

Applications for Patents.

THE following list of applications for Patents, filed in New Zealand during the month ending May 15th has been specially prepared for PROGRESS.

- 22691—J. Kay, Dunedin Pithing-spear
22692—R. R. Douglas, Dunedin Protectors for links of running machinery.
22693—E. A. Stewart, Mount Albert Pumping compressed air into reservoirs for operating air-brakes.
22694—J. K. Hitchins, Petone Axe slasher, &c
22695—F. W. Smith Dannevirke: Teat cup for milking machine.
22696—F. Bottrill, Timara, S A Vehicle-wheel
22697—F. G. McIntosh, Upper Fern-tree Gully, Vic.; Apparatus for decanting jam &c
22698—W. H. Nisbet, Sydney, N.S.W. Railway &c., brake.
22699—W. A. Langford, Tyseley, Eng Water-closet seat.
22700—W. H. Blackham, Melbourne, Vic milking-machine teat-cup support.
22701—L. H. Hicks and A. N. Cooke, Richmond, Vic.: Bicycle pedal-strap or toe-clip
22702—J. Brewin, Auckland Bottle-washing machine.
22703—A. G. Tomkies, Westport Belt-fastener
22704—C. Uddstrom, Greymouth Driving a locomotive by means of a chain gear
22705—W. H. H. Emerson, Christchurch Marking or branding carcasses of meat
22706—G. Hutchinson, Christchurch Seed-sower.
22707—A. Baker, Invercargill Clothes-hanger.
22708—J. H. and B. S. Nicholls, Auckland Starting device for gas engine.
22709—A. Woodcock Woodcocks Cow's-tail holder
22710—J. G. Hudson, Wanganui Railway signalling.
22711—S. G. Roseman and J. Lock, Auckland. Brush or broom-making machine.
22712—H. W. Lovegrove, Timaru: Motor-cycle belt.
22713—A. Gruhn, Timaru Indoor game
22714—T. T. Masefield and A. McLeod, Auckland Flax dressing machine.
22715—D. J. Whelan, Auckland. Tip-waggon
22716—A. Ellis and E. W. Watts, Dunedin Securing wires to posts.
22717—W. E. Leverett and T. H. Yorath, Christchurch Acetylene-gas generator.
22718—A. Ford, S.C.J. Freeman-Matthews, Wellington, and G. Russell, Fendalton Card-game.
22719—G. Hutchinson and J. Highet, Christchurch: Milking machine.
22720—W. J. Harvey and A. Hollingworth, Wanganui: Tyre.
22721—R. Walker, Dunedin. Cream-rake.
22722—G. Hutchinson, Christchurch Seed sower,
22723—P. J. Shanks and W. Scott, Gore. Cycle-brake.
22724—G. W. Basley and J. Chambers, Auckland. Cleansing gum, resin, &c.
22725—E. Coombs, Auburn, Vic.: Fibrous plastering.
22726—P. Magnus, Northcote, Vic.: Cycle-pedal toe-clip.
22727—H. B. Murphy, Doreen, Vic.: Degumming and cleaning flax, &c.
22728—H. W. Dover, Northampton, Eng.: Pneumatic tyre.
22729—T. Poljakoff-Kowtunoff, Tjora, Russia Vehicle with automatic movement of rails.
22730—J. Toutcher and C. J. Hicks, Melbourne. Vic.: Lawn spray or sprinkler
22731—H. H. Johnson, Forbes, N.S.W. and E. Moin, Sydney, N.S.W.: Gas lamp lighter and extinguisher.
22732—T. Reynolds and W. Brock, Wellington. Flax treating machinery.
22733—J. M. Porter and J. Overall, Balmain, N.S.W.: Earth and rock drill.
22734—W. Baldwin, Sydney, N.S.W.: Method of waterproofing floors and roofs.
22735—F. Jones, Wellington Tyre.
22736—E. Shaw, Birmingham, Eng.: Tailor's hair-cloth.
22737—Aktiebolaget Baltic-Separator, Stockholm, Sweden: Manufacture of butter.
22738—F. Bowden, Miller's Flat Rabbit-trap
22739—A. Treadwell, Wellington: Trolley-pole.
22740—W. Cook, Palmerston North Cheese-crate.
22741—C. T. Haynes, Auckland: Fastener for lids of sanitary pans.
22742—J. W. Fowler, Auckland: Smoke-consumer.
22743—H. O. Ormiston, Kogarah, N.S.W., and W. D. Martin, Ashfield, N.S.W., Apparatus to indicate when certain parts of machinery are run down.

