## TO CORRESPONDENTS.

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A. B., of N. Y.-The broad gauge is not generally adoptd in England. It is said that a locomotive on the Great Western Railway, broad gauge, is capable of taking one hundred and twenty tuns at an average speed of sixty miles per hour on easy gradients. The weight of one of these engines, empty, is about 30 tuns, and the tender about 9 tuns; when supplied with water and coke the weight is increased to about 52 tuns. The boiler contains nearly 1800 feet of brass tubing On all the English roads the system of indicating the grade is adopted for every mile-so that the engineer can always know how to work histengine to the best advantage. E. A., of Conn.—During the progress of the East India

war, the English army have taken and sent home to the government several very rare specimens of war cutlery; as to workmanship and quality of material used, they are not excelled by those made in any other country,-the sword blades are especially of the best quality. In the manufacture of steel the Hindoos have an impression that iron hammers and anvils are injurious, they therefore use stone hammers and anvils as substitutes. The steel is probably made of the magnetic oxyd of iron, and the smelting is done in clay furnaces. Af er the iron is thor oughly hammeredit is broken into small pieces and put into crucibles with a small quantity of dry wood. These crucibles are then put into a charcoal furnace, and a blast is applied for two or three hours; when the cruci-bles are removed they are not opened till they have become cooled. The iron has become steel during this pro-

R. A., of Miss.-The patent to which you refer was granted in 1853. To prepare the cloth for being painted pon, it first undergoes a series of chemical preparations The mordant is composed of muriaticacid. Sulphuric acid and block tin in proportions of 18 lbs. of the first, 9 lbs. of the second, and 21-2 lbs. of the third; the whole being warmed in a sand bath, whilst chlorine gas is introduced by a pipe to saturate it.

A. G., of N. C.-When you send your model do not fail to attach your name to it, that we may know it is from We are often much bothered to find out where models come from.

E. G., of Pa.-Railroadiron is not manufactured very extensively in this country, most of it is imported from England. 'The shops in your State, we think, are prin cipally employed in re-rolling old rails—a large business is done in this line, we understand. You cannot patent the improvement you describe. The patent of J. D. Steele, issued in 1863, consists in making a rail of two parts. which is composed of a flanged bridge, or U-shaped rail of the usual form. The flanges of one rest upon the flan-ges of the other, and are fastened together by rivets. This form of rail presents a double bridge and a double base and must be quite strong. R. G., of Pa,-We do not know the address of Mr.

Green

L. of N.Y.-Your idea of propelling canal boats by means of a locomotive on a railway placed on the tow path, is new but not patentable. The many objections to the plan would prevent its adoption, we should think J. C. P., of Mich.—Your letter covering \$30 came duly

to hand, and we have entered your case upon our books, and will prepare the papers in your turn-probably in about one week-and forward for you to execute. The idea of "braking up" (stopping) a train of cars by the weight of the cars and their contents, is not new, but the manner you propose of accomplishing such an object we elieve is. Magnetism as an agent for operating brakes has been known for some time-send us a detailed statement of your plan, and we will advise you more definitely by mail.

E. R. C., of Me.-Your improvements in marine engines do not appear to possess any novelty. The engines used on the Collins steamers are essentially the same. The shaft of a steamer makes about 210,000 revolutions during a passage from New York to Liverpool.

B. W., (f Miss.-From the titles appended to your name w; should judge you to be a sort of universal genius, and we are glad you are willing to let your light shine; but you have unluckily stumbled upon some ideas not posi tively new. A revolving gang of plows is well known in t is country and also in Europe, and could not be patented. There is no patentable novelty in a clawed hatchet and it would be presumptuous to undertake to patent a hole through the face for drawing or turning nails. Strike out a new path and try again. W. B. G., of N. Y.-Your plan of getting a power to

move vessels by hinging them at the center, is the same as the "Bender" of Prof. Smith, illustrated on page 230, Vol. 9. Sci. Am.

G. N. F., of Pa.-Unable to answer your interrogato

true, but we have no idea of entering into the speculation

and schooners in our harbor, which were built twenty years ago. You seem so anxious to make an application for a patent, that we tried to study out an improvement that might be autached to it to make it patentialie, but it was of no use, the foundation was too judificrent for a su-

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ood the test for many years, and we are of the opinion that you would be safe in adopting it. You had better write to him, setting forth the truly distressing condition of the lad, who has been so very unfortunate as to lose both legs.

