
Issued from the United States Patent Office for theweril indine septracter 29,1857 .
[Reported ofleally for the Scientific Amercan ]
































 passage for the circulation of the tron
throught the legs and boly of the boiler.








 specififed.









 cylinamer.
cher


 hicle asis anproaches the gate, and also after it has
pansed throph ind
Neither do collaim, broally, the operating of the gate





 process for inside soles and lining of hoots, hhose and
other articles for which solid sheet
cork has hitherto
















 N. Bugtiris Aranms-E. M. and J. E. Mir, of Itlaca





 b, , unberatatially as shown and descri ibed, forthe purpose
set forth.
Con









 forth.















 marchine, ascept when used for the purpose herein
scitied


 such, for the y yave been in use, and are well known in
other machin ines or other purposes.
 to prevent vapor or frest from collecting thereon, , 2 as
substantially described, and for the purposes set forth.

















































 adics skirts, as fuly made known.


## Financial Panic.-How to make Remit.

In the present unsettled state of monetary affairs, a question arises in the minds of many of our readers desiring to make remittance to New lork, as to the best and safest manner of doing so. So far as we are concerned, we would state that we continue to accept, for subscriptions, the bills on all banks whose paper is current at the places from whence remit ted; but we would prefer that our corres pondents would remit bills on banks in New England or New York State.
In making remittances for account of patent business, if sight drafts on New York cannot be procured at the residing-place of the party desiring to remit, we would suggest that he should deposit the amount in the bank nearest his residence, and send us a certificate of deposit (which the cashier will readily give) made payable to our order-Munn \& Co. This latter advice also applies to parties remitting for clubs of subscribers.
Thus it will be perceived that every facility is rendered to our patrons for remitting to this office; and we hope those who have written u that they are withholding their subscriptions or fees for account of patent business, because they did not know what money we would take, will no longer make such an excuse.
Patents were never in more demand than at the present moment; and while stocks of various kinds are selling for half their par value, we have heard of recent sales of patents for very large sums. A letter from Mr. C. B. Sawyer, of Fitchburg, Mass., lies before us, in which he states that he has just sold rights to the amount of fifteen thousame dollars on an invention secured through the Scientific American Patent Agency only a few weeks ago:

The Atlantic Te
The Atlantic Telegraph Company have decided to take the telegraph cable out of the Niagara and Agamemnon forthwith, and the British Government have given them permission to store it in Plymouth naval dock-yard until it is again needed for practical operations next year.

The Directors of the Company recently commiss!oned three of the most eminent engineers in England, namely, Mr. Penn, of the firm of John Penn \& Son; Mr. Field, of Maudsley, Son \& Field, and Mr. Lloyd, chief engineer of the steam department of the British Admiralty, to make a thorough examination of the cable, and all the appliances for submerging it, and to report the result with such recommendations for future guidance as they might deem advisable. These gentlemen, in company with Mr. Everett, the chief engineer of the Niagara, performed the duty entrusted to them in the most thorough manner, and came to the unanimous conclusion that, with the substitution of a patent self-adjusting break (by which it is impossible that the
cable when paying-out can be broken) for that previously used, and some modification in the paying-out machinery, there is no reason to doubt that the next attempt to lay the cable will be crowned with triumphant success. communication between the Niagara and the shore was suspended for several hours prior to the breaking of the cable, we have an authoritative contradiction. It seems that for a short time in the evening before the accident, the operators at the shore end of the line thought it unnecessary (having nothing to say) to send any message to the ship, although they were constantly receiving dispatches from it, hence the impression prevailed on board that the line had ceased to work; whereas a subsequent comparison of the records kept on shore ind on the ship showed conclusively that the insulatio
broke.

