A WEEKLY JOURNAL OF PRACTICAL INFORMATION, ART, SCIENCE, MECHANICS, CHEMISTRY, AND MANUFACTURES.

Vol. LVI.-No. 26. [NEW SERIES.]

NEW YORK, JUNE 25, 1887.

\$3.00 per Year.

COMPOUND MILL ENGINE.

We illustrate a very fine sample of a compound engine working the flax and jute mills of Mr. Etrich, at Taxomer, Bohemia. Our engraving is from Engineering. The editor states that this engine was designed by Dr. Proell, of Dresden, and is fitted with a new automatic valve gear, which positively controls the action of the double beat valves, and admits of a very extensive range of expansion. The engine was built by Messrs. Marky Bromovsky & Schulz, of Prague, and presents several features of interest.

The Rolling Contact of Bodies.

Professor Hele Shaw lately delivered a lecture at the Royal Institution upon "The Rolling Contact of Bodies." He commenced by putting forward the proposition that when a carriage wheel is rolled along, any particular 'point upon the tire of the wheel always reaches and leaves the ground in a perpendicular di rection. In order to demonstrate this, attention was drawn to the fact that on revolving a wheel from which the tire had been removed, the central point at the extreme end of a spoke always reached the ground and remained there only while the spoke itself was in a perpendicular position. Further, in order to make the truth of this statement more apparent to his audience, the lecturer had recourse to a small solid wheel, to one side of which, near the edge, was attached a small brush, so that as the wheel rolled along a level surface, the brush accurately marked upon a suitably adjusted screen the direction of the course taken by that portion of the wheel upon which it was fixed. The diagram so obtained proved to be a representation of a series of cycloidal curves, the lowest points of which were reached in a perpendicular direction.

Similarly, by causing the solid wheel to travel in a curve at that point. From these results it was theretion. But, beyond the mere rolling contact, there

curved path, any point upon it reached its lowest point in a direction perpendicular to a tangent drawn to the fore deduced that in the rolling contact of bodies, points always approach each other in a perpendicular direcis also a sliding motion, which may be brought about from various causes, and is regarded as the effect of tangential force. Thus in a railway train the wheels of the carriages have merely a rolling motion, but the

such a great measure is this loss of energy overcome, cylinders are mathematically correct and placed in that Professor Shaw quoted a case in which, by means of a system of wheels rolling upon each other, a turntable weighing fourteen tons, when once set in of iron, the lateral motion is perceptibly increased; motion, only requires a force of three and a half but the greatest effect is obtained when the wooden pounds to keep up its revolutions. The same principle rollers are either substituted by rollers of India rubis applied in a number of swing bridges, and in other cases where heavy weights are required to be moved with little power.

The lecturer then went on to explain the application of rolling contact in the employment of machines for measuring distances, and in other instruments, such as Sir W. Thomson's harmonic analyzer for computing the state of the tide at any place for any time. But in all these instruments Professor Shaw pointed out certain corrections had to be made to allow for the tendepcy of the wheels to slip over each other. In order to illustrate this tendency, the lecturer referred to an experiment in which he had made two wheels revolve round each other ten thousand times, and found then that they had slipped one thirty-second of an inch from their original position, or about one inch in three hundred thousand revolutions. Though this tendency may no doubt be reduced with more perfect instruments, yet to a slight degree it always remains. At the same time Professor Shaw remarked that a minute force exerting itself in a lateral direction would soon have an appreciable effect upon a revolving wheel, although it might be quite imperceptible in its action when the wheel was stationary. This point the lecturer also

well illustrated by means of experiment. He then drew attention to a phenomenon which is observed during the rotation of a ball by means of a revolving cylinder. If a polished wooden ball be placed upon two polished wooden rollers, one of which is kept stationary while the other is made to revolve, a rolling the bicarbonate of soda paper is dropped, turning the motion is communicated by contact to the ball; but yellow colored water into brown. Thus a ferric carbesides the mere rolling motion a late-

ral movement of the ball along the

roller is also observed, and the curi-

ous part of the phenomenon is that

although the roller may be turned in

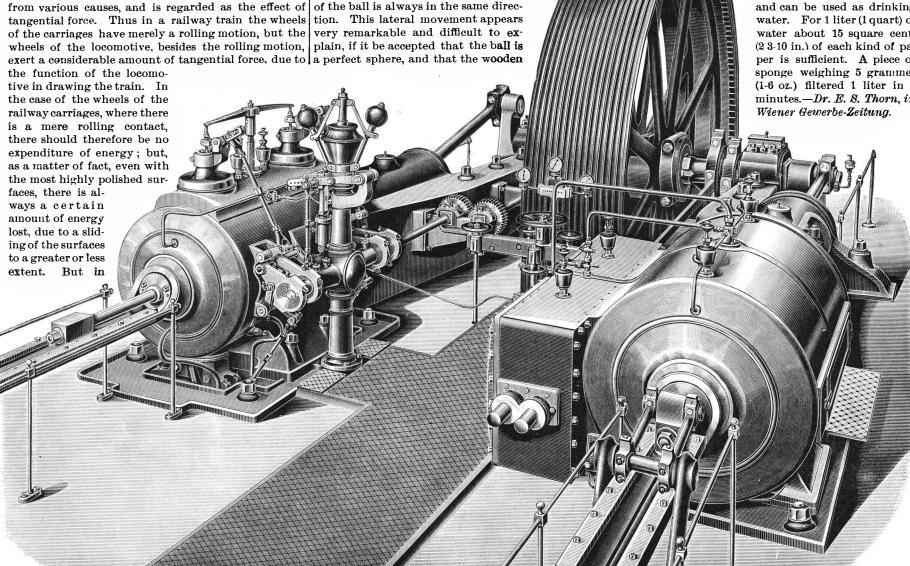
either direction, the lateral movement

a perfectly horizontal position. If the wooden ball be replaced by one of harder material, or a ball ber, or else covered with a sheet of that material. This phenomenon has never been satisfactorily explained, but Professor Shaw now thinks that he has been able to do so, although he only arrived at the solution of the problem which he put forward as recently as the previous afternoon. Of course, when a ball is placed upon a body, its weight causes a certain amount of distortion in the surface of that body, and causes forces to be exerted, acting on the ball from all sides. But when a ball is in motion, the direction of these forces is considerably altered. The direction of the force in the surface of the body in front of the ball during its passage is maintained, and its power is intensified; but the direction of the force in the surface behind the ball is reversed, owing to the release of pressure from the weight of the ball in that spot To these changes in the direction of the forces Professor Shaw ascribes the cause of the phenomenon.

Method of Clarifying Muddy Water.

Filter paper is dipped into a solution of 43 per cent ferric chloride in 57 per cent of water, and after thorough saturation is dried between filter paper. In the same way a second piece of filter paper is treated in a saturated solution of bicarbonate of soda. Now, if a piece of the yellow paper that has been treated with ferric chloride is first placed in muddy turbid water, the fluid is colored yellow by the iron salt. Next, into the same water, a piece of the same size of

> bonate is formed, which absorbs all impurities. The water thus treated can be filtered through a funnel whose neck is filled with a piece of sponge. It will be as clear as crystal, and can be used as drinking water. For 1 liter (1 quart) of water about 15 square cent. (2 3-10 in.) of each kind of paper is sufficient. A piece of sponge weighing 5 grammes (1-6 oz.) filtered 1 liter in 3 minutes.—Dr. E. S. Thorn, in Wiener Gewerbe-Zeitung.



COMPOUND MILL ENGINE-DESIGNED BY DR. PROELL,

Scientific American.

ESTABLISHED 1845.

MUNN & CO., Editors and Proprietors. PUBLISHED WEEKLY AT

No. 361 BROADWAY, NEW YORK.

O. D. MUNN.

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NEW YORK, SATURDAY, JUNE 25, 1887.

Contents.

(Illustrated articles are marked with an asterisk.)

(Introduction at the tale	Marinou with an actorism;
Acid, salicylic, in beer	Inventions, engineering 409 Inventions, index of 409 Inventions, miscellaneous 409 Inventions, miscellaneous 409 Inventor, the, rights of 402 Inventor, the, rights of 402 Inventor, the rights of 402 Inventor, the rights of 402 Items of interest, many 402 Items of interest, many 403 Moon's shadows 404 Moon's shadows 404 Paper to adhere to metals, to make 402 Paper to adhere to metals, to make 402 Papilloma, removal of from vocal organs 407 Papalloma, vocal cords attacked by 407 Paraffine, liquid, as a reagent 407 Paraffine, liquid, as a reagent 407 Rolling contact of bodies 288 Rolling contact of bodies 884
dition of* 407 Crystals in basic converter slag. 403	Paraffine, liquid, as a reagent 400 Rheumatism, cure for, simple 402
Galileo, monument to. 401 Glass, colored. 405 Gold, chloride of, to make 400 Gunboats, new 408 Ice, impurities of 400	Solar eclipse of August 19, 1887* 404 Spiritualism, investigating 400 Torpedo fleet, British 401 Vehicles, to hang, new way* 402 Ventilator, improved* 404 Water, muddy, clarifying 399

TABLE OF CONTENTS OF

SCIENTIFIC AMERICAN SUPPLEMENT No. 599

For the Week Ending June 25, 1887.

Price 10 cents. For sale by all newsdealers. PAGE I. ANTHROPOLOGY.-Human Longevity.-Remarkable series of in-reted hydrogen, and reverse filtration apparatus described.-1 illus-

-By GEO. M. HOPKINS.—An armature for the dynamo described in Supplement, No. 161.—3 illustrations.

IV. ENGINEERING.-The Great Mulhouse Universal Lathe.-A lathe weighing nearly 400 tons, adapted for varied functions.-2 il-. 9569 V. MISCELLANEOUS.-Antiquity of Biscuits.-The oldest form of

. 9561

earth previous to excavating.... Apollo Belvedere.—A description of the statue, with its mo-. 9562

9561

VI. NAVAL ENGINEERING.-A Water Locomotive.-A positive-acting and practical apparatus for propelling boats against currents.-

2 illustrations..... H. M. S. Sansnareil.—The latest addition to the British navy, the sister ship to the Victoria.—Positive and negative slip dis-

-The efficiency of a screw as indicated by its slip.-2 illustrations......VII. PHOTOGRAPHY.—Warner's Improved Dry Plate Holder.—A new holder, secure against leakage of light.—1 illustration....... 9569 VIII. PHYSICS.-Apparatus for Studying the Expansion of Metals.-

IX. TECHNOLOGY.-Black Dyes.-Compositions of simple and ef-

Italian Marbles.-The quarrying, working, and shipping of the

Evrard's new apparatus described, with samples of its work.—14

INVESTIGATING SPIRITUALISM.

After an extended and painstaking investigation, a commission appointed by the University of Pennsylvania, to see what there was in "modern spiritualism," have concluded their labors. They find that it is made up of equal parts of humbug and jugglery, calculated to deceive only the credulous or feeble minded. The appointment of this commission, it will be remembered. is the result of a codicil to the will of the late Henry Seybert, of Philadelphia, whereby the sum of \$60,000 was left to found a chair of philosophy in the university, on the condition that it should lend its name to the inquiry. In his later years, Mr. Seybert fell a prey to the wiles of a coterie of slatewriters, spirit-form projectors, and banjo players, and he believed that such an investigation would prove spiritualism to belong to the sciences, rather than, as now, to the arts.

The committee appointed by the university was composed as follows: Dr. Joseph Leidy, professor of anatomy and a well known naturalist; George A. Koenig, professor of chemistry; the Rev. George S. Fullerton. professor of moral and intellectual philosophy; Coleman Sellers, civil engineer; Dr. S. Weir Mitchell, the neurologist; Dr. William Pepper, provost of the university; Prof. Robert E. Thompson; Dr. Horace Howard Furness, one of the trustees of the university.

In their summing up they say they did not, in all their investigations, discover a single novel fact, and are "forced to the conclusion that spiritualism, as far, at least, as it has been shown before them, presents the melancholy spectacle of gross fraud, perpetrated upon an uncritical portion of the community."

This is a broad and sweeping statement, and to the minds of many who do not believe in supernatural manifestation, but, nevertheless, have been mystified by certain phenomena, oft recurring, and more or less related to the subject, it is not likely to prove altogether satisfactory. Even if Slade and the other "mediums" examined were unable, as the commission say, to do any thing that could not be equally well done by an acknowledged and skillful juggler, like Heller, whom they were so fortunate as to have with them, it remains that there are certain phenomena that, from the time of Emanuel Swedenborg down to the present, have never been satisfactorily explained; and it would seem, since so many have been and are puzzled to account for them, not beneath the dignity of science to separate them from the mass of humbug by which they are surrounded, and enter upon their explanation.

Among these phenomena may be classed "table tipping and walking," the curious and well authenticated "knocking," and, above all, what is known as "clair voyance." Is the Seybert commission prepared to say that these manifestations are necessarily fraudulent?

If so, they should have their attention called to the findings of an equally reliable commission, formed some years ago, of Heidelberg professors, who, after the same careful investigation, recorded the contrary opinion one of their number, Herr Heinemann, professor of physics in Heidelberg University, writing an interesting and instructive little treatise on the result of his investigations, where, under the title of "The Fourth Dimension of Space," he attempts to formulate a theory to account for their existence. He does not find in them any supernatural attributes; but, on the contrary, regards them as the expression of a natural force, the characteristics of which he attempts to explain while admitting ignorance as to its origin.

Wholly outside the circle of professional spiritualists and jugglers, there are those who possess, unconsciously, strange powers. Witnesses testify that tables follow them about a room, and other phenomena, unasked, as they are uncanny, come at unexpected moments. Intelligent and incredulous persons have been astounded by the revelations made them by certain so called "clairvoyants" as to circumstances and happenings in their earlier lives; things of little consequence, of which even their intimate friends were never appris ed, and of which it seems incredible that these "clairvoyants" could have any means of informing themselves in advance.

In his "Transcendental Philosophy," that eminent physicist, Baron Karl von Reichenbach, attempts an anation of similar phenomena, which he attributes to a force which he calls "odic," or the force of "od." "Od." says an expounder of his theory. "pervades all nature, and is akin to the great physical forces of electricity, magnetism, chemical affinity, heat, light, etc., and always accompanies them, so that wherever they are in action, od is developed, and the strength of its most active development is often in proportion to the energy of their action. As in electricity and magnet ism there is a polar dualism, so also there is in od. It has two poles, the positive and negative, which keep company respectively with the electric and magnetic positive and negative poles. The human body is od-positive on the left side and od-negative on the right. This gradation of amorphous bodies from odnegative to od-positive is called the od-chemical order, and is found to correspond with the electro-chemical order established by Berzelius. The odic radiation can be felt and seen by certain persons called 'sensitives,

majority of mankind, called 'non-sensitives,' are entirely insensible to the odic influences and impressions. Odic sensitiveness has many symptoms, among which are liability to somnambulism, capability of being magnetized, inability to sleep on the left side, in the northern hemisphere, dislike of strong yellow colors, fondness for blue as opposed to yellow, dislike of crowds and close rooms and dislike of fatty and fondness for sourish victuals. The causes of many singular phenomena not hitherto understood are explained by the odic theory."

Immanuel Kant, the great metaphysician, recognized the existence of physical manifestations, and so classified them that they might be completely separated from the knowable; and, though he was unwilling to admit the conclusions of Fichte as expressed in the latter's "Revelations," he virtually admitted that he was not altogether prepared to deny the truth of what related to the phenomena. The spirit of the age tends toward investigation. Supposing "spiritualism" is a fraud, as this committee says it is, and innumerable other investigations have shown it to be, may there not be something in the so-called "second sight" and other physical phenomena? May they not be the expression of a natural force, not any more related to the supernatural than are electricity and magnetism?

TO MAKE CHLORIDE OF GOLD.—According to the following, by J. B. Heyl, in the National Druggist, this salt can be easily prepared by druggists: "Put a half sovereign or a \$2.50 piece in a small evaporating dish, using one, two, or three sizes larger as a water bath, and pour on it 1/2 a drachm of nitric acid mixed with 21/4 drachms of hydrochloric acid and 3 drachms of water; digest at a gentle heat, but do not boil the acid, or much of the chlorine will be driven off in the form of gas. At the expiration of a few hours add fresh nitro-hydrochloric acid in quantity the same as at first. which may be sufficient; if not, repeat the process a third time. Observe that if any silver be present in the gold coin it will produce a flocculent deposit of chloride of silver, thus preventing the solution from being complete. I have found coins with platinum in them, which remains at the bottom, and is easily separated by pouring off the chloride of gold after it is dissolved. Next dilute largely with distilled water, and add a filtered aqueous solution of common sulphate of iron (6 parts to 1 of gold); collect the precipitated gold, which is now free from copper; redissolve in aqua regia as at first, and evaporate to dryness. The weight of a half sovereign is about 61 grains, of which 56 grains are pure gold. This is equivalent to 86 grains of chloride of gold, which will be about the quantity contained in the solution. The most convenient mode of keeping the chloride is in aqueous solution-1 grain to the drachm of water. I have used the above for years."

Impurities of Ice,

Dr. T. Mitchell Prudden, of New York, has been making some important experiments with a view to determining the effect of freezing on bacteria. In the case of the Bacillus prodigiosus, there were 6,300 bacteria in a cubic centimeter of water before freezing; after being frozen 4 days, 2,970; after 37 days, 22; and none after 51 days. Of the Staphylococcus pyogenes aureus, there were a countless number before freezing; after 18 days of freezing, 224,598; after 54 days, 34,320; and after 66 days, 49,280. Of the typhoid fever bacillus, innumerable before freezing, 1,019,403 after being frozen 11 days; 336,457 after 27 days; 89,796 after 42 days; and 7,348 after 103 days. These facts show that certain bacteria have a remarkable power of resisting the temperature at which ice forms. Dr. Prudden, therefore, recommends that the New York State Board of Health, or other authority, should have power to determine which, if any, of the sources of ice supply are so situated as to imperil the health of consumers of ice.

Liquid Paraffine as a Reagent.

This substance dissolves in all proportions in alcohol and ether, if perfectly anhydrous, forming a clear liquid, which is rendered turbid by the smallest quantity of water or aqueous alcohol. Absolute alcohol es up only a certain quantity of paraffine oil and if brought in contact with a larger quantity of paraffine, two clear liquids separate out-pure paraffine oil and a saturated solution of it in the alcohol. If a small quantity of aqueous alcohol is brought in contact with the latter, an immediate turbidity is produced. If 20 c. c. of chloroform or absolute alcohol are mixed with 0.04 c.c. of a 50 per cent alcohol, and a few drops of paraffine oil are added, a distinct turbidity appears. The author finds further that paraffine oil freely dissolves chlorine, iodine, and bromine.—L. Crismer.

To Make Paper Adhere to Metals.

M. Eliel gives the following formula for a mixture which can be used for metal, glass, or wood: Gum tragacanth, 30 grammes; acacia gum, 120 grammes; water, 500 c. c. Dissolve, filter, and add 21/2 grammes of thymol suspended in 120 c. c. of glycerine; then add enough water to make up the bulk to 1 liter. This who have a peculiar nervous susceptibility; while the bath will keep a long time.—Revue Photographique.

A British Torpedo Fleet,

A flotilla of torpedo boats recently assembled off Portland for full speed trials and general maneuvering at sea. The little squadron consisted of twenty-four of these vessels, of which sixteen were built by Messrs. Thornycroft, four by Messrs. Yarrow, and four by Mr. White. At an early part of the proceedings the fleet became reduced to twenty-two, owing to the Thornycroft boat No. 43 and the Yarrow boat No. 66 coming into collision and having to be withdrawn. The Thornycroft boat was considerably damaged in the bows, but the Yarrow boat would seem to have sus tained but little injury, owing doubtless to its greater structural strength. This happened on Monday, May 9, and on the following Thursday the race for speed took place, the course being from Portland round the Ore Stone and back, a run of about ninety miles. The flotilla was formed in six divisions, and soon after the second division had started, the Thornycroft boat No. 27 had to put back with hot bearings. After a while the Thornycroft boats Nos. 41 and 50 were disabled, and drew out of the line. Then occurred the painful catastrophe on board the Thornycroft boat No. 47, which is attributed to the crown of the furnace coming down. owing either to lowness of water in the boiler, or to the circumstance that the crown became uncovered while the boat was rolling, or to want of strength of construction.