II. D. S., of Geo.-Corundrum is in no demand here some fine specimens may be sold for gems of jewelry. 🦽 O. II., of Md.-Yours has been received and will meet with attention next week.

W. G. Ross, St. Nicholas Mills, near Quebec, C. E. wishes to procure good machinery for making buckets he wishes to know the cost, and the address of a manufacturer. We are often having inquiries for such ma-chinery, and we think an advertisement of it in our col-

umns would yield a good percentage. Money received at the SCIENTIFIC AMERICAN Office or account of Patent Office business for the week ending

Saturday, Oct. 13, 1855 .-W, N. G., of Ct., \$30; I.J. O., of N.Y., \$30; M. P., of Vt., \$25; J. & S., af Me., \$30; C. D. F., of N. J., \$30; D. V., \$20; J. & S., at hie., \$50; C. D. F., of N. S., \$50; D.
 E. H., of N. Y., \$32; M. P., of N. Y., \$30; S. B., of N.
 Y., \$55; J. P., of Ga., \$25: S. & S. M. C., of Ct., \$25; J. L, of N. Y., \$30; J. W. K., of N. H., \$55; B. B. B. of R. , \$50; J. L. P., of N. Y., \$30; H. M. P., of N. J., \$25; В. T. B., of L. I., \$30; G. R. J., of N. Y., \$30; J. A. K., of N. Y., \$100; J. H., of Iowa, \$25; A. F. W., of Ky., \$30; G. W. C., of O., \$30: W. P. DeS., of Pa., \$25; J. B. E., of Miss., \$25; G. W. B., of Ct., \$30; D. W. H., of Mo., \$25; E. W. B., of Ill., \$50; W. W. W., of Mass., \$30; J. J. J., of Mass., \$10; J. D., of N. Y., \$30; J. S. L., of Mass., \$25; H. & C., of O., \$50; J. S., of L. I., \$27; W. A. K., of N. Y., \$25; A. D., of Ill., \$25; E. A. P., of N. Y., \$55; L. F., of N. Y., \$20; J. W. P., of Mich., \$30; A. M. of N. , \$25; C. & P., of O., \$30; J. B., of N. Y., \$30; C. M. Y S., of Mass., \$25; P. W., of Pa., \$25; H. & M., of O., \$25; W. D. H., of Mass., \$25; J. M., of R. I., \$25; B. E., of N. 525; W. L., of Md., \$40; R. Y. H. of N. Y., \$10: T. T. of N. Y., \$30; W. P. C., of La., \$25; T. D., of N. Y., \$27; B. O. R., of N. Y., \$15; H. W. H., of N. Y., \$25; J. 11., Jr., of Wis., \$25.

Specifications and drawings belonging to parties with the following initials have been forwarded to the Patent Office during the week ending Saturday, Oct. 13 :-

S. M., of N. II.; W. II. M., of Mass.; W. P. C., of La.'; M. P., of Vt.; H. M. P., of N. J.; I. J. O., of N. Y.; S. & S. M. C., of Ct.; S. A. K., of S. C.; T. D., of N. Y.. B. O. R., of N. Y.; E. W. B., of Ill.; J. B. E., of Miss.; A. O. R., of N. Y.; E. W. B., of Ill.; J. B. E., of Miss.; A. M., of N. Y.; W. A. K., of N. Y.; D. E. H., of N. Y.; J. L., of lowa; J. Mc M., of Ky.; D. W. H., of Mo.; J. K., of L. I.; J. S. L., of Mass.; A. D., of Ill.; G. W. B., of Ct.; H. W. H., of N. Y.; J. H., Jr., of Wis.; S. B., of N. Y.; B. E., of N. J.; P. W., of Pa., C. M. S., of Mass.; W. P. DeS., of Pa.; H. & M., of O.; W. D. H., of Mass.; J. M. H. & N. Y. J. M. of B. L. S. J. & B. of N. Y. L. M. B., of N. Y.; J. M., of R. I.; St. J., & B., of N. Y.

