

**The Nickel Plate Patent.**

The decision of the United States Court for this district, Judge Blatchford presiding, sustains once more, goes a little further, and gives a still broader interpretation to the Adams patent than had been given at any previous trial. Judge Blatchford holds substantially that Adams was the first discoverer of a practical method for electroplating with nickel, and his patent secures to him practically a broad monopoly of the art, and of all articles electroplated with nickel. The patent in question was granted to Isaac Adams, Jr., August 3, 1869, and the two principal claims read as follows:

1. The electro deposition of nickel by means of a solution of the double sulphate of nickel and ammonia, or a solution of the double chloride of nickel and ammonium, prepared and used in such a manner as to be free from the presence of potash, soda, alumina, lime, or nitric acid, or from any acid or alkaline reaction.

4. The electroplating of metals with a coating of compact, coherent, tenacious, flexible nickel of sufficient thickness to protect the metal upon which the deposit is made from the action of corrosive agents with which the article may be brought in contact.

The defendant, Pendleton, obtained a patent September 28, 1880, for what he claims as a new and entirely different mode of plating with nickel. His claims are as follows:

1. In the art of nickel plating, an acid solution of acetate of nickel, consisting of oxide of nickel and acetic acid, said solution having an excess of acid.

2. The method of making acid solutions of acetate of nickel, consisting in slowly digesting oxide of nickel and acetic acid with or without heat, so as to have an excess of acid in the solution, substantially as described.

The court held the Pendleton process to be merely the chemical equivalent of the Adams process, and accordingly gave judgment for Adams, with injunction and an account. How the Supreme Court will look upon the matter remains to be ascertained.

**An Important Electrical Trial.**

The patent suit brought by the owners of the Gramme dynamo-electrical machine, to establish their claims to a broad monopoly in the manufacture of these instruments, has at last been brought to final argument before the United States Circuit Court at Newport, R. I. If the patent is sustained it is supposed that nearly all of the dynamo machines now running will be found to be an infringement—in which case the Gramme owners will make a rich haul. One of the most serious points made against the Gramme patent is that it was patented in Austria prior to the grant of the American patent, which Austrian patent has expired. Under the American law the American patent ceases with the expiration of the previously granted foreign patent for the same inventor; and if this patent has been clearly proven the decision must necessarily be adverse to the validity of the Gramme invention. It is expected that several weeks will elapse before the judgment of the court will be delivered.

**NEW BORING MACHINE.**

The engraving shows a very simple appliance for boring holes in wagon fellys, either radially or at any desired angle.

**IMPROVED BORING MACHINE.**

The frame which clamps on the felly carries an arm, having at the end a socket, in which is placed an eye that is adjustable up or down, and is clamped in any desired position by means of the set screw.

In this eye is placed a shaft having at one end a crank by which it may be turned, and at the other end a square socket adapted to the shanks of boring bits. It will be seen that by raising or lowering the eye that carries the bit shaft, the angle of the hole bored by the bit may be varied, and by clamping the device in different positions on the work to be bored, the holes may be made at any desired angle laterally.

This machine has been patented by Mr. Vincent Cox, of New Vienna, Ohio.

**VELOCIPED SLEIGH.**

The engraving shows an improved velocipede sleigh recently patented by Mr. James B. Bray, of Waverly, N. Y. The apparatus is to be ridden and propelled in a manner similar to that of the velocipede or bicycle. The backbone is supported by two pairs of runners, the front pair being swiveled. The propelling wheel is mounted in a forked frame swiveled in the backbone or main frame, and provided with spurs projecting from its periphery.

**BRAY'S VELOCIPED SLEIGH.**

The outer ends of the crank shaft are connected with the front runners, so that when the wheel is turned for steering, the front runners will turn in the same direction.

This velocipede sleigh is designed to secure a high speed on snow or ice.

**Relief of Sea Sickness.**

In spite of the fact that much has been written on the subject, people still continue to suffer from sea sickness, which proves the unreliability of our therapeutic resources. Therefore the following experience of Dr. T. M. Kendall, who has recently had 200 cases under his charge, may prove interesting:

Many people, as soon as sea sickness commences, have recourse to oranges, lemons, etc. Now oranges are very much to be avoided on account of their bilious tendency, and even the juice of a lemon should only be allowed in cases of extreme nausea.

Champagne, too, is a very common remedy, and, without doubt, in many cases does good; but this appears to be chiefly due to its exhilarating effects, as, if it be discontinued, the result is bad, and a great amount of prostration follows.

Creosote is a very old but still very good remedy, and, in cases accompanied by great prostration, is very useful; but if given in the early stages of sea sickness, it is often followed by very bad results, and even increases the nausea.

Bicarbonate of soda is useful in slight cases, as it relieves nausea, and checks the frequent eructations which often follow attacks of sea sickness; but, in severe cases, it is absolutely useless, and, in fact, it very often prolongs the retching.

A very good remedy in the earlier stages of sea sickness is a teaspoonful of Worcester sauce. How this acts I cannot say; but it, without doubt, relieves the symptoms, and renders the patient easier. Its action is probably of a stimulant nature.

Hydrocyanic acid is of very little service, and most acid mixtures are to be avoided, except that perhaps, for drinking purposes, when it is best to acidulate the water with a small quantity of hydrochloric acid.

Of all the drugs used, I found the most effectual was bromide of sodium. When bromide of sodium is given in doses of ten grains three times a day, the attacks entirely subside, the appetite improves, and the patient is able to walk about with comfort.