A similar accident is reported to have nearly occurred on board the Thornycroft boat No. 57, where the men were hurriedly driven from the stokehold on to the deck by a sudden rush of steam. Three more Thornycroft boats were put out of action, namely, Nos. 42, 45, and 55, the first by reason of defects in her engines, and the second by the loss of a screw blade. We thus have no fewer than seven of one builder's boats disabled out of the twenty-two that started. The race was finished by the remaining boats, the first three coming in in the following order: No. 31, Yarrow; No. 35, White; and No. 46, Thornycroft. The race was thus won by a Yarrow boat, the crew gaining

The evolutions and the race were carried out under Captain Long, the director of the torpedo school, and who commanded the flotilla. There was some spirited work done both by day and night, which proved the ability of the officers and men to handle their boats. Among other operations, we may mention one which took place at night in order to simulate the attack on a blockading ship at anchor. The Rattlesnake went out after dark, and anchored somewhere between the White Nose and St. Alban's Head. A division of torpedo boats followed at 11:50 P.M. in search of her. The night was dark as pitch, a pelting rain poured down, and it was blowing hard from the W.S.W. As may be imagined, the difficulty of preserving the requisite relative positions of the boats was enormously increased. No light of any description was allowed to be shown, and perfect silence was also maintained. The division went along comfortably for about ten miles at a speed of eight knots, when suddenly No. 44 (Thornycroft) broke down, and although No. 41 went on ahead immediately, she failed to find the rest of the flotilla. The now scattered boats searched about till 1 A.M., when three blue lights burning about two miles ahead revealed the Rattlesnake. The experiment clearly showed how the breaking down of one boat may easily upset a well planned enterprise. No. 44 was third of a string of seven boats, and, breaking down through no fault of her crew, utterly capsized the arrangement. And here we cannot but record the calm heroism of George Platt, one of the victims of the catastrophe on board No. 47. Platt was an engine the accident, and made his escape through the water tight door into the engine room, and thence on deck. Almost blinded and frightfully burned and scalded, his first thought was for others. "Turn fire extinguisher him up the ladder. This cock can be worked from temperatures, the result is an efficiency of 41 per cent. the deck, and his motive was to save the boat. When omnanions were attended to The managers of the Portsmouth to refit and prepare for the forthcoming review.

The results of the trials cannot be viewed with satisfaction when we see that, during the full speed run, out of the twenty-two boats, the machinery of seven, all Thornycroft's build, broke down. It was not unreasonable to expect that, in experimenting with more or less novel craft, such as these are, some hitches might occur. But such a high percentage of failures could hardly have been anticipated, much less the tragic occurrence which has cost three lives. What remains is the consolation that the officers and men, under the strange and harassing circumstances in which they found themselves suddenly placed, did their duty nobly and manfully, and with an alacrity that indicated the possession of a goodly heritage from

who has constructed the greater proportion of the torpedo boats in the Royal Navy. Not only does the question affect the country from a financial point of view, and as regards the desire to possess efficient torpedo boats, but with respect to the safety of those risks of torpedo work are in themselves considerable, and those who expose their lives to dangers from without should certainly be protected from dangers within by all the means that science has placed at our disposal. It is, so far, fortunate that the failure of these boats, particularly that of No. 47, whatever the cause, should have taken place now, when there is time and opportunity to investigate the matter fully, and to put right what may be found to be wrong. Had the disasters occurred for the first time during an engagement, and had our men found an enemy within as well as without the boats, it might have resulted in national disgrace. We may observe that the boats constituting this torpedo flotilla were ordered by the late administration at Whitehall, and, therefore, if there be any blame, it is not participated in by the present authorities. All the boats which have been contracted for of course these trials clearly demonstrate. It is, however, to be hoped that the Admiralty will direct a complete investigation into the causes of the recent failures, and we trust it will then be found that matters are not quite so serious as at first sight appears, but that small alterations will suffice to render our torpedo fleet efficient.—Iron.

The Conservation of Energy.

At a recent meeting of the Manchester Association of Engineers, a paper with the above title was read by Mr. S. Dixon, of Manchester. After referring to a previous paper on the same subject which he had contributed to the Association's proceedings, and briefly stating the principle of the conservation of energy, he went on to trace the amount of power available from the combustion of coal under given conditions. Beginning with boiler making, he said that an exhaustive series of experiments made by Mr. Michael Longridge in 1884 demonstrated that the average efficiency of ordinary Lancashire boilers amounted to about 54 per cent. Comparing this with the effect obtained from the marine boiler, as shown by the paper recently communicated to the Institution of Mechanical Engineers, it was found to be a very inferior result, the efficiency of marine boilers having been there shown to be 80 per cent, the consumption of coal per horse power per hour being 11/2 lb.

The difficulty of ascertaining accurately what the engine was doing was one which pressed hardly upon any one investigating the subject, as the data commonly related to the engine and boilers combined. In the report of Mr. Longridge just referred to, however, an experiment made on a pair of compound engines indicating 900 h.p. showed that out of the total heat there was utilized about 12 per cent. The author then referred to the law of Carnot, and said that denoting the absolute temperature of the source of heat by T, and the absolute temperature of the condenser by t, the absolute efficiency is given by the well known formula

Taking the case of the Corliss engines above re-

ferred to, the temperature of the steam entering was 309° F., and that of the ejection water 106° F., from which, by applying the above formula, it is deduced that the efficiency of the engines is 26 per cent. The conversion of the whole of the heat into mechanical room artificer, and was in the stokehold at the time of energy is only possible with a perfect engine, where the temperature of the condenser is absolute zero; but as this is impracticable, all that can be done is to approach this point. Recurring to the case of the Corliss engines named, and comparing their efficiency with cock," he gasped to the deck hands, who were assisting that of a perfect engine working between the same

These engines were using 2 lb. of coal per h.p. per the surgeon arrived, he first turned his attention to hour, but the averages over a number of engines, as Platt, who nobly asked to be left until his groaning given by one of the boiler associations, are as follows: Compound engines, condensing, 3.66 lb.; single cylin torpedo boats having terminated, they returned to der, condensing, 5.88 lb.; single cylinder, non-condensing, 7.95 lb. Now, comparing these results with those of triple expansion marine engines, as recorded in the paper spoken of, they will be found to be very inferior. The author next referred to gas engines, and took the Otto as an example, observing that, up to the present, the economical results of this engine had not been surpassed. Taking an average of 20 cub. ft. of ordinary gas per hour as used by this engine, and calculating that each foot produces 620 units of heat, the total heat supplied to the engine would be 12,400, and as the units theoretically required for 1 h.p. are 2.564, it shows an efficiency of 20.6 per cent. Applying Carnot's principle, and calculating the efficiency of this engine as compared with a perfect engine working between the temperatures of combustion in the cylinder, viz., 3,000° F. and 1,250° F.—the assumed temperature of the distheir ancestors in the shape of British pluck. The charged gases—the maximum efficiency would be 58 the Academy of the Lycei by Mr. Valentine Cerruti. failures must awaken some anxiety when it is remem- per cent, and it will be seen that an Otto works with La Nature.

bered that they are confined to the boats of one builder, an efficiency of 38 per cent of that of the perfect engine.

An actual experiment established that 29 per cent of the total heat was effective, the remaining portion being represented by 69 per cent absorbed by the water jacket, and 2 per cent from direct radiation. The who are appointed to navigate them. The outside amount of coal used per h.p. per hour by the Otto when Dowson gas is used is 1.3 lb.; but it has been found that when the Dowson gas is produced from coke, 1'4 lb. are needed per h.p. Turning now to the useful energy finally left after distribution, Mr. Dixon commented on the paucity of information at the command of investigators, saying that in the records of the insurance companies there must be a mass of information of a valuable kind as to the relative efficiency of various modes of communicating power. A gentleman of considerable experience, to whom the author had appealed, had, however, given him some details, which showed that in mills using 800 to 1,000 h.p., it is found that the total energy absorbed by the friction of engines, shafting, etc., was from 20 to 30 per cent of the whole power, sometimes reaching 35 per cent. Of the three main plans for driving, strap driving absorbs 5 per cent, and rope driving 10 per cent, more energy than spur gearlate are being built by Yarrow, the wisdom of which ing. Referring now to electricity, Mr. Dixon said that Sir William Thomson had asserted that power could be transmitted three hundred miles with a loss of but 20 per cent.

> An actual experiment made in Paris during last year established the fact that in transmitting 200 h.p. thirtyfive miles, 50 per cent was found to be lost. Even when we thus got the power into the factory or workshop, it would be found that an enormous waste of power was taking place in the operations of all machines, and that this required constant attention. The time lost in the use of machine tools was chiefly that required for setting, which was more than that occupied in cutting. The use of long chimneys was then referred to as a clumsy means of obtaining draught, and forced hot blast was advocated. Mr. Dixon then referred to some diagrams, stating graphically the results obtainable in a perfect engine, and those actually obtained, and showed that with an engine working with steam at a pressure of 200 lb., and the heat in it finally reduced to a temperature of, say, 50° F., the realizable efficiency is only 40 per cent. Against this, Corliss engines are utilizing 14 per cent, and triple expansion engines 15.9 per cent. The diagrams, which were constructed to scale, starting at absolute zero of temperature, showed that the possible efficiency of gas engines was about 83 per cent. The use of a dynamometer in a convenient form was then recommended, in order to test the amount of power actually transmitted through a shaft or machine. The failure of the coal supplies of the country was then referred to, and it was pointed out that a great responsibility rested upon engineers to see that no power was

The Wonderful Delicacy of the Sense of Smell.

A curious series of experiments has just been completed by Drs. Emil Fischer and Penzoldt (Liebig's Annalen, B. 239, i., 131) upon the sensitiveness of the sense of smell. These chemists used mercaptan and chlorphenol as their odoriferous substances, and experimented in a room of 230 cubic meters capacity. A gramme of the substance was dissolved in a liter of alcohol; 5 c. c. of the solution were again diluted to a known volume, and 1-3 c. c. of the latter solution measured out into a flask from which a fine jet could be directed by the experimenter to all parts of the room, the air of which was subsequently agitated by the waving of a flag. At a given signal a second experimenter stepped into the room, and took his olfactory observation, which was checked by the independent observation of a third person. The astonishing result was arrived at that our olfactory nerves are capable of detecting the 1-4,600,000 part of a milligramme of chlorphenol and the 1-460,000,000 part of a milligramme of mercaptan. The quantity of mercaptan present in the air of the room was 250 times less than the amount of sodium present in the air of the room in which Bunsen and Kirchoff made their experiments upon the sensitiveness of the spectro when the sodium lines were just perceptible.

Monument to Galileo.

On the 21st of April, on the occasion of the anniversary of the founding of Rome, the municipality of the Eternal City inaugurated a monument in honor of Galileo, consisting of a column erected opposite the palace of the French embassy, wherein the illustrious astronomer was imprisoned in 1632.

The column bears the following inscription in Italian: "In the neighboring palace, belonging at the time to the Medicis, was imprisoned Galileo, who was guilty of having seen the earth revolve around the sun. S. P. Q. R., MDCCCLXXXVII."

The Syndic of Rome was represented by Assessor Tommassini, who delivered an oration. The University of Rome was represented by Professor Ferri, and

A NEW WAY TO HANG VEHICLES.

The manner of suspending vehicles illustrated herewith forms the subject of a patent recently issued to Mr. Henry J. Diggles, of Fort Jones, Cal. The main frame consists of downwardly curved side strips on either side of each wheel, secured to double forward and rear cross bars, and in connection with the hubs of each wheel there is a short shaft passing through eyes in the rear ends of the thills, there also being links thereon, to the lower ends of which the side bars are connected. Springs are connected above and below to the rear portion of the thills, and extend through loops projecting downward from the under side of the forward cross bar, the springs being intended to hold the thills in about the position shown in the illustration. The vehicle body is mounted upon longitudinal

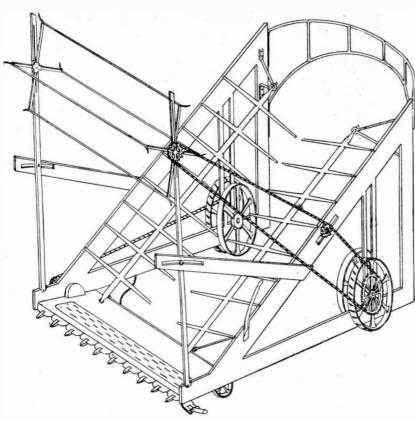


DIGGLES' NOVEL VEHICLE.

springs, the ends of which are hooked, and engage the inner lengths of the double cross bars. With this construction the vehicle body will tend to adjust itself in about a horizontal plane in going up or down hill, and severe jolting and jarring of the occupant are avoided, while the weight of the body, being suspended from, instead of being arranged above, the hubs of the wheels, it will be difficult to overturn such a vehicle.

CORN AND SUGAR CANE CUTTER.

The apparatus illustrated in the cut is for use in connection with an ordinary mowing machine. When than fifteen minutes, and she can now walk very fairly, attached to and working in combination with one of and in a couple of days she will be able to button her



THOMPSON'S CORN AND SUGAR CANE CUTTER,

these machines, it converts it into a corn and sugar mos "in one continued round of activity," and he cane reaping machine, that cuts the stalks, gathers gives a very interesting description of the manner in them into bunches, and deposits the bunch as soon as it has attained a proper size upon the ground between the rows and under the apparatus. A framework is always eat their food raw, and devour enormous attached above and back of the finger or knife bar of a mowing machine. The open center of this frame is filled by two inclined bars arranged to rotate when desired, bearing long teeth arranged at right angles to their axes. Immediately back of the finger bar is a corrugated roller or apron, whose surface is even with the knives, and which continually rotates. As the machine is moved along, the reciprocating cutters cut off the stalks. These fall back on the teeth of the two inclined bars. A horizontal rotating reel or vane assists them in falling backward, while the corrugated roller or apron feeds the lower ends continually backward. The machine cuts two or more rows at once. In a short time enough of the stalks will have accumu- pecially for trade."

lated upon the teeth of the inclined bars to form the requisite quantity for a bundle. The operator then pulls the handle seen at the left side, and the rotating bars are both turned inward by connecting rods. The fingers are thrown into vertical planes, and, rotating thus, gather the material together and drop it in the center at such point as the operator may desire. Among the advantages of the machine are the following: It can be attached to any moving machine; it enables the operator to drop the stalks whenever he desires, in bundles of any desired size; in dropping the stalks, it gathers them into a compact bundle ready for tying or loading; the reel or vane can be adjusted to any height of corn, and makes it possible to cut leaning or standing corn with equal facility.

This apparatus has been patented by A. W. Thompson, of Burlington, Iowa.

A DEVICE TO FACILITATE THE HEATING OF SAD IRONS.

A simple means of bringing the irons to be heated closer to the fire of an ordinary stove or range, so that they will be more quickly heated, without contact with soot, smoke, or gases, and without disturbing the fire, has been patented by Mr. Joseph H. Watson, No. 9 West Broad St., Savannah, Ga. As will be seen by the illustration, the heater consists of a box adapted to receive the iron, with its top shaped to fit a stove top hole in the same way as an ordinary cover. The shape of this box is generally that of the bottom of the iron, but it has a depression forward, giving room for the iron to be easily placed therein, its bottom mainly resting on the bottom of the heater and slightly inclining from rear to front. The top of the box or heater has rabbeted or undercut lips or studs to receive a slotted cover plate, which fits around the handle part of the sad iron, and by the cover handle the heater may be lifted from the fire whether the iron be in it or not.

A Simple Cure for Rheumatism.

A correspondent of the $English\ Mechanic\ says$: Lè all of "ours" know the following. My wife has suffered occasionally with acute rheumatism in her feet, with painful swelling, completely taking her off her feet for many days at a time.

The following remedy was recommended recently and tried, and took away the agonizing pain in less

> boots, and walk without a stick or crutch.

One quart of milk, quite hot, into which stir 1 ounce of alum this makes curds and whey. Bathe the part affected with the whey until too cold. In the mean time keep the curds hot, and after bathing, put them on as a poultice, wrap in flannel, and-go to sleep (you can). Three applications should be a perfect cure, even in aggravated cases.

The Eskimos.

In the American Naturalist there is an article by Mr. John Murdoch on what he calls "some popular errors in regard to the Eskimos." One of these "popular errors" is the notion that the Eskimos pass the winter "in a sort of hibernation, in underground dens, living in enforced idleness, and supporting life by stores of meat laid up in less inclement seasons." Mr. Murdoch, who spent two winters at Point Barrow, says this is a wholly mistaken impression. In spite of the extreme inclemency of the climate, the winter, he asserts, is passed by the Eski

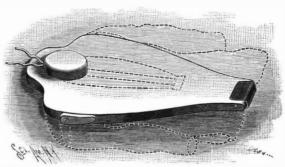
which they occupy themselves. Another "popular error" on this subject is the idea that the Eskimos quantities of blubber.

At Point Barrow, Mr. Murdoch found that food was habitually cooked, although certain articles, like the "black skin" of the whale, were usually eaten raw. Taking into account the fact that the Eskimos have no butter, cream, fat, bacon, olive oil, or lard, he doubts whether much more fat is consumed by them than by civilized peoples.

At Point Barrow the fat of birds and the reindeer blubber either of the seal or whale was eaten. "Seal or whale blubber was too valuable, for burning in the lamps, oiling leather, and many other purposes, les-

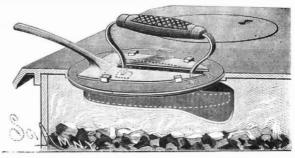
AN IMPROVED IRONING BOARD.

A board designed to hold a shirt while its front and back are being ironed has been recently patented by Mrs. Harriet B. Mavis, of Burlingame, Kansas, and is shown in the accompanying illustration. Its general form is such as to adapt it to be readily placed inside



MAVIS' IRONING BOARD.

the garment, spreading the latter out pretty well toward the shoulders, and on its face is a circular boss, in position to receive the neck band. To the back of the boss, secured by a staple, is attached a cord designed for insertion in the rear button holes of the neck band, thus holding the garment in place. For this purpose, also, a clamp is made to fit on the narrower end of the board, but with sufficient space between its arms to receive and hold to the board the portion of the garment below the bosom. To opposite portions of the board, near the shoulder, are pivoted legs, which lie parallel with the edges of the board

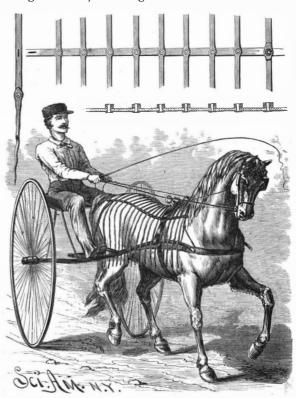


WATSON'S SAD IRON HEATER.

when the front is being ironed, but are pivoted to support it when it is reversed for ironing the back.

IMPROVED FLY NET FOR HORSES.

The invention herewith illustrated is intended to facilitate the production of inexpensive and durable fly nets, and has been patented by Mr. Frank S. Weaver, of E. Weaver's Sons, Moundsville, West Va. The net is made by slitting the lashes and the ribs or bars, respectively, where they intersect, then laying the lashes on top of the ribs and inserting an eyelet through the slits, clinching it at the back or under side

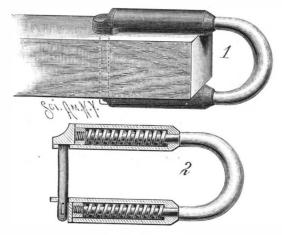


VER'S FLY NET FOR HORSES.

of the ribs. The detail sketch at the top of the picture shows the way in which it is done, one figure showing a longitudinal section. When a lash is to be joined or spliced, the slit ends of its two parts are to be lapped on each other over the slit of the rib or bar, and the eyelet will then pass through three thicknesses of material. In this way of making nets, nearly was freely partaken of, but comparatively little actual the full strength of the material is retained, which is not the case when holes are punched in the lash or rib, and by this method of splicing the lashes short strips can be used up, when desired, to utilize material that would otherwise be of no value.

A CLEVIS TO RELIEVE HORSES FROM STRAIN.

The invention herewith illustrated provides a style of clevis designed to relieve horses and harness from strain or injury in starting, being adapted for attachment to plow beams, single trees, etc. It has been patented by Mr. Edward I. Morey, of Whitewater, Wis. and consists in forming the inner ends of a U-shaped



MOREY'S CLEVIS.

rod of diminished size to insert in spring barrels, its extremities being provided with nuts to press the inner ends of the springs and bring the shoulders of the rod against the ends of the barrels, the sides of the barrels being prolonged and having apertures for receiving a bolt. One end of this bolt has a semicircular face adapted to close the end of one of the barrels, and in the opposite end is a transverse hole for a key with head shaped to close the end of the other barrel. A flat section of the rear end of the barrels may also be further prolonged, and fitted with two holes for the clevis pin, to give one horse an advantage over the other when two of these devices are used with a team.

AN IMPROVED COTTON PICKER.

