ENGINEERING INVENTIONS.

A car coupling has been patented by Mr. Samuel Cooley, of Flemington, N. J. The draw-heads are provided with a coupling wheel and a springactuated link of novel construction, making a coupling wherein a link attached to each drawhead will independently couple with a revoluble pin in the opposing drawhead, the coupling working automatically.

A gas blast furnace has been patented by Mr. John H. Hillman, of Pittsburg, Pa. The invention covers a combination of a preparatory storage gas furnace, a carburization gas furnace, and a smelting gas blast furnace, each separated from the others, making a furnace adapted for the utilization of gases or solid fuel, or both combined, for smelting iron or other ores.

A railway signal has been patented by Mr. Frederick Pearce, of New York City. The invention covers a novel arrangement of circuits, track instruments, and relays, in connection with electro-magnetic signaling lanterns arranged to be operated either in open or closed circuit system by the action of a passing train, to display a danger signal during the passage of a train over the section of track protected.

Utilizing exhaust steam is the subject of a patent issued to Messrs. Robert H. F. and Nicholas H. Sewall, of Smithland, La. Combined with the engine and main boiler are a supplemental cylinder and pipes connecting it with the engine and boiler, a pivoted lever being connected with the piston in this cylinder and with the engine, a pipe extending from the pump into the pipe between the boiler and supplemental cylinder, with other novel features.

A railway tie has been patented by Mr. John H. Stull, of Okobojo, Dakota Ter. Combined with a metallic plate tie, having ears, are chairs or plates connected to the ears, and having upwardly extending lugs, with keys adapted to pass through the chairs and the ears, with other novel features, whereby the several parts shall be connected without bolts or rivets, and to which the rails may be connected by means of keys.

AGRICULTURAL INVENTIONS.

An elevator for harvesters has been patented by Mr. Milton E. Benedict, of Perry, N. Y. This invention covers a novel construction, combination, and arrangement of parts and details in a new and improved elevator for harvesters which is designed to be simple and durable in construction and very effective in operation.

A cane or corn harvester has been patented by Mr. Azro J. Shaw, of Conway, Kansas. The invention covers a novel construction and combination of parts for cutting sugar cane, corn, and similar crops, grown in rows, topping the severed stalks and discharging them to the ground at the side of the machine, which may be arranged to cut down two or more rows of the standing crop at once.

MISCELLANEOUS INVENTIONS.

A rubber back pad for harness has been patented by Mr. Ellis W. Wall, of Pishelville, Neb. It is made with a novel form of hollow air cushions, having side flanges and depressions, needing no leather covering or stuffing, while there is no danger of galling

A pen or pencil holder has been patented by Mr. Edward E. Foster, of New York City. It consists of a spring clamp adapted to receive the end of the finger, and provided with a device for holding the pen or pencil in the position of use, thus dispensing with the usual long pen or pencil holder.

A singletree has been patented by Mr. Oscar F. Lowe, of Hampton, Iowa. This invention covers an improvement relating particularly to the construction of the clips, whereby they will be efficient in use, and the portion subjected to wear may be readily replaced when worn or otherwise useless

A combination tool has been patented by Mr. William W. Allen, of East Pepperell, Mass. It is designed for use as a cant bar, pry bar, pinch bar spike claw, or rail lifter, the invention covering a novel construction and arrangement of the various parts and

A cavity drill or reamer has been patented by Mr. John Greek, of Evansville, Ind. This invention provides a strong and durable tool, which can be easily worked to form an elliptical cavity in a bored well, which may be easily cleaned out and charged with explosives, and for other work of similar character.

A windmill has been patented by Mr. Aaron F. Chubbuck, of Tyrone, Mich. It consists es sentially of a wheel carried by a vertical shaft, a shield arranged in connection with the wheel, a shield contralling machanism and a machanism for imparti uniform speed to the main shaft of the mill.

