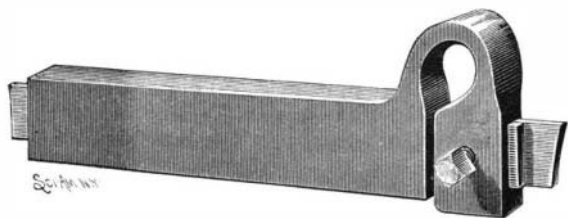


**A TOOL HOLDER FOR LATHES, PLANERS, ETC.**

The improved tool holder shown in the illustration, for which a patent has been granted to Mr. L. B. Nielsen, is designed to hold the tool in an efficient manner, and yet yield when the tool meets an unusual obstruction, liable to break off the point of the tool. The holder has a rectangular shank, with a horizontal opening on its under side, through which the tool extends, and at one end of the shank is an inverted U shaped bow, the free end of which extends slightly below the body of the shank, this portion being thickened, as shown in the engraving. The free end is held slightly away from the end of the shank, to allow for the necessary spring when the tool meets an unlooked-for obstruction, the device being made of spring metal to permit of such movement. In the thickened end of the holder is an opening aligning with the opening in



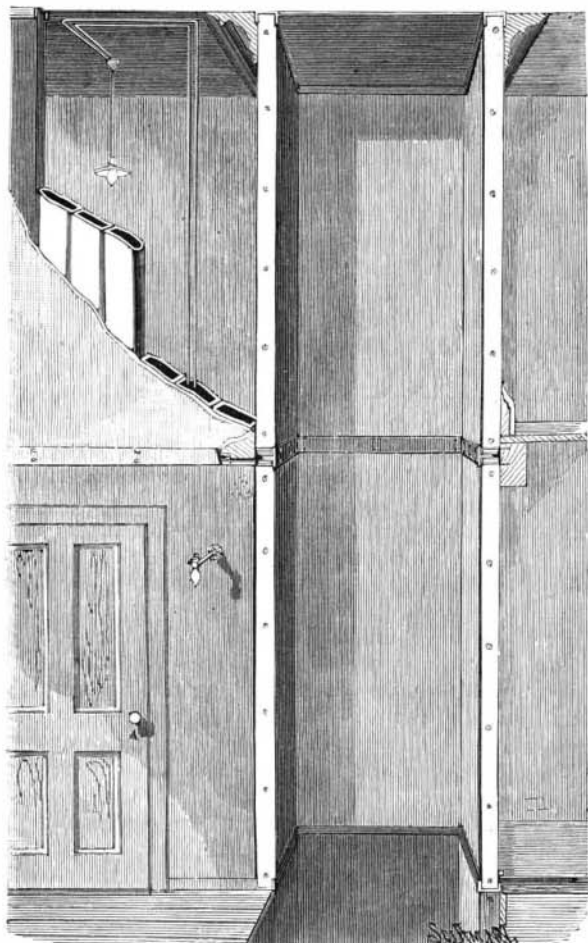
**NIELSEN'S TOOL HOLDER.**

the shank, to receive the tool, which is held in place by a binding screw in one side, a suitable clamping piece being interposed between the end of the screw and the tool. When the holder is used for lathe work the thickened portion of the bow end may be also widened on its opposite side, thus giving greater bearing surface for the lower portion of the tool.

Further information touching this invention may be obtained by addressing the patentee, Lakeside Hotel, Lakeside Avenue, Orange, N. J.

**FIREPROOF PARTITION WALLS.**

The illustration represents a fireproof partition construction especially adapted for elevator and light shafts, being light, durable, and readily placed in position, and affording when in place convenient passageways for electric wires, speaking tubes, water pipes, etc., or for use as heating or ventilating flues. It has been patented by Mr. Charles W. White, builder, of No. 53 East Eleventh Street, New York City, and has met with the approval of the city building department, being also recommended by the Board of Underwriters. This partition wall is made of a series of connected slabs, each slab being composed of side bars connected by cross bars, preferably of iron, to form a light, well braced frame, well adapted to hold a fireproof filling or



**WHITE'S FIREPROOF PARTITION.**

body, which is placed in the frame in a plastic state. Centrally in the slabs are placed flat tubes, arranged in alignment to form continuous passages, the tubes being constructed of a highly refractory material and made impervious to water. In putting up a wall, a suitable track is fixed to the ceiling, and one on the floor, when the slabs are placed in position and joined

together by bolts passed through the side bars, such a partition taking up but very little space. A perforated sheet of metal may, if desired, be placed on the slab, by bending the ends over the side bars, to afford a hold for the last coat of plaster, or the slabs may be faced with any desired ornamentation, so that when up it will not be necessary to give the wall a finishing coat. The sections of this partition are entirely made and dried outside of the building where they are to be placed, thereby avoiding the appearance of cracks in the work afterward.