### Innortant Rems.

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construction of their models with other useful informa tion to an applicant for a patent, is furnished gratis at this office upon application by mail.

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## Literary Notices.

The NAUTICAL MAGAZINE-The October number of this Magazine commences a new volume, increased in size and improved in appearance. A new department, under the charge of a naval officer, is added to it, and there can be no doubt of the ability engaged in making a most useful and able magazine-the only one of the kind in the world. It should receive a hearly support term our ship arguestic, marine engineers, and all those lu-trected in the nautical allairs of our coustry. Feery number is illustrated by figures relating to mautical archi-tecture, such as diagrams of new vessels. It is published by Griffiths & Bates, 110 Nasau st. The Descrete D Wirg-BW Mrs. Emma D. K. N. South

Vol. 9, Scr. Am.
G. N. F., of Pa.-Unable to answer your interrogatories about portable steam engines, we have referred shourd portable steam engines, we have referred to the manufacturers in this city.
A. G., of Mo.-Examine some good work on Geometry in relation to dividing angles.
S. H. N., of Phila.-The Water Light to which you refer, meant the gas light produced by decomposed water, not the Benzole Light, respecting which we have heave heave heave heave the liket and sometimes thriding. The preventies ought inc. Heid a high place among female literati. Every work she produces evinces a high grade of talent. Here type is easy, path tic and sometimes thriding. The prevent work he produces evinces a high grade of the state. If yell makes the failed and sometimes thriding. The prevent work he produces evinces a number of the states and sometime star interpose, but we can not, in view of the circumstances, advise you to proceed. You would be obliged to contend with previous applications. We cannot undertake to negotiate by thereal bads, sells, her rail roads, population, schools, churches, & Wesh is and strangers. The work is illustrated your invention. We cannot undertake to negotiate by thereal bads. Sells, her rail roads, population, schools, churches, & Wesh is and strangers. The work is illustrated your invention. We cannot undertake to negotiate by the manufactures, water of the manufactures, water the went biggers. The work is illustrated your invention. We cannot undertake to negotiate by the manufactures, water of the strangers, the race balongs to the inventors.
We have noidea of entering into the speculation.
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CHINKAUE COLORS, CHINA, AND JAPAN, by Bayard Taylor.—It can-ishers.
INDIA, CHINA, AND JAPAN, by Bayard Taylor.—It can-ont be denied, we think, that Bayard Taylor is the great. Set living. American traveler, and that he is no less distin-ontains the account of his travels, in the above-named countries, and is, we think, the best written of any that has some from his pen. The style is more simple, and has less of the personal grean overside which, to us, marred hestyle of this former works. He was attached to the Childed Expedition to Japan, and his accounts of that won-the trutice our process attacke intervest for us. It is travels in India, however, are the mest thrilling and attractive; true, but we have no idea of entering into the speculation
 INDIA, CHINA, AND JAPAN, by Bayard Taylor.—It can-for the prize he offers. the race belongs to the inventors who have embarked in it, and we shall congratulate the one who is successful in getting hold of the cash.
 W. P., of C. W.—It would be perfectly practicable construct a self-regulation admana con the same princi-ple as a clock, but no patent could be procured for it. T. C. H., of N. Y.—There are several patents on nail feeding machines.
 J. W. A., of Halifax—We cannot discover anything aboutyour windlass that approaches patentability. The same plan your model represents may be seen on sloops
 SALADEE'S COACHMAKER'S MAGAZINE.—The October

the publishers. SALADER'S COACHMAKER'S MAGAZINE.—The October num'er of this magazine contains quite a number of en-gravings illustrating various improvements in the art of coach and carriage making, and its kindred branches. The office of the Coachmaker's Magazine in this city is No. 108 Elizabeth Street. The editor and proprietor is C. W. Saladee, Columbus, Ohio.

perstructure. Your last suggestion would not render the apparatus patentable. L. M. P., of Mich.-The artificial leg patented and manufactured by B. F. Palmer, No. 378 Broadway, has