A quilting frame for sewing machines has been patented by Mr. Terelius A. Hill, of High Point, N. C. Combined with a frame or track adapted to rest on a sewing machine table, and having projecting pins, are cross legs to support each eud of the track, the legs being adjustable to tables of different heights, with other novel features.

A pad for copying presses has been patented by Mr. Afton Church, of New York City. It consists of a plate provided with absorbent material on one face and with means of attachment to the follower of a copying press, whereby impressions may be taken for an indefinite period without the aid of single blot-

for an indefinite period without the aid of single blot ing, practically, a large and splendid MAGAZINE ters or cloths.

A bottle and label protector has been patented by Mr. August Grisi, of Hoboken, N. J. It consists of a sheet metal body and breast pieces, formed with fastening devices or clips, by which the protector in the most interesting examples of Modern Architectural Construction and allied subjects.

The Fullness, Richness, Cheapness, and Convenience of this work have won for it the LARGEST CIRCULATION of any Architectural publication in may be fastened around and made to embrace the bot- the world. Sold by all newsdealers. tle, an opening being left to reveal the print or name of

A jewel case has been patented by Messrs. Solomon Valfer and Lazarus Weil, of New York City. The entire body and base are preferably covered with plush, and it has an upper hinged portion forming wings which may be opened out to display articles of jewelry, there being also a lower recessed portion to receive them, with other novel features.

A sectional thatch has been patented by Mr. Robert Griswold, of Woody, Kansas. The thatching is applied to a timber frame with nails, in connection with lengths of barbed wire applied to the face of the thatching, with binding wires and longitudinal wires, making a form of thatch especially designed as a cover of ricks and stacks.

A burial vault has been patented by Mr. Herman Froehlich, of Waterloo, Ind. Combined with lower and upper parts made of plastic material to formartificial stone, and formed with inclined sides and ends and round corners, is an adjustable clamping band with handles, and other novel features, providing a cheap and durable vault to replace the common wooden box now in general use.

A horse detacher has been patented by Mr. Simon Bail, of New York City. This invention covers a novel combination of devices, more es pecially adapted to one-horse vehicles, capable of operation by the driver or occupant, there being combined therewith a special mechanism between the detacher and a brake, whereby the latter is thrown into action upon the wheels by the same motion of the hand lever which works the detacher.

A grip for button lathes has been patented by Mr. Will F. Young, of New York City. It is for facilitating the manufacture of vegetable ivory buttons, and made to be self-adjusting to the convex surface of the segment of ivory, whether regular or irregular, consisting of two separate grasping members, a stock to which they are pivoted, and a yoke pivoted upon the stock and connected at its ends to the lower ends of

A paper cutter has been patented by Mr. John F. Meador, of Prescott, Arizona Ter. This invention provides a number of plates silding on top of each other, and each projecting at one side a short distance beyond the corresponding side of the next following plate, being especially adapted for cutting or tearing express money orders, or other papers, where steps are left in the torn edge of the paper to indicate the amount of the value of the order.

SCIENTIFIC AMERICAN

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NOVEMBER NUMBER.

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November 8, 1887.

AND EACH BEARING THAT DATE.

