



[Reported Officially for the Scientific American.]

LIST OF PATENT CLAIMS

Issued from the United States Patent Office FOR THE WEEK ENDING AUGUST 15, 1854.

CLOSING THE MOUTHS OF BOTTLES, &c., AIR-TIGHT—Robert Arthur, of Washington, D. C. : I do not claim any method of rendering vessels air-tight by the aid of caps or stoppers screwing on cement in places; but only the vessel so contrived as to be made tight by means of a groove or receptacle containing a yielding medium which is to be penetrated by the caps or cover, with the receptacle so contrived that the bottle may be inverted to pour out its contents without spilling the liquid or yielding medium from the groove or receptacle, as set forth.

PEGGING BOOTS AND SHOES—J. A. Bradshaw, of Lowell, Mass. : I claim, first, the combination with the grooved wheel of the arm, for the purpose of presenting the pegs to the wheels longitudinally, arranged and operated as set forth. Second, the application of the grooved wheel in combination with the burr wheel and tube, as described. Third, the levers, pawl, and ratchet, on a grooved wheel, or their equivalents, arranged and combined as described. Fourth, the clamps or forceps to receive the peg from the wheel, in combination with the detectors of the punches, and the double channel, for the purpose of insuring the proper presentation of the peg with the point downward. Fifth, the combination of the forceps, the wedge-shaped driver and the adjustable stop screw, as set forth.

GLASS MOLDS—Wm. Brooke, of Jersey City, N. J. : I claim the shifter when used in combination with the cap plate and plunger, as set forth.

HOT-AIR RANGE AND SIDE OVENS—John H. Cahill, of Philadelphia, Pa. : I do not claim passing fresh hot air into an oven, nor radiating flues applied to a range, with an elevated side oven independently of their peculiar mode of construction and arrangement.

RAILROAD CAR BRAKES—M. P. Coons, of Brooklyn, N. Y. : I do not claim any particular device, or the construction of any part of leverage for the purpose of operating the brake, as that may be accomplished by various modes. But I claim a lever-form brake, which, when in action, shall bear and brake simultaneously, both upon the wheels and rails, the friction upon the latter supplying the braking force upon the former, and the whole being adjustable and self-acting through the combined agency of an eccentric or cam, bearing, or resisting point between the brake and car, all for the purpose set forth.

TURNING IRREGULAR FORMS—A. D. Crane, of Newark, N. J. : I do not claim the principle of the cutting irregular surfaces by means of a cutter or a series of cutters revolving in contact with the materials to be cut, said materials also revolving in the same direction with the said cutters. But I claim the cutting wheel combined together, guided, and controlled, as set forth.

RAKES—D. M. Cummings, of Enfield, N. H. : I claim the mode of fastening the head of the rake to the handle or tail by the use of the head fastener containing the socket, and the clasp, in combination with the handle, the head, and the screw, as set forth.

HAND PRESS—B. F. Day, of Philadelphia, Pa. : I am aware that levers and toggles have been used in a variety of presses; these I do not claim. But I claim so arranging the levers, toggle, and follower, that by grasping the handles of the levers in the hand of the operator, the platen shall be brought down hard upon the bed, the whole being arranged for the purpose of a seal hand press, as set forth.

SECURING HUBS TO AXLES—Cook Darling, of Utica, N. Y. : I do not claim the holding on the wheel by means of a groove encircling the front end of the axle, because that feature of the fastening has been used before; neither do I claim operating the guard plates, or collar closing over the groove by means of the key in front. But I claim the combination and arrangement of the several parts, viz. the axle with the conical end, the guard plates, and the means of operating the same by the use of the key in front.

PUNCHES AND DIES FOR PUNCHING WATCH HANDS—A. L. Dennison, of Roxbury, Mass. : I claim the construction and arrangement of the punca and die, as set forth, the punch being of elementary parts, formed to the same figure, or nearly so, in their cross section throughout their whole depth, and braced between blocks or clamps, the use of the article to be formed, by which construction the most delicate and complex punch can be formed in a cheap and expeditious manner, and readily renewed or changed, and being throughout of the same magnitude, are readily and perfectly hardened, without injury, which has heretofore been found an insuperable difficulty in punching small delicate work.

PLOWS—Joshua Gibbs, of Canton, Ohio : I claim, first, making the working surface of the mold board in the form of a section of the interior surface of a hollow cylinder, the center or axis of said cylinder being parallel or nearly parallel horizontally to the base of the mold-board or bottom of the plow as described.

LAMPS—Joseph Harris, Jr., of Boston, Mass. : I claim the arrangement and construction of the lamp, as described.