The cotton crop of the United States, for the last three years, has been between six and a half and seven million bales, of 450 pounds each, per year. Enormous as such crops are, there is no room for doubt that, with the introduction of a practical and economical cotton picker, the crops would be greatly increased, and the most severe labor that is now performed in the Southern States, and which is always more or less slighted on account of scarcity of hands, would be greatly ameliorated. These considerations give exceptional interest to any invention intended to facilitate cotton picking, a machine for which is shown in the accompanying illustration, being the subject of a patent recently issued to Mr. William H. Rohling, of Lula Station, Miss. The body of the machine travels on three small wheels, the front one being centrally arranged. It has a horizontal base inclosed sides, and the top inclines at a decided angle from the rear downwardly to the front, the top surface being formed of a series of fongitudinal slots, giving it a grate-like appearance. Within this body is journaled a main axle, upon adjustable to the desired height; then, by turning which are ordinary sized vehicle wheels outside the body, that carry the driver's seat, to the standards of between the saw teeth, the saw advancing with the which the draught pole is attached. The large wheels, revolution of the cylinder carrying the thread, the one of which is hidden by the body of the machine, are intended to travel one upon each side of a line of as a gauge to limit the depth of cut made by the file plants from which the cotton has been previously section of the thread. After the saw has been thus



ROHLING'S COTTON PICKER.

stripped, while the body is drawn between the stripped with 5 c. c. dilute sulphuric acid, and adds an equal row and the line of plants from which the cotton is to be gathered. Motion is conveyed to the strippers by grooved pulleys attached to the main axle, through the transverse shaft and bevel gears shown near the top of the machine, the strippers revolving toward hot, there are put 3 to 4 c. c. of water. It is agitated, the cotton bolls on the downwardly inclined slotted are added, shaking gently, and the liquid is then and oxides of iron.

top surface of the body. The main axle also operates, through geared wheels, inside the body of the machine, an endless belt, which travels in a line parallel with the forwardly inclined slotted top of the body, and attached to this belt are rows of vertical teeth, which protrude through the slots, the teeth having sharp, angular, hook-like points, inclined to the rear of the machine, which carry the cotton bolls delivered by the strippers to a chute or spout, partially shown in broken lines at the rear. This chute has one open side and a contracted open bottom, and with rear brackets is made to form a chamber behind the rear curved portion of the top part of the body of the machine, the picker teeth on the endless belt that has carried the cotton thus far operating to here separate the cotton fiber from the bolls. A brush is fitted upon a shaft in the lower portion of this rear chamber, in position to engage the picking teeth, removing the cotton therefrom, a chute or flue opposite the brush affording an exit for the chaff gathered with the cotton, which falls into the larger compartment below, where it is removed as desired. The strippers upon one side, as the machine is drawn forward, engage the plants as yet untouched, while the strippers upon the other side gather any bolls remaining upon the previously stripped row.

AN IMPROVED SAW FILING MACHINE.

The illustration herewith shows a novel machine for sharpening straight edged saws, recently patented by Mr. John Sattes, of Butte City, Montana. Upon the base plate is a double-armed standard, apertured to receive two mandrels, which carry bevel gears that give motion as the crank arm is turned by the opera-

ing screw threads, the central portion of the threads formed with file teeth, while the ends of the threads are uncut. The thread of the cylinder on one of the mandrels is a right hand thread, while on the other it is a left hand thread, and the pitch in both cases is double that of the teeth of the saw. At the side of the base plate are pivotally connected arms, which, in connection with the central post or standard, extending on either side over the cylinders, form movable jaws, normally held together by a spiral spring near the base plate, these jaws having a yielding hold upon the saw while it is being ground. 'The rollers upon which the ends of the saw rest may be either wood or rubber, or other suitable material not calculated to injure the teeth of the saw, while acting as supports therefor. In sharpening a saw it is placed between one pair of jaws, with its

weight resting upon these rollers, which are readily the crank, the file teeth enter every second recess portion of the thread that is not cut as a file operating

> passed through the jaws on one side, it is placed in a similar way between the other pair of jaws, and in a second operation the other set of recesses between the saw teeth is entered by the threads upon the cylinders and the second set of teeth sharpened. It is of course obvious that special saws will require special file cylinis such that the cylinders may be quickly and easily put on the mandrels, and it is calculated that a single cylinder will last as long as a saw of the same relative pitch.

Salicylic Acid in Beer.

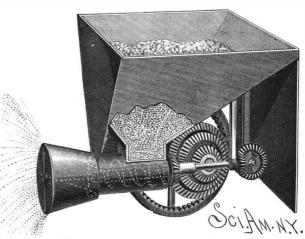
The author puts 100 or 50 c. c. in a roomy separating funnel after acidifying

volume of a mixture of equal parts of ether and petroleum ether. He then shakes up the mixture well and distills the filtered ethereal layer into a flask to within a few centimeters. Into the flask, while still each other as the machine advances, and delivering a few drops of a dilute solution of ferric chloride

filtered through a moist paper. If salicylic acid is absent, the filtrate is clear as water, with a faint yellowish color; if present, the filtrate has the wellknown violet color.—Rose.

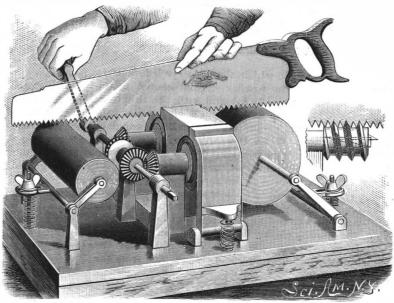
A SEED SOWING DEVICE.

The device herewith illustrated, which has recently



LOVE'S HAND SEED SOWER.

been patented by Mr. William E. Love, of Madison, Tenn., furnishes a positive feed seed sower, in which the supply of seed will not be cut off by sticks or straws choking the feed, and with simple means of adjustment for regulating the quantity of seed to be sown. The hopper, which is designed to be suspended in front of the operator, has a reduced outlet, in registry with an tor. Upon the mandrels are mounted cylinders hav- aperture in a tubular casing below, in which is a hollow



SATTES' SAW FILING MACHINE.

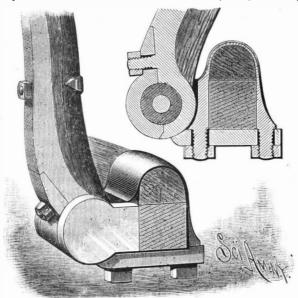
shaft carrying a spiral feed screw, this feed screw being operated by a cone gear upon the same shaft as the hand crank, and its motion made faster or slower according to the portion of the cone with which it is adjusted to intermesh. Inside the hollow shaft carrying the feed screw is journaled a shaft, upon the outer end of which is an annular distributer, its inner surface having spirally arranged blades to facilitate scattering the seed, while motion is communicated to the rear end of the shaft, through bevel gears and a transverse shaft, from the inner periphery of a hand wheel to which the hand crank is attached. A machine constructed upon this principle may also be carried upon a wagon or other vehicle, power being supplied from one of the axles, and the machine may be used for sowing fertilizers as well as seed.

Crystals in Basic Converter Slag.

At a recent meeting of the London Chemical Society, Messrs. J. E. Stead and C. H. Ridsdale described a series of crystals found by them in the center of large ders, but the arrangement | blocks of basic converter slag which had been allowed to gradually cool. The chemical composition of these crystals was examined by the authors, and their crystalline forms determined by Mr. Meiers. The largest crystals were of a faint yellow color, and were flat and square in form; in composition they agreed with the formula 4CaO.P2O5, and were identified as similar to those which had been previously described by Hilgenstock. Blue crystals were also noticed, and were found to contain, in addition to phosphoric acid, a quantity of silica and a small percentage of vanadium oxide. The formula given by the authors was CaO.P₂O₅.CaO.SiO₂. In addition to the above, crystals of a feather-like form, containing a large percentage of bases, such as magnesia, lime, and the oxides of iron, were described; also others in smaller quantity -hexagonal and lemon colored-consisting for the most part of basic phosphate of lime; and lastly, two varieties of flat black needles, containing no acid oxides, but consisting of compounds of lime, alumina,

AN IMPROVED THILL COUPLING.

In the invention herewith illustrated, recently patented by Messrs. Peter T. McMillan and Hallet T. Hill, of Bay Shore, Suffolk County, N. Y., the thill coupling eye is made in sections to adapt the thill to be connected to the jack clip without removing the clip bolt or pin. One of our views is a sectional elevation, show ing the thill elevated for detachment from the clip, and the other is a side view, with the curved end of the thill in the position in which it is held in the thill loops of a harness. The jack clip is attached to the bottom of the axle by a cross piece, which has a slight forward projection in contact with the thill eye, the clip also having forwardly extending cheek pieces holding an inwardly extending pin, seen in the center of the thill eye in the sectional view. In this view, also, is clearly

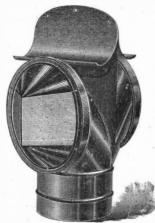


McMILLAN & HILL'S THILL COUPLING.

shown the manner in which the thill eye is formed in two sections, and the smaller section secured to the larger one, which is made integral with the thill iron. Between these sections and the pin is an annular rubber packing, which is compressed in position enough to prevent rattling. When the thills are in the normal working position, the lower joint of the sections forming the coupling comes within the projecting portion of the bottom cross piece of the clip, so that the projection forms a safeguard to obviate all danger of the section becoming accidentally detached; but when the thills are raised to the position shown in our sectional view, the joint is carried down, so the section may be easily removed, and the thills detached from the vehicle without removing the bolts or pins from the jack clip.

AN IMPROVED VENTILATOR.

The chimney cap or ventilator shown in the accompanying illustration is the invention of Mr. Hiram F. Henry, of Gowanda, N. Y., and for which he has recently received letters patent. It is constructed in such a manner with caps over the openings that the wind is prevented from blowing down the pipe or opening, while, at the same time, there is nothing to prevent the free exit of the heated air and the products of combustion, there being a free and unobstructed passage upward. While thus preventing storms and winds from taking a downward current, it keeps up a constant draught in the flue or pipe, utilizing to that end



THE HENRY VENTILATOR.

the motion of the air, from whichever direction it may come. The cones at the ends of the branches, together with the saddle or deflector (which may be used if desired), deflect the wind so as to cause it to pass over the space between the cones and the ends of the branches, thereby increasing the draught and producing a steady current of air.

THERE was recently unearthed at Jacksonville, Ill., while excavations were being made for the asylum for the insane, an apple which is believed to have been buried fourteen years. The apple was in good con-the principal island of the Japanese group a little to dition considering its age.

THE RUDGE BICYCLETTE.

Of the various forms of outdoor exercise, it is now generally admitted that 'cycle riding is one of the most healthful and delightful. The movement of the lower limbs in driving the pedals, the gentle force given by the arms in steering, and the constant undulations of the body with the motions of the vehicle, result in a rapid and general strengthening of the system; while the mere act of riding in the fresh, open air, amid constant changes of scene and prospect, brings on a peculiar cheerfulness and exhibaration of spirits that compensate a thousandfold for all the bodily exertion in-

cycle riding by fear of accident on the high wheel will dismiss all their fears if they use the Rudge bicyclette, of which we here give an illustration.

the seat of the rider being so low, he feels as secure as tal, and which passes through Twer. Twer is nearly when on his feet; in fact, his feet are only a few inches on the central line, but a little to the north of it.

from the ground, so that if it were possible to fall, no injury would arise. The wheels are of equal size, the hind wheel being the driver by means of an endless chain, communicating from the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering, as in the ordinary bicycle. On this account. and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time, and with considerably less danger, than upon the ordinary bicvcle.

As a runner on level ground, its speed fully equals the ordinary bicycle: and as a hill climber, it easily excels any type of bicycle, as this fact has been proved time and again.

Among other advantages claimed for this vehicle are the following: Perfect immunity from headers, very great brake power, easy mounting and dismounting, great power up hill, ease of working against head winds, little vibration and bumping, ability to ride where ordinary 'cycle or tricycle could not venture, no skidding when driving up hill, maximum of speed with minimum of exertion, comfortable foot rests, little splashing from mud and wet, saddle and handles raised at will.

For further information address Messrs. Stoddard, Lovering & Co., sole agents, 152 Congress Street, Bos-

THE TOTAL SOLAR ECLIPSE OF AUGUST 19, 1887.

The total solar eclipse of the sun which will occur on August 19 next, though only of average duration, will offer exceptional opportunities for observation from the circumstance that the track of the moon's shadow will be almost entirely a continental one, in striking contrast to the eclipses of the last four years, in all of which the shadow has followed a course which has been principally over the great oceans. The eclipse is technically a partial one for the principal part of rise, it will practically not be visible here. The middle |ford readily accessible sites. Prof. Bredichin, director

lies over the North Pacific Ocean, and except for the little island of Rico de Oro, it does not touch land again. But the path of totality not only lies mainly over land, a large number of important towns are either actually included within or lie very close to its limits. Konigsberg lies just outside. Kovno, Wilna, and Vitebsk are well within the shadow, Wilna being nearly on the central line.

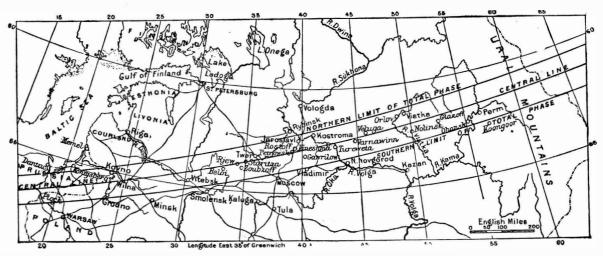
At these towns, however, the sun will still be too low for them to afford desirable stations for observations. and probably the neighborhood of Moscow will be the nearest district which will be occupied by astronomers. At Moscow itself the eclipse will not be quite total, Those who have been deterred from the pleasures of since that city lies just outside the southern edge of the shadow track, but three lines of railway radiating from Moscow will afford easy access to places actually on the central line. The most westerly of these three railways It is safe in every respect, a header being impossible; is that which unites St. Petersburg with the older capi-



THE RUDGE BICYCLETTE.

The sun will have an elevation of about 16° in this neighborhood, and the maximum duration of totality is not quite two minutes and a half. At Twer itself it will be only 124 seconds. Three parties—two German and one French-will take up positions within the government of which Twer is the capital. The second line runs from Moscow to Vologda, passing through Jaroslayl, which lies within but near the edge of the shadow. Petrowsk, on this railway, is very near the central line, and here the sun will be 2° higher than near Twer, and the duration 152 seconds. The third line runs to Kineshma, which is itself very near the central line. Here the sun will be about 20° high, and the total eclipse on the central line will last 156 seconds. It will not, however, be difficult to proceed to yet more favorable positions further east. From Moscow there is a line through Nijni Novgorod to Kazan, and a service of river steamers runs thence up the River Kama to Perm. Perm lies to the south of the central line, but the totality lasts there 173 seconds, while the sun is 28° high at mid eclipse.

If the weather should be favorable, Perm would be therefore a very suitable station for those astronomers who can spare the time to journey so far. For others, Great Britain, but as it will be nearly over before sun- the neighborhoods of Petrowsk and Kineshma will af-



PATH OF THE MOON'S SHADOW-ECLIPSE OF THE SUN, AUGUST, 1887.

phase will have been reached at sunrise for places a of the Moscow Observatory, has his own private oblittle to the west of Berlin; and this city lying within servatory only two kilometers from Kineshma, and the path of the shadow, it is just possible that it may be favored with a sight of the phenomena of totality, though with a sun close to the horizon; for the sun will be largely obscured as it rises, and will not be quite 3° high at the end of the total phase.

From Prussia the shadow track passes into Russia, and the central line does not leave the borders of the Russian empire until it reaches east longitude 112°. It then crosses Manchuria and the Sea of Japan, and cuts the north of the capital. The final portion of its course of Vladimir.

very close to the central line; and he has generously offered the hospitality of his house to the Royal Astronomical Society for two English astronomers-an offer which has been gratefully accepted by the society, on behalf of Dr. Copeland and the Rev. S. J. Perry. Prof. C. A. Young (of Princeton, N. J.) also will have his station here, and a strong party of Italian and English astronomers, consisting of Profs. Tacchini and Ricco and Messrs. Common and Turner, will be located at no great distance away, in the neighboring government

The eclipse being visible in Europe, and from places so readily accessible from England, no government expedition will be sent out to observe it. It is not probable, therefore, that any English astronomers will go so far east as Siberia. It may be hoped that Russian astronomers will make good this defect, especially as four of the principal towns of Siberia lie on the shadow track-Tobolsk, Tomsk, Krasnojarsk, and Irkutsk; the first and third being close to the central line, and the sun being eclipsed when nearly on the meridian at Irkutsk. A series of Siberian stations is the more to be desired, since, as Prof. D. P. Todd has pointed out in the American Journal for March, this eclipse offers an exceptionally favorable opportunity for a concerted scheme of observation. The path of totality coincides in a most remarkable manner with the lines of the Russian overland telegraph, so that it will be perfectly possible to select a series of stations in telegraphic communication with each other, and extending over a line of 100° of longitude, with an extreme difference in the absolute time of totality of more than an hour and a half. It appears, Prof. Todd learns from a letter from Dr. S. Von Glasenapp, that the Russian telegraph service may be expected to give the use of its lines at the time for astronomical purposes. It is certainly to be hoped that so unique an opportunity may not be lost, for it might well happen that some discovery, either in solar research or of a comet or intra-Mercurial planet, might receive in this manner the most satisfactory confirmation and development.

The eclipse may also be well observed in Japan. On the west coast, Niigata, one of the treaty ports, lies well within the shadow on the north, and Takata, a large manufacturing town, on the south, the central line passing through the large fishing village of Idzumosaki, on the high road between the two. The island of Sado, opposite to Niigata, which is free to foreigners, is wholly within the shadow, the central line crossing Sawa Umi Bay. The totality here lasts 198 seconds, with a sun 37° high. On the east coast the important town of Mito lies almost precisely on the central line. The duration here will be 192 seconds, and the sun 35° high. Japan, indeed, offers advantages for observing stations superior to those of Perm. as the sun will be considerably higher, and the duration 20 to 25 seconds longer.—Nature.

Many Items of Interest.

How many pressmen are there, asks the American Art Printer, who pause to consider how, in numerous ways, they can save trouble to themselves and time to their employers by a little system and forethought. The preserving of make-ready sheets of all jobs likely to be done again, whether in type or plate form, is one of these. There are few offices where regrets for neglect of such a precaution have not been expressed. It is a safe rule to keep the make-ready of every type job until the job has been distributed, and even then the pressman should carefully cut out and preserve the make-ready of all cuts or other difficult or tedious work that may be included in such job, before throwing away the rest. As to electro or stereo plate forms, he should invariably keep and file them, for they are useful. Even should the margins be changed, he can easily cut the pages apart and adjust to the new margins by pasting his old make-ready over the pages in their position on his cylinder or platen.

The Boston Journal of Commerce warns its readers not to make the too common mistake of thinking a cheap engineer is the man you want. The engine and boiler which furnish the power are important factors in the success of any business, and no matter how simple or strong they may be, it will pay to put them in charge of a man fully competent to care for them, and particularly so if far from facilities for quick and proper repairs. For a small plant it is not necessary to have the highest grade of ability-for there are grades among engineers-but it is better to pay a suitable man for competent and faithful service than to pay for what may happen through the incompetence or neglect of one whose only recommendation is that he is "cheap."

drachm of nitrate of lead in a pint of boiling water, but run in solidly with Pozzolana cement. That this then dissolve two drachms of common salt in eight or mode of construction is substantial is evident from the ten quarts of water. When both are thoroughly dissolved, pour the two mixtures together, and when the sediment has settled you have a pail of clear fluid, which is the saturated solution of the chloride of lead. and all other causes of damage and decay, for nearly A cloth saturated with the liquid and hung up in a two thousand years. Perhaps I may here be perroom will at once sweeten a fetid atmosphere. Poured down a sink, water closet, or drain, or on any decaying a safe, permanent, perhaps even economical, vaulting or offensive object, it will produce the same result. The nitrate of lead is very cheap, and a pound of it would which has many of the properties of a volcanic scoria, make several barrels of the disinfectant.

A good cleaning powder for show windows and mirrors is prepared by moistening calcined magnesia with pure benzine, so that a mass is formed sufficiently moist to let a drop form when pressed. The mixture has to be preserved in glass bottles with ground stoppers, in order to retain the easily volatile benzine. A benefited by cultivation.—Farm, Field and Stockman. I thickness of cream; leave on for four hours.

little of the mixture is placed on a wad of cotton and applied to the glass plate. Do not use near a fire or light, as the benzine vapor is very inflammable and ex-

Mr. Emil Kaselowsky, of Berlin, proposes to guide a torpedo, in its exit from the tube, by mounting in the forward end of the tube a box or sheath, having a rod with a T shaped groove in its under side, running the entire length of the rod. The torpedo is provided with a stud corresponding to the groove, and as the torpedo leaves its tube the stud slides into the groove—the rod having been run out by means of a crank or other contrivance—and the torpedo is thus supported and directed until it is well out from the vessel or other place of discharge.

The same inventor has a device for releasing the brake of a torpedo, consisting of a small cylinder on the rear end of the tube, and connected with the tube by means of an orifice, to admit a part of the propelling gas into the cylinder. The gas so admitted at the time of discharge actuates a piston, the rod of which extends to the forward end of the tube, and is there attached to a lever connected with the block or brake. The lever being thrown back by the action of the rod, the brake is released and the torpedo expelled. A spiral spring within the cylinder brings the brake back into position.

The Public Service Review says a third invention by Mr. Kaselowsky is designed to avoid the firing, and consequent premature explosion, of a torpedo before its release from the tube. He provides a stop to prevent the firing mechanism from operating, and at the proper time the turn of a hand lever removes the stop, and by the same motion the cap over the mouth of the tube is swung aside so as to release the torpedo, and the firing mechanism is actuated.