In all cases of sea sickness, it is very desirable that the patient should take sufficient food, so that at all times the stomach may be comfortably full, for by this means overstraining during fits of retching is prevented, and the amount of nausea diminished. The practice of taking small pieces of dry biscuit is not of much use; as, although the biscuit is retained by the stomach, yet the amount taken is never sufficient to comfortably fill the stomach. Soups, milk puddings, and sweets are to be avoided, as they increase the desire to be sick, and are followed by sickening eructations. Fat bacon is easily borne, and does much good, if only the patient can conquer his aversion to it. When taken in moderate quantity, it acts like a charm, and is followed by very good results.

But of all food, curry is the most useful in sea sickness,

and is retained by the stomach when all other food has been rejected. Next to curry, I would place small sandwiches of cold beef, as they look nice on the plate, and are usually retained by the stomach.

In conclusion, I would advise that brandy should be used very sparingly, as, in many cases, it induces sea sickness; and its chief use is confined to those cases where the prostration is very great, and even then champagne is more effectual.

**Penny Kites.**

Some things made in New York are very dear—models for the Patent Office, for example, and good lamb chops, but some other things are excessively cheap—for instance, kites, which can be had for a cent a piece.

"The penny kite," said a dealer to a *Sun* reporter, "is a simple affair, but those unfamiliar with the business think it a marvel of cheapness. They are all alike in size and shape, but differ in color. The kite consists of a piece of paper and three slender sticks. The piece of paper is from one-eighth to one-sixth of a full sheet, a ream of which will weigh forty pounds. The paper costs seven cents a pound, so the piece for a kite costs about one-sixteenth of a cent. A foot of pine will make sticks for sixty kites. At the market rate for lumber they will cost about as much as the paper or a little more. The materials of the kite thus cost about one-eighth of a cent. Sometimes the paper is printed with a picture of a horse or a yacht, or some other fancy cut. This adds twenty-five cents a thousand to the cost, but gives a variety for the boys to choose from.

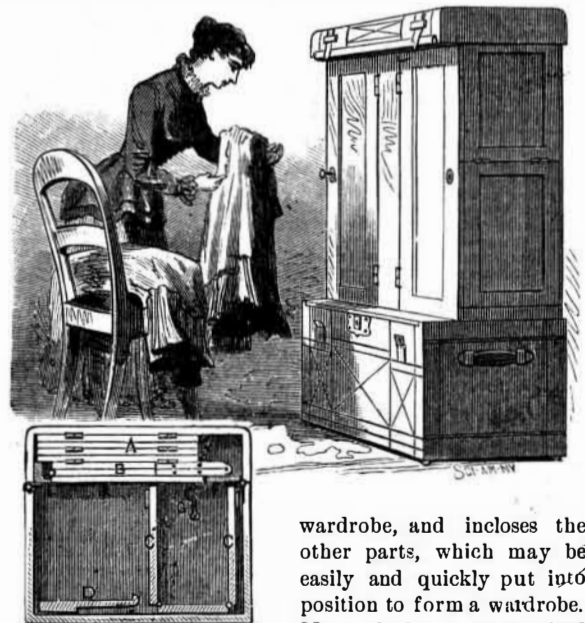
"The paper, cut to the right size, is piled on a table on one side of a girl. Two piles of sticks are at her other hand, and a pot of paste and a brush before her. She spreads out a piece of the paper, and runs the paste brush around the edge. Then two of the longer sticks are laid on in the form of an X. Across the cross of the X a shorter one is laid. Then the pasted edges of the paper are folded over, inclosing the ends of the sticks. The completed kite is laid away to dry. Cost for labor, one-sixteenth of a cent. Cost of the kite, three-sixteenths of a cent. Some cost as high as three-fifths of a cent, but they sell no better than the others. There is a fair margin of profit all around."

**Two New Tunnels and One Bridge.**

The London Metropolitan Board of Works has unanimously determined to ask the sanction of the House of Commons for the construction of a low-level bridge across the Thames immediately eastward of the Tower. Sir Joseph Bazalgette has been instructed to prepare designs for this in substitution for the plans for a high-level bridge, which he submitted some months ago. It has been resolved to seek powers to construct two great tunnels under the river, easily accessible for all kinds of traffic. The points selected for the construction of these important works are Shadwell and Blackwall, and the designs for them are already completed by Sir Joseph Bazalgette.

**COMBINED TRUNK AND WARDROBE.**

The engraving shows a very ingenious combination which enables the traveler to avail of at least one of the conveniences of home, and that is a wardrobe, wherein may be hung the various articles of clothing which are carried in the trunk. The trunk in this case forms one part of the

**COMBINED TRUNK AND WARDROBE.**

wardrobe, and incloses the other parts, which may be easily and quickly put into position to form a wardrobe. Most of the parts required in addition to the trunk itself to form the wardrobe are carried in the trunk cover, as shown in the sectional view. The boards, A B, forming the sides and back of the wardrobe, are compactly folded together in the trunk cover, and the doors, C, are packed with the clothing in the body of the trunk.

Hooks on which the clothing is to be hung are hinged in recesses in the back, and when the wardrobe has been formed they are swung out for use. The doors are provided with locks, so that the wardrobe is in every way as complete, secure, and convenient as those of the usual pattern.

This invention has been patented by Mr. Alphons Dryfoos, of New York city.