

ery, 5 feet beam, 25 feet long, more safe than one 5 feet beam and 30 feet long? A. An increase in length for a given beam over the usual practice, or to the proportions named, may be made with safety; but precautions should be taken against shipping water in the choppy seas of the lakes. 3. What is the simplest and best way to make a sea anchor or drag, and what size should it be for launch 5 x 25? Should not care if boat drifted some. Simply wish to be in a position to be able to hold her head to sea in case of accident to machinery. A. For a sea anchor for your boat use a pine board, 1 inch thick, 18 inches wide, 4 feet long, with a couple of battens to stiffen it. Load one edge with lead or iron, so that it will float edge-wise with the light edge 1 inch out of the water. Bore two holes near the bottom and ends and one hole at the top and middle. Fasten a three-part sling of $\frac{1}{2}$ inch rope through the holes, so that when the anchor is held at the intersection of the three ropes it will hang level. To the apex of the sling fasten the drag rope.

(4880) T. C. S. writes: We have been considering the construction of a dam across a tolerably small stream (fed by three springs), for the purpose of making a fish pond. What is the most approved dam, expense, durability, and convenience being considered? Will add that the incline on each side of the stream is while not abrupt, rather steep, and that the area drained by it is not more than ten or twelve acres. A. The building of a dam, however small, should have more than a casual consideration, in view of the total flow that might come from a storm. The construction should also take its strength from the height and length, as also from the nature of the ground as to its stability to hold a dam, which also may indicate the depth necessary for a foundation. A curved stone wall, backed with clay and earth, with a central spill and riprap beneath is the best. Leffell's work on mill dams gives illustrations and description of many kinds of dams. \$2.50 mailed.

(4881) E. L. O. asks: What is the scientific reason for the use of storm sash? Because they close the joints around the sash, or because heat condenses more rapidly on the glass than on other portions of the building? A. The reason is not a strictly scientific one—it is more a matter of comfort and convenience, the main object being to keep out the cold air that presses through the crevices around and between the sash in windy weather. It also prevents excessive circulation of the air within the rooms by cooling against a single glass and dropping to the floor—a dangerous source of cold to persons standing or sitting near a single window in cold weather. The double glass also keeps moisture and frost from windows, from the fact that the moist air of the rooms is prevented from coming in contact with the cold outside glass, the air between the glasses holding too little moisture to produce frost or condensation on the outer glass.

SELKIRK, PA., April 17, 1893.

To the Editor of the Scientific American:

DEAR SIR: I notice in your "Notes and Queries," No. 4889, F. H. asks what to do for the crank on his 14 x 16 center crank engine. I would say we are running the same kind of engine in our sawmill and had the same trouble he complains of. We tried all kinds of lubricants, but could not overcome the difficulty. Finally I took the braces and had them countersunk and filled with No. 1 babbitt and bored out to fit the crank pin. Now we have no trouble and can run the engine without any trouble whatever with any kind of oil. Everybody at the shops said the babbitt would pound out, but it did not. Now all the engines in the mills in this section are fixed in the same way, and nobody experiences any difficulty. Hoping this may help some of your readers,

I remain yours truly,

WILLIS KERE.

TO INVENTORS.

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INDEX OF INVENTIONS

For which Letters Patent of the
United States were Granted

April 25, 1893.

AND EACH BEARING THAT DATE.

[See note at end of list about copies of these patents.]

