34,232.—W. H. Furness, of Quincy, Ill., for Improvement In Coach and Furniture Varnish: I claim the use of coal oil or kerosene and yellow war, as ingredi-ents in the making of coach or furniture varnish out of the ordinary gums and driers, used for this purpose, and as set forth.

1.260.

RE-ISSUES. 30.—F. E. Sickles, of New York City, for Improvement in Steam Engines. Patented Sept. 19, 1845. Extended Feb. 21, 1860—No. 910. Jaim Imparting a no. aviation I claim imparting a co-existing movement to two reciprocating catch access in the operation of the trip of cut off valves, substantially as acceled

DESIGNS. 1,517.—S. D. Arnold (assignor to P. and F. Corbin), of New Britain, Conn., for Design for a Lift or Handle. 1,518.—J. в. в. a Monument. J. B. Earnshaw, of Cincinnati, Ohio, for Design for

1,519-1,520.—E. J. Ney (assignor to the Lowell Manufac-turing Company), of Lowell, Mass., for Designs for Carpets, &c. 2 Patents.



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H. B., of In.-The Franklin Institute publishes a monthly journal which contains a record of their transactions. The Ameri can Institute publishes a yearly volume ofits transac

B. G., of Iowa.-We have no experimental data respect ing the durability of gypsum rock as a building material.

J. A. S., of Colorado Territory .- Probably the best plan for separating gold from iron pyrites is roasting. If fuel is abundan the ore may be piled upon the fuel in the open air. As soon as the ore is sufficiently heated, the sulphur of the pyrites combines with the oxygen of the air to form sulphurous acid, which passes off in the form of gas; leavi g both the iron and gold in fine powder. Fuel would be economized by using a reverberatory furnace, such as is employed for reducing iron ores. In any case there should be a free access of air to the ore.

W. G., of Mass.-We have no data which would enable us to form a correct estimate of the velocity imparted to a sledge hammer by a strong man. Assuming that the sledgehammer is brough down with a velocity of 160 feet per second, your 25 lb. weight would have to drop over a distance of 64 feet in order to produce the same

effect as a 10 lb. sledge hammer. L. A. D., of Ohio.—We do not know where you can obtain cast-steel pinions and small wheels. We think they are not made in any foundry. As you state, they would be very strong and durable, might come into very general use for mill work.

G. W. R., of Mich.-If you warm your plaster molds, you will obtain good stereotype plates. The defects in your plates, in all likelihood, were caused by the metal becoming chilled before enter-ing into the minute spaces of the molds.

Hawley, of Ind.—You will find our views of perpetual mo tion on page 353, Vol. I. (new series) of SCIENTIFIC AMERICAN. We have heard it stated that offers of rewards have been made for the discovery of perpetual motion, but have never seen the statement on

any reliable authority, and do not believe it. A. N., of Ill.—Supposing the points of the same size we uld pass either into a body or out of it more rap think electricity wo idly by three points than by one.

R. L. H., of Conn.-The power of a turbine wheel with discharge of 19 inches under a head of 12 feet is 3.739 or nearly 4. wers and that of a twelve feet overshot wheel with 25 in water drawn under a 4-foot head is 2,827 at nearly 3-horse powers

In both cases the effective power is assumed to be 75 per cent A. A. W., of Ill.-Zinc is a volatile metal and when ex-

posed to a high heat it passes off in the form of volatile fumes. By roasting your solder in an open furnace the zinc of it will be driven off, but the lead will be converted into a brown oxide totally useless any purpose but a drier for paint.

H. W. C., of N. Y.-To make lacquer for brass work, take 2 oz. of shellac, and dissolve in 1 pint of alcohol, colored with turmeric. This imparts a yellow brass hue to the varnish ; and when dry, the metal to which it is applied is protected from I ing tarsished. By adding dragon's blood it becomes suitable for staining various kinds of wood. Articles to which this lacquer is applied should be kept in a warm place until the varnish is dry, or they will be dull and lusterless.

W. H., of C. W.-No recent treatise has been published on water wheels and American milling. There is no published work on this subject that comes up to the practice of the present day; the back numbers of the SCIENTIFIC AMERICAN contains the latest and best information on the subject

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