

1512. And to Richard Archibald Brooman, of 166 Fleet-street, in the city of London, Patent Agent, for the invention of "improvements in protecting or preserving the silvering or quickening on glass, and in the manufacture of glass vessels for silvering or quickening."—A communication to him from abroad by Joseph Jules Anthoine and François Etienne Hippolite Brossette, both of Paris, France.

On their several petitions, recorded in the Office of the Commissioners on the 16th day of June, 1863.

1513. To William Henry Dawes, of Bromford Iron Works, West Bromwich, in the county of Stafford, Iron Master, for the invention of "improvements in the manufacture of iron."

1514. To John Banwell, of Watlington, in the county of Oxford, for the invention of "a combined machine for collecting and placing in rows or collecting and elevating into a waggon or elsewhere hay, corn, or other agricultural produce."

1515. To John Mills, the elder, of Sunderland, in the county of Durham, Cordwainer, for the invention of "improvements in the square rigging of vessels."

1516. To James Newnam, of Crayford, in the county of Kent, Sugar Refiner, for the invention of "improved means of and apparatus for boiling in vacuo at a low temperature."

1517. To John Frederick Spencer, Consulting Engineer, of Newcastle-on-Tyne, for the invention of "improvements in steam gas and water tube joints."

1521. To Thomas Purdie, of 314, Oxford-street, in the county of Middlesex, for the invention of "improvements in the plastering, colouring, and decoration of walls and ceilings."

1523. And to William Naylor, of Queen's-road, Dalston, in the county of Middlesex, Engineer, for the invention of "improvements in apparatus for compressing, holding, and regulating the pressure of gas."

On their several petitions recorded in the office of the Commissioners on the 17th day of June, 1863.

1524. To John Alexander Sparling, of Upper Horsey-rise, in the county of Middlesex, Gentleman, for the invention of "improvements in twisting and winding silk, and in the machinery or apparatus to be employed therein."

1530. And to Robert Jobson, of Dudley, in the county of Worcester, for the invention of "improvements in machinery for making moulds to be employed when casting metal."

On both their petitions recorded in the office of the Commissioners on the 18th day of June, 1863.

1532. To Henry Reynolds, of Fleet-street, in the city of London, Gentleman, for the invention of "an improved method of rendering atmospheric air fit for illuminating purposes, and of increasing the illuminating power of inflammable gas."

1538. To Augustin Morel, of Roubaix, in the Department of the Nord, in the Empire of France, Manufacturer, for the invention of "improvements in traction engines."

1542. And to Michael Henry, of 84, Fleet-street, in the city of London, Patent Agent, for the invention of "improvements in decorticating grain and seeds, and in the application of the products obtained by and materials used in decorticating."—A communication to him from abroad by Jules Lemoine and Louis Joseph

Maximilien Chollet, of No. 33, Boulevard Saint Martin, Paris, France.

On their several petitions recorded in the office of the Commissioners on the 19th day of June, 1863.

1546. To George Haseltine, of the International Patent Office, No. 12, Southampton Buildings, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "an improved oil, more especially designed for mixing paints and colors, and new mode of manufacturing the same." A communication to him from abroad by Adolph Millochau, of the city, county, and State of New York, United States of America.

1550. To Charles Peterson, of Newport, Isle of Wight, for the invention of "a new material or compound applicable to the manufacture of pipes or tubes to caulking or covering ships' bottoms, and to other useful purposes."

1552. To Henry Macaulay, of Rotherham, in the county of York, for the invention of "improvements in covers or appliances for the rims, borders, or top edges of chamber utensils, applicable also to commodes and water closets."

1554. To Alexander Theodor Nicholas Goll, of Caledonian-road, in the county of Middlesex, Jeweller, for the invention of "improvements in the manufacture of mountings or settings for precious or other stones."

1556. To William Louis Winans, of Dover-street, in the county of Middlesex, Gentleman, and Thomas Winans, of Baltimore, in the United States of America, but now residing at Dover-street aforesaid, Gentleman, for the invention of "improvements in couplings for propelling shafts of ships or vessels."

1558. And to William Louis Winans, of Dover-street, in the county of Middlesex, Gentleman, and Thomas Winans, of Baltimore, in the United States of America, but now residing at Dover-street aforesaid, Gentleman, for the invention of "improvements in adapting propellers for propelling ships or vessels for ocean navigation."

On their several petitions, recorded in the office of the Commissioners on the 20th day of June, 1863.

1564. To John McLean, of Dander Hall, West Calder, in the county of West Lothian, North Britain, Manufacturing Chemist, for the invention of "improvements in treating oil from shale or other bituminous minerals, and similar oils, to obtain various products therefrom, and in apparatus therefor."

1568. To William Rowan, of the firm of John Rowan and Sons, of Belfast, in the county of Antrim, Engineers, for the invention of "improvements in pistons."

1570. To William Louis Winans, of Dover-street, in the county of Middlesex, Gentleman, and Thomas Winans, of Baltimore, in the United States of America, but now residing at Dover-street aforesaid, Gentleman, for the invention of "improvements in adapting propellers for propelling ships or vessels."

1572. To William Louis Winans, of Dover-street, in the county of Middlesex, Gentleman, and Thomas Winans, of Baltimore, in the United States of America, but now residing at Dover-street aforesaid, Gentleman, for the invention of "improvements in the construction or arrangement of the working parts of engines for actuating the propelling shafts of steam vessels."