
[Reported Offcially for the Scientific American.] LIST OF Patent CLAIMS Issued from the United States Patent Office for the week ending june 11, 1856.


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 Mowing Machirxs-Cornelius Aultman and Lewis





Cutting Threads or Wood Screws-Cullen Whip









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Fve cut of the chaser or cutter, by combining therewith
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seribed.
$\mathbf{S}_{\text {toves-Isaac Diller, of Lancaster, } \mathrm{Pa}}^{\substack{\text { desigs. }}}$
Cooring Sroves_Garretton Smith, Henry Brown
A. Read, of Philadelphia, Pa.
Air-Tighr Sroves.-Garrettson Smith and Henry
Brown, of Philadelphia, Pa. Nine Plate Stoves-Garrettson Smith, Henry Brown
and J. A. Read, of Philadelphia, Pa. SToves_-Garrettson Smith. Henry Brown and Jos, A
Read, of Philadelphia.Pa. Albany, $\begin{aligned} & \text { S. } \\ & \text { S. } \\ & \mathbf{Y} . W . G i b b s ~(a s s i g n o r ~ t o ~ P e r r y ~ \& ~ N o r t o n,) ~ o f ~\end{aligned}$ Cooring Stoves-J.F. Allan (assignor to Stratton \&
Massey, of of Philadelphia, Pa.

Wood Bearings to Shafting of Steamers
The British steamer Himalaya having had the old brass bearings removed, substituted lignum vitæ bearings to her screw shafting which have operated much better. A corres pondent of the London Artizan thus describes the results of their application :-

"Since the application of this material the vessel has run about 30,000 miles, during which time the engines have made abou $8,000,000$ revolutions. The total wear down in the stern-post does not exceed 1-8 inch. which is, of course, very trifling for the wor done. The screw shaft is lined with brass at the part bearing on the wood, and this bear ing is 18 inches diameter $\times 4 \mathrm{ft}$. long. The lignum vita is inserted into the cast-iron stern pipe in segments, each piece being the whole length of bearing, and about 3 inches wide $\times 3-4$-inch thick, so that the segments combine into the form of the pipe, in a some what similar way as the staves of a cask. The abutting edges of these segments are rounded off to form water-ways, and their surfaces are also scored in several places to allow a fre circulation of water on every part of them These segments are prevented from running round with the shaft through its friction by a strip of metal, which is pinned on to the up per side of the stern-pipe, and against the edges of which the lignum vita segments abut They are kept in at the inner end by a shoul der in the stern-pipe, and at the outer end by a ring, which is screwed on to the stern | post. |
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We are indebted to the courtesy of Mr Gray, the engineer of the Himalaya, for a de scription of a very ingenious application of lignum vitæ which he has adopted in his collar or thrust bearing. He found this bearing wore considerably, and when in the Mediter ranean last year, the brass rings had thus be come so reduced that there was a space o about $3-4$ of an inch on the slack side of the collars. He determined to try the experiment of interposing lignum vitæ segments betwee the thrusting collars on the shaft and the brass rings on the bearing, and fitted them in four segments of a circle to each collar, so that they can be slipped in their place without removing the bottom brass. They are pre vented from running round with the shaft by a brass plate screwed on to the lower brass and are so easily removed and re-fitted that two hours only are necessary for applying new segments to the block. A set of lignum vitæ segments, thus applied, will last for from 7,000 to 10,000 miles, and the expense of fresh segments is comparatively trifling."
This steamer, next to the Persia, is the largest afloat in active service. It recently made a very rapid passage to Halifax from the Crimea with 2,000 troops.

Equal parts of iron, cobalt, and nickel fused together, make a very hard alloy of dazzling whiteness, resembling silver. It is suitable or making knife blader, fine files, and othe such articles