**An English Trade Mark Decision—Pinto vs. Badman.**

This was a case tried in the Court of Appeal in connection with a trademark action tried by Mr. Justice Day and a special jury in the Court of Queen's Bench in January last. In the court below the jury found a verdict upon two issues to the effect that the trade mark used by the defendant was a colorable imitation of the plaintiff's trade mark, and that the defendant had been guilty of fraudulently passing off as and for the goods of the plaintiff, goods which were not his. From that judgment the defendant appealed upon the ground, among others, that the plaintiff's trade mark had been improperly registered.

For the appellant it was argued that the plaintiff had no registrable interest in the trade mark, because he had acquired from his predecessors in title only a right to use the mark, and not the goodwill, of the business in connection with which the mark had been used. In proof of this reference was made to the deeds by means of which the plaintiff had deduced his title to the mark, and it was contended that these deeds amounted to an assignment of the mark in gross—that is to say, by itself, and not as a mere part of the goodwill of a business which was being sold. The deeds being drawn up in Spanish, and executed in Mexico, some difficulty was experienced by the court in coming to any conclusion as to their effect, but eventually it was held that they conveyed, as has been said, no goodwill or business, but only an independent right to the use of the mark. This being so, it was held that the registration was bad, and that the plaintiff therefore was not entitled to maintain the action in which he had recovered judgment. The judgment was accordingly reversed and entered for the defendant, but without costs.

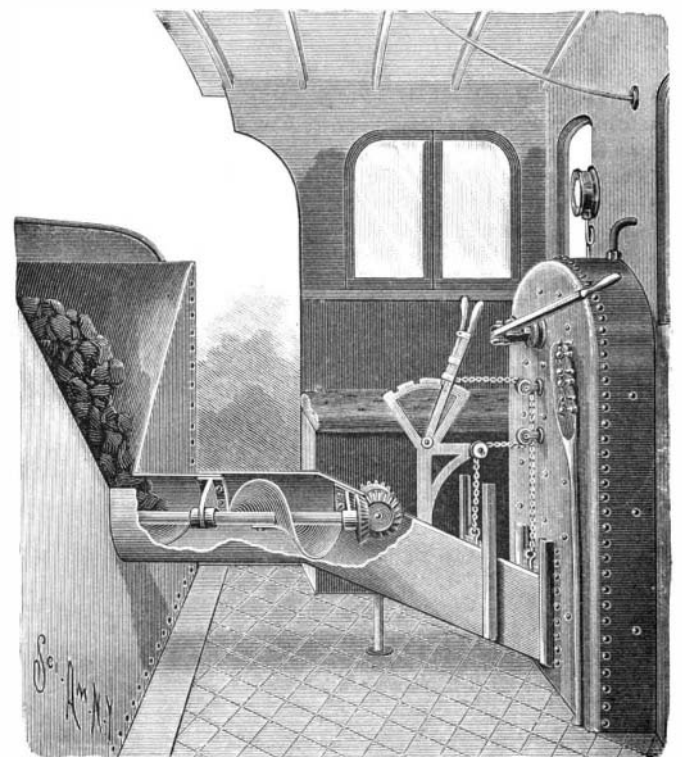
The principle embodied in this decision is of the very greatest importance in trade mark law, and should be constantly borne in mind in any transactions in which the transfer of rights to such marks is involved. It is in the public interest, and not in the interest of the parties, that the rule has been laid down that a trade mark shall not pass without the trade to which it is attached. The reason of this is plain enough. It is no doubt greatly to the interest of the owner of a trade mark that the public should recognize the brand as designating his goods, but it is so because and only because it is to the interest of the purchaser to be able by this means to identify the article which he is purchasing. Now, if the owner of a trade mark were at liberty to sell his mark while he retained his trade, it is clear that the public might be deceived by having the whole meaning of a known mark surreptitiously altered. This might not matter to the contracting parties, but it would amount to a fraud upon the public, and for the repression of such fraud the rule has been introduced. The present was a very striking case of its application. There was no evidence that the assignment was not perfectly valid. According to the law of Mexico—the country in which it had been executed—it was admitted in the fullest possible manner that the person originally entitled to the mark who had assigned it to the plaintiff had parted with his own rights, but nevertheless, as the title which the plaintiff set up affected the rights of the British public, it was held that the transaction and the registration founded upon it could not be supported in a British court of law. There seems no room for doubt that the judgment correctly expresses the law, and it must be taken therefore that in no circumstances will the courts be likely hereafter to depart from the strict principle which has been so emphatically asserted in the present case.—*Industries.*

