific gravity of true coal being due to the pressure to which it has been subjected by overlying rocks, mechanical pressure, he argues, would do the same for lignite. Such pressure would expcl the water, and by compacting the fuel would make it more durable in combustion and add greally to its lieating power. "Nature does it: why can't we?"
It is purely a question of cconomy of power. If the lignite can be squeezed into true coal, or something like it, for less than it will cost to bring coal from the coal fields of the north, the advantage to Texas will be obvious and great. As the lignite beds are easily accessible, and can probably be made to furnish the power required for converting the lig-
nite in to a more useful fuel, there would seem to be no theonite into a more useful fuel, there would seem to be no theoretical obstacle to the accomplishment of the end at which Mr. Taylor aims. At any rate it is a good opening for invention, and one that Texan inventors will probably follow to profitable solution as soon as they discover its importance, And the value of a successsui process of compacting lignite
so as to fit it for transportation and the ordinary uses of soft coal would not be confined to Texas. There are in many parts of the West, and in other countries, extensive beds of
lignite, the utility of which would be caislly increased by the invention called for by Mr. Taylor.

## smokeless fuel from coal.

Mr. W. D. Scot-Moncrieff, ill a paper read before the Society of Arts, has recently brought to the attention of that body an important project for not only hereafter preventing, but also for rentering commercially available the dense
stratum of smoke that has so long hung like a pall over the city of London, obscuring the light and rendering the atmosphere dangerous to the whole community. He proposes to substitute for the bituminous coal now in universal use for domestic and industrial purposes, a moditied form of this coal from which the gas has been partially extracted. Experiments made by lim as long as ten years ago showed that a semi-coke, resulting from a slort distillation of coal, furnislies a fuel that is practically smokeless; and he has since discovered that, by treating this coke with water when hot renders it still more smokeless and makes, it the most per
fect fuel imaginable, as it has all the cleerfuess and fect fuel imaginable, as it has all the cheerfulness and heat giving properties of the unprepared coal with none of the
disadvantages arising from its use. To produce this fuel in quantities suitable for public use he proposes to take advantage of the existing plant of the gas companies, tinding that they are amply sufficient for the purpose. Instead of taking 10,000 cubic fect of gas per ton from the coal, he would take 3,333 cubic feet, or any other convenient proportion, and pass three times the quantity through the retorts. In this manner the gas would be coming away from the retorts all day long, just as formerly, with a slight loss of time to be allowed for the additional frequency of the charging. The supply at the end of the twenty-four hours would be in excess of that which is obtained from the long
extraction, aud in this way less and not more plant would be necessary to give the same quantity in a given time, while the gas itself would be of better quality. The author claims, from his investigations aud experiments, that the results of the application of his scheme would prove startling. The gas companies would have double the quantity of byproducts, in the shape of tar and ammoniacal products, that they have at present; the community would have 24 -candle
instead of 16 -candle gas; the fuel resulting from the process would be of a nature to ignite readily, make a cheerful fire that gives out 20 per cent more leat than common coal; and London would become a smokeless city. The only extra expense to the companies would be that of the additional workmen employed in charging the retorts and interest upon the additional capital required for transit appliances; but, as an offset the companies would receive an increased arantity claim.
of valuable by-products and a supply of fuel that would be 'to prove bis an inventor has been subjected to a costly trial
in universal demand; and the profits from the sale of this at prices much below that of coal would be such that the com
panies would be actually. getting their coal for nothing.

