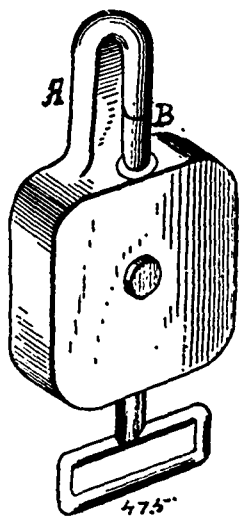
4th. A car-wheel brake-shoe and dresser, consisting of a body portion formed of two metals of different degrees of hardness, the harder one being sinuous and extending from end to end of the softer metal with its reverse edges projected above depressions to form transverse cutting members, as and for the purposes specified. 5th. A car-wheel brake-shoe and dresser, formed of a main or body portion of a soft metal, and an integral continuous portion formed of a harder material projected transversely beyond the contact face of the body at intervals, substantially as shown and described. 6th. A car-wheel brake-shoe and dresser, composed of a body formed of a main portion of soft metal, and a portion of harder metal projected beyond the bearing face of the soft body, the spaces in such soft body between the hard metal portions having pockets or depressions, terminating at their outer ends in discharge openings, all arranged substantially as shown and for the purposes described. 7th. A car-wheel brake-shoe, comprising a main or body portion of a soft metal, such as iron, and a harder portion, such as steel, formed of a sinuous or angular member extending continuously from end to end of the shoe, whereby to form transversely curved cutting members, said soft body having depressions on alternate sides of the reverse curves of the cutting portions, substantially as and for the purposes described. 8th. A car-wheel brake-shoe and dresser, formed of a body of soft metal having projecting cutting faces formed of a continuous member of harder metal cast with a soft body, sinuous or angular in shape extending from end to end of the soft body, and having its bearing faces concaved to fit the curvature of any wheel to which it is to be applied, substantially as shown and for the purposes specified. 9th. A car-wheel brake-shoe, having a body formed of soft metal, and having transverse cutting or dressing faces, which extend to the outer edge of the shoe, such shoe being of a width slightly greater than the tread face of the wheel, all substantially as shown and described. 10th. A car-wheel brake-shoe, formed of a body portion having its bearing face curved to fit over the flange of the wheel, said bearing face having cutter members formed of a harder metal than the body, said cutter members having parts thereof extended to cut on to the throat of the flange as hereinbefore described.

No. 47,577. Snap-Hook. (*Crochet à ressort.*)



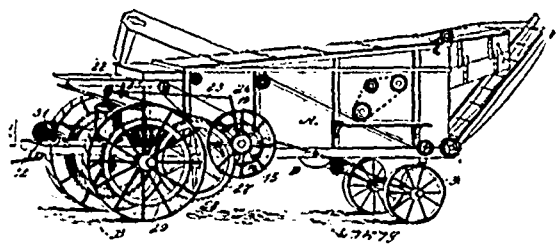
Thomas Lacey and Joseph R. Lewis, both of Fort Benton, Montana, U.S.A., 3rd December, 1894; 6 years.

Claim.—1st. A snap-hook comprising a hook proper and a movable part or latch adapted to be applied to a strap, the tension of which serves to hold the said latch securely against the end of the hook, substantially as set forth. 2nd. In a snap-hook, the combination of a latch and a loop, and an intervening mechanism whereby the said latch and loop are caused to move in opposite directions, substantially as set forth. 3rd. In a snap-hook, the combination of a latch and a loop, each having a toothed plate, and a pinion meshing with the teeth of each plate, whereby the movement of the latch or loop in one direction will produce a corresponding movement of the other part in the opposite direction, substantially as specified. 4th. In a snap-hook, the combination of a latch and a loop each having toothed plates, a pinion meshing with the said toothed plates and causing an opposite movement of the latch or loop, and a spring to normally hold the latch closed, substantially as set forth.