At this season of the year the annoyance caused to animals by flies and mosquitoes often amounts to positive agony, and at all times, in what is called good corn weather, it is sufficient to prevent the stock eating enough to keep them in good condition. The animals will stand in the water or pass the greater part of the day in the shade rather than expose themselves to the sunshine, going out to eat only when driven by hunger. They quickly lose flesh, the flow of milk shrinks, and a loss is incurred that cannot be easily made good again. At all times a good feed of grain is beneficial to stock, but it is especially so when flies are very annoying, since it will do much to prevent shrinkage of flesh and milk. Horses and milch cows may be protected, in a great measure, by wiping them all over with a sponge dipped in soap suds in which a little carbolic acid has been mixed.

Screws that are too small for separate treatment may be cleaned from rust as follows: Take a pound of screws and place them in a small box, a cigar box will do: put a small quantity of oil on them and shake for a minute; then put a piece of cotton waste in the box, and repeat for a minute; finally put a handful of sawdust in the box, and shake for another minute or so, and remove the sawdust by sifting it from the screws in a fine sieve. The screws will come out well cleaned.

The cleanest and most perfectly polished floors have no water used on them. They are simply rubbed off every morning with a large flannel cloth, which is soaked in kerosene oil once in two or three weeks. Take the cloth, and with a rubbing brush or stubby broom go rapidly up and down the planks (not across them). After a few rubbings the floor will assume a polished appearance that is not easily defaced.

S. Smirke, R.A., in the Architect (London), says the application of volcanic scoria or pumice to the construction of the vaulting of the corridors of the amphitheater at Catania is worthy of observation, and bears witness to the constructive ability of the Roman builders. The springings and various main ribs are executed in very sound brickwork, while the interstices, spandrels, and other parts of the vaulting, are wholly execut-A good disinfectant is made by dissolving half a ed with this light yet hard material, in its rough state, permanence of the work in these ancient corridors. The dome of the Pantheon at Rome is executed in the same manner, and has stood the sieges, earthquakes, mitted to say that I think it worthy of inquiry whether might not be similarly executed with coke, a material is extremely light, and yet so hard as to be able, like the diamond, to scratch glass.

> BLACKBERRY vines should be well cultivated after the fruit has been picked. The old canes should not be cut out until late in the fall, but the new canes. which are to produce next year's crops, will be greatly

Correspondence.

"Myriads of Cotton Worms." To the Editor of the Scientific American:

The above heading in your last issue should have been "Myriads of Caterpillars." The cotton worm comes later in summer or early fall, and eats cotton eaves in preference to anything else.

These caterpillars are comparatively new to us. They hatch out with the budding of the leaves-like the apple tree caterpillar, which they resemble, only they do not surround themselves with a silk webbing in bunches like they do. They seem to prefer black and other kinds of gum leaves, and oak leaves.

The flat swamps of Lynches River are about one mile wide, and are largely wooded with guin trees, and last year these pests ate every gum leaf and pop ash leaf from its junction at Pee Dee for twenty or thirty miles up Lynches River and adjoining swamps and branches, and the water looked like ink in many

They do not attack field crops. I send you a cocoon containing one in a chrysalis state.

Colored Glass.

Johnsonville, S. C., June 5, 1887.

United States

Until quite recently, but little colored glass, with the exception of common black and amber bottles, was made in this country. Now quite a number of glass works are engaged in its manufacture exclusively, and at others it forms a large part of the product. Some of the most beautiful colored glass produced in the world, rivaling in depth and richness of coloring, as well as in beauty of design, that from the famous works

The coloring materials most largely employed are iron, manganese, copper, cobalt, and gold. These are generally used as oxides, though in some cases, but very rarely, other compounds are used. In addition to the above, arsenic, uranium, chromium, and silver are occasionally employed.

of Europe, is made at the flint glass works of the

As was pointed out by Bontemps, many years ago, the coloring properties of the metallic oxides are greatly modified by the degree of heat to which the glass is subjected, and by other circumstances. Not only will different temperatures give different shades of the same color, but even different colors. Manganese, for example, which is the great decolorizer of glass, so universally used for the purpose as to be known as "glass maker's soap," is used as a colorer chiefly to impart a pink or purple to glass. If, however, the glass so colored remains too long in the furnace, it becomes pale or reddish brown, then yellow, and finally green.

From the oxides of iron, all the colors of the spectrum may be produced, and in the order in which they appear in the spectrum. Its primary effect upon glass is to give it a green tinge. Hence in the manufacture of white glass, sand containing much iron is carefully avoided; what little it does contain-and there is always more or less present—is neutralized by the oxide of manganese. Oxide of iron, however, produces other colors than green. Indeed, the green of this oxide has but little brilliancy, and when rich emeralds are desired other materials are used, such as oxide of copper. Iron will produce in enamels, which are only glasses, a fine purplish red, or, under a stronger heat, an orange. If a piece of iron is thrown into the pot of a flint glass house during the blowing, the glass in its neighborhood will be orange or yellow. In window glass houses, the addition of a small proportion of oxide of iron gives a bluish tint to the glass, while it is well known that the glass left in the pots of the bottle houses becomes an opaque blue.

Oxide of copper is chiefly used to produce reds, rubies, and purples in the cheaper kinds of glass. To produce these reds with copper, however, requires skillful manipulation, as they are not all fixed.

The temperature must be kept at the lowest possible point, otherwise the glass changes to a purple, then to a sky blue with a tendency to green. A heat between the maximum, which gives a blue, and the minimum, which gives a red, produces a purple.

The finest rubies, reds, purples, violets, etc., are produced by gold. The purple of Cassius (which is a mixture of the oxides of gold and tin) or some similar preparation of gold is used. The coloring power of gold is so great that one part of gold will give a full, rich body of color to from 600 to 1,000 parts of glass. The glass colored with gold can be made to assume a scarlet, carmine, rose, and ruby.

Cobalt gives a blue which is unalterable in any fire. It is also used for some of the finer blacks.

Carbon, usually as powdered cannel coal, is the coloring matter chiefly used in the manufacture of black and amber bottles. Plumbago was at one time largely used, and still is to some extent. -Mineral Resources of United States.

OIL stains may be removed from paper by applying pipe clay powdered and mixed with water to the

AN UNSINKABLE, SELF-RIGHTING LIFEBOAT.

In January last the Committee on Life-Saving Appliances of the U.S. Board of Supervising Inspectors of Steam Vessels made a unanimous report, which was approved by the Treasury department, recommending the Norton lifeboat, a representation of which as it appeared in a rather severe trial off the Delaware coast is shown in the accompanying illustration. The picture is not in the least overdrawn to show the extent to which the lee side of the boat was submerged. for it was more than half full of water and the gunwale completely immersed, not in a spray or under a mere wave, but below the water line.

The boat is made with two distinct frames and plankings or skins, and between them, along the bottom and each side of the keel, are automatically working water ballast chambers, with comparatively narrow arms extending a greater or less distance around the bends, with longitudinal openings near to and in a line with the keel, the openings and chambers being so formed and connected as to be water tight. To the chambers is connected a small air pipe which passes up vertically between the chambers and frames, connected with a longitudinal pipe running on each side below the covering board of the two frames and fitted | United States Navy, says: "I have tried one of these

26 feet, beam 7 feet 3 inches, depth 3 feet 6 inches. At the time of trial the wind was blowing 46 miles an hour, with a rough sea, and Captain Norton, in order to show the great stability, buoyancy, and self-righting power of his boat, spread much more canvas than would ordinarily have been justifiable, the wind throwing her down nearly on her beam ends, with her lee gunwale between two and three feet under water. She answered her helm well, even in this position, and immediately righted when the main sheet was eased off to relieve her from the full pressure of the wind, finally being run on the beach, through the surf, full of water, but so that her occupants were in jumping distance of dry ground. On the day following this trial a 22 foot boat of the same construction was, by order of the committee, several times capsized, with tackle, to test her self-righting qualities, but always righted immediately the same way she went over, as soon as released.

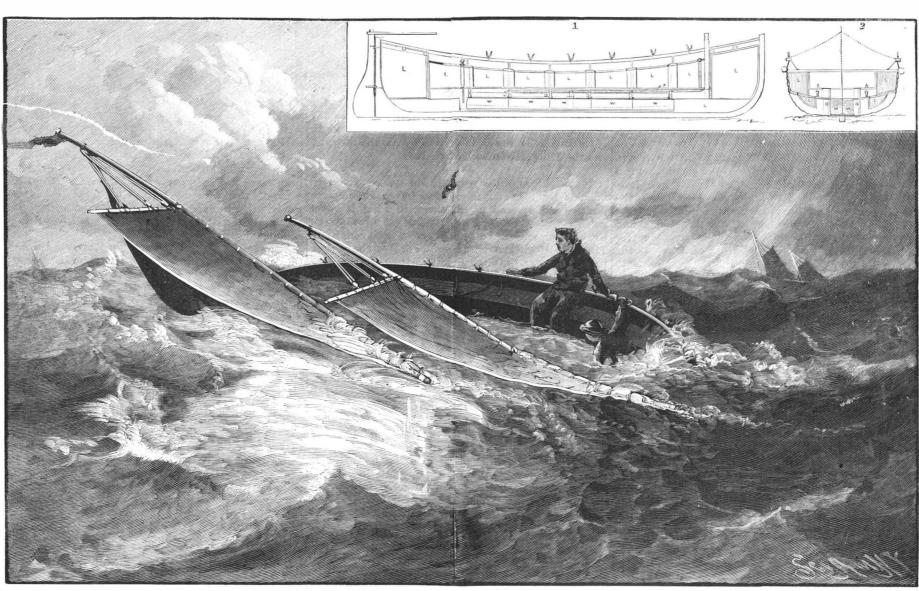
Lifeboats constructed according to Captain Norton's patent have gained high commendation during the past two years in Europe, where they have been tried at several Danish and German life-saving stations. Captain Norton himself, formerly an officer in the

and patent attorneys are frequently called upon to decide between the parties. This decision will likely settle a good many disputes.

A New Destructive Cricket in Louisiana.

A rather remarkable insect pest has come to light the present season in Catahoula Parish, La. It is a true cricket of the genus Gryllus, but the specimens so far received have been too badly damaged for specific determination. Mr. Michael Dempsey, of Jena, writing under date of May 7, says: "They infest portions of the hills and swamp lands alike, doing irreparable damage to cotton, sweet and common potatoes, peas, and tobacco. Our farmers are seriously alarmed at their fearful increase and their destructive habits. Their holes in the ground are promiscuously scattered from a few inches to several feet apart, and are seldom over a foot deep in the uplands, although they go much deeper in the swamp lands, as the soil is deeper and the subsoil softer. They are seldom visible in the heat of the day, and do their cutting at night, taking all they want down into the ground, where they eat as they

"In 1852 I first noticed them eating young cotton



TRIAL OF THE NORTON PATENT LIFEBOAT IN A GALE OFF THE LIFE-SAVING STATION AT LEWES, DEL,

with a small air valve, which permits the air to escape | boats, 28 feet long, during a stormy night on the North | only, and a few years back they began to eat sweet from the ballast chambers as the water enters, while Sea, 20 miles from land, and found her all that I could retaining the air in the ascending arms of the chambers. The remainder of the space not filled by the ballast chambers is occupied by hermetically closed air chambers. Figs. 1 and 2 show longitudinal and transverse sections of the boat, in which L represents the air chambers, W water ballast chambers, R discharge pipes for any water the boat may take in, H | Washington, D. C. openings in ballast chambers by which the latter are automatically filled when the boat is placed in the water, and A the longitudinal air pipe with which preme court, in the case of the Fuller & Johnson Mfg the small air pipes connect from the main portion of Co. vs. Bartlett, has rendered a decision of much ineach water ballast chamber. The air chambers are terest to inventors, being an action to enforce the sufficiently large to keep the boat from sinking when filled with men and water. The air pipe, which allows the air to escape from the ballast chambers, does not allow it to re-enter from the outside, except upon the opening of a valve. The air contained in the side arms or wings of the ballast chambers, which extend up between the sealed air chambers, L, as seen in the longitudinal section, cannot escape, but is detained there, and acts as an air cushion to ease the motion of the boat. Also, when the latter is canted over from an upright position, the air is compressed in the arms on the submerged side, and aids the weight of water lifted by the chambers on the opposite side to right the boat.

Boats may be built on this principle of any of the usual boat-building materials, but are preferably constructed of corrugated yellow metal, of which the boat invention in his own right. The above is a question tried by the naval board was made. Its length was constantly arising between inventors and employes, results, and be less expensive. PROF. C. V. RILEY.

desire."

This system of construction is also designed for all classes of vessels, and such work will be undertaken by the Norton Naval Construction and Shipbuilding Company, of New York and New Jersey, Captain F. L. Norton General Superintendent, No. 633 F Street,

RIGHTS OF THE INVENTOR .-- The Wisconsin suspecific performance of an alleged implied contract to assign to the plaintiff an invention made by the defendant while in the employ of the plaintiff and before procuring a patent. The court decides that the mere fact that in making an invention an employe uses the ma terials of his employer and is aided by the services and suggestions of his co-employes and employer in perfecting and bringing the same into successful use, is insufficient to preclude him from all rights in it as an invention. An implied contract to assign such rights cannot be enforced from mere passivity of the inventor. It is the conception in the perfected machine, not the materials, workmanship, and skill employed in its construction, which constitutes the invention, and the defendant, as the inventor, was the lawful owner of the

potatoes; now they eat peas and tobacco, and have attacked our gardens. Our parish is composed of small farmers, who lack means. . . . We find that rapid cultivation, large gangs of poultry, and numerous birds keep them in check, but they are becoming too numerous in spite of all we can do."

Beyond doubt, in a case like this the best remedy will be found in the use of a poisoned bait, and I have no doubt but that the bran, sugar and arsenic mash which proved so effective against the devastating locust in California in 1885, and which is described in my annual report for that year (Rep. Dept. Agr. for 1885, p. 300), would prove attractive to the crickets, and would accomplish the destruction of large numbers.

This preparation is usually prepared in wash tubs or half barrels. One of these is filled about three-fourths full of dry bran, and to this is added about five pounds of arsenic, which is thoroughly stirred through the bran with a spade or shovel. Five pounds of sugar is next thrown into a pail, which is then filled with water and the sugar stirred until it is dissolved, when this sugar water is added to the bran and arsenic and the three well stirred; more water is added, and the stirring continued until every portion of the mash becomes thoroughly saturated. This should be placed about the infested fields in tablespoonfuls.

Freshly cut grass or other green vegetation, sprinkled with Paris green or London purple, and scattered at intervals throughout the fields, will also produce good

THE TWELVE-WIRED BIRD OF PARADISE.

Two years were spent by Dr. F. H. H. Guillemard (1883-85), of England, with his steam yacht in natural history explorations in Kamschatka and New Guinea, and the results of his observations are given in two

in London, entitled "The Cruise of the Marchesa." After infinite labor and expenditure of much time, he at last succeeded in securing two or three living specimens of that most rare bird, Seleucides nigricans, the twelve-wired bird of paradise. The author

"The native-prepared skins seen in European museums give no idea of the glorious beauty of the living bird. The subular plumes, whose prolonged and wire-like shafts have given the bird its English name, are of a rich golden-yellow, and the pectoral shield, when spread, shows to advantage its tipping of metallic emerald.

"These exquisite creatures were fed on the fruit of the pandanus, with an occasional cockroach as a bonne bouche. In devouring the insects, which they did by throwing them in the air and catching them again, they displayed the wonderful grass-green coloring of the inside of the mouth and throat. The feelings of admiration with which I watched these birds, which are among the most exquisitely beautiful of all living beings, I need not attempt to describe. My reader, if a naturalist, will divine them; if not, no description of mine would ever make him realize the intense pleasure of the first sight of such masterpieces of coloring."

On another occasion, speaking of one of these birds, the author says:

"The bird, a male in full plumage and already tolerably tame, was brought in in its bamboo cage, and although we had previously seen this species alive in the aviary of the Resident of Ternate, we could hardly keep our eves off our new acquisition, so striking was its beauty.

'He became tame very quickly, and would readily eat from our hands. By day he usually remained more or less quiet, and was fond of resting motionless, with the head sunk low on the chest; but in the morning and evening he moved restlessly from perch to perch with a peculiar bounding hop. His manner of feeding was wonderfully neat.

body with his long, sharp beak. Then giving it a sudden snap, he would throw it in the air and catch it lengthways, displaying the vivid grass-green coloring of his mouth and throat in the operation.

The only note he ever uttered was a single unmelodious croak. The least fall in temperature seemed to be felt by this beautiful creature, and though every care was taken of him, he died before we got beyond the tropics.

"The method employed by the natives of New Guinea in catching the Seleucides appears almost in credible. Patiently searching the forest until he has discovered the usual roosting place of the bird, the hunter conceals himself beneath the tree, and having

noted the exact branch chosen, climbs up at night and they returned again, but this time empty handed. quietly places a cloth over his unsuspecting quarry. The species being exceedingly fond of the scarlet fruit Alfuros of the interior had interfered and shot the bird of the pandanus, the roosting places are easily recognized | with his blunt arrow. by the dejecta. The plan would, perhaps, by most of us,



THE TWELVE-WIRED BIRD OF PARADISE (SELEUCIDES NIGRICANS).

Any cockroach that ventured into his cage he would nurses, in which a pinch of salt is the only requisite; is that Virchow has certainly not found the sections catch with lightning rapidity, seizing it across the but the noiseless movements of the native hunters overcome all difficulties, and the tree once discovered, the chances are said to be considerably against the bird.

"Finding the tree is, however, not so easy, and the month spent by our natives in the forest resulted in the capture of only one bird. Four days after our arrival



Fig. 2.-VOCAL CORDS ATTACKED BY PAPILLOMA..

They had discovered a second tree, but one of the "In the discussion that ensued our man got the worst

royal volumes, superbly illustrated, published last year be regarded as very similar to that counseled by our of it and retired from the field, having very narrowly escaped being added to his enemy's bag."

CONDITION OF THE CROWN PRINCE OF GERMANY.

BY JOHN MICHELS.

The dispatches which have been received from Berlin relating to the serious illness of the Crown Prince have been throughout both vague and contradictory. Although there are other diseases of the throat region, there can be no doubt but that the prince's disease is either papilloma or epithelioma. The former is considered a benign growth, and the latter the fatal form of disease which attacked General Grant. When portions of these growths can be detached and examined under the microscope, their distinctive characters can be readily observed, for there is a marked difference in their optical appearance. A portion of an epithelial cancer recently came into my possession, from which I made a photomicrograph, using a one-sixth dry Gundlach of 180° aperture, and I offer at Fig. 1 a good drawing made from the same.

The reader will readily notice, at the upper part of the drawing, the large cells having concentric rings. These are called the nest cells, which are seen in this kind of cancer only, and show it to be a growth or the malignant type. These nest cells enable the microscopist to make a decisive diagnosis, from which there is no appeal, as was done in the Grant case by Dr. Geo. R. Elliott. The canals running round the cells, and in which they are embedded, are called the stroma. The dark dots represent the nuclei of the epithelium, of which the whole cancer is built up.

The optical appearance of papilloma is quite different. There are no nest cells. It may then be asked, Why does not Virchow give a decisive opinion? What can make him hesitate when such a vital issue is at stake? The only opinion I can offer, with the dispatches to date before me (June 13),

under examination to be epithelioma having the nest cells, as that would settle the question; but that he has found the growth to be that of papilloma. He still hesitates to say that the growth is non-malignant, however, and therefore I should draw the inference that he has found cells and other indications which raise a doubt in his mind as to whether the growth is not undergoing a transitional course from the benign to the malignant type, which is very frequently the case, and always to be feared. The fact that four operations have already been performed, with the rapid recurrence of the growth, are alarming features



Fig. 1.-EPITHELIAL CANCER.

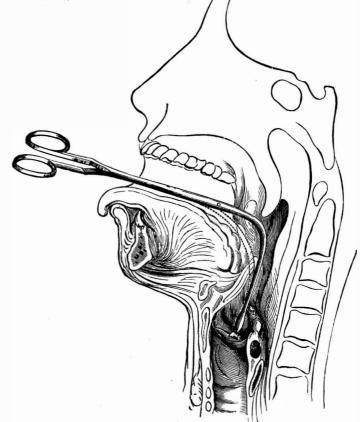


Fig. 3.—REMOVAL OF PAPILLOMA FROM THE VOCAL ORGANS.

of the case. I give a diagram (Fig. 2) showing the vocal cords, with a papilloma on one of the edges. It is from a drawing made by Dr. Morell Mackenzie, who has recently operated on the prince.

Fig. 3 shows the difficult nature of the operation, which consists in cutting off the small excrescence by means of bent forceps. It requires great skill, as the mere touch of the instrument on the vocal membrane causes spasmodic contraction. The surgeon must grab the wart at one movement or fail.