## THE SILR INDUSTRY OF THE UNITED STATES

The preliminary report of Mr. Wm. C. Wyckoff, Special Census Agent on Silk Manufacture, shows that this industry gives employment to something over 34,400 litinds, and that the finished goods turned out are worth about $\$ 3.4,400,000$, a thousand dollars net to each worker.
The product of the census year ending June 30, 1880, is divided as follows:

 representing an investment of $\$ 18,899,500$. Connecticut has 8 factories; Massachusetts, 22; Pennsylvania, 49; New ersey, 108; and New York, 150. The Connecticut factories ive employment to 3,766 hands; those of Massachusetts to 2,068; Pennsylvania, 3,360; New Jersey, 13,932; New York, 10,484. The chief centers of the silk industry are Hartford County, Conn., with 549 looms; Hudson County, N. J., with 1,060 looms; Passaic County, N. J., with 3,238 looms; New
York city, 1, 820 looms; Philadelphia, Pa., 769 . Nearly half the silk operatives are women. The wages paid during the census year footed up $\$ 9,107,853$, of which Paterson, N. J., had $\$ 3,335,045$, and New York city, $\$ 2.190,660$. The gross value of materials and supplies was $\$ 22,371,300$, and the ross value of manufactured product was $\$ 40,975,285$, which ocludes the returns from those who do not make finished oods-throwsters, makers of fringe silks, spoolers, winders, yers, etc.

## SUPPRESSION OF ONE CLASS OF INTERFERENCES.

An important modification of the practice of the Patent Office in the matter of trade mark interferences has been Since the decision of the Supreme Cor
Since the decision of the Supreme Court affirming the unconstitutionality of the United States statutes relating to trade marks, the Office has continued to register the applications of such persons only as, with knowledge of the decivion, voluntarily paid the fee previously required. The Office has also continued the practice of deciding between conficting or interfering applications for certificates of registration.

This practice is now discontinued, the Secretary of the Interior having decided, in the case of Braun \& Co. 2s. Blackwell, that it is not within the province of the CommisBlackwell, that it is not within the province of the Commis-
sioner to decide questions of priority of right between applicants or those who have already received certificates of reg istration. All"interferences pending in trade mark cases have accordingly been dissolved. Hereafter, on receipt of an application for the registration of a trade mark, notice will be given the applicant of the decision of the Supreme Court, as heretofore, and if the applicant still desires registration, and the matter is proper therefor, the applicationn will be considered without reference to any pending application or to any registered trade mark.
Thus the function of the Patent Office in relation to trade marks becomes purely one of registration and certification. The question as to the applicant's legal claim to the mark so registered is left for decision where it properly belongs, that is, with the courts, to which appeal must ultimately be made

It mat dispute.
It may be seriously questioned whether the function of the Office with respect to patent rights should not be similarly limited. With its present force and the vast multitude of applications to be considered it is physically and morally im. possible for the Office to give more than a few minutes, on the average, to the determination of the questions of originality, novelty, and the rest. For this reason not only are improper applications granted-the existing practice of the Office only being considered-but worse, really proper and deserving applications are denied. And yet, after all, the
property right of the patentee must be passed upon by the property right of the patentee must be passed upon
courts before it has more than a presumptive value.
To the popular mind the possession of letters patent bearing the broad seal of the United States, is a guarantee that the owner's right to the invention claimed has been officially examined and decision rendered in his favor; and on this presumption not a little money has been paid for patents which could not stind legal investigation. The knowledge that the Patent Office simply registered and certified claims to property rights, leaving them, as in the case of trade marks, to be adjudicated by the courts, would in no wise lessen the legal value of letters patent, while it would greatly simplify and expedite the work of the Office, and at the same time put an end $t \rho$ a vast amount of expensive and vexatious litigation, which, even when successful, merely establishe

For when an inventor has been subjected to a costly trial
patent applied for, he has gained nothing which the Patent Office could not justly have given him at the outset, namely, a certificate that he claims the invention described. The decision of the Commissioner that there is no interference is worth notiing in the courts if the claim is contested there. The entirecase must be retried on its merits.
The simple and efficient working of the law with respect to copyright should relieve any apprehension that may exist as to a possible injury to patent rights in case the suggested change in the practice of the Patent Office should be made. The value of copyright property is very great; yet the litigation with respectto copyrights is relatively small, though the government entertains registers and certities claims to copyright, as it hereafter will trade-mark claims, without pretending to determine their legitimacy. That is the business of the courts. And the courts would probably have fewer patent cases to try if it were gencrally understood that the decision of the Patent Office in granting letters patent gives only a presumptive title to the invention claimed, and that the proper function of the office is clerical rather than judicial.

