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| Issued from the United States Patent Office |  |  |  |
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|  |  |  | India Rubber.-The case Horace H. Day, versus the New England Car-Spring Co., was suspended on the 5 th inst., after being beforethe J S. Circuit in this city for about six weeks. The cause of suspension was the death of one of the jury. All the expense of this |
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|  |  |  | trial has been lost to the parties in the case. <br> Mowing Machiness.-At Canandaigua, N. Y., on the 7th inst., before Judge Hall, U. S. Cir- |
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|  |  |  | cuit Court, the case of Howard versus Forbush and others, for infringement of the patent of W. F Ketchum, was |
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|  |  |  | W. F. Ketchum, was concluded, after a trial of four days, in favor of the plaintiff. The jury |
| Tancater |  |  | decided that the reissued patent of April 1851, of W.F. Ketchum, was good, and was a cor- |
|  | S. |  |  |
|  |  |  | rected copy of the original one of July 1847. The Jury also decided that the machine of |
|  |  |  | The Jury also decided that the machine of Forbush is embraced in Ketchum's claims, and is an infringement of his re-issued patent. <br> We cannot vouch for the correctness of the |
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| ino ind out of gear | on ot the evers, or the specited puroses. |  |  |
|  |  | as. | above report, but publish it as a telegraphic dispatch trom Canandaigua, sent by some per- |
|  |  |  | son unknown to us. |
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|  |  |  | [For the Scientiflc American] Steam and Fire Regulator. In examining the engravings and published |
|  |  |  | description of our Steam and Fire Regulator for steam boiler fires, which appeared in your issue of May 20th, 1854, I find the engravings |
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|  |  |  | do not convey a correct idea of the construc tion and operation of our invention. The |
|  |  |  | point to which we would call your attention, is the relation which the diaphragm bears to the |
|  |  | the |  |
|  |  |  |  |
|  |  |  | greater than the piston as will allow of the diaphragm assuming the position thrown at $S$ and S, figures 2 and $3 . "$ Now this position is not |
|  |  |  |  |
|  |  |  | properly shown by the cut. The space between the piston and cylinder being relatively |
|  |  |  |  |
|  |  |  | too great. Perhaps I might convey a clearer idea of the amount of space necessary to be |
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| $\begin{aligned} & \text { the } \\ & \text { fait } \\ & \text { fat } \\ & \text { vo } \end{aligned}$ | the wh | I am aware that a single scoop has been applied to a boom, and that boom made to slide through a slotted horizontal rocker shaft projected over the side of a | left beween the piston and cyinder, by say- ing that the space between the piston and cyl- inder should be exectl enual to doubl the |
|  |  |  | inder should be exactly equal to double thethicknessof the material used fora diaphragm. |
|  |  |  |  |
|  |  |  | The design being to have the area of fluid pressure against the unsupported part of the |
|  |  |  | diaphragm reduced to the smallest possible quantity. By proper care in this respect a diaphragm will bear, say110 lbs. to the square |
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|  |  |  | least., Yours, \&c.,Sec'yClark'sPatent Steam \& Fire Regula- |
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| comet |  |  | ting Company, 208 Broadway. |
|  |  |  | We are indebted to Senators James, Fish, Seward, and Douglas, for speeches and other |
|  |  |  |  |
|  |  |  | Congressional documents of value to us. Our |
| ila |  |  | McDougall, and R. H. Stanton, for repeated favors in the same line. |
|  |  | Will | We were the observers of a ball of fire about |
|  |  |  |  |
|  |  |  | the size of a full moon, which shot across the heavens over our village on Thursday evening June 29th, at ten o'clock. We first heard a rumbing noise, which was followed immediate ly by a ball of fire moving from South to North. The extreme hot state of the atmosphere may have had something to do with its appearanee. -[Barnwell (S. C.) Sentinel. |
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