The papilloma is of the nature of a wart, the same as those which come on the hands and face (cutaneous); but when located on the inner mucous membrane, particularly in the larynx, the disease sometimes assumes formidable proportions, closing up the air passages and killing the patient by suffocation.

Dr. Mackenzie has so far been very successful in his treatment of papilloma, where the more serious conditions have been absent. Where tracheotomy becomes necessary, the chances of cure are very remote. According to the most recent advices, he is confident the prince will recover.

I may mention that the portion of epithelioma (malignant cancer) from which I made the photograph shown with this article was taken from the corner of the upper lip. It was removed by an operation, but appeared later in the nose, and the sufferer eventually died. It shows the characteristics of this form of malignant cancer very clearly; so much so, in fact, that it cannot be mistaken for any other kind of tumor.

New Cruisers and Gunboats.

The Chief Constructor of the Navy, with his large force of draughtsmen at the Navy Department and Washington navy yard, and Chief Engineer Melville, with his corps of assistants at Cramp's place in Philadelphia, have made quick work of the plans and specifications for the two 19 knot cruisers and two 1,700 ton gunboats, bids for which are to be opened August 1 next. When the advertisement was issued, April 6 last, inviting proposals for these vessels, and stating that the plans, specifications, etc., would be ready for the information of bidders June 1, not a single stroke of work had been performed in connection with the preparation of plans, and it was hardly anticipated by the most sanguine that the department would be able to furnish the bidders with the information at the time specified. It was only two weeks ago that Chief Engineer Melville, with a large force of draughtsmen, began the preparation of plans for the machinery, and it was not many weeks ago that the chief constructor commenced work upon the plans for the hulls. Much to the surprise of everybody interested, and to the ${\bf gratification}\ {\bf of}\ {\bf the}\ {\bf Secretary}, {\bf Chief}\ {\bf Constructor}\ {\bf Wilson}$ announced promptly on the morning of June 1 that he was ready to exhibit the plans of all the vessels, including those for the machinery which Chief Engineer Melville brought over from Philadelphia, in person on the same morning, and that the detailed specifications were all written out and in the hands of the printer. This is regarded as remarkably rapid work by those at all familiar with the trials and delays connected with such matters. It is true that some of the plans are copies of others already in existence, but even the work of duplicating drawings requires time. The hulls of the 19 knot cruisers are somewhat similar in design to the Newark, which, with the hull and machinery of the gunboats, are, by law, exact duplicates of Gunboat No. 1, now building by Cramp & Sons. The plans of machinery for the 19 knot cruisers are also similar to the designs for the Baltimore's machinery.

The following is a description of the 19 knot cruisers. which are designated by the department circular as Nos. 4 and 5. The plans and descriptions of the Newark, known as No. 1, and Gunboat No. 1, of which the two new gunboats are to be duplicates, we have heretofore published.

NINETEEN KNOT CRUISERS.

They are to be twin screw cruisers, 310 feet long on the water line, 49 feet 1\% inches extreme breadth, 18 feet 9 inches mean draught, displacing 4,083 tons. Machinery of 10,500 i. h. p. under forced draught; maximum speed, 19 knots; rig, that of a three-masted spreading 5,400 square feet of sail. have a double bottom extending through 129 feet of the length. The framing in this portion is on the bracket system. Before and abaft the double bottom. above the protective deck, Z bars form the transverse frames. The protective deck, which is 19 inches above water line amidships, is flat across the top, with sides which slope down to a depth of 4 feet 3 inches below the water line. The horizontal portion is 2 inches thick, the slope being 3 inches, reduced at both ends to 11/2 inches. It extends uninterruptedly forward and aft, and protects the machinery, magazines, and steering gear, the machinery being further defended by the disposition of the coal bunkers. The main hatches in this deck are protected by armor bars and have coffer dams extending to the upper deck. The guns are carried on the gun, forecastle, and poop decks.

ARMAMENT.

The main battery consists of twelve 6 inch B. L. rifles all on center pivot mounts, with two inches segmental

steel shields, and arranged on sponsons, so as to obtain soda; and the common sources, it is believed, are the greatest possible arc of fire. The forecastle, the poop, and the bridges have been as much as possible availed of to shelter the guns. The two guns forward and the two guns aft converge their fire a short distance from the ends of the ship, and the broadside can be concentrated within 100 feet of the side. Four above-water torpedo tubes are provided on the berth deck, and two direct ahead under-water torpedoes in the bow. The secondary battery is composed of four 47 millimeter revolvers, four 57 millimeter single shots, two 37 millimeter revolvers and one short Gatling. Coal capacity, 850 tons; complement of men, 300.

DETAILS OF CONSTRUCTION.

The vertical keel is 17½ pounds per square foot and 39 inches in depth amidships, the flat keel plates 20 pounds and 17½ pounds. The stem is cast steel, shaped and supported for ramming. The stern post and rudder are also steel castings, the latter 15 inches in diameter at the head. Numerous watertight frames are worked in the double bottom, and throughout the vessel the cellular principle is carried as far as practicable. At a height of about four feet above the protective deck the berth deck is placed, the space between the two being greatly subdivided and mainly utilized for coal stowage, so that the protection to the water line is no doubt as complete as can be obtained in any armored ship. The outside plating is generally 171/2 pounds. Lap work is used below the protective deck, but above the plating is flush. The lap work is double riveted at the edges. The inner bottom is in the main 12½ pounds. Bilge keels 24 inches in depth extend for 150 feet of the length. When in action, the vessel will be directed from a steel conning tower 3 inches in thickness, cylindrical in form, located on the forward bridge. There will be a wooden pilot house located on the forward bridge just abaft the conning tower, and arranged to overlook the latter. The tower will be fitted complete with steering wheel, speaking tubes and engine room telegraph. These will be carried below the protective deck through a steel tube 2½ inches thick and 12 inches in diameter. A steam steerer will be located beneath the protective deck.

The arrangements for pumping and drainage are very carefully considered. The system followed may Chicago. Pumps are connected with all the important compartments. All the principal water tight doors and the sluice valves are arranged to work from the berth

The ventilation is much more elaborate than in the small vessels. Natural ventilation is favored as far as possible, but, in addition, all living and other spaces below the main deck are carefully ventilated on the exhaust system, the blowers being entirely distinct from those used for producing the force draught in the fire room. Large ducts extend forward and aft on the protective deck, receiving smaller ducts from the various rooms and compartments. Where these ducts pass through bulkheads, automatic valves are fitted to prevent the flow of water from one compartment to the other by way of the air pipes. The coal bunkers are well ventilated, the fresh air supply to the bunkers being obtained through pipes carried up into the hammock berthings.

The ceiling in the hold will be of yellow pine battens, and on the berth deck 2½ pound steel plate will be used, secured to the reverse flanges of the frames by quarter-inch round-headed brass screws. The wardroom will be finished in sycamore, without pilasters, but with suitable mouldings and panels.

There will be two complete electric lighting plants arranged to work on the same circuit, and lights are to be disposed so as to fully illuminate all parts of the ship, including coal bunkers, magazines, shell and ammunition rooms, running lights and lights for use on the upper deck and aloft. The total number of lamps will be about four hundred.

For a second extra knot would be required about 6,000 horse power more, making about 25,000 horse power necessary to develop a speed of 21 knots.—Army and Navy Jour.

The Natural Sodas of the West.

During the year 1885, says Mr. J. D. Weeks, in the Mineral Resources of the United States,"* for the first time, a systematic effort was made to work the soda deposits of Wyoming, and to establish a market for the product in the growing and prosperous towns of the West. No attempt has been made to manufacture anything but the commercial caustic soda, for which quite a ready sale can be had. Lack of railway facilities has held back the development of any beds but those near Laramie.

The soda property, generally known as the "Union Pacific Lakes," lies about 13 miles nearly due south of Laramie, and is reached by a branch of the Union Pacific Railway. The property embraces some 2,000 acres, including five "lakes," in all but one of which the soda is solid. These lakes are connected, and seem to drain one into another. All of the soil near Lara-

* Government Printing Office, 1886.

springs, water from which bears large percentages of soda salts.

The physical condition of the soda in the lakes varies much with the season. In wet years the soda is almost fluid, while in dry years in all but one of the lakes it is solid, and in this one it occurs as a saturated solution. In the solid lakes the soda contains many thin lavers of mixed clay and soda.

The soda, when taken pure, contains large quantities of water, which fact interferes seriously with its employment in the manufacture of sodium hydrate. The soda works near Laramie were built by the Union Pacific Railway, and leased to Mr. Howard Hinckley. The process used is the old "black ash," with stationary furnace. The capacity of the works is about two tons of sodium hydrate per day. The capacity of the furnace is three and a half tons of sodium sulphate per day. Rescreened coal from the Rock mine is used, and the limestone necessary is obtained near Laramie. The "black balls" formed of the fused soda, coal, and lime are broken up, and washed in four lixiviating pans, and the liquor is then taken to two setting vats. Thence it is drawn to the "causticizer," which is a large circular tank, in which are two perforated vessels containing caustic lime, around which the solution of sodium carbonate is agitated. After causticizing, the liquor is passed through three long, circular iron settlers. The clear liquor is then drawn to the "V-pan," where waste heat is used to aid the evaporation of the solution. The slightly concentrated liquor is then drawn to the "boat pan," which is set upon the reverberatory furnace. The evaporation is continued as long as possible, and the new concentrated solution is then drawn to another room, into the "finishing pot." This is a large cast iron pot set directly over a furnace. Here, all remaining traces of water are driven off at a low red heat. The hydrate at this stage is generally nearly black. Small quantities of fused niter are added to whiten it. The hydrate is then ladled into sheet iron vessels and shipped. Some of the Laramie caustic soda has been used by the Denver Soap Company, which reports favorable results from the use of it. The works at Laramie are not well adapted to the most economibe described as a development of that employed in the | cal handling of the soda. Improvements are being made by which the number of men employed will be greatly reduced and the composition of the "black balls" made more uniform.

The Laramie works produced from July to January, 1885, about thirty tons of caustic soda. Defects in the plant caused great delay and loss of some of the caustic soda, and the works were therefore closed for a time until alterations could be made. The lessee of the works states that good reports of the caustic soda have been made by users of it.

The "Downey Soda Lakes" are situated about 18 miles southwest of Laramie, and are three in number, covering, approximately, with the land included, 520 acres. In one lake the deposit is 11 feet thick; in the others, it is from 5 to 6 feet. The soda from these lakes is similar to that from the Union Pacific ones. and there seems to be an underground connection between the two groups.

The soda deposits in Carbon County are situated in the Sweetwater Valley, near Independence Rock, and nearly fifty miles due north of Rawlins. These deposits contain both carbonate and sulphate of soda, and are generally known as the "Dupont Lakes." They are four in number, and vary from 6 to 2,000 acres in area, and are held by United States patents in the name of L. Dupont. There are five claims, known as: New York soda mine (160 acres); Philadelphia soda mine (80 acres); Omaha soda mine (20 acres); Wilmington soda mine (180 acres); Wilkesbarre soda mine (20 acres). Five acres of the Omaha mine are covered with carbonate and sulphate of soda mixed with a little sodium chloride, and sand blown from the surrounding soil. Several bore holes put down showed an average thickness of about six feet.

The Wilkesbarre claim is about a mile west of the Omaha, and the soda is in solution.

The Wilmington claim is located a quarter of a mile west of the Wilkesbarre, and here, too, the soda is in solution. Its depth has never been determined. It has been sounded with a forty foot rope without finding bottom in the center.

The New York and Philadelphia claims are both upon one lake, which is solid, and is four miles west of the Wilmington. A bore hole at a distance of 50 feet from the shore showed 4 feet of soda, and another at a distance of 230 feet from the shore passed through 14 feet of solid soda without touching bottom.

Fifteen miles from these deposits, in the Seminole Mountains, good limestone occurs, containing 2 per cent of magnesia. Near the limestone is a good 8 foot vein of coal.

A comparison of analyses shows that the percentage of carbonate of soda is greater in the Dupont than in the Union Pacific and Downey deposits; but the Sweetwater country is still out of reach of transportamie is more or less impregnated with the sulphate of | tion, and until a railroad is built in this direction, the deposits must remained undeveloped.

ENGINEERING INVENTIONS.

A railway rail spring has been patented by Mr. Edward A. Olmstead, of New York City It is a bowed spring plate with slots through which pass the spikes for securing the rail to the ties, whereby both rail and spring are held in place, it being designed to diminish the pounding effect of heavy trains upon the rails and lessen the noise,

A car coupling has been patented by Mr. Eugene A. De May, of Richmond, Texas. It has a spring-pressed hook attached to or formed upon a rock shaft extending to the top of the car, with a hand wheel to turn it, and there is also a rod extending to the side of the car, for uncoupling cars from the bottom or side the device being applicable with the ordinary draw

A dumping car has been patented by Mr. Lawrence J. Woodhead, of Chattanooga, Tenn. In connection with hinged sides or gates, it has mechanism for opening and closing and holding them locked in position, while the car has a rounded or convex bottom which aids in the automatic removal or dumping of the load, the devices being easy to operate, and the car simple of construction and durable.

AGRICULTURAL INVENTIONS.

A potato digger has been patented by Mr. James W. Scott, of Uhrichsville, Ohio. The plow or scraper can be let into or removed from the ground easily by the driver, a rocking motion is given to a shaker to separate the earth from the potatoes as both are raised by the plow in its forward progress, and there are various novel features of construction and arrange ment of parts.

A sulky harrow has been patented by Mr. Nathaniel T. Collins, of Hartford, Kansas. The invention covers various novel details in the construc tion and arrangement of parts, permitting the raising or lowering of the two harrows independently of each other, and the lengthening or shortening of each as desired, while the machine is light, durable, and ef-

-----MISCELLANEOUS INVENTIONS.

A ball turning lathe has been patented by Mr. Tronson Draper, of Petrolia, Ontario, Canada. It has an adjustable face plate covered with leather and backed by rubber or other elastic material, a pair of tongs having steel cups, an adjustable steel cup placed on a holder, a ball rest, and means for adjusting the steel cup holder, with other novel features.

A lumber register has been patented by Mr. John Thompson, of Minneapolis, Minn. It is made by splining to the axle of a drive wheel a cone pinion, communicating motion to a series of registering disks, the several pinions constituting the cone representing each a standard length of lumber, the cogs corresponding to the number of feet in the length of each piece.

A weather board gauge has been patented by Mr. James H. Smith, of Little Rock, Ark. It is a combined tool, making an adjustable gauge, nail for supporting the board to be next secured to the building, hatchet to be employed in removing nails, try square and straight edge, dispensing with the use of separate nails for holding the board in position while being marked and nailed.

A stump extractor has been patented by Mr. John Cornelius, of Oakland, Md. It comprises a main frame with horizontal shaft having chain and worm wheels, with intermeshing worm, a pulley frame and pulleys supported in the main frame, with a guide so devised that when the machine is anchored to the ground and under strain, the machine will conform to the variations in strain.

A keyboard attachment for musical instruments has been patented by Mr. Henry Richards. of Decker, Ind. The invention consists of a series of keys operating on the keys of the instrument and actuated by a belt having projections, a frame supporting the keys, and provided with means for adjusting them, with a device for moving the belt, whereby a piece of music may be performed on organ or piano.

A ventilator has been patented by Mr. John Williams, of Quebec, Canada. Combined with a fixed cylindric section having a winged fan, and a removable section with duplex screens, are valves hinged centrally within the fixed section and adapted to close against back draughts, with other novel features, the device being designed as a simple and effective ventilator for windows or shafts.

A cuspidor has been patented by Mr. James J. Brennan, of Morris Plains, N. J. It is designed for use in railroad cars, and has an apertured inclined bottom, an apertured inclined cap suspended below the bottom, with a detachable apertured top of novel form, making an article designed to be self-clean ing, which cannot be upset and which will help ventilate the car.

A stop valve for water service pipes has been patented by Mr. Daniel Kearney, of Montreal, Canada. It is designed to facilitate the operating of such valves from within the basement or cellar, instead of from the surface of the ground outside a piston cylinder attached to the valve having two pipes extending into the basement, so that their ends are easily accessible, by which the stop valve may be moved up or down as desired.

A machine for making wire and slat fences has been patented by Mr. Joseph S. Locke, of Spartanburg, Ind. Combined with a standard and draw wires or bands are spools, bands and clamps relatively arranged to allow the strands of the finished fence wire to be put in tension independently, the fence ing to be made along the line of the fence posts, or made in lengths suitable for rolling up for shipment.

A vending apparatus has been patent-

magazine or multiple hopper to hold a supply of goods. a delivery drawer or slide by which the articles are withdrawn singly, with a mechanism for locking the drawer each time it is pushed in or closed, with other novel features.

A machine for sizing oranges and other fruit has been patented by Mr. Alfred Ayer, of Lake Weir, Fla. It has grading frames with longitudinal ribs, so that the oranges in passing upon them will not be cut or bruised, and beneath each frame a vertically sliding table forming a bed or support for the oranges with cushions, and other novel features, to facilitate the rapid and exact sorting of the fruit without injury.

Business and Personal.

The charge for Insertion under this head is One Dollar a line for each insertion; about eight words to a line. Advertisements must be received at publication office as early as Thursday morning to appear in next issue.

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An undivided half of a metallurgical patent, having about 13 years to run, will be given for prosecuting infringers to final judgment in the courts. The damages accruing against infringers are already about \$5,000 a day. Address Inventor, room 8, 3d floor, 160 Broadway New York.

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The Railroad Gazette, handsomely illustrated, pub lished weekly, at 73 Broadway, New York. Specimen copies free. Send for catalogue of railroad books.

The Knowles Steam Pump Works, 113 Federal St., Boston, and 93 Liberty St., New York, have just issued a new catalogue, in which are many new and im-proved forms of Pumping Machinery of the single and duplex, steam and power type. This catalogue will be mailed free of charge on application.

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SCIENTIFIC AMERICAN BUILDING EDITION,

JUNE NUMBER.

TABLE OF CONTENTS.

1. Plate in Colors of a Twelve Hundred Dollar Cottage, with floor plans, also sheet of details specifications, bills of estimate, etc.

2. Plate in Colors of a Five Thousand Dollar Residence, with plans, sheets of details, description etc.

Plate in Colors of President Cleveland's Cot tage, near Washington.

Residence of George Noakes, Esq., at Riverside Park, New York City. Page engraving.
 A Dwelling for Three Thousand Dollars, with perspective and floor plans.

A Residence at Orange, N. J., with perspective

7. A Three Thousand Dollar House at Moun-Hope, New York, with perspective and floor

A Twenty Thousand Dollar Suburban Residence, with perspective and partial details. Full page engraving. An elegant design.
 Residence of George W. Childs, Esq., at "Wootton," Delaware Co., Penn. Half page engraving.

ing. Exhibition of Fine Arts, Venice. With one page of engravings.

A Hungarian Villa. Half page engraving. 12. Design for a Store and Stable adjoining. With engraving.

A Carriage House and Stable of moderate cost With engraving.

14. Semi - detached Dwellings at Evanston, Ill. Half page engraving.

15. The Country Residence of George Ebers, Starnberger Lake. Half page engraving.

The new Addition to the Metropolitan Museum of Art, Central Park, New York. With an engraving.

The Historic Monuments of France: The Roman Arch of Mars, at Reims. Half page engraving.

18. The Tower of Belem, near Lisbon. With half page engraving.

 Two Churches of moderate cost, with perspective views and ground plans. Residence of Mr. Arthur Lawrence, Maidenhead Thicket, Berks, near London, showing per-spective and plans.

Modern Japanese Houses, five figures. Figure 1, Interior Arrangement of an Aino Dwelling; Figure 2, Aino House, Yezo; Figure 3, A Street Scene in Kioto; Figure 4, A Modern Japanese House; Figure 5, Framing of an Ordinary Two-storied House.

Japanese House; Figure 5, Framing of an Ordinary Two-storied House. Miscellaneous Contents: Creosote Wood Preserving Stains.—Architectural Education.—The Silver Birch.—The Architect and House Drainage.—Failure of the New York Plumbers' Strike.—Seasoned Lumber.—A Building Union in Chicago.—Stability of Walls at Openings, illustrated with 11 figures.—The House of John Dryden in Fetter Lane, with two engravings.—Egyptian Reliefs.—Floors and Ceilings. Ancient and Modern, by C. Powell Karr, with several engravings.—Portugal Laurels by the Seaside.—The Equitable Building, New York.—Enameled Brick of Different Colors, how to make.—Preservative Fire-proof Paint, how to make.—Warner's Improved Dry Plate Holder, illustrated.—Method of Unloading Grain, two illustrations.—A Wooden Tower nearly 1,000 feet high, illustrated.—Copper as a Roofing Material.—How to Wax Floors.—The Edelweiss, illustrated.—The Larch as a Lawn Tree, with two engravings.—Palms for Room Decoration, with illustration.—Cast-iron Beams under Repeated Impacts.—Cheap Steel Girders.—A Good Floor.—Root Choking of Drains.—To Transfer Prints to Wood.—Tree Growth.—Convention of National Association of Builders of the United States at Chicago.—The Vast Sums of Money expended by Builders.—Earthen Drains.—End Wood Flooring, illustrated.—The Mason Reducing Valve, illustrated.—The Nason Reducing Valve, illustrated.—The New York Central Iron Works,—How to Clean Chamois Leather.
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INDEX OF INVENTIONS

For which Letters Patent of the United States were Granted.