No. 47,578. Threshing Machine. (*Machine à battre.*)

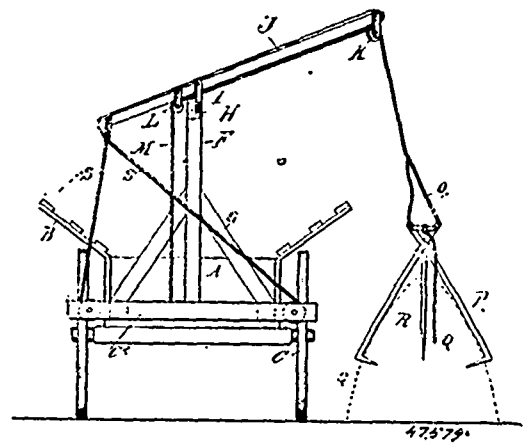
Riley Knight and Ira Knight, both of Moscow, Idaho, U.S.A., 3rd December, 1894; 6 years.

Claim.—1st. In a threshing machine, a table located over one of the axles, an engine carried by the said table and adapted to drive the threshing mechanism and likewise the supporting wheels of the machine, and a shifting mechanism, substantially as described, whereby the power may be directed to said supporting wheels or to the threshing mechanism, as required and set forth. 2nd. In a threshing machine, a table located over one of the axles, an engine located on the table, a driving-shaft operated by said engine, a



driving connection between the shaft and the threshing mechanism, a gear connection between said drive-shaft and the supporting wheels of the machine, and a shifting mechanism, substantially as described, whereby the power may be directed to the threshing mechanism or to the wheels of the machine, as set forth. 3rd. In a threshing machine, the combination with a table located over one of the axles, an engine carried by said table, a driving-shaft driven by said engine, and a hoisting drum located upon the table, of a gear connection between the driving-shaft and the supporting wheels of the machine, and also a driving connection between the driving-shaft, the threshing mechanism of the thresher and the hoisting drum, and shifting devices whereby the power may be directed either to the threshing mechanism, the supporting wheels or the hoisting drum, and a derrick table carrying a high feeder, the lifting forks of which are operated from the said hoisting drum, as and for the purpose specified.

No. 47,579. Hay Loader. (*Monte-foin.*)



Warren Cerenius Card, Mead, Michigan, U.S.A., 3rd December, 1894; 6 years.

Claim.—1st. In a hay-loader, the combination with a frame, of a post thereon, a turn-table on the post, a boom pivoted on said turn-table, a hoisting rope on the boom, a hay-hook secured on one end of the hoisting rope, a windlass on the frame to which the opposite end of the hoisting rope is secured, ropes secured to the rear end of the boom, and windlasses on the opposite sides of the frame to which the ropes are secured, substantially as described. 2nd. In a hay-loader, the combination with a movable support of a frame secured thereon, a post on a frame, a turntable on the post, a boom pivoted on said turntable, a hoisting rope on the boom, a hay hook secured to one end of the hoisting rope, a windlass on the frame to which the opposite end of the hoisting rope is secured, and flexible means connected to the inner end of the boom and adjustably secured to opposite sides of the movable support for rocking and adjusting the boom on its pivotal point, substantially as described. 3rd. In a hay-loader, the combination of a frame, having longitudinal and cross timbers, the longitudinal sills having means for securing it to the wagon-box, of a post secured centrally to the frame, a boom swivelled at the top thereof, the sheaves L and K on the boom, the cord passing over the sheaves, the hay-hook suspended from the cord, a trip for the hooks, cords connected to the rear end of the boom, and a windlass on each side of the frame to which said cords are secured, substantially as described.

No. 47,580. Manufacture of Enamel Glass Letters, etc. (*Fabrication de lettres en verre émaillées.*)

Ernest Bohn, Barnsburg, and John Burchell, North Finchley, both in Middlesex, England, 3rd December, 1894; 6 years.

Claim.—1st. A single or a double enamel glass letter or sign with-