Advertising balloon, R. Wilson.....	496,177	Hole straightener, P. H. Mack.....	496,316	Square, try, W. Johnson.....	496,227
Alarm. See Tank alarm.....	496,197	Hook, See Coat and hat hook. Snap hook.....	496,245	Stave finishing machine, W. Merrill.....	496,271
Amalgamating machine, D. N. Cook.....	496,247	Horse chin rest, G. T. Duncan.....	496,351	Steam boiler, R. Joy.....	495,977
Analyst, J. Manning.....	496,154	Horseshoe, nailless, C. B. Dickens.....	496,363	Steam boiler, sectional, G. Engel.....	496,153
Annunciator, J. H. Elfring.....	496,192	Hose coupling, W. Kreider.....	496,193	Steam boiler, sectional, W. M. Mackay.....	496,089
Automaton, coin-controlled, Purcell & Price.....	496,324	Hot air furnace, J. Evans.....	496,282	Stitching machine, wire, E. R. Johnson.....	496,314
Axle lubricator, A. W. Sanborn.....	496,325	Hub attaching device, G. C. Lord.....	496,265	Stone moulding and surfacing machine, W. B. Ward.....	496,022
Axle support, vehicle, L. N. Stely.....	496,285	Ice cream freezer, E. L. Drake (r).....	11,326	Storage battery, F. A. La Roche.....	496,126
Bake pan, M. A. Wilcox.....	496,078	Ice tongs, T. B. Henkle.....	496,158	Store service apparatus, T. E. Barrow.....	496,147
Bale and forming same, P. K. Dederick.....	496,042	Inkstand base, H. C. Freyer.....	496,150	T. E. Barrow.....	496,148
Band cutter and feeder, E. P. Haugen.....	496,260	Inseam gauge, tailor's, H. M. Cloud.....	496,110	Stove grate, C. T. Bastand.....	496,291
Bearing, antifriction, C. W. Wynn.....	496,242	Insulator, J. F. Wright.....	496,081	Stove, hot blast, McClure & Amster.....	496,092
Bearing, axle, D. W. Copeland.....	496,346	Iron. See Curling iron. Sad iron.....	496,183	Stovepipe elbows, machine for making, A. N. Fairman.....	496,354
Bearing, roller, D. W. Copeland.....	496,348	Irrigating system, G. A. Bowen.....	496,187	Storage ignition charger for gasoline, L. C. Tolomeo.....	496,372
Bed, combination folding, W. A. Sowden.....	496,327	Joint. See Rail joint.....	496,188	Stretchkey, R. H. Graves.....	496,223
Bed, folding, E. E. Herrington.....	496,370	Journal bearing, D. W. Copeland.....	496,345	Suspender end, B. P. Hoffart.....	496,095
Bed, folding, G. W. Shipman.....	496,172	Journal box, D. W. Copeland.....	496,346	Swing-leg apparatus, W. A. Delmann.....	496,139
Belt fastener, A. J. Gasking.....	496,255	Knife, See Grafting knife.....	496,293	Swing gate, G. Rohrbach.....	496,088
Bicycle, J. B. Okey.....	496,098	Knife cleaning apparatus, A. H. Storey.....	496,213	Switch stand, G. Saal-miller.....	496,035
Bicycle, E. W. Scott.....	496,097	Knitting machine, straight, J. G. Powell.....	496,063	Swivel bar for temper screws, P. H. Mack.....	496,315
Bicycle attachment, Lutz & Kopp.....	496,266	Knitting machines, electrical stop motion for, G. J. Mandfield.....	496,068	Table. See Ironing table.....	496,181
Bicycle canopy, W. L. Thompson.....	496,073	Knitting machines, thickening thread mechanism for circular, L. C. Huie.....	495,973	Tablets, process of and apparatus for the manufacture of, T. Damels.....	495,982
Bit. See Bridle bit.....	496,381	Lamp, electric arc, W. H. Aecker.....	496,387	Tank alarm, electric, F. C. Skelton.....	496,067
Blacking and polishing machine, shoe, E. & G. P. Frazee.....	496,050	Latch and lock, G. H. Harris.....	496,071	Tap and faucet, M. Z. Farrington.....	496,301
Blanket, window, R. M. Wilson.....	496,237	Lathe clamping mechanism, turret, F. H. Richards.....	496,001	Teaching botany, appliance for, W. H. Gibson.....	496,257
Boiler. See Steam boiler.....	496,237	Lathes, stop mechanism for turret, F. H. Richards.....	496,065	Telephon system, C. J. Van Depoele.....	496,329
Boiler cleaner, J. A. Mallory.....	496,318	Leather, manufacturing, C. J. Van Depoele.....	496,065	Telephone diaphragm holder, S. W. Holman.....	496,224
Bookbinder's leveling machine, Gillmore et al.	496,054	Telephone, mechanical, G. H. E. Ricke.....	496,137	Telephone, preserving, P. Murray.....	495,991
Boring tool, F. Federschmidt.....	496,233	Timber, preserving, P. Murray.....	496,241	Time lock, E. B. Woodward.....	496,005
Bottle, see Feed box. Match box.....	496,106	Time recorder, workman's, C. Ruprecht.....	496,005	Tire, elastic, A. Hunter.....	496,361
Brake. See Car brake. Lock brake. Pressure brake. Railway brake. Vehicle brake. Wagon brake.....	496,101	Tire, pneumatic, W. S. Callaghan.....	496,336	Tire, pneumatic, W. W. Huss.....	495,975
Bread cutter, L. R. Quigg.....	495,999	Tires, mandrel for pneumatic, Morgan & Wright.....	496,321	Tires means for repairing cycle, F. M. Hamman.....	496,359
