ed and runing in conguaction with each other, substantinlly as de-
scribed iud set forth.



1,g00.-A. C. Barstow, of Provins.
1,000.-A. C. Barstow, of Providence, R. I., for Jesign for a Parlor. Stove.
1,601.-T. G. Bering, of Philadelphia, Pa., for Design for
a. Fence.
1,(i02.-J. G. Folsom and B. D. Whitney, of Winchendon, Mass., assignors to J. (i. Folsom atoressaid, tor locsign for a Sewing Machine Prame. 1, co: 3. - l'. W. Jackson, of New York City, for Design for
a Fire-place Frame.

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## Die biatent-(Geletze der \#ereinighen Staaten,






## Improved Folding Army Chair.

The accompanying engravings represent a folding chair designed especially for camp use, though it will be found remarkably comfortable and convenient in any house.
It is constructed with hinge joints so that it may be arranged as shown in Fig. 1, or fulded in the coiapact form represented in Fig. 2. The frame is made of hard tough wood, and the buck and seat are covered with cane or may be uphulstered. The back is joined to the seat by a hinge at $a$, so that it may be folded flat down upon the seat, or inclined at any angle desired. In order to hold it at such angle as to make a comfortable seat, the arms are attached to the back by hinged joints, and their forward ends
one hundred and eighty miles, parts of its surface heing below our boundary line in Sonora. Its area is some nine thousand square miles; and excepting the Colorado, which cuts across its lower end, is without ri ver or lake. It stretches off to the horizon on all sides without one glimpse of vegetation or life. Its surface is ashy and parched ; its frame of mountains ise in rugged pinnacles of brown rock, bare even of soil. Words are unequal to the task of describing its apparent expanses, the purity of its air, the silence of its night, the brilliancy of the stars that overhang t, the tints of the mountains at daybreak, the looming up of those beyond the horizon, the glare of the midday sun, the violence of its local storms of dust and sand.


## HARDY'S FOLDING ARMY CHAIR.

are torked to receive the curved links, B B, which have notches upon them to catch and hold the arms. By making several of these notches the inclination of the back may be varied at will, and yet held firmly in the position to which it is adjusted. The legs are joined together in two pairs and one pair is hinged to the front edge of the seat and the other to the back edge. The pair which is attached to the front edge is made sufficiently narrow to swing between the other pair, and when in the position shown in Fig. 1, the cross bar of the inner pair rests upon the cross bar of the outer pair, and retains the legs in position.
Jo support the legs and feet of the occupant, the frame, C , is attached by hinges to the front edge of the seat ; the forward end of this frame being supported by legs.

The several joints and hinges described enable the chair to be folded into the small compass represented in Fig. 2.

The American patent for this invention was granted August 20, 1861. It has also been patented in France and Belgium. Further information in relation to it may be obtained by addressing the inventor, Peter J. Hardy, at 150 and 152 Prince street, New York, or at 367 Washington street, Boston.

The Great American Desert-n-A Novel Enterprise. In the acquisition of 'Territory from Mexico we acquired not only good, bad and indifferent lands, but we got a desert, and so large in its dimensions, so formidable in its withering desolations, that we are as much at a loss to know what to do with it as was the party who drew the elephant. Professor Blake, who, from his position of geologist, accompanying the exploring and surveying expedition of Capt. Williamson, of the Atlantic and Pacific Railroad Survey, acquired a personal and familiar knowledge of this journado del muerta'' (desert of death), in a recent lecture in San Francisco, in speaking of the Colorado Desert, pronounced it as fine a specimen of the desert as that of Lybia or Sahara. It extends from the base of San Bernardino southwesterly

Parts are entirely destitute even of sand, being mooth, compact, sun-baked clay; other parts are covered with heaps of sand, disposed like snow-drifts in waves of fifty and eighty feet in hight. Near the mountains along the Colorado there is a terrace ad flat as the floor, and paved with pelbbles of nearly uniform size, of porphyry, jasper, quartz, cornelian, and agate, all rounded by the action of the water, and polished till they glisten, by the driving sand. In this respect, again, the porch of our Great Desert is like that which outlines the Lybian Desert. Doubtless the northern part of the desert is the dry bed of an ancient lake of fresh water, whose beach lines are strongly marked. Probably, at a comparitively recent period, the water of the California Gulf covered all the clay surface of the desert. It lies below their level now, and if a channel were cut though the natural embankment of the Colorado, it would be doubtless covered again with water. It is very probable that the Colorado Desert region was uplifted within historic times. Earthquakes occasionally agitate its surface, and in 1852 there were eruptions of mud and hot water in the central parts of the val ley.
The National Intelligencer says that an enterprise is on foot for converting this formidable desert into a fruitful field by introducing water from the Colorado river on and over it, thus causing verdure to replace sterility, "causing the desert to bloom as the rose."

The propagator of this enterprise having devoted several years in the preliminary work, and having fully determined the practicability of the measure by actual instrumental surveys, now awaits the action of Congress to make a cession of this Sahara to the State of California, in compliance with the expressed wish of her Legislature. It cannot be doubted that Congress will at once comply with the application made by California, and allow the parties to go on with this novel work, which promises to be of so much benefit to the government and mankind.

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Steam on Canals.-The Schenectady Locomotive works are constructing some engines for canal boats, which are much on the locomotive principle. Machinists on the line of the canal believe that the exertions which have been made to substitute steam for horses on canals, will result in permanent success. A considerable number of steamers, supposed to be nearly a hundred, have been at work, many of them with decided advantage.

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