# **IMPORTANT TO INVENT-**

IMPORTANT TO INVENT-DORS. THE UNDERSIGNED having had TEM years' practical experience in soliciting FATENTS in this and foreign countries, beg to give nolice that they con-tinue to offer their services to all who may desire to se-cure Patents at home or abroad. Over three thousands Letters Patent have been issued, whose papers were prepared at this Office, and on an average green. or one-three of all the Patents issued each week, are on cases which are prepared at our Agency. An able corps of Exgineers, Examiners, Draughtsmen, and Specification writers are in constant employment, which renders us able to prepare applications on the shortest notice, while the experience of a long practice, and facilies which few others posses, we are able to give the most correct counsels to inventors in regard to the patentability of inventions placed before us, for ex-amination.

give the most correct counsels to inventors in regard to the patentability of inventions placed before us, for ex-mination. Private consultations respecting the patentability of in-ventions are held free of charge, with inventors, at our office, from 9.A. M., until 4 P. M. Parties residing at a distance are informed that it is generally unnecessary for them to incur the expense of attending in person, as all the steps necessary to secure a patent can be arranged by letter. A rough sketch and divertifies of the improve-ment should be first forwarded, which we will examine and give an opinion as to patentability, without charge. Models and fees can be sent with safety from any part of the country by express. In this respect New York is more accessible than any other city in our country. Circulars of information will be sent free of postage to any one wishing to learn the preliminary steps towards making an application. In addition to the advantages which the long experience and great success of our firm in obtaining patents present to inventors, they are informed that all inventions pat-ented through our establishment are noticed, all the pre-rest inter, in the SCIENTIFIC AMERICAN. This paper is ized by not less than 100,000 persons every week, and en-izy a very wide spread and substantial influence. Most of the patents obtained by Annoricans inforeign countries are secured through us, while it is well known that a very large proportion of all the patents applied for in the U. S., go through our agency. MINN & CO. American and Foreign Patent Attornies, 128 Fullon street, New York; 32 Essex Strand, London; 29 Boule-vard St. Martin, Paris; 6 Rue D'Or Brussels.

**PREDECING MACHINE'S AND EXCAVATORS DESCRIPTION OF ADDALLATION OF ADDALLATION** 

62\* D. S. HOWARD. **TMPORTANT TO CAPITALISTS** and others. Dr. J. S. Morgan. of Highland, 111., has taken out a patont for a valuable improvement in windmills. This is the mosteconomical and best motive power formany purpo-ses now extant. The same machine can be changed in one minutefrom a one horse or less, to all eith horse power or more, if desired. It is so simply constructed that any ordinary mechanic can make one; and the cost is but a trifle as compared with other motive powers. There is one now in successful operation near this place, and the most skeptical can be convinced that it is all that it is e ommended to be. Any person wishing information on individual, county, or other State riphts, or wish to take patents abroad will please address Ur. J. S. Morgan, or John Blottver, Highland, Madison Co., III.

C. KIRCHHOF, Model Maker for Inventors, &c., The number of successful models he has made are the best references as to his practical abilities, and his scien-tific and mechanical experience in the most varied 62\*

**FRON WORKS FOR SALE**—The Globe Iron Works, situated in and extending from 337 dto 34th ets. and directly upon the line of the Hudson River Railroad and the North River. This property consists of hindeen lots of ground, with machine shop thereon. 14 feet by 60, and three stories high - a foundry 104 feet by 50, bolier shop 92 feet by 60, and brass foundry 25 feet by 15. The above were built about four years since, in the most sub-stantial manner, all of brick, with slate roofs and copper gutters throughout, and for streng th and durability are in-surpassed by any in the city, they were constructed with especial reference to locomotive, and heavy engine and mill work, and the location is admirably adapted to that business. The engines and boiler, and all the tools, with which the works are amply supplied are of the most ap-proved style and workmanship, and now in excellent run-ning and working order. The tools will be sold either with or segarare from the buildings and lots. For ternis, sc., which will be made easy, inquire on the promises, or G. B. HARTSON, 1025 Broadway, or A. SMITH, 174 West 28th street, New York.

**W** 7 **W**PED. A Machine for making a miter dovetail and is much used in making cap and conditioned by a dressing boxes. A person having a good one will find a purchaser by ad-dressing box187. Harrisburg, Pa. 62\*

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