June 7, 1887,

AND EACH BEARING THAT DATE.

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

Adding machine, J. Richardson...... 364,297 Adjustable chair, J. F. McFadden 364,273 Advertising medium, T. Hinrichs................. 364,588 Alarm. See Burglar alarm.

	409
.	Animals traps, device for securing, O. D. Wright. 364,390
d	Annunciator system, P. Seiler
g	Axle and box, vehicle, A. Barum
	Baby jumper with crib and vehicle attachment,
C	C. H. Jones
е	Backwater and animal gate, H. H. Baltzley 364,206
	Bags or pocketbooks, frame for hand, O. A. Leh-
•	man
	Bale tie, E. A. Copeland
	Barley and other grain, machine for washing, C.
,	Koch
	Barrel, J. T. Smith
, l	Bars or tubes, die for corrugating, C. P. Higgins 364,349
g	Bed bottom, spring, C. Bigeon 364,469
n	Bed, folding, J. H. Cairneross
f	Bed, folding, C. Wetzel
-	Bed spring bottom, J. Emmert
-	
	Bell cord coupling, C. A. Sipe
•	Belt, driving, S. Ogden
	Bench dog, D. G. S. Davis
Ì	Bicycle, C. E. Duryea
	Boa, B. Wolff
. 1	Board. See Bosom board. Wash board.
٦	Boat. See Life boat. Torpedo boat.
	Boiler, G. D. Gilbert
	Boiler furnace, R. Stewart 364,382
	Boiling or heating liquids, or other substances, ap-
	paratus for, J. F. Blake
r	Bolt heading machine, J. R. Blakeslee 864,208
١	Book binding, A. J. Megee
_	Books with metallic staples, apparatus for bind-
,	ing, C. L. Lasch
	Boots or shoes, mould for moulding heels for, G.
-	R. Coburn
1	Boring machine, wood, J. B. Higdon
e ļ	Bosom board, M. F. McIntyre
h	Bottle, J. Canan 364,477
•	Bottle cap, Brink & Ayers 364,334
e l	Bottles, sheet metal casing for, J. Jaeger 364,417
٦	Bottles, wiring corks in, B. Adriance 364,202
t	Box. See Counter box. Music box.
r	Brace. See Ratchet brace.
1	Bracket. See Dental bracket. Fireworks bracket.
-	====
٠.	Brake. See Car brake. Railway brake.
_	Brick kiln, C. H. Frost
-	Brick machine, W. Burkman
	Broiler, A. M. Throckmorton
∍	Broiler or toaster, reversible, A. A. Waterhouse 364,323
	Buckle, J. S. Boyd
-	Buckle, W. H. Hall
1	Burglar alarm, H. L. Peck
J	Button, sleeve, J. Bulova 364,212
١.	Cables, conduit structure for traction, W. Phenix 364,288

Can or barrel holder, fluid, Ingraham & Crist..... 364,351 Candies, machine for casting, C. H. Grebenstein... 364,342 Car brake and starter, G. B. Siccardi...... 364,310 Car, cable railway, T. Breen.................. 364,393

 Car coupling, E. A. De May
 864,494

 Car coupling, J. H. Flett
 364,237

 Car coupling, F. Heinz...... 364,513

 Car coupling, M. M. Hunt.
 384,256

 Car coupling, W. A. Ladd.
 364,421

 Car coupling, A. J. Miller.
 364,431

 Car coupling, H. M. Morris.
 364,598

 Car coupling, N. & R. Petersen.
 384,541

 Car coupling, W. Rutherford.
 364,376

 Car, dumping, L. J. Woodhead.
 364,618

 Car spring, N. H. Davis
 364,492

 Car spring, W. C. Perry
 364,286

 Car uncoupler, automatic, J. H. Flett
 364,236

Cars, displaying advertisements on, Nelson & Case. See Show case.

heat or power conveying pipes of railway, J.

clining chair.

 clining chair.
 364,276

 Check hook, W. R. Miller
 364,476

 Churn, J. W. Boyd
 364,476

 Churn, R. A. Shepherd
 364,308

 Churn, reciprocating, J. D. Stobaugh
 364,383

 Churn, R. A. Shepherd
 364,383

 Churn, rotary, C. M. Donelson
 364,898

 Cider press, H. P. Latham
 364,264

 Cigar bundling machine, H. Kautz...... 364,257 .. 364,595

Kinney & Butler..... 364.261 Clasp. See Suspender clasp. Cleaner. See Stovepipe cleaner. Cloth sponging machine, Keck & Geiger...... 364,593 Clothes washer, J. J. Turner 364,613 Coal and ore jigger, G. Lauder...... 364,265 Coat and making the same, B. G. Corser...... 364,219 Coffee or tea pot, W. McTyre 364,597 Collar fastening horse J T Rowlands Collars, combined hook and clasp for horse, L. T.

Condition powder, J. W. Griffes. 364,408 Confectionery, J. Barnes. 364,332 Connecting rod, H. H. Meyer...... 364,536 Cooking vessels, adjustable lid and drainer for, O. W. Godkin. 364,341 Cotton picker stem, R. F. Spangenberg...... 364.607

Pipe coupling. Shaft coupling. Cultivator, M. A. Eisenhour...... 364,583

 Curtain fixture, L. K. Strang.
 384,608

 Curtain hanger, J. W. Dorrington
 364,497

 Cutlery, machinery for grinding, R. Kampfe
 364,353
 Cutter. See Sheet metal scroll cutter. Damper, stovepipe, G. W. Warner..... Dead centers, means for overcoming, F. R. Ham-Decov. J. H. Brinkop..... Dental bracket, suspension, L. M. Mathews 364,531

				_
Desk, school, J. M. Abbott		Manual motor, A. M. Friend	364,622	Ŀ
Dishes and other articles of table use, rinsing and drying device for, M. Purvis	4, 602	Mask, baseball, R. Reach	364,623	ŀ
Dividers or calipers, J. D. Wilkinson	4,616	Milk, preserving. K. G. Dahl		
Door panel, L. Henkle		Moulding machine, sand, Whitehead & Teetor Money till, H. A. Bierley	364,388	
Draught equalizer, J. Dailey	4,487	Motor. See Gas motor. Manual motor. Sewing machine motor. Steam motor.	001,100	
Dress supporting steel, F. P. Marsh	4,272	Mower, G. H. Spaulding		
Educator and puzzle, J. W. Ashborn	4,465	Music box, E. Tuller		
Envelopes clasp for sample, P. H. Edwards 364 Evener, five horse, R. L. Ray 364	4,435	Needle blanks, machine for swaging, L. B. Miller. Net for horses, fly, F. S. Weaver	3 64,455	
Eyeglasses, Ga Nun & Parsons	4,229	Netting canopy for beds, etc., M. P. C. Hooper Octave coupler, A. H. Hammond		
Feed water heater, purifier, and circulator, G. H. Watson	4,454	Oil on the surface of the sea, apparatus for distributing, F. D. Montague		
Feed water heating and purifying attachment for boilers, G. H. Watson	4,453	Oil tank, measuring, W. T. Withers Ore crusher and granulator, Cristy & Bennett Organs, automatic air regulator for I. W. Gilbart	364,480	
Feeder, stock, C. S. Walin	4,557	Organs, automatic air regulator for, J. W. Gilbert Package fastening device, H. Inman Pail, dinner, C. S. S. Baron	3 64,352	
Fence post, W. McCallip. 364 Fifth wheel, J. Finck, Jr. 364	4,427	Paint, rooting, J. L. Rice	364,544	
File, paper, W. Jayne	4,418	Pavement, J. G. Ketcham	364,594	
Firearm, L. A. Stave	4,446	Pencil, J. A. Crandall	364,220	
Fire extinguisher, automatic, C. D. Rogers 364 Fireworks bracket, C. H. Koster 364	4,263	Pencils, etc., reversible tip for lead, C. W. Boman Perforating machine, pin hole, H. C. Hansen	364,248	
Fish line reel, F. Gundorph 36 Fishing rod, A. Huth 36	4,350	Permutation lock, J. Baum	364,413	
Flanging machine, J. T. Macleod	4,428	Piano action, D. E. Dopp	364,601	ŀ
Forgings, machine for forming hollow, C. P. Higgins	4,347	Pianoforte hammer, A. Dolge Picker. See Cotton picker. Pillow sham holder, G. S. Tompkins		
Furnace. See Boiler furnace. Gas furnace. Furnace for burning bagasse, J. B. Dunn	1	Pin connection, expansible, A. Gautier	364,385	1
Fuse, metallic, E. Tangye	4,318	Pipe coupling, lead, J. Heber	364,250	١
Garment supporter, L. S. White	4,387	Pitman or pump rod, J. F. Loomis	364,423	
Gas burner for heating purposes, atmospheric, A. Locker	4,270	Planing machines, guide for feeders for, A. Ramstad		
Gas furnace, E. I. Clark	34,235	Planter, check row corn, C. A. Anderson	364,317	1
Gas motor, automatic, T. Backeljau		Plastering, composition of matter for, M. Turly Plow and seeder, combined listing, C. A. Conger	364,484	-
J. Story		Plow, reversible, N. McLean	364,451	-
Gate, J. J. Van Brimer	34,530	Pocket knife, C. Hollweg	364,414	
Geometric figures, device for laying off, W. B. Griffiths	1	Pot. See Coffee and tea pot. Potato digger, J. W. Scott Powder. See Condition powder.	3 6 4,44 3	
Glass articles, process of cutting very thin parts upon, E. Weis		Press. See Cider press. Printer's blanket, H. C. Pfeil	364 287	
Glass mould, H. Brooke	34,211	Printing machine, cylinder, H. B. Denny Printing machine delivery apparatus, E. Nord-	364,223	
Grader and leveler, road, J. Skinner	34,445	blom	364,625	
Grain receptacle for self binders, loose, J. F. Steward	34,380	Pulverizer, Frase & Cameron	364,239	١
Graining machine, H. K. Hess 36 Grate, H. Born 36	54,209	Pump, oil, S. J. Eginton		
Grinding mill feeder, E. J. Conklin	54,485	Punching machine, F. J. Slade	364,529	
guard. Guns, carriage for machine, T. Nordenfelt 36	64,366	Quicksilver, apparatus for saving floured, J. H. Rae		
Handle. See Saw handle. Handle fastening, C. J. Zeitinger	64,330	Rack. See Feed rack. Rail. See Railway rail.	004.000	
Harmonica, mouth, J. F. Stratton		Rail scraper and snow plow, E. B. Durfee Rails and chairs to metallic sleepers and the ends	,	I
Harrow, J. r. Barley	64,331	of rails to each other, securing, J. Duffield Railway brake, E. L. Reese	364,437	7
Harrow, sulky, N. T. Collins 36 Harvester, bean, P. & W. W. Rulifson 36	64,483	Railway rail spring, E. A. Olmstead	364,432	:
Harvester, grain binding, Miller & Ellinwood 36 Harvesters, butting attachment for, O. B. Col-		Railway signal, J. H. Armstrong	364,204	Į.
cord	64,397	Railways, conduit for cable, E. D. Dougherty Railways, conduit or bracket for cable, E. D.	364,500	
Uldall		DoughertyRailways, grip carriage for cable, J. H. Dale	364,490)
Head support or pillow, ventilating, L. A. Schmidt	64,377	Railways, grip for cable, J. H. Dale	364,381	l
Heater. See Feed water heater. Hinge, J. H. Pierce		Railways, pulley for cable, E. D. Dougherty Railways, tension device for cable, J. H. Dale	364,489	9
Holder. See an or barrel holder. Cigar holder. Pencil holder. Pillow sham holder. Rein	04,041	Ratchet brace, G. M. Laforge		
holder. Soap holder. Trousers holder. Hook. See Check hook. Snap hook.		Rein holder, A. Cottrell		
Horseshoe calks, machine for sharpening, N. Newman	64,280	Rivets, machine for setting tack, Cummings & Dion	;	
Horseshoes, die for forming sectional, J. B. Hague		Rock drill guide, T. Murdoch	364,278	
Hose couplers, electrical contact device for, W. F. Wamsley	64,559	ning rod. Roller and towel rack, combined, F. W. Swigart		
Hose couplers, electrical contact device for, Wamsley & McIntosh		Rolling mills, shifting device for feed tables of R. W. Bailey	364,392	
Hot water bags, filling attachment for, K. Ryan 3 Index, O. M. Dayton	64,338	Roof, metal, W. L. Heberling	364,259	3
Injector, W. E. Dodge 3 Insect trap, J. W. Madden 3 Invalid chair, folding, M. A. Hendricks 3	64,359	Roofing, flashing for metal, L. I. Sagendorph Rudder for vessels, auxiliary, G. B. Ulrichs	364,386	6
Ironing table attachment, W. P. Dodson	364,547	Ruffles, machine for making, F. Panse	. 364,620	
Jack. See Siding jack. Joint. See Universal joint.	001,000	coloring, R. Viterbo	. 364,61	5
Key fastener, J. S. Randall	364,296	other impurities from, T. Higgin	. 364,58	
Knife. See Pocket knife. Knitting machine, circular, Harley & Brenner 3	364,345	Sash and shutter fastener, combined, H. H. Wes	-	
Lace fastener, shoe, C. G. Postill	364,294 364,461	Sash balance, J. Cooney	. 364,48 . 364,44	6 2
Ladle, converting, W. R. Hinsdale	364,438	Saw handle, W. R. Towse	. 364,32	
Lamp shade, W. E. Scofield	10,841	Scales, registers, etc., concealing mechanism for G. H. Chatillon	. 364,47	
Lantern, tubular, D. C. Kiine	364,570	Scoop, grain, T. J. Skillin		
Latch and lock, combined, Budd & Sickels	364,5 63	Screen. See Window screen. Screw, drive, C. D. Rogers		
Lathe, wood turning, J. Rohlmann		Seat. See Vehicle seat. Seeder, broadcast, T. R. Crane	•	
from, G. T. Lewis		Sewerage apparatus, house, W. W. Page Sewing machine, W. Jackson	. 364,43	3
Lightning rod, J. H. Schoonmaker	364,605 364,394	Sewing machine motor, W. H. Clayton	. 364,21 . 364,35	6 8
Liquids, raising, J. B. Harrison	364 ,5 12	Sheet metal crimping machine, G. C. Keene	. 364,25	9
Looms, mechanism for operating harness in, F. Ott.		Sheet metal scroll cutter, A. O. Kittredge Shingle, metal, N. Green	. 364,50	77
Lubricator, Seck & Falk		Show case, Steinfield & Foust		

		-
364,406	Sign plate, embossed, A. Winkler	В
364,622	Signal. See Railway signal.	D
364,543	Sleigh, Pratt & Chase 364,295 Snap hook, E. Bradley 364,572	D
364,579	Soap holder, revolving, Avers & Pease 364,566	F
364,355	Sodium bicarbonate, process of and apparatus for making, E. Solvay	F
364,388	Sole edge burnishing machine, W. Gordon 364,585 Sound waves recording and reproducing, L. Bock,	M
364,468 ng	Jr 364,472	
364,315	Sower, hand seed, W. E. Love	M
364,246	Hood	M
364,554	Spring. See Car spring. Railway rail spring. Vehicle spring.	o
er. 364,274	Steam engine, A. H. Messer 364,363	O
364,455 364,415	Steam engine, F. C. Roberts	
364,410	Steam generator, C. P. Higgins 364,348 Steam motor, H. E. Doggett 364,225	S
364,538	Steel sheets, manufacture of planished, J. G.	
364,326	Beale	Т
rt 364,243	Stove and heating apparatus, vapor, X. Hanna 364,510	-
364,352	Stovepipe cleaner, B. W. Huey	a
364,544	Sugar mass, moulding boiled, F. Scheibler 364,550	is
364,293	Supporter. See Garment supporter. Suspender clasp, J. F. Molloy	0
364,282	Suspenders, A. E. Overlock	B
364,220	Table. See Ironing table. Sewing machine	S
an 364,473	table. Tank. See Oil tank.	h
364,467	Target, flying, Meyer & Hoag 364,600	iı
364,413	Teaching penmanship, device for, W. C. Hatcher. 364,249 Telegraphic alphabet, W. A. Leggo 364,356	e e
364,601	Telegraphy, L. Bock, Jr 364,471 Telegraphy, L. Maiche 364,271	f
364,496	Telephone transmitter, J. W. Bonta 364,475	ı
364,319 364,385	Tennis rackets, construction of, E. J. Luce 364,596 Theatrical stages, equipment for, J. Curry 364,221	
364,584	Thermostatic circuit closer, W. S. Johnson 364,518	-
364,250	Tie. See Bale tie. Tinsel thread, machine for making, J. Derbohlaw 364,339	I
364,423	Tire, wagon, C. W. Richardson	Į,
364,329 m-	Younce et al	a t
364,542	Toboggan, A. A. Schroder	r
364,317	Tongue support, T. T. Cunningham 364,337	
y 364,555 r 364,484	Tool, impact, J. F. Clement	ĺ
364,362	Toy, J. Steiner	
364,451	Toy, bell, W. E. T. Merrill	
	A. Helphinstine	l
364,443	Tricycle, J. Bate	
	Trough. See Hog trough. Trousers holder, E. Hauck	
364,287	Truss, C. Cluthe	١.
364,223 rd-	Truss, J. G. Holland 364,590 Tub fastener, F. A. Stegner 364,447	t
364,625	Tube. See Grain and fertilizer drill tube. Twine, etc., machine for making, G. W. Price 364,371	i
364,400	Type form, T. Lanston	1
364,258	Type forming and composing machine, T. Lanston	Ι.
364,232 532, 364,533	Type, producing justified lines of, T. Lanston,	١.
364,379 364,529	364,521 to 364,523 Type writing machine, G. W. Hall	
н.	Type writing machine, F. X. Wagner	
364,372	Umbrella ribs, machine for making paragon, D.	
964 990	M. Redmond	١,
364,230 ids	Valve, G. T. Wilson	
364,227	Valve, steam engine, C. W. Barnaby 364,207 Vehicle seat, J. Kauffman	
364,267	Vehicle spring, M. G. Bentley	Ì
364,432 364,502	Vehicle spring attachment, S. M. Wier 364,457	1
364,204 364,548		
364,500	of, S. P. M. Tasker	
D 364,499	Velocipede, A. Burdess	Į,
364,490		1
364,488 364,381	Walls, construction of, C. H. Frost364,241, 364,242	
364,498 364,489		
364,422	Washer. See Clothes washer.	
364,368	Watch safety guard, J. Lehr 364,528	
364,336	lips	
&c	Weaving mechanism, cross, W. Evans 364,402	ļ
36 4, 578 36 4, 278	Weighing machine, automatic grain, F. M.	1
ht-	Gladish	
rt 364,611	Wheel, J. R. Little (r)	
of, 364,392	Wheel and axle, H. Q. Maurino	
364,251	Whiffletree, W. Southwick	
364,258	Osden	
364,386	Window guard, J. Sheehan	
364,620	W: 1 1:1- D:11 6 D 004 004	
	Wine peil C. D. Dogger	- 1
dis- 36 4, 615	Wire nail, C. D. Rogers364,301, 364,439	
36 4, 615 and	Wire nail, C. D. Rogers	
364,615 and 364,587 364,430	Wire nail, C. D. Rogers .364,301, 364,439 Wire stretching implement, G. O. Allen .364,564 Wrench See Pipe wrench Yoke, neck, H. B. Leak .364,266	
364,615 and 364,587 364,430 Ves-	Wire nail, C. D. Rogers	
364,615 and 364,587 364,430 7 es 364,456 364,456	Wire nail, C. D. Rogers	
364,615 and 364,587 364,430 7 es- 364,456	Wire nail, C. D. Rogers .364,301, 364,439 Wire stretching implement, G. O. Allen .364,564 Wrench See Pipe wrench Yoke, neck, H. B. Leak .364,266 DESIGNS	
364,615 and 364,587 364,430 7 es 364,456 364,456 364,452	Wire nail, C. D. Rogers	
364,615 and 364,587 364,430 7 es 364,456 364,456 364,456	Wire nail, C. D. Rogers	
364,615 and 364,587 364,436 364,456 364,456 364,456 364,456 364,476 364,476 364,476	Wire nail, C. D. Rogers	
364,615 and 364,587 364,436 364,456 364,456 364,456 364,326 for, 364,476 364,316	Wire nail, C. D. Rogers	
364,615 and 364,587 364,436 364,456 364,456 364,456 364,456 364,476 364,476 364,476	Wire nail, C. D. Rogers	
	Wire nail, C. D. Rogers	
	Wire nail, C. D. Rogers	
	Wire nail, C. D. Rogers	
	Wire nail, C. D. Rogers	
	Wire nail, C. D. Rogers	