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	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 372,947 373,089 372,816 372,771 372,771 372,771 372,771 372,949 572,711 372,949 572,711 372,95 372,678 372,678 372,750 372,750 372,750 372,780
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. I., Van Hartingen, Jr	372,959 372,937 373,089 372,913 372,971 372,771 372,771 372,771 372,949 372,948 372,925 372,678 372,780 372,678 372,780 372,782 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,780 372,848 372,780 372,848 373,004 372,915 372,848 373,036 372,741 372,848 373,036 372,741 372,848 373,036
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith. Cars, heating pipe connection between, W. L. Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,816 372,711 372,771 372,771 372,949 572,713 372,949 372,675 372,714 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782 372,782
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,917 373,089 372,816 372,731 372,771 372,847 372,948 372,925 372,678 372,780 372,675 372,782 372,782 372,780 372,849 372,780 372,849 372,914 372,780 372,883 373,004 372,915 372,914 372,780 372,883 373,004 372,915 372,916 372,741 372,883 373,004 372,916 372,741 372,883 373,008 372,741 372,843 373,008 372,766 10,880
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L. Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,816 372,714 372,771 372,771 372,947 372,948 372,948 372,948 372,958 372,675 372,714 372,782 372,782 372,780 372,849 372,780 372,849 372,780 372,849 372,926 373,004 372,780 372,883 373,026 373,036 372,966 10,880 372,916
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,337 373,089 372,816 372,734 372,971 372,771 372,477 372,771 372,487 372,730 372,678 372,730 372,678 372,730 372,751 372,782 372,848 372,916 372,966 372,868 372,966 372,966 372,966 372,966 372,966
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr 372,946, Cars, method of and apparatus for heating railway, F. M. Wilder Bars, etc., track cleaning attachment for street, Peper & Sobinski. Carbon battery, C. H. Wilder. Card board, H. B. Dexter Carding machine, Senior & Fitton Carriage door, J. F. Fallon. Carriage top, W. M. Ward. Carriage top irons, machine for rolling, F. Schreidt Carriage top operating device, W. M. Ward. Cartinge, H. P. Hursh. Case. See Medicine case. Watch case. Centering device, H. P. Wellman. Chain hook, watch, H. M. Herring. Churn, H. Heitkamp. Churn, H. Heitkamp. Churn, H. Heitkamp. Clork, J. Zelly. Clocks, J. Zelly. Clocks, J. Zelly. Clocks, chiming apparatus for, J. Harrington Clothes drier, H. F. Bolton Clothes rack attachment, F. W. Nevens Clothes rack attachment, F. W. Weis Concentrating machine, F. E. Monteverde Concentrating machine, F. E. Monteverde Concentrator, W. L. Card Conveyer, Screw, J. S. Wilson Coop, chicken, B. P. Cobb Corrugating machine, G. B. Dean (r) Cotton stalk cutter, J. P. Lockwood Coupling. See Car coupling. Pipe coupling.	372,959 372,337 373,089 372,816 372,734 372,971 372,771 372,477 372,771 372,487 372,730 372,678 372,730 372,678 372,730 372,751 372,782 372,848 372,916 372,966 372,868 372,966 372,966 372,966 372,966 372,966
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,816 372,817 372,771 372,771 372,771 372,949 372,949 372,675 372,714 372,782 372,782 372,782 372,782 372,782 372,782 372,780 372,849 372,782 372,782 372,780 372,849 372,780 372,849 372,780 372,849 372,916 372,883 372,950 372,883 372,950 372,883 372,950 372,883
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,916 372,734 372,971 372,771 372,771 372,948 372,925 372,678 372,780 372,678 372,780 372,782 372,782 372,780 372,858 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,780 372,868 372,916 372,868 372,868
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,816 372,817 372,711 372,771 372,741 372,741 372,748 372,948 372,675 372,714 372,782 372,782 372,782 372,883 372,966 373,004 372,883 372,966 373,084 372,780 372,883 372,966 373,084 372,780 372,888
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	872,959 372,937 372,947 373,089 372,816 372,771 372,771 372,771 372,771 372,771 372,771 372,949 572,711 372,948 372,948 372,751 372,751 372,752 372,758 372,780
