

MATENTS

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In connection with the publication of the SCIENTIFIC AMERICAN, have act

ed as Solicitors and Attorneys for procuring "Letters Patent"

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last ex-Commissioners of Patents.

MESSES. MUNN & Co.:—I take pleasure in reating that, while I held dissioner of l'atents, more than one-fourth or ALL THE BUSINESS OF THE OFFICE CAME THROUGH YOUR HANDS. I have no doubt that the public confidence thus indicated has been fully deserved, as I have always observed, in all your intercourse with the office, a marked degree of promptness, skill, and fidehty to the interests of your employers. Yours very truly,

CHAS. MASON.

Judge Mason was succeeded by that eminent patriot and statesman Hon. Joseph Holt, whose administration of the Patent Office was so distinguished that, upon the death of Gov. Brown, he was appented to the office of Postmaster-General of the United States. Soon after entering upon his new duties, in March, 1859, headdressed to us the following very gratifying letter.

following very gratifying letter.

MFSSRS, MUNA & CO.:—It affords me much pleasure to bear test
way to the able and efficient manner in which you discharged you
cause as Solicitors of Patents, while I had the honor of holding the
ploy of Commissioner. Your business was very large, and you su
lanced (and I doubt not justly deserved) the reputation of energy
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fessional engagements. ability, and uncompromising according to the consideration of the consid

Hon. Wm. D. Bishop, late Member of Congress from Connecticut, succeeded Mr. Holt as Commissioner of Patents. Upon resigning the office he wrote to us as follows:

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Row. New York. The Patent Laws, enacted by Congress on the **2d of March**, 1871 are ow in full to ce, and prove to be of great benefit to all parties who re concerned in new inventions.

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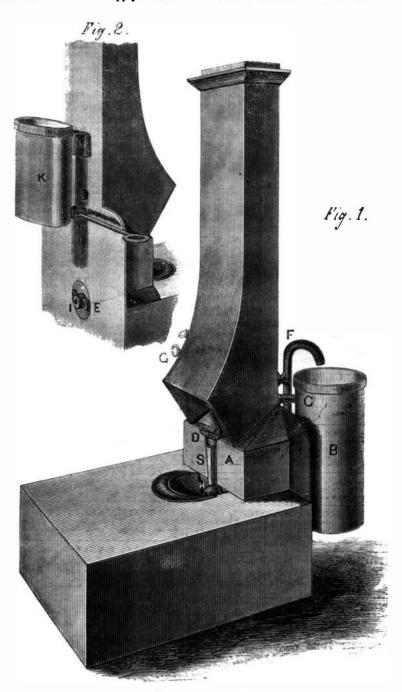
Improved Mist Forge.

All persons who have watched a blacksmith at his work must have noticed that he occasionally throws water on the fire. By a singular contradiction, when he wishes to increase the heat he throws on cold water. The object of this proceeding is gained in a different way from that generally supposed; the heat is augmented by preventing radiation, not by the decomposition of the water, and adding the resultant gases, oxygen and hydrogen, to the products of combustion. This check, for the time, increases the heat very rapidly and is attended with corresponding gain of time.

The forge here shown is intended to apply the water

is kept cool by the additional pipe, J, which allows a few drops to trickle down on it, and prevent it from burning out. This auxiliary sprinkler is to be used with the common tweer only, not with the water tweer, where it is not required. Fig. 2 shows the tank, K, used in connection with this common tweer, and the mode of attaching it to the forge back. When not in use it can be laid on one side.

The inventor asserts that the use of this arrangement, by its regular and steady action, causes a saving of fuel, and that the "heat" on the iron is taken in one-third less time than with a common forge. can also be used without charring the coal, and the fine dust and small cinders which are forced by the



GOULD'S MIST FORGE.

itself at any time at the will of the blacksmith, and blast over every thing in the vicinity of the fire, or is constructed with a water back, A, as usual, and additionally a tank, B. There are pipes in this tank at the top and bottom, as at C, the latter being in communication with the sprinkler, D. The lower pipe enters through the opening, E, in the water back, and the upper pipe, F, enters the other opening. If there is a pressure of steam in the water back, the water in it enters the bottom of the tank, B, and forces water up through the pipe, C, from whence it runs into the sprinkler over the hearth, when the cock, which the handle, G, communicates with, is opened. Thus the water can be thrown on at will by opening or shutting the communication between it and the tank, and in greater or less quantities, according to the work to be done and the heat to be taken. A common water tuyere, or "tweer," as generally called, is shown at H; the blast enters this through the orifice, I, Fig. 2, and the front of it legs were so severely scalded as to cause his death.

else carried up the flues and out on the roof of the building, are entirely confined by the use of this sprinkler, rendering the business much healthier and the shop more agreeable to work in. A patent on this forge was procured through the Scientific American Patent Agency on the 14th of March, 1865, by J. H. Gould, of Cincinnati, Ohio; for further information address him at that place, Box 2,445.

A COAL-WHEELING STOIC .- A boiler explosion took place recently in the Missouri Iron Mills, Wheeling, while an old man named Whitmore was engaged wheeling in coal. The boiler passed close beside him, but he went on with the regularity of a pendulum, back and forward with his barrow loads of coal. The nextday he assisted in clearing up the wreck. Since then the old man has died, and it was found that his

The First Iron Ship.

According to the Worcester (Eng.) Advertiser, Mr. John Wilkinson was the inventor and original builder of iron ships. The authority for this statement is an old letter found by his descendants. One of them thus speaks of it:-"This letter is dated Broseley, July 14, 1787, and the following is an extract:—'Yesterday week my iron boat was launched; it answers all my expectations, and has convinced the unbelievers, who were 999 in 1000. It will be a nine days' wonder, and then be like Columbus's egg.' The letter is signed 'John Wilkinson.' In another part of the same letter John Wilkinson says:- 'My coinage I expect will be out shortly,' and accordingly it did appear in 1790, as evidenced by coins still existing, on the field of the reverse of which is pictured the iron ship alluded to. Now, I think it will be perceived frem what has been stated above, that John Wilkinson, of Broseley, in Shropshire, and Castlehead, in Cartmel, Lancashire, and not Mr. Ramsden, was the inventor of iron ship-building. This vessel was built at Willey, in Shropshire, and afterwards traded between several ports in the Severn."

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