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Draughtsmen's and engineers' supplies and instru-	
ments, E. G. Soltmann	14,501
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14,499,	14,500
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and irritation of the throat, C. F. Webber	14,484
Medicinal preparation in liquid and pill form used	
as a nerve tonic, F. E. & J. A. Greene	14,491
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Matchless Metal Polish Company	14,497
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Oils, lubricating, Bliven, Carrington & Co	14,485
Packing for hydraulic and steam purposes, flax,	
Clinton Manufacturing Co	14,487
Preserved pulque, Mexican Pulque Company	14,498
Snuff, fine-cut, plug, and chewing and smoking to-	
bacco, P. Lorillard & Co	14,496
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ILLUSTRATIONS. Prefile and for watch one with the prefile and the prefile a					
ILLUSTRATIONS.	Drilling machine, multiple	Mill engine. 73 Mill engine, compound. 399 Mirrors. convex. etc. 89	Thermoscopic balance	Balloon, Cole's*1 Balloon, electro-dynamic*249 Balloon, great	Carrier for ash pans
A	Dynamo, an 8-light	Monument, Grant. 41 Moon, shadow of. 404 Morgue at Paris. 178 Nower improved. 195	Tile, furring, Snell's	Band, back for harness *83 Barberries, evergreen 292 Barrels contagion in 184 Basket wire convertible *5	Cartridges, lime
Account register. 210 Acid, carbonic. production. 322 Acid, lithic. 329 Aerial vessel. Cole's. 1	E E	Motor, hot air 72 Motor, water, Lucier's 389 Multicycle, military 371	Tool, combination 114 Tool for squaring, etc. 245 Tool, outlining 5	Batrachian flying *233 Baton, music, electric *82 Batteries, armor clad *8 Pattern Daniell's *870	Casting, a large*326 Castor beans, color from241 Casts, plaster
Acid, lithie 329 Aerial vessel, Cole's 1 Agassiz, Alexander 333 Air jets, attraction'by 342 Air thermometer 25 Alphabet case, Safford's 354	Eads, James B	Music box	Top, aerial 72 Top, choral 25 Top, magnetic 105	Battery, Daniell's	Cattle, Devon
Alphabet case, Safford's 354 Anchor, convertible 166 Anemogene, the 200 Ano-Kato 105	Egg of epiornis	N Nail machine	Topsails, furling 386 Torpedo boat, Berdan 326 Torpedo boat Destructor 169	Beans, castor, color from 241 Bear, a rare 55 Bear, polar, and seals \$279	Celluloid
Anchor, convertible 166 Anemogene, the 200 Ano-Kato. 105 Ant eater, porcupine 39 Aqueduct, New York 351 Armature, how to wind 262 Ash pan carrier 323 Aurora borealis 1355 Awnings, device for 306 Av with detember 120	Electric transmission of power. 70 Energy saw gummers	Needles, floating 105 Net. fly, horse 402 Netting, wire, machine 57	Torpedo boat, dynamite gun 137 Torpedo boat, submarine light 231 Torpedo, effect on iron clad 136 Toys, science.in25, 40, 56, 72, 89, 105	Bed, portable	Chameleon pictures
Asn pan carrier	Engine, gas, Randall's 50 Engine mill 73 Engine, mill, new 399	Notebook notder 150	120, 158, 246, 329, 393 Tromp, laboratory	Bees, black, of Tasmania 337 Bees, new facts about 369 Beeswax, specific gravity 340 Beet cultivation 165	Cheese, cutter, Hogden's
В .	Engine, spring wheel 86 Engine, stationary 306 Envelopes, securing 275 Epiornis, the 168	Oar lock, Tompkins'	Trap, blumbers 105 Trap, steam, car heating 1354 Tray, child's 147 'Tree growth, curious 9	Beet sugar processes *23, *322 Bellite 101, 308, 341 Bells, electric, Jensen*214	Chemical experiments, simple 10 Chemicals, antidotes for
Ballast quarries, working	Escritoire, bon ton	Octrina, the 121 Oil cup, Todd's 35 Oil extractor 66 Oiler, improved 291	Trees, old, to graft 373 Trousers stretcher 98 Trunk Robert's 371 Tub or cask, improved 163	Bench and ironing board'131 Bevel, Witter's	Chimney top, danger in.
Balls held in air 342 Band, back, for harness 83 Bar, compound 71 Basket, wire, convertible 5	Exhibition, Paris 377 Expansion by heat 38	Ordnance, night sight for. 323 Ore crusher, improved. 271 Outlining to ol. 5	Tube ends, trimming 82 Tube, Geissler 105 Tuning peg, violin 307	Bill, Arthur Kill 65 Binding file *147 Birch, black 209	Cider, quince. 151 Cigarette and match box 4275 Clamp, floor, Good's. 4291
Basket, wire, convertuole. 5	Feed water regulator	P	Type writer, the first	Bird, mechanical. '12 Bird of paradise. *497 Birds, cage, asthma in 56 Birds, incendiary 133	Cleaner, beet root
Battery, Daniell's	Fence, flood, Buracker's 226 Fertilizer distributer 20 Fertilizer dropper 339	Palace, ice, St. Paul. 55 Palm, royal 391 Pan lifter. Germond's 258 Pace held in sign	Valve or tap, Smith's 322	Birds, our winter	Clock, multitudinous
Beet sugar apparatus 23 Bells, electric, Jensen. 214 Bench and froning board. 131 Bench and froning board. 131	Fire arm, Buzzini's	Peach stoner, Smith's. 275 Pen holder tip. 258 Pendulum, photography of 38	Vehicle, novel. 402 Vehicle pole, Ryan's 163 Ventilator, Henry's. 404	Black, Chevreul's *137 Blankets, Navajo *99 Blasting, new method 117	Coast defenses of the U.S
Batrachian, flying	Fishes, some new. 87 Flageolet, the. 120 Flask, Bologna. 56 Floor clamp Good's. 291	Perpetual motion machine 309 Photographic exposures 118 Photography of pendulum 38 Picture frame attachment 35	Violin peg, Gardner's 307	Bleaching, baryta for	Coffee adulteration
Bird, mechanical 72 Bird of paradise 407 Black, Chevreul's 137 Blankets, Navajo 99	Flower, magic. 279 Fluids, mixing of 38 Fly-fly 72	Picture exhibitor 243 Pipe, Schramm's 370 Pipes, Pandean 120	Wagon rack. Edwards'	Blower, grate fire *196 Blood, sugar in 214 Boat, fastest in the world 257 Boat, fastest in the world 257	Cold, how to prevent a
Blind stop, Gulick's. 131 Blower, grate fire. 196 Boat, life, new 406	Folding and pasting machine 307 Fountain. wash boiler 211 Fruit gatherer, Evans' 370	Pitcher plant	Watch for the blind	Boat, steel, for Stanley	College of City of New York *165 Collet, hair spring *210 Color, yellow, d ischarging 152
Boat, steel, for Stanley	Furnace, Back us	Platform, car, safety	Water, gauge 34 Water gauge, accident to. 229 Water, hammer 25 Water supply, New York 351	Boat, submarine*890 Boat, the fastest	Coloring matter, red
Blankets, Navajo. 183	Galvanometer, simple 312	Plow, Babcock's 185 Plow, Neville's 67 Plugs, fusible, boiler 179	Water wheel Turkish 63 Weather strip, new 388 Weather vane. Reynolds' 228 Weller vane.	Boats, gun, new 408 Boats, submarlne 106 Boiler cleaner, De Camp's *211 Boiler cleaner, De Camp's *211	Comets of 1887
Boring machine, Dryden's	Game board, novel 245 Garment suspender 116 Gas alarm, electric 179 Gas engine, Randall's 50	Polariscope for microscope 358 Pole, vehicle 163 Polyprism, the 89	Wen, driven, station 35 Wheel, water, Turkish 63 Wire, basket convertible 5 Wire netting machine 57	Boiler explosion	Congress, astronomical, Paris 384 Conservation of energy
Brake, car, Carson 88 Brake, car, Cox's 66 Brake, vehicle 290 Break water. Portugal 8	Gas pliers, Dahl's 83 Gate, Gross' 354 Gate latch, new 164 Gate latch, 200 207	Porcupine ant eater	Wood measuring rack	Boiler feed, regulator*216 Boiler, steam, Chapman's *34 Boilers, rotary, management of 341	Copper, soldering
Bridge, Harlem River. 239 Bridge, Newark Bay 335 Bridge, St. Malo 54 Bridge Boughkoopsio 79	Gauge, water. 34 Gauge, water, accident to. 229 Gibbon, the 23	Printing block, Hawke's 50 Prism 89 Propeller screws 99	X 100	Bombs, nihilist	Corn planter, Kendall's
Brush and comb cleaner	Glass, Venetian	Pulley, friction clutch	V	Boomerang, the *72 Boot making, new system	Cotton worms, myrads of
Burner, Dr. Auer's	Grease cup, Grout's	Pump, Van Pelt's	Yacht race, ocean	Bottle attachment Sugg's *210 Bottle, danger in the 225 Bottle, luminous 90 Boxtle, rillow Correct	Coupling, car, Mavis'*211 Coupling, car, Newton's*355 Coupling. car, Stone's*227 Couplings, car, tight vs. slack344
Buzz, the	Gun, Maxim 143 Gun, 110-ton, new 242	Q	Z	Bottle, luminous. 90 Boxes, willow, German. 24 Boys and trades. 308 Boys, future of our. 273 Boys, messenger, paradise for. 213	Coupling, car, tight vs. stack
	I		Zither	Boys and trades 308 Boys, future of our 273 Boys, messenger, paradise for 213 Brain, injury to 118 Brains vs. no brains 52 Brake, anchor 3 Brake, aar, attachment *66 Brake, car, Carson *88 Brake, car, Carson *88 Brake trials 35 Brake trials 35 Brake trials 35 Brake, vehicle *290 Brass, antique 35 Brassing small objects 97 Bread making 90 Bricks, color of 5 Bridge, Harlem River *24 Bridge, Hwark Bay *35	Couplings, railway 106
Cabinet, French. 248 Cable, traction, covering. 163 Cadmium sulpb ate. 329 Cake mixer, Platiner's. 226 Camera clamp, Warner's. 371 Camera shutter, Bett's. 328 Canal works, Panama. 217 Candle bomb. 40 Car brake, Carson. 88 Car brake, Carson. 88 Car coupling, Kaltenbeck's. 5 Car coupling, Sabunry's. 5 Car starter, Cox's. 5 Car starter, Cox's. 5 Cars, sulroad, lighting. 287 Cars, street, derailing. 162 Carriages, steam, Newton's. 55 Carriages, steam. 55 Carriages, steam. 55	Harmonica, the 120 Harrow and pulverizer 306 Harrow, Parker's 195 Hat holder travelers' 227	Rackarock mixing. 244 Rafting boom pin. 147 Rail joint, Siegel's. 88	MISCELLANY.	Brake, car, Carson. *88 Brake, car, Cox's *66 Brake trials 385 Brake webiele *990	Cricket, destructive
Canal works, Panama217Candle bomb40Car brake attachment66	Hat protector, Hopkirk's 132 Hawk, plasterer's 131 Hay frame 355	Rails, repairing 20 Railroad cars, lighting 287 Railroad signal 98 Railway, cable, elevated 281	Figures preceded by a star (*) refer to illustrated articles.	Brass, antique. 355 Brassing small objects. 97 Bread making. 360	Crempton George
Car brake, Carson	Heels for boots and shoes. 196 Holder, dry plate. 242	Railway collision 111 Railway collision 111 Railway Lartigue 115 Rake, hay, Spencer's 354 Range, Youngman's 386	A	Bricks, color of	Cruiser Atlanta. *221 Cruiser Atlanta. *221 Cruiser Gramite. *191 Cruiser Gramite. *236 Cruiser, Swift, Mersey *226 Cruiser, Swift, Mersey *28 Cruiser, Swift, Mersey *28 Cruisers new *408 Cryophorus, Wollaston's. *40 Crystals ornament. 10, 90 Crystals in slag *48 Crystals, polarized. *59 Cutitivator beam, Ady's. *59 Cutitivator tongue, Sander's. *61 Cultivator, Schwaller's. *61 Cultivator, Schwaller's. *61 Cutroistite, a collector of *47 Curiosities, a collector of *48 Curiosity shop, Uncle Sam's. *248 Curtain facture, Bell's. *55 Customers, peculiarities of *357 Cutter bar for mowers. *274
Car starter, Cox's 5 Car stock, White's 114 Cars, railroad, lighting 287 Cars, street, derailing 162	Horse, detacher, White's	Range, Youngman's	Absorption through the skin	Bridge, Poughkeepsie	Crystal ornament 10, 90 Crystals in slag 403 Crystals, polarized \$29 Cultivator beam, Ady's \$67
Carriage, steam, Newton's 55 Carriages, fine old 151 Carriages, steam 55 Cart. dump, Flanigan's 227	I	Rheostat, improved 373 Rhinoceros, the 71 Rings, paper 99 Road roller, steam 342 Roburite, explosive 180	Accumulators, electric. 304 Acid, carbonic 245 Acid, carbonic, production. *322 Acid, proof bronge 329	Bronze, phosphor	Cultivator, improved
Cash carrier, Starr's	Ice palace, St. Paul 55 Inertia, principle of 201 Injector, Penherthy 132	Roburite, explosive 180 Roses, hygroscopic 56 Rupert's drops 56	Accumulators, electric	Building, great, settlement of. 265 Building, hints in. 148 Building stone supply. *18	Curiosity shop, Uncle Sam's. 248 Curtain fixture, Bell's. *355 Customers, peculiarities of . 357
Casting, a large 326 Cattle, Devon 121 Cattle stanchion 98 Celtic and Britannic 361	Ink changed to water 279 Iron, Multum in parvo 185 Iron sad, self-heating 232 Ironing board 402	s	Ages, now to tell 36	Dusiness, aunere to one 114	Cutter par for mowers*2/4
Cattle stanchion 98 Celtic and Britannic 361 Chase, printer's, Megorden's 381 Cheese cutter, Hogden's 51 Cigarette and match box 295 Clamp, floor, Good's 291	Ironing machine, hand	Saddle tree, Palmer's 243 Sad irons, heating 402 Salamanders, live 375 Salicing crystals 295 Salicing crystals 295	Ages, how to tell. 58 Agriculture, inventors' work in 58 Agriculture, inventors' work in 29 Air, analysis of. 229 Air, dry and moist, weight of 177 Air legs attraction by. 4342 Air, mid-Atlantic, by. 4342 Air thermometer. 225 Air ship, electro-dynamic. 4249 Albert medal. 232 Albumen precipitate, new 281 Albumen, reagent for 183	Business, failing in. 388	Daguerreotypy, reminiscences of. 44
Clappers 121 Cleaner, beet root 23	Jack hat brim	Santonine 329 Sash fastener, Abram's 355 Saw. drag, Coxe's 290	Air in greenhouses. 3 Air jets, attraction by. *342 Air, mid-Atlantic, purity of. 22 Air thermometer. *55 Air ship, electro-dynamic. *249	S	Dam, Holyoke. 33 Dams in California. 16 Damper, Sohn's 162 Dampness, odor of 277 Dana, James D. 327
Clevis, Morey's 408 Clock, illuminated 52 Coffee pot, improved 291 Collar and necktie 227 Collars for stove pipes 275	K	Seismographs. 150 Scales, beet . 23 Science in toys 25, 40, 56, 72, 89, 105 120, 198, 246, 329, 338 Scorpion, whip . 158	Albumen precipitate, new 281 Albumen reagent for 183 Albumenoids, digestibility 303	Cabinet, French*248 Cable road, elevated*281	Dampness, door of 247
Collee For improved 231 Collar and necktle 227 Collars for stove pipes 275 College of City of New York 159 Collet. hair spring 210 Condenser for wool, etc. 274 Conduit for conductors 242 280 Corn cutter 480	Kaleidoscope, the 89 Kiln, lime 322 Knob, old fashioned 214	Scraper, nexible 0	Algaborilla 85 Algol, the star 247 Alkalization, process 241 Alloy, aluminum silver 368	Cable, traction, cover for	Death rate of the globe 374 Deaths of scientific men 369 Decapitation, consciousness after 216 Defense, coast
Conduit for conductors	L Tobal haldow Byonby's 195	Scraper, flexible	Alloys 34 Alloys, curiosities of 97 Alloys, tin 97 Alloys to 98	Camera, eye	Danis James Danis James Davis Deaths of sclentific men 369 Decapitation, consciousness after 216 Defense, coast 144 Defense of New York 132, 137 132, 345 Dental apparatus, Parson's 35 Dials, watch, printing 372 Diamond, formation of 86 Diatoms, raising 260 Digger, steam 4102 Diphtheria, cure for 68 Diphtheria, treatment 285 Diphtheria Diphtheria 285 Diphtheria Diphtheria 285 Diphtheria Dip
Coupling, car, Keystone	Ladder, step, folding	Ship of war Colossus 303 Shuttle cushioner, Paige's 322 Siemens, Dr. Werner 167	Aluminum silver alloy 368 Aluminum steel 228 Ammonia, picrate of 247	Canal, Indo-European 101 Canal, Panama, difficulties 288 Canal, Russian new 97	Diamond, formation of 86 Diatoms. raising 260 Digestion, stomach 241
Coupling, car. Stone's. 227 Coupling, thill. 404 Cow, two-headed. 343 Crane. 100-ton. 31	Lamp arc, simple	Siphon	Anæsthetic, Chimese 361 Anchor brake 3 Anchor. convertible *166 Anemogene, the *200	Cand works, Panama. *217 Cancer, oyster shells for	Digger, steam
Cricket, the	Latch and lock, Adam's 274 Latch, gate, Pugsley's 164 Lathe center grinder 70 Lathe the House 82	Spool holder. Clarke's	Animal poke. *339 Ano-kato. *105 Ant eater and penguin. 272 Ant eater perguine *90	Canned fish and meat. 133 Cannon, gigantic, test. 166 Cannon, multicharge. 16 Canitalists and inventors 146	Disinfectant, an excellent
Cruiser, dynamite	Lathes, gear for 374 Leaf, sensitive 56 Letter box, Buch's 114	Steam boiler, Chapman's 34 Steam carriage, Newton's 55 Steam carriages 55	Apes as workers	Car brake attachment. *66 Car brake, Carson. *88 Car brake, Cox's *66	Ditcher, tile, Potter's
Cryophorus, Wohaston's	Letter plate, Kimball's	Steam engine, Rochow's	Arbor Dianæ 10 Apple pest, new 384 Arc lamp, inexpensive *374 Architecture payal 127	Car coupling, Beitze's *24: Car coupling, Kaltenbeck's *5 Car coupling, Keystone *274 Car coupling, Lalime's *336	Dog story, remarkable 212 Dogs, three breeds of 225 Door attachment, Shewmaker's *50 Door check new *51
Cultivator, Schwalier's 51 Cultivator tongue 67 Curtain fixture, Bell's 355 Cuttar bur for moreon	Light, polarized 329 Light, search, of Atlanta 372 Lights, Northern 135 Lightning, marks produced by 345 Lightning, marks produced by 345	Stone, building, supply of 18 Stool and bustle combined 36 Stool, milking, Cowan's 195 Story Role follows	Armament, British, Victoria 131 Armor plates	Car coupling, Mavis' *211 Car coupling, Newton's. *355 Car coupling, Seabury's. *7 Car coupling, Seabury's. *7	Defense of New York. 132, 147, 192, 197, 192, 196, 196, 197, 197, 197, 197, 197, 197, 197, 197
D	Light, search, of Atlanta 372 Lights Northern 135 Lightning, marks produced by 345 Liquids, amentum of 339 Liquids, specific gravity of 281 Lithic acid 329 Lock, Boyce's 338 Lock, oar 338 Locomotive inertia 25 Locomotive, swivel borie 226 Locomotive, sowel borie 194 Locusts, plague of 215 Locoms 124 Locoms, plague of 215 Locoms, plague of 215 Locoms, plague of 243 Locoms, plague of 245 Locoms, plague of 243	Stove, Bekotsky's	Army, peace, or the Unitates 129 Art, decorative, suggestions *329 Asbestos in Russia 321 Asbestos paper 216. 257	Car couplings, tight vs. slack. 344 Car heating problem. 119 Car heating steam trap. *354	Dredger, hopper, improved *19 Dredger, marine *134 Dredging, hydraulic 134
Dado or frieze	Lock, oar	Stove for ships	Ash pan carrier	Car platform, safety	Drill, bench, Stearns'
Dental apparatus, Parson's 355 Diaphragm, microscope 246 Digger, steam 102	Locusts, plague of 215 Locusts, take-up for 243	Sugar cane cutter. 402 Switch table, Durieu's, 354	Asteroids the	Cars, extension table for \$210 Cars, heating by gas 209 Cars, heating by soda 181	Drills, Ingersoll *358 Dilling machine, multiple *119 Drumine 55
Diver, Cartesian	MI	Table, extension, for cars 210	Astronomical notes	Cars, nearing by steam	Dry plate holder
Door check new	Machine, cold air	Tablet and paper weight	Attempt, the annual	Cars, street, derailing	Dyeang, mechanical
Drill, bench, Stearns'. 293 Drill, coal or rock 162 Drill, rock, Ingersoll 83	Metalophone, the 120 Microscope, toy 246 Microscopic objects, to mount 295 Microscopic objects, to mount 295	Tent, camper's	B Release the second	Carbonic acid production *32 Cargo, river, large 388 Carpentry, struts and ties in 22	Door securer, Keil's 370
Drills, Ingersoll	Microscopic projection 393	Thermometer, chemical	Ballast quarries, working*312	Carriages, fine old*151	Dynamo, 8-light*255, *278

