
[Reported Officiallyfor the Scientific American] LIST OF PATENT CLAIMS Issued fron the United States Patent Oillce for the week ending jan. 1, 1856.
 tind uous peates of metall, for the united purposes of botton
and ballast, as set forth. SHEET Meral Bending-Reuben Brady, of New Yort
City iv do not claim the concave ted add rollers, irres
pective of hearrangement described.
 platex, is c. to said frame, when the abse parts are use
in connetion, and operate conjointly with the perman
ent ronler, A. and concave bed. D, tor the purpuse spe
cified. [The nature of this invention consists in the employ
ment of two rollers, one of which is placed in perma nent bearings, and the other i a awinging frame, to which the guide feeding plates are attached. A statioiary con cave bed is alsoemployed, the points being so arranged as
to bend the plates of sheetmetal intocylindrical form for cans, yc . The chief point of novelty is a peculiar meth
od of adjusting the concave bed, so that the diameter o the curve given to the metal may be cha)
and larger or smaller cans be produced.]


 BEE. Hives-G. H. Clarke, of East Washington, N. H. combi ied. 1 claim the cunstruction and ar rangement o
the hollow bars, D. in the manner and for the purposes
set forih.



 substaitially equivalent.
 matter, and convering said matier iuto a manure, as de
scribed.
 rushing, etc. the rammors, T. Derated by the lifting
shet claim the
wheels. in combination with the racchets, W X, an


 [ $\Delta$ slow and tedious business is the ramming down paving stones. Herelolerell
hand, and has generally beea regarded as a very sever species of labor. Mr. Davidson, in the above impruve ment, proposes to use the giant power of steam iustead or
muscle to do the work. He pr svides a locomotive fur nished at its rear end with a dozen or two of heavy ram mers, quite similar to those in common use, arranged in
line. 'The rammers are furnished with stout arms, behind which is a cylinder haviag corresponding projections
When the cylinder revolves, the projections catch under the arms and lift the rammers, which then fall upon th stones by their own gravity. The operationis very rapic
and a machine, it is supposed, can be easily made capaand a machine, it is supposed, can be easily made capa
ble of doing the labor of fifty or one hundred men. The
locomotive propels itself along the street as fast as it fin locomotive pro


 HARVEsters-Lebbeus Barnes, of Islip Township. N
Y.: I claim the application to the reciprocating cutter



 Aloo, we claim tho trigger piece, S. combined with the
stud spring.6. .to remove said stud from the ellolo, 7 , and
allow the
fied.



 ployment of a fixed eylindrical ureech-pin, surrounde
by an annular reces tor occieve the runded edze of the
barrel, as described and for the purpose specified.













 and





 $\substack{\text { and } \\ \text { litith } \\ \text { por } \\ \text { Pa }}$

 [1t is gcnerally less difficult to make a padlock safe, 80 ar as it respicts the lock-pick, than to make it secure
against breakage. Nearly all the padocks in uxe cau be broken to pieces by one or two smart bows with a stou hammer. Not so, however, with the subjoct oit the pre
int p.tent. The moving parts are few, a.d these are mbedded in solid metal that when combined the lock canuot le sma, shed. Indeed, it has no shell, nor is ther ny interior empty cavity. Striking upon it is theretur -of which the lock is made. There is no key hole like pen the lock. It would take a long head to pick the m3. This invention appears to afford all the security field for uase far creater. Indeed, under this patent, doors and locks of all kinds, involving the same principles and ffording the same uncommon security, can be made.

 that as ons
moved simulat
as described
ouble doors, or doors divided into two halves. It consists of a contrivance, wher byy, when one door is opened, the
other also moves. The two are colluected together at heir tops, by means of a belt which passes around pulley when one door moves, the other is also operated, by cross ng the belt the two doors will move in the same direction
the belt is not crossed, the doors will open al, close ecntrary directions. The improvement speaks for itself.]
Excavaing Michines-J. J. Savaja, of New York

 Guily as de.cribed and shown.
Sycond iclaid


 conp down









 opaning. , be tween the back
widening out towards the bar.









 Furga SAws-Jacob Erdle, of West Bloomfield. N.