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,913 372,971 372,771 372,771 372,771 372,948 372,925 372,678 372,780 372,678 372,780 372,780 372,780 372,780 372,849 372,780 372,849 372,780 372,849 372,916 372,780 372,916 372,780 372,916 372,916 372,916 372,916 372,916 372,916 372,916 372,916 372,916 372,916 372,916 372,858
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 372,947 373,089 372,816 372,771 372,771 372,771 372,771 372,771 372,771 372,771 372,773 372,773 372,778 372,780 372,781 372,818 372,950 372,966 372,966 372,968 372,978 372,878 372,987
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr 372,M6, Cars, method of and apparatus for heating railway, F. M. Wilder Bars, etc., track cleaning attachment for street, Peper & Sobinski. Carbon battery, C. H. Wilder. Card board, H. B. Dexter Carding machine, Senior & Fitton Carriage door, J. F. Fallon Carriage top, W. M. Ward Carriage top irons, machine for rolling, F. Schreidt Carriage top operating device, W. M. Ward Cartinge, H. P. Hursh Case. See Medicine case. Watch case. Centering device, H. P. Wellman Chain hook, watch, H. M. Herring Churn, H. Heitkamp Churn, H. Heitkamp Churn, H. Heitkamp Clothe, J. Zelly Clocks, J. Zelly Clocks, J. Zelly Clocks, chiming apparatus for, J. Harrington Clothes drier, H. F. Bolton Clothes drier, H. F. Bolton Clothes rack attachment, F. W. Nevens Clothes rack attachment, F. W. Weis Concentrating machine, F. E. Monteverde Concentrator, W. L. Card Conveyer, screw, J. S. Wilson Conveyer screm, W. F. Moss Cotton stalk cutter, J. P. Lockwood Coupling. See Car coupling. Pipe coupling. Whiffletree coupling. Crate, C. R. Swan Crurent generators, method of and apparatus for connecting alternate, O. B. Shallenberger Cutter See Bolt cutter. Cotton stalk cutter. Delivery mouth, controllable, B. K. Dorwart	372,959 372,937 373,089 372,916 372,734 372,971 372,771 372,771 372,477 372,478 372,925 372,678 372,780 372,678 372,780 372,782 372,782 372,782 372,782 372,858 372,783 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,916 372,858 372,916 372,858 372,858
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,916 372,734 372,971 372,771 372,771 372,477 372,478 372,925 372,678 372,780 372,678 372,780 372,782 372,782 372,782 372,782 372,858 372,783 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,782 372,858 372,916 372,858 372,916 372,858 372,858
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,337 373,039 372,947 373,039 372,873 372,771 372,771 372,771 372,487 372,780 372,678 372,780 372,678 372,780 372,878 372,780 372,883 372,926 372,741 372,883 372,926 372,741 372,883 372,926 372,741 372,883 372,926 372,742 372,868 372,742 372,868 372,742 372,868 372,742 372,868 372,742 372,868 372,742 372,868 372,868 372,868 372,966 372,742 372,868 372,868 372,966 372,742 372,868
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,947 373,089 372,873 372,771 372,771 372,771 372,771 372,948 372,925 372,678 372,780 372,782 372,782 372,780 372,782 372,780 372,858 372,914 372,782 372,780 372,883 373,044 372,780 372,883 373,048 372,926 372,866 372,868 372,926 372,868 372,968 372,868 372,968 372,868 372,968 372,868 372,968 372,868
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,039 372,947 373,039 372,847 372,771 372,771 372,771 372,771 372,487 372,780 372,678 372,780 372,678 372,780 372,780 372,849 372,926 372,780 372,849 372,926 372,780 372,868 372,916 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,926 372,858 372,926 372,858 372,926 372,858 372,926 372,858 372,926 372,858 372,926 372,858
	Car wheel, J. A. Parker. Cars, bull's eye or signal for street, J. A. Brill Cars, cupola for freight, C. A. Smith Cars, heating pipe connection between, W. L., Sr., & W. L. Van Hartingen, Jr	372,959 372,937 373,089 372,916 372,711 372,771 372,771 372,771 372,948 372,925 372,678 372,780 372,782 372,858 372,926 372,858 372,926 372,858 372,926 372,858 372,966 372,858 372,9664 372,858 372,9664 372,859 372,851 372,6664 372,850 372,851 372,6664 372,850 372,851