- 22744—M. Woods, Carlton, Vic., and T. J. Gilbert, Brunswick, Vic Moving machine for treating rail or railway deformities.
22745—J. Macalister, Invercargill Front lifting gear for ploughs
22746—E. C. E. Mills, P. Heyes, Wellington, and W. J. Napier, Auckland Com freed stamp, &c vending machine
22747—G. R. Hale, Napier Scaffolding bracket.
22748—F. R. Petersen, Mauriceville West Door-lock
22749—H. Thompson Christchurch Vehicle-wheel
22750—I. A. Rolfe, Peterborough, N.S.W. Thermo-mercury switch for electric circuits.
22751—C. H. O'Brien, Brisbane, Queensland Purifying washed acetylene gas
22753—C. H. O'Brien Brisbane, Queensland Water-feed for acetylene generator
22754—W. and E. Hudson and F. James, London, Eng Loose-leaf binder.
22755—V. L. Raven, Darlington, Eng Railway signalling apparatus.
22756—J. E. Friend, Annandale, N.S.W. Rotary gas engine
22757—I. B. Hammond, Portland, U.S.A. Dredge bucket.
22758—D. N. Hood, New York U.S.A. Ore treating apparatus
22759—J. O'Connell, South Yarra, Vic Teat-cup.
22760—F. F. Kirkland, Palmerston North Splasher-attachment to bicycle mud-guard
22761—J. K. and H. O'Keefe Melbourne, Vic. Foul-air extractor
22762—W. J. Harvey and F. Symes, Wanganui Clothes washer
22763—J. J. Rekar San Francisco, U.S.A. Hammer and drill operating device
22764—United Shoe Machinery Company, Paterson U.S.A. Shoe sewing machine
22765—United Shoe Machinery Company, Paterson, U.S.A. Sewing machine lubricator.
22766—W. Tyree, Nelson Spray for painting agricultural, &c., purposes.
22767—M. L. Krimer, London, Eng Depilatory or hair-removing preparation
22768—F. H. Cooper, Wellington Trolley pole of electric car.
22769—W. Floessel, Wellington: Chocking the wheels of hand-trucks, &c
22770—T. Hall, New Plymouth, and F. Elvines, Wellington Non-siltable metal-saving mat
22771—W. H. Duncan, Glen Oroua, Wellington Apparatus for heating or cooling liquids.
22772—T. Sutton, Rongotea Collapsible cheese crate.
22773—Z. D. Andrews Wellington Fruit picker.
22774—A. G. French, Auckland Manufacture of lime-stucco cement for building, &c., purposes.
22775—E. Hayes Rough Ridge Lever apparatus.
22776—W. T. Small Springfield Obtaining power from rivers.
22777—W. B. Miller, Tokonui Steam turbine or rotary engine.
22778—R. Gibbs, Christchurch Means for displaying advertising matter
22779—R. Pierce, Bell Block Wire-strainer
22780—F. A. Vaughan, F. McLeod, and P. McArdle, Wellington Brake for electric cars
22781—A. Manvers and H. Phillips, Sydney, N.S.W. Apparatus for creating and maintaining a vacuum
22782—E. A. Dahl, Wellington Rendering fabrics waterproof
22783—V. L. Raven, Darlington, Eng Railway signalling apparatus.
22784—V. L. Raven, Eng: Railway signalling apparatus.
22785—G. Johnston, Liverpool, Eng Railway vehicle couplings
22786—W. H. Mounsey, N. Norwood, S.Aust. Linotype matrix cleaner.
22787—W. H. Mounsey N. Norwood, S.Aust.; Linotype knife-block and knife
22788—E. J. Keogh, South Yarra, Vict Hydraulic air exhauster and ejector and ejector.
22789—H. Wriedt, Melbourne, Vict. Automatically measuring dough, preserves, &c
22790—S. Martin, Dunedin Fire-lighter.
22791—E. L. Short and A. Pickford, Mildura, Vic Bacterial filter applicable to closets and urinals.
22792—J. M. Stewart, Christchurch Cash-book.
22793—G. W. King and A. H. Munro, Auckland Seed-sower.
22794—D. McKenzie, Invercargill: Flax-stripper.
22795—D. A. Stewart, Roslyn Cup and Saucer.
22796—E. Girdler, Invercargill Flax-stripper drive
22797—C. Bristow Christchurch Milking machine.
22798—W. J. Parker, Wandin South, Vic Corset-attachment
22799—C. C. Cameron, Banks Peninsula Sledge
22800—H. L. Sulman, London, Eng Separation of zinc from ores.
22801—W. E. Hughes, Wellington Carburetter for internal combustion engine.
22802—J. E. Tatham and A. Smith, Sydney, N.S.W. Gas light burner.