 I claim the framing, A, with oxes., Bt and aprons or leaves.
Ha attached to it a,
for the purpose specified.
[Che fore yoing impr ivement consists of a huye sort of
a table, upon the top of which the dirt is thrown as fast as excarated, and then dropped int) wazons and carts.
whichare backedup be., eath the table to receive their loads. The invention is applicable principally to the ex-
cavatio, of banks ald hills. An aporture is first dug in th side of the embankm nt, just large enough to admit
th9 table. Its leaves form a firm flo dirt is brught by scra;ers, se, from the sides and other
parts of the emba kment. When a sufficient quantity has been acumulated, the table tops or leaves are tilted
inwardly, and the dift falls into the carts below. The are ready for new loads. This looks like a very service. ontrivance forsome locallities.]
 sprin
gs.
S.
Se

CULTIVA tring Plowe-Wm. F. Wyche, of Brookvile
N.C.: I clalm the arranging upon the shire ofthe plow of





 lats claim th. arrangement of the rammer in the rear
of the breech. .in colubuation with the Lreech pin, sub-
stanially aus set frth. Ialso claim the con, truction and arrangement of the
breich pin the lever ror turning the samm the trough,
H, to rec ive the chat rge and guide the








 [This invention consists in cer
chines now in use for making weavers' harness. The ob
jects of the inve.tion are, first, to adat jects of the inve..tion are, first. to adapt a single machin
to the making of different widths of $h$ rness. Hithert separate mach ne has been required for each change in
the widdh. Second to which are employed to produce the knots to form the ey of the har uess. Without engravinss we could not conves
a clear idea of the construction of the parts. The im
M. .

 Crise connection between the sickle bar and the crank the cutter bar, and at the other end by the usual kind o
coupling to the critk. The el isticity of the spring per mits the necessary change of poiition to a commodate the
workiing of tho crank. The advantaze of the spring is working of tho crank. The advantaze of the spring is
that by having a fixed attachment to thy cutter bar, the
latter may ie made thinner and ligher than could otherwise be allowed, were the common pivoted rod em The draughtton gue in $\mathrm{Mr}_{\mathrm{r}}$. Pease's machine is placed ment quive easy for the hor ees.]








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 bringing the pressure nearer the center of the learings on
the wheels, sulstantially as descriced.














The Cilimate of New England Unchanzed. ons have greatly chea ters are now much milder than those of the "olden times." The Boston Journal, in an ar ticle on this subject, states that this position has been distinctly assumed by some of ou best historians and naturalists, and many in genious reasons have been given for the change but so far as it relates to New England it de nies the correctness of such notions. It says For more than half a century, however Fahrenheit's thermometer has been in us throuzhout New England, and we possess an exact register of observations made with during more than forty years on one spot, by the venerable Dr. Holyoke, of Salem. The temperature of each day was thrice noted a the same hours throughout the whole period and, as a comparative statement of the earlie and later portions of that period, therefore, it is of singular value. No conclusion can b drawn from it, however, favoring in the leas the popular impression respecting the amelic ration of our climate. On the contrary, shows that from 1786 to 1829 the climate in tue vicinity of Boston continued essentially the same. On the 7th of March, 1775, the fros was out of the ground at Portland, Me., and on the same date in 1621, garden seeds were sown in Plymouth, Mass.
"If it could be shown, for instance, that the English ivy, which bas been cultivated in this country for more than half a century, could now endure our winters better than formerly it would furnish strong proof of a softening o our climate; but no such instance can be found, either with the ivy, or with any shrub or tree

The reason given for the impression that the climate of our country has been growing milder since its settlement, is, that extraordinary seasons are remembered, while the inter med ate years, which are not marked by any unusual prevalence of heat or cold, are forgot ten.'

To Builders of Suspension Bridses.解 . Bowen, of Wilmington, Ill., in which he
 iver which build a bridge over the Kankake at another 1200 feet wide, having good banks with a solid rock bottom, and the depth of the river 15 inches only, at low water. The town ship officers having charge of the matter, are not well informed of the expense of wire and other bridges; they will adopt the plan within their means, which promises the greates strength and durability.

## The principal bell for the great clock of the

 Houses of Parliament is to be nine feet in diameter, and to weigh fourteen tuns, and will be ameter, and to weigh fourteen tuns, and will bethe largest bell, they say, e er cast in England