Brick or tile cutting machine, J. Thompson.....	496,286	Tool combination, E. C. Durand.....	496,300	Tobacco etc., packing leaf, T. Gibson.....	496,221
Bridge, draw, G. H. Thomson.....	496,074	Toy, S. & W. Sweet.....	496,018	Tobacco pipe, A. G. Stockton.....	496,170
Bridle bit, G. A. Gilbert.....	496,222	Track scraper, street car, Goodfellow & Newell.....	495,983	Tool combination, E. C. Durand.....	496,300
Buckle, E. J. Kraetzer.....	496,161	Trap. See Animal trap. Sink trap.....	496,227	Tree, etc., compound for protecting, S. M. Brooks.....	495,957
Buckle, trace, O. Mallory.....	496,391	Trees, etc., protected by the buds of fruit, G. A. Babbitt.....	496,376	Trees, etc., compound for protecting, S. M. Brooks.....	495,957
Burner. See Gas burner. Hydrocarbon burner.....	496,155	Trimmer. See Hedge trimmer.....	496,121	Trees, etc., protected by the buds of fruit, G. A. Babbitt.....	496,376
Button, F. E. Hall.....	496,357	Truck brake rock, T. De Journette.....	496,151	Truck, car, H. B. Williams.....	496,145
Cable rack, A. C. Gray.....	496,381	Turner, C. M. Allen.....	496,134	Type writer, C. M. Allen.....	496,319
Can. See Oil can.....	496,141	Typewriting machine, W. Clark.....	496,210	Typewriting machine, E. L. Clifford.....	496,296
Can jacket, L. Sexton.....	496,255	Typewriting machine, F. E. Clifford.....	496,295	Typewriting machine, G. M. Merritt.....	496,320
Car attachment, V. H. Adams.....	496,255	Typewriting machine, H. Smith.....	496,370	Typewriting machine, stenographic, E. L. Craig.....	496,297
Car brake, T. J. Barrow.....	496,245	Vacuum pan, J. M. Duncan.....	496,111	Undergarment, combination, A. Frey.....	496,302
Car brake, M. E. Company.....	496,364	Valve gates, making, F. H. Richards.....	496,124	Vacuum pan, J. M. Duncan.....	496,111
Car coupling, A. W. Ball.....	496,056	Valve, safety, A. Lohbiller.....	496,058	Valve, self-closing, C. H. Dinsmore.....	496,045
Car coupling, G. Brown.....	496,058	Vehicle bolster plate, O. L. Dunfee.....	496,071	Vehicle brake, A. Talbot.....	496,071
Car coupling, G. Erbach.....	496,251	Vehicle wheel, G. T. Johnson.....	496,226	Vehicle wheel, D. H. Faust.....	496,355
Car coupling, W. C. Goebhardt.....	496,256	Vehicles, combined toe rail and carpet holder for, P. B. Stone.....	496,016	Velocipede wheel, E. Michelin.....	495,982
Car coupling, J. N. Leitch.....	496,081	Vending machine, H. D. Purcell.....	496,281	Ventilator. See Car ventilator.....	496,016
Car coupling, Monroe & Creek.....	495,983	Vise, parallel, H. Port.....	496,163	Velocipede wheel, E. Michelin.....	495,982
Car coupling, M. I. Welch.....	496,025	Volt and ampere meter, J. O. Heinze, Jr.....	496,059	Ventilator. See Car ventilator.....	496,016
Car fender, street, H. B. Williams.....	496,146	Wagon, brake, automatic, McConnell & Carlisle.....	495,935	Vessel, combined toe rail and carpet holder for, P. B. Stone.....	496,016
Car fender, street railway, L. J. Hirt.....	496,270	Wagon, jumping, J. N. Ericsson.....	495,945	Velocipede wheel, H. D. Purcell.....	496,281
Car heater, street, G. Myers.....	496,091	Wagon, jumping, J. N. Ericsson.....	495,945	Ventilator. See Car ventilator.....	496,016
Car replace and derailler, D. D. Green.....	496,055	Washer, machine, J. J. Davis.....	495,963	Velocipede wheel, H. D. Purcell.....	496,281
Car roof, J. C. Wands.....	496,332	Watch case, C. H. Watson.....	496,230	Water heater for warming buildings, J. T. Robbins.....	496,004
Car spring, H. B. Williams.....	496,144	Water motor, J. Boliano.....	496,182	Water pump, W. H. Woodard.....	496,182
Case. See Egg case. Packing and shipping.....	496,333	Weather strip, wind, W. H. Woodard.....	496,182	Weather strip, wind, W. H. Woodard.....	496,182
Cash register and indicator, H. C. Pritchard.....	496,169	Welding cast iron, compound for, W. L. Gale.....	496,116	Welding metal, A. J. Morham.....	495,980
Cash register and indicator, C. W. Clark.....	496,338	Wells, bather for oil or artesian, W. Plotts.....	496,323	Wells, bather for oil or artesian, W. Plotts.....	496,323
Cash register and indicator, C. W. Clark.....	496,338	Wells, enlarging under reamer for oil or artesian, P. H. Mack.....	496,317	Wheels. See Vehicle wheel. Velocipede wheel.....	496,293
Cash register and indicator, C. W. Clark.....	496,338	Wheel for single track railways, J. J. Burt.....	496,293	Whisk, making, W. E. Bradley.....	495,956
Cash register and indicator, C. W. Clark.....	496,338	Windmill, J. F. Reul.....	496,088	Whistle, making, W. E. Bradley.....	495,956
Cat, canvas. See G. Brown.....	496,180	Windmill and pump regulator, P. A. Myers.....	495,992	Wire grip, lineman's, C. A. Svensson.....	496,104
Cat, canvas. See G. Brown.....	496,180	Window screen attachment, J. Laurie.....			