E Eads, James B	Glass, Venetian	Life boat, new	Pen, electric, cheap. 361 Penholder tip Pendulum, moving, photography 361 Pendulum, mearly perfect. 222 Pepper, new adulterant of. 153 Perpetual motion machine. 305 Perry, Dr. William. 461 Petreleum, American. 366 Petroleum, Amsterdam. 1, 88 Petroleum in Egypt. 137 Petroleum soliditeation. 387	Sash fastener, Abrams' 355	Thermometer, chemical *56
Eads, James B	Grain Grins, attachment *301	Lightning, protection from 111 Lightning rods 194 Lime luice. 195 Lime kiln, carbo nic acid \$^322 Liquid, transformation 10 Liquids, expansion of *71 Liquids, magic 10 Liquids, momentum of *339 Liquids, movements of 276 Liquids, movements of 276 Liquids, specific gravity of *281 Liquids, specific gravity of *281 Lives, two useful 64 Lock, Boyce's \$388 \$38	Perry, Dr. William 64 Petreleum, American 36 Petroleum, Amsterdam 1, 88 Petroleum in Egypt 13 Petroleum solidification 383 Phosphates from rock 32 Photographic ex posures 3, 11 Pnotographic notes 357, 369, 38 Photography nedical 16 Photography medical 16 Photography new application 18 Photography new application 18 Photography new application 28 Photography phosphorescent 25 Photography 1, phosphorescent 25 Pithisis, treatment of 212 Picture exhibitor 242 Picture frame attachment 35	Sciences, National Academy 308	Tin tree 10
Electric light and plants. 260 Electric light, effect of fog. 145 Electric lighting mach, dynamo. 419 Electric lighting mach, dynamo. 419 Electric machine, dynamo, small. 222 Electric music baton. *82 Electric pen, cheap 361 Electric spark, autographs of. *45 Electric street railways. 184 Electric treet railways. 184 Electric trement, novel. *255	Gun. dynamite. lecture on 257 Gun forgings, bids for 213 Gun. magazine, as a military arm 320 Gun, magazine, as a military arm 320 Gun, magazine, German 182 Gun, pop. living 260 Gun, pop. living 260 Gun, 100-ton, new 225 Gun, 110-ton, test of 264 Guns, De Range 144 Guns, Or the navy, new 208 Guns 100-to 144 Guns for the navy, new 208	Locks and keys exhibition of 248 Locks and keys exhibition of 248 Locomotive engineer, editor, etc 180 Locomotive inertia 255 Locomotive inertia 255 Locomotive, three cylinder 127 Locomotive, tyo 105 Locomotive, toy 105 Locomotive, toy 248 Locust tree bark 228 Locust, plague of 245 Locust, plague of 245 Locust, take-up for 248	Piles driven by dynamite 356 Pipe, smoking, Schramm's 377 Pipe, steam, break in 336 Pipes, steel, making 24 Pipes, waste, clearing 38 Piston,head for steam engines 14 Piston head packing 54 Pitcher plant, the 355 Pivots, balance 19 Planer, iron, new 266 Pianets, three, Visible 330	SCIENTIFIC AMERICAN, A. & B. ED. 183	Torpedo boat Destructor. 36, 168 Torpedo boat, dynamite gun. *137 Torpedo boat, fastes. 25 Torpedo boat, remarkable. 309 Torpedo boat, swift. 370 Torpedo, effect on ironclad. *136 Torpedo fleet. British. 401 Torpedoes, steam 164
Electricity, medical Electricity, static, experiments. 341 Electricity, welding by	Hair, superfluous, removal 184	Machinery, link belt	Plates for Wimshurst machine 328 Plates, interference, photo 161	Ship of war Colossus. *38 Ships, cemented 200 Ships, great, headway of 304 Ships, hiring, to carry the flag 2 Ships of war and forts. 112 Ships of war, British. 7 Ships steel, casting. 309 Shipping, present condition. 386 Shoes and boots. oil for 367 Shrub, hoar frost 10 Shutter, camera, Betts'. *322 Shuttle: cushioned, Paige's. *322 Shuttle: cushioned, Paige's. *322	Torpedoes and torpedo boats 185
Electroplating with platinum. 132 Electrotyping app., hanger for *259 Employes, hints to 64 Energy, conservation of 401 Engine, a large 168 Engine, caloric 127 Engine economy, marine 356 Engine, fifty cent 40 Engine, gas, Randall's *50 Engine, mil. *73 Engine, mil. ompound *399 Engine, mil. ompound 37 Engine, spring wheel 36 Engine, spring wheel 36 Engine, stationary 30 Engravings, copying 37 in velopes, securing 25 Eplornis 168 Escribine, bon ton 22 Eskimos, the 402 Excavator, ballast 313	Harrow and pulverizer. *396 Harrow, Parker's. *195 Hat brims, jack for. *338 Hat bolder, travelers'. *227 Hat protector, Hopkirk's. *132 Hat, silk, to restore gloss to. 293 Hawk plasterer's. *131 Hay fever. 226 Hay frame. *355 Hay rake, Spencer's. *354 Health board president, new 198 Health, effect of exposure. 227	Mahogany, early use of 32 Man, a strong 183 Man and the wild animal 33 Man, armless, accomplishments 188 Manganese 52 Manganese steel 277 Map engraving wax 311 Marble, Texas 386 Marshes, Pinsk 28 Match and cigarette box *775 Mechanical foolhardiness 228 Mechanics, amateur *374 Medicine, preventive 129 Men of thought 57 Metzury, absorption of 147 Metall, inculties, deterioration 281 Metalls, melting points 236 Metalls, to platinize 169 Meterorites, explosion of 145 Metric table 180 Metric table 181	Platinum, electroplating with. 132 Platinum ores. 164 Pliers, gas. Dahl's. *83 Plow and pulverizer. *35 Plow. Babcock's. *185 Plow. Neville's. *67 Plugs, fusible, boiler. *179 Poivrette. 155 Poke, animal . 155 Poles, vehicle, Ryan's. *166 Poles, wooden, preservation. 378 Polish, furniture. 201 Polyprism, the. *88	Silver tree	Tray child's
Exhibition, American, London. 120 Exhibition, French 200 Exhibition, Industrial 200 Exhibition of locks and keys 248 Exhibition Paris, 1899 289, 37 Expansion by heat 88 Exanssion of solids and liquids 11	****	Microscope, toy*246	Power, electric transmission of *70 Power, water and steam, cost 309	Snake a poisonous	Trap, plumber's 163 Trap, steam. car heating 354 Traps, drain pipe 65 Travelers, commercial, tax on 176 Tray, child's 347 Tree growth, curious *9 Tree elad 10 Tree, lead 10 Tree, lead 10 Tree, tin 10 Trees, old, fo graft *373 Trees shade, protection 336 Tromp, laboratory *146 Trousers stretcher *98 Trunk, Robert's *371 Tub or cask improved *168 Tube, Geissler *105 Tubes, spiral fracture of 277 Tubes, trimming ends of *82 Tuning per, violin *309 Tunnel, Hudson River 321 Tunnel, Severn 22 Tunnel, Severn 230 Tunnel, the longest 100 Tunnel, the longest 100 Tunnel, the longest 100 Tunnel, the longest 100 Tunnel, the longest 373 Tunnel, the longest 373 Tunnel, triermend 368 Type writer, Hammond 368 Type writer, Hammond 368 Type writer, Hammond 368 Type writer, Hammond 358 Type writer, the first *271 Tree writer *271 T
Explosion, curious 399 Explosion, planing mill 37 Explosions, boiler causes of. 66 Explosions, saw dust 181 Explosions, sawer back 228 Explosive a new 180 Explosive mixture, new 181 Explosives, recent progress in. 101 Exposure preserves health 239 Express company's liability 326 Extracts, flavoring 329 Eve camera 271	Holder dry plate. *242 Holyoke dam	Microscope, toy. *246 Microscopic notes *265 Microscopic objects, mounting. *265 Microscopic objects, mounting. *265 Microscopic objects, mounting. *263 Milk, asses' diet. *383 Milk asses' diet. *384 Mill engine, compound. *389 Mill engine, cylinder. *384 Mirrors, convex, etc. *393 Mirrors, convex, etc. *393 Mitis. *34 Mirrors, convex, etc. *38 Money, how to make. \$13 Money in circulation. \$38 Money in circulation. \$38 Montgomery, Judge. \$240 Monument, Grant. *41 Monument to Gailleo. 401 Moon, shadow of. *404 Morgue at Paris. *178	Prestidigitation #272 Printer's chase #38 Printing block. Hawke's. #5 Printing plack. Hawke's. #5 Printing plack Hawke's. #5 Printing plack Frinting place from photgraphs. 20 Prints, bromide, stripping 38 Prints, bromide, stripping 38 Prints, bromide, washing. 97 Prism, the #8 Prizes, industrial, French \$3 Profit, margin of 311 Projecties, chrome steel 27 Promotion by seniority 32 Propeller screws #9 Proportion, geometrical 37 Proprieters and foremen 24 Propulsion of vessels 55	Soldering head on screw. *88 Soldering mixture. 97 Soldering mixture. 97 Solid and fluid, rotation of. 229 Solids, bulk of. 21 Solids, bulk of. 19 Something else coming. 182 Spiders, a family of. 280 Spiders, a family of. 280 Spidumene crystals. 290 Sporl holder, Clarke's *226 Spiring for watchcases. *25 Staffs, nitrate of silver. 183 Staffs, nitrate of silver. 183	U Umbrellas
Eye camera 271 Eye, effect of strong light on 152 Eye glasses *163 Eye, soundness, proving 198 F Fabrica, rubber, coloring 385 Facial transfigurator 90 Farm, largest in the world 169 Fasting and poisons 383 Fatigue, professional 196	lee impure 179	Moth destroyer 289	Propulsion, steam, direct.	3 Stamper battery, gold *230 3 Star Algol 247 1 Stars, binary, masses 2 2 Stars, evening, trio of 177	Varnish, creeping of 35 Varnish for ironwork 392 Varnish for negatives 353 Varnish resins 340
Feet Incredible 10	Ice, impure, as cause of disease.	N Nail machine	Quality, not quantity 194 Quarries, stone. *16 Quickellyer for production 994	Steam pipe, break in. 326 Steam power, hiring 52 Steam propulsion, direct 3 4 Steam road roller \$42	Victim of mispiaced connence. sor Violin Yuning peg. *309 Vulcabeston. 193 W Wagon rack, Edwards'. *258 Wagon stake, improved. *114 Wall paper, test of. 2296 War and invention. 32, 169 War ships, British. 77 War ship Colossus. *508
Fire ball, dancing 10	Inventions, buyers of, 22, 313, 393 Inventions, engineering 11, 26, 42, 59, 74, 91, 107, 122, 138, 154, 170, 187, 202, 218, 234, 250, 266, 282, 299, 314, 330, 346, 362, 379, 394, 409 Inventions, mechanical 11, 26, 59, 74, 91, 107, 122, 154, 299, 409 Inventions, miscellaneous 11, 26, 42, 59, 74, 91, 107, 122, 138, 154, 170, 187, 202, 218, 234, 250, 266, 282, 299, 314, 330, 346, 362, 379, 394 Inventions, Ericsson's	Negatives, varnish for. 358	Rabbt pest, Australia.	Steamer, a remarkable	War vessels, U. S., designs for 257 Warbler, our
Flanges of iron beams. 69	Inventions of employes. 49 Inventor, honor the 84 Inventor, problem for. 195 Inventor, rights of 406 Inventor wanted. 102 Inventors and capitalists. 146 Inventors, chance for 54 Inventors, chance for 54 Inventors, encouraging 40 Inventors, important to 37 Iridium, electro deposition 378 Iron castings, flexible 73 Iron moiten, transparency 229	Nordenfelt boat *390 Nordenfelt boat *390 Nordenfelt boat *390 Oar lock, Tompkins' *388 Oars, steel 372 Obernetter, J. B. 333 Objective to diminish power 295 Observatory, Lick 72 Observatary, Naval, work at 225	Railroad signal	8 Steel oars 372 1 Steel pipes, making 244 2 Steel ships, casting 309 7 Steel ships, casting 392 9 Steel works, Krupp's, etc 85 1 Stormach *856 0 Stomach digestion 241 1 Stomach, washing out 281 1 Stone, building supply of *18 1 Stone, grano_metallic 188 5 Stone, grano_metallic 188	Water gauge, Cheeks'. *29 Water gauge, Cheeks'. *34 Water hammer *25 Water motor, Lucier's *39 Water, mudoy, clarifying *399 Water, spheroidal state. 152 Water supply from driven wells *35 Water supply New York *351 Water tower, Sheepshead Bay .53, 101 Water-weed, American 152 Water wheel, Turkish *53
Folding and pasting machine *817 Food sophistications 68 Foot plate, two men on 21 Force, conservation of 2 Forts, steel, casting 143 Fountain, wish boiler *211 Freezing mixture 231, 88 Fruit development 152 Fruit gatherer, Evans *377 Fuel, liquid 98 Fungigating, steaming vs 22 Fungt, edible 152 Frungt, edible \$25	11. 28. 42. 59. 74. 91. 107. 135. 154. 170. 202. 218. 234. 250. 286. 299. 314. 170. 202. 218. 234. 250. 286. 299. 314. 242. 59. 74. 91. 107. 122. 138. 154. 170. 187. 202. 218. 234. 250. 286. 282. 299. 314. 320. 346. 382. 379. 394. 499. Inventions, mechanical. 11. 26. 59. 409. Inventions, mechanical. 11. 26. 59. 409. 11. 107. 122. 138. 154. 170. 187. 202. 218. 234. 250. 286. 282. 299. 314. 320. 346. 382. 379. 394. 409. Inventions, miscellaneous. 11. 26. 42. 59. 74. 91. 107. 122. 138. 154. 170. 187. 202. 218. 234. 250. 286. 282. 299. 314. 330. 346. 362. 379. 341. 170. 187. 202. 218. 234. 250. 286. 282. 299. 314. 330. 346. 362. 379. 341. 170. 187. 202. 218. 234. 250. 286. 282. 299. 314. 330. 346. 362. 379. 349. Inventions of employes. 49. Inventor, problem for. 195. Inventions of employes. 49. Inventor, problem for. 195. Inventor, rights of 406. Inventor wanted. 102. Inventors and capitalists. 146. Inventors and capitalists. 146. Inventors, chance for. 54. Inventors, chance for. 54. Inventors, important to. 37. Iridium, electro deposition. 378. Iron castings, flexible. 37. Iron oxide for polishing. 108. Iron paner, new. 225. Iron, oxide for polishing. 108. Iron planer, new. 226. Iron, sad, self beating. 223. Iron to melt in a moment. 10. Iron works, Continental. 353. Ironing machine, hand. 356. Islands of the Pacific. 378. Isochromatic plates. 158. Itom. 54. 182. 183. 183. 183. 180. 183. 341. 353. 376. 184. 184. 184. 184. 184. 184. 184. 184	Occupations, hygiene of 293	Railroad signal Railroad station indicator Railroad ties, endurance. Railway, accident, serious. Railway, cable, elevated. Railway, cable, elevated. Railway cars, stove for Railway cars, stove for Railway cars, stove for Railway cars, table for. Railway couplings. Railway couplings. Railway couplings. Railway ship, Tehuantepec. Railway, Lartigue. Railways street, New York. Railways traffic, street, New York. Railways, tarfic, street, New York. Railways, street, electric. Railways, street, electric. Railways, street, electric. Railways, street, electric. Railways, wooden, of U.S. Rainfall, precipitating. Rake, hay, Spencer's. Raspeary wine Ray, Serioler's. Ray, Serioler's. Ray, Serioler's. Ray, Serioler's. Ray, Serioler's. Ray, Ray, Ray, Ray, Ray, Ray, Ray, Ray,	1 Stone, Gen. Chas. F 34 5 Stool and bustie combined *36 0 Stool, milking, Cowan's *105 6 Storm, a notable 20 4 Storms foretold by insects 260 1 Stove, Bekofsky's *21 1 Stove, Birnba'un's *256 6 Stove for railway cars *184 6 Stove for ships *38 2 Stove pipe collar *275 3 Stoves, cooking attachment *173 3 Stoves, soda 181 7 Strewberry wine 990	Wall paper 188
Furnace heating. 185 Furnace, hot air, Paine's. *217 Furnace temperature	Jack, hat brim	Ordnance, night sight for \$33 Ore crusher, improved \$276 Ores, silver, treatment 260 Organ tuning by telephone 378 Organic matter, metallization 196 Outlining tool. *5 Oversight, a serious 116 Oxygen in vital phenomena 133 Oxygen, preparing 238 Oyster shells for cancer 359 Ozone. 392	Reel, lead pipe	Street railway traffic New York	Whales, sixty captured.
Gare board, novel	Juice, gastric 276 Jumper, a great 369 K Kaleidoscope *89 Kieselgahr in tanning 151 Knob, old fashioned *214 L	P Pace, average length of 129 Packing for piston heads. 54 Paint, luminous. 38 Palace, ice, St. Paul. *55, 262 Palladium chloride, paper. 376 Palm. royal. 399 Pan lifter, Germond's. 258 Paper, asbestos. 216, 257 Paper, India 149	Rhinoceros in the park	2 Sun, duration of the 134 9 Sun, eclipse of *404 3 Sunshine, power of 348 8 Surplus, government 181 1 Swimmers, hintsto 366 7 Switch table, Durien's *354 0 T 2 0 Table for railway cars *210 0 Tablet and paper weight 256	Wire netting machine **57 Wire rope, working load 53 Wires, telegraph, in N. Orleans. 309 Wires, telephone, improved 57 Woman. an aged 391 Wood filler, Wheeler 166 Wood, how made 277 Wood measuring rack 3131 Wood, preservation of by lime 17 Wood pulp industry, Norwegian. 149 Work, incentives to better 378 Workneen, not fully employed 380 Workneen, not fully employed 380
Gas, nutural, Indiana	Label nolder, Brophy's	Paper statuary. Paper to adhere to metals. 400 Paper turning yellow. 144 Paper, wall, test of Papier mache. Sl Papyri, Vienna. Paris Exhibition, 1889. Pater to lill, obnoxious, defeat of. Patent, driven well, sustained. Patent law design.	Roosevelt, H. L. 4 4 4 4 5 6 6 6 6 6 6 6 6 6		Hales, sixty captured.
Gauge, railway, change of. 26 Gauge, water accident to *22 Gauge, water cheek's. *2 Gauge, water Cheek's. *3 Gear for foot lathes *37 Geese killed by lightning. 36 Geological survey of New Jersey II Geometrical proportion. 37 Gibbon, the *22 Glass, colored. 40 Glass, cut, how made. 11 Glass, plate, drilling holes in. 66	Latch and lock Adam's *271	Patent law system. 14 Patent laws, annual attack on 16 Patent laws, centennial of 160, 21 Patent nullification, revival of 16 Patent office. 23 Patent office, work of 116 Patent rights, nature of 27 Patent system protect the 67 Patents, commissioner of new 24 Patents, decisions relating .to .164, 218 Patents, gas motor 28 Patents, gas motor 28 Patents, patents, gas motor 28 Patents and .	Russel, Colonel.	Telephone, inventor of 3	Yacht race, ocean *218 Yacht, snow, Dakota *175 Yacht, Vanderbilt's *115 Yacht, Vanderbilt's *16 Yauke cruze latest 136 Youmans, Prof. E. L 65
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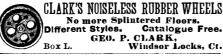
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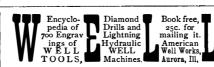
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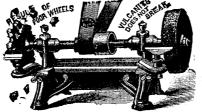
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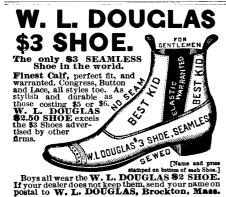
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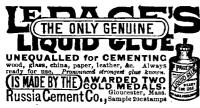
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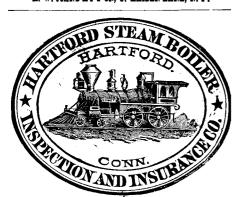
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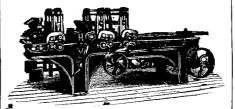
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