SAFETY APPARATUS FOR STEAM BOILERS—A. H. Judd, of St. Louis, Mo. : I claim passing the stem of the valve through an enlargement in the supporting tube, by which I am enabled to give short bearings to said stem for the purpose of preventing it from becoming fastened in its bearings by oxydation, or the action of the heat upon the earthy matter driven through the same, when the valve is opened, and also for the purpose of producing a fuller and clearer sound, when the valve is opened, and also for the purpose of producing a fuller and clearer sound, when the valve is opened, than is produced by the escape of steam through the ordinary gauge cock. I also claim removing portions of the sides from that part of the valve stem which passes through its inner bearing aperture, so as to leave narrow bearing surfaces to guide and steady the valve for the purpose of preventing said valve stem from becoming fastened within its inner bearing aperture, and also for causing

a large volume of steam to escape and give the alarm when a lack of water in the boiler or excessive heat of the steam causes the float to sink, as set forth.

GRINDSTONE FRAME—J. L. Lord, of Chester, Ct. : I claim the grindstone frame, constructed as set forth, that is to say, cast in two pieces of such form that when put together, as described, it shall furnish the bearings for the shaft and friction roller, both of which shall be protected from injury and from dust or water, and also from being displaced from their positions in the frame, either by accident or design.

RAILROAD CAR BRAKES—T. G. McLaughlin, of Philadelphia, Pa. : I am aware that many of the devices described are well known and in common use, particularly that portion which relates to the operation of the brakes by hand, I therefore do not claim them. But I claim a sliding rod of the peculiar form described, that is to say, I claim forking the sliding rod in such a manner as not to interfere with the king joints and bumpers, but to have a longitudinal motion separated from and independent of both.

HARROWS—Jacob Myers of Powhatan Point, Ohio : I claim the triangular wings upon the turned up-portion of the teeth, with their land sides so inclined as to have a tendency from the plant when the implement is moving forward, constructed and arranged as set forth, for pulverizing and otherwise facilitating the cultivation of cotton.

LIME KILNS—Robert Neisch, of New York City : I claim, in combination with the fire chamber, the air-conducting passage for the purpose of bringing in the air from above the fire, as described. I also claim, in combination with the arched fire chamber, the inclined and curved berth for concentrating the fuel and throwing the flame or heat towards the stack, as described.

UNLOADING COAL AND OTHER CARS—A. Patrick, of Alleghany Co., Md. : I claim the manner of liberating the pin which holds the door of the car by a lever attached to said pin, calculated to lift it and open the door when the car enters upon a tilting frame.

SEWING MACHINES—S. H. Roper, of Worcester, Mass. : I claim the groove tube or thread passage, in combination with a needle made to operate a thread, as described, said passage being for the purpose of supporting the thread and preventing it from kinking or injuriously springing back towards the cloth immediately after the release of the thread from the needle, as described.

TURN-TABLES—J. C. Robie, of Binghamton, N. Y. : I claim, first, balancing the platform of the turn-table upon a transverse central shaft or other suitable resting upon the roller carriage in a line intersecting the line of the axis upon which the turn-table rotates, in such a manner that the table, when in an horizontal position, is elevated or has its rails above those of the track to admit of the free swing of the table over its under supports or bearings, so that the table may be rocked with facility from its center, or tilted to bring the ends of its rails on either side of the balancing shaft into line or level with the rails of the track, for the purposes set forth.

MACHINES FOR CUTTING IRREGULAR FORMS—O. L. Reynolds, of Dover, N. H. : I claim combining a series of patterns, and the chucks for the blocks, with each other and with the collar, the vertical slides, the pawls, the ratchet wheels, and the recesses in the arms, or their equivalents, in such a manner that said series of patterns and blocks shall have corresponding compound rotary and longitudinally reciprocating movements imparted to them, as set forth.

COMBING WOOL—Chas. G. Sargent, of Lowell, Mass. : I claim, first, drawing out and stapling the material, as set forth, previous to commencing the combing operation. Second, I claim the continuous motion of the nippers or other parts which operate upon the wool, whereby I am enabled to keep a number of them in operation at the same time, the different steps in the process proceeding simultaneously upon different portions of the material without the necessity of interrupting any one of them for the performance of another, and without retrograde motion of any of the parts of the machine. I claim the method described of opening and closing the nippers, by means of the cam, O, in combination with the cam, Q, or its equivalent, whereby the nippers are closed suddenly upon the wool, whatever may be the rate of motion of the nipper cylinder.

RAILROAD CAR WINDOWS—George Spencer, of Utica, N. Y. : I claim the combination with the side of a car of a revolving window, consisting of two separate circular sashes connected by hinges, so that one sash may be opened to its full extent, and having a small part of the circle cutoff, so that by revolving it upon its center a small opening may be made at the forward part of the window, whichever way the car may be moving, the residue of the window remaining at the same time covered, as described.