"If, through a leak in the gas main, a tree should be killed, is the company legally liable for the loss? And if not, is it generally the custom to pay damages for the same?"

The answer to this question by a member of the N. E. gas managers was that the company was certainly liable; but we never make it a question of law. As soon as we have a report of injury by reason of a gas leak, we tell the party we are very sorry, and give a nurseryman an order to replace the tree.

**A MECHANICAL STOKER.**

The construction herewith illustrated, especially adapted for locomotives, is designed to obviate the work of charging the firebox with fuel and prevent the escape of heat. It has been patented by Mr. John B. Ward, of No. 16 Eighth Street, N., Minneapolis, Minn. The inner sides of the tender or coal receptacle are inclined, and centrally in the bottom is a channel, into which extends the shaft of a feed screw, coupled at its outer end with another similar shaft. The latter shaft has a bevel gear wheel meshing into a similar wheel on a transverse shaft in the cab, connected with a motor or adapted to be operated in the most convenient manner, whereby the coal will be fed by a suitable inclined chute into the fire box. In this chute are two gates, the lower gate closing the opening into the fire box, while the upper one is a short distance back, preventing the fuel from passing down against the fire box



**WARD'S MECHANICAL LOCOMOTIVE STOKER.**

gate. The gates are simultaneously elevated by means of connected chains passing up over pulleys, one chain being connected to a hand lever fulcrumed on a bracket, and adapted to be locked on a segment by means of a pawl. The feed screw is operated to accumulate fuel in the inclined chute, against the upper gate, and when the gates are raised, the fuel is discharged by gravity inside the fire box. The wings of the feed screws are made in half-turn sections, and are held adjustably by screws or other means upon their shafts, so that they may be moved closetogether or farther apart, according to the size of the fuel employed.

**New Atlantic Steamer.**

The Havel, a screw steamer of 9,000 tons register and 14,000 h. p., the latest addition to the fleet of the Norddeutscher Lloyd, has been placed by her owners on the Bremen, Southampton and New York line. She has been built by the Vulcan Company, at Stettin, on the one-screw system. The engines are triple-expansion, the high-pressure cylinder 38 in. diameter, the intermediate pressure 75, and the low pressure 100, each of which is adapted for a stroke of 6 ft. Steam is supplied from ten boilers, of which six are double-ended and four single-ended. Each boiler is 15½ ft. in diameter; the length of the double-ended 18 ft. 8 in., and of the single-ended 10 ft. 4 in. The boilers are constructed entirely of steel, and are adapted for a working pressure of 11 atmospheres. The propeller has four blades of manganese bronze, the diameter of the screw being 21 ft. 7 in. and its pitch 31 ft. 4 in. The Havel is rigged with three pole masts of steel, without yards. She is 485 ft. long, 52 ft. beam, and 38 ft. deep, moulded, and has accommodation for 244 passengers in the first saloon, 122 in the second, 460 third-class passengers, and officers and crew to the number of 240. The saloon, a very spacious apartment, is fitted up in an elegant and elaborate manner, and the cabin accommodation is most comfortable. The Norddeutscher Lloyd now own a sufficient number of first-class steamers for a tri-weekly express service between Bremen, Southampton, and New York; and the directors have decided to dispatch steamers to New York on Wednesdays, Thursdays, and Sundays from Southampton, after the 7th of March, during the season.

ONLY 2,500,000 of the 11,000,000 square miles of Africa remain in the hands of native rulers. France has 2,300,247 square miles. England 1,900,445. Germany 1,035,720. Congo Free State 1,000,000. Portugal 774,993. Italy 360,000. Spain 210,000. While the share of France is largest, England's is most valuable.