Failure or Another Railway viaduct.
Following the destruction of the Tay bridge now comes intelligence of the destruction, on Feb. $\dot{6}$, by ice, of a section intelligence of the destruction, on Feb. 6, by ice, of a section
of the Solway Viaduct, the most important part of the Solof the Solway Viaduct, the most important part of the Sol-
way Junction Railway, and until this week, a connecting link between England and Scotland. In former years the thaw has been accompanied by high winds, breaking up the ice and saving the Viaduct; but this scason no wind has arisen, and the packs have been carried down in unbroken masses, hurling themselves against the piers, carrying everything before them. The accident las been unattended by any loss of life, owing to the vigilance of the railway author ities, who had watchmen stationed, who gave timely warning. The structure is very similar to the 'Tay bridge in construction and size. The viaduct is about a mile and a quarter in length, and about 40 ft . in height; the spans are in groups of seventeen of 30 ft ., each group being connected by a span of 5 ft .
Some idea of the force of the floating ice may be formed from the narrative of the fishermen. that for some days the channel was covered with fields of ice acres in extent from 6 ft . to 12 ft . in thickness. The crashing of the ice as it swept along, borue by the current at the rate of twelve knots an hour, was heard two or three miles off, they said, and even half a mile away from the viaduct the noise was audible, although the wind was blowing in the opposite direction,

## A New Electrical Society.

A new organization styled the New York Electrical Socity has lately been organized in this city, having for its object the advancement of the knowledge and uses of electricity.
The following officers were clected for the ensuing year: President, F. W. Jones; vice-presidents, George B. Scott, Professor Vander Weyde, Gerritt Smith, W. J. Dealey, George A. Hamilton, avd G. G. Ward; secretary, John W. Morcland; treasurer, M. Brick. The membership is already quite large and comprises many of the foremost clectricians residing in this vicinity.

## A Meteoric stone.

A meteoric stone fell at Wiener Neustadt, a few days ago, near the telegraph office, and penetrated deeply into the gravel covered road. The phenomenon was witnessed by several persons, who all declare that the meteor showed at brilliant light. Upon inspection a triangular hole was discovered of five centimeters width; the ground was frozen at the time. The meteoricstone was excavated in the presence of Dr. Schober, director of the Wiener Neustadt High School. It weighs 375 grammes, is triangular in shape, its exterior is crystalline, with curious blackish, grayish, and yellow reddish patches. Here and there metallic parts give a brilliant luster. Its specific weight is very high, its bardness about 9. An analysis is now being made.

## Fifteen Hundred Miles a Minute

The cable message to Australia respecting the Hanlan Trickett match was an extraordinary achievement in tele graphy-in fact, it has never been excelled. The total extent of lines-namely, 12,000 miles-was traveled in one hour and twenty minutes. The greater portion of this time was occupied in transmitting the message through India. From Singapore to Sydney, 5,070 miles, the message occupied only thirty-five seconds in transmission. This message was repeated fourteen times, from station to station, between London and Sydney.-Sydney Mail.

## $\rightarrow+\cdots+$

The American In
The annual mecting of the American Institute of Mining Engineers was held in Philadelphia the third week in Feb ruary. The attendance was unusually large, and many im portant papers were read and discussed. The following officers were elected:
President: William Metcalf, Pittsburg, Pa. Vice-Presidents: J. P. Kimball, Bethlehem, Pa.; W. H. Pettee, Ann Arbor, Mich.; C. O. Thompson, Worcester, Mass. Managers: J. S. Alexander, Pbiladelphia; H. S. Munroe, New York; J. C. F. Randolph, New York. Treasurer: Theodore D. Rand, Philadelphia. Secretary: Thomas M. Drown, Easton, Pa.

It is probable that the next meeting of the Institute will be beld at Staunton, Va., in June next.