FIRE ARMS—W. A. Sweet, of Pompey, N. Y. : I claim, producing the compound longitudinal and vibratory movement of the breech, and afterwards immovably securing it in contact with the barrel, by a single forward and return motion of the actuating lever, viz. by means of the cam-piece, provided with a shoulder, a cam surface, and a wedge surface, against which said lever acting successively, substantially as herein described, produce respectively the backward longitudinal and vibratory motion of the breech, then the forward longitudinal motion thereof, and finally presses it against the barrel with immovable force.

COOKING STOVES—Francis Heller & Elias Young, of Cincinnati, Ohio. DESIGN.

Great Trial of Reaping Machines.
A trial between a Reaping Machine of J. L. Wright, of Chicago, Ill., and one of J. H. Many's of Rockford, Ill., took place at Squaw Prairie, Ill., on the 26th of last month. The trial was for a prize of \$1,500. The contest occupied parts of five days: the judges were M. L. Dunlap, H. Miller, and R. Emerson, Jr. The machines are known by the names of "Atkin's Self-raking Reaper," (Wright's, which has been illustrated in our columns), and the adjustable combined Reaper and Mower of Mr. Many. Each machine was to cut 20 acres in one day, and the points to be decided were, the relative amount of manual labor in Raking, Binding, and Shocking. We have received the report of the judges,—but the result of the trial and the report are anything but satisfactory. The machines cut down their 20 acres each per day, with ease, and they did their work well; but the judges made the trial a drawn game. Each machine has superior qualities of its own, and the report speaks of both with enthusiasm.

A Great Railway Bridge.
Some of our Western exchanges speak of the bridge of the Illinois Central Railway Company, over the Illinois River at La Salle, as fully equal to any structure of the kind in America. It extends across from bluff to bluff, is more than half a mile long, and seventy feet high, supported by seventeen massive stone piers and the abutments. The estimated cost is \$750,000. The lower floor is for common vehicles, the upper for cars. Spanning, as it does, the entire valley of the Illinois, it can be seen at a great distance up and down the river, and the effect is exceedingly imposing. The American railway companies at the present

day, build works which in ancient times would be considered monuments that required the whole available wealth of a nation to construct.

Sulphuric Acid—Phosphate of Lime—Chemical Ignorance.
The French Academy of Science at a recent sitting received a communication of a discovery which may become very advantageous. In some experiments made at the laboratory of the Sorbonne, the operator has succeeded, by an ingenious employment of chlorohydric acid acting in presence of charcoal, in decomposing the sulphate of lime (plaster) in such a manner as to extract sulphuric acid from it, and to obtain from bones, either first transformed into animal black, or in a natural state, all the phosphorus they contain. With regard to the former of these results, the manufacture of sulphuric acid by means of sulphate of lime is one of the great desiderata of practical science, and there will be from the latter a great advantage in diminishing the price of phosphorus by a more simple and rapid production.

[We have seen the above paragraph in at least a dozen of our exchanges. Our cotemporaries should be exceedingly careful of such notices. The ingenious employment of "hydrochloric acting in the presence of charcoal in decomposing the sulphate of lime," is certainly a puzzler. The use of hydrochloric acid to obtain sulphuric acid from plaster of Paris would be a very foolish operation, as it would be using a dear to obtain a cheaper acid. Sulphuric acid is now used to decompose bones, to render them soluble in water, and how in the name of science and common sense the above-described new discovery can be a desideratum, as stated, of practical science, and diminish the price of phosphorus, is more than we can conceive. The whole paragraph exhibits a great amount of chemical ignorance.

To Destroy Rose Bugs.
Messrs. Editors.—Under your "Scientific Memoranda" head of the 29th ult., I notice a method for destroying the rose bug, which, though doubtless an effectual remedy, is not always to be obtained, and if obtained must have a limitation in quantity. May I suggest a remedy that I have used with satisfactory results for many years, which is within the reach of all, without limitation of supply, and in point of economy to be commended to consideration.

Boiler Feeder.
On page 323, (June 13) there were published the claims of a patent for an improvement in feeding and regulating the height of water in steam boilers, granted to H. C. Sergeant, of Cincinnati. Having been inquired of regarding the nature of the invention, we would state that it simply consists of an arrangement and combination of valves and a float within a box, which has means of communication with a reservoir of water and with the steam and water spaces of the boiler, by means of which the boiler is continually supplied with water from the reservoir, and the desired level is thus maintained.

Bad American Flour.
The Belfast "Mercantile Journal," an Irish paper, asserts that American flour is now losing its character in the Liverpool market, and that it is inferior to the French. It asserts that No. 1 is a disgrace to American millers. We regret this exceedingly, and hope it is not true. Our millers must not permit their ancient fame to be thus depreciated.

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