- 22803—N. W. Frogley, Mount Albert, Vic.: Wind-ow sash and fastening.
22804—C. Bristow, Christchurch Seed-sower.
22805—G. Henderson, Turua Boot.
22806—S. Docherty, Papatoitoi Catch or eye attachment to swimgletree.
22807—O. I. Madeley, Corindhap, Vic.: Horse-controller
22808—O. I. Madeley, Corindhap, Vic.: Mail-bag fastener
22809—Chipman Limited, Sydney, N.S.W., convertible vehicle.
22810—Mono Service Vessels Limited, London, Eng Paper vessel for delivery of milk, &c.
22811—W. H. Hannam, Sydney, N.S.W., Gas-fired bath water heater
22812—J. J. Macky, Auckland Bottle.
22813—J. Holland, Furakanui Rabbit-trap.
22814—F. C. Thompson, Christchurch Operating venetian blinds.
22815—J. H. Hutchinson, Auckland. Bed of lathe, &c
22816—J. A. Wilson, Kumera, and D. Sullivan, Wellington Emergency brakes for vehicles.
22817—C. J. Johnson, and G. Toogood, Wellington: Trolley-pole
22818—A. Dunn, Christchurch Swivel joint for windmill rods.
22819—E. Meech, Wellington Holder for driving reins.
22820—R. A. Martin, Hastings: Clothes drying apparatus
22821—W. J. Kultz, Palmerston North Pump for refrigerating apparatus.
22822—G. Wade and E. C. White, Auckland Manufacture of Bricks.

Full particulars and copies of the drawings and specifications in connection with the above applications, which have been completed and accepted can be obtained from Baldwin & Rayward, Patent Attorneys, Wellington, Auckland, Christchurch, Dunedin, etc

Driving Ships by Electrical Power.

In connection with the turbine development there are two things, says a prominent writer, that continually force themselves on our attention. The first is that the turbine cannot be run at anything like the revolutions which are suitable for attaining the maximum efficiency, and a turbine of great size and weight has to be accepted to do work that a smaller turbine could do much better if only the speed of revolution were unfettered. The other point is that the propeller is not suited to high revolutions, and even at the moderately high revolutions accepted for the turbine is far from being efficient. Thus a compromise has to be arrived at to get the best combined result. In warships there is also the necessity for providing turbines for cruising at low speeds, which must add considerably to the weight and space. There are also astern turbines to be considered. There is one way of solving the problem that has been suggested. Turbo-motors of the type now so largely adopted in central electric light stations could be installed to run at revolutions corresponding to maximum efficiency. These would drive generating plant directly coupled on. These dynamos would produce current, possibly of the alternating sort, and the current would in turn drive motors coupled directly on to the shafts, so arranged as to run at revolutions corresponding to the best results for the propellers. There are several obvious advantages in this scheme. The steam would be used economically in the turbines. The speed of the motors on the shafts could run at any desired revolutions to suit the speed, and reverse motion would be quite easy for going astern. I am not sufficiently an electrical engineer to know whether the above is altogether feasible, nor as to how it would compare as regards weight and space with present arrangements, but it certainly has in it elements of promise in getting over difficulties and disadvantages which are admittedly found in the turbine machinery as now being fitted.