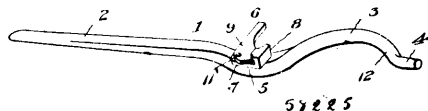
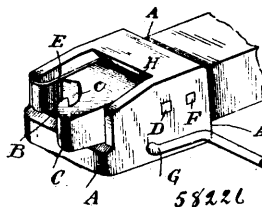


**No. 58,225. Wire Stretcher. (*Tendeur de fil.*)**

Joseph Culton Walker, Lewiston, Montana, U.S.A., 27th November, 1897; 6 years. (Filed 16th November, 1897.)

*Claim.*—1st. A wire-stretcher, comprising a lever consisting of a straight portion 2, a curved portion 3 and a straight extension located at the outer terminus of the curved portion, and arranged in alignment with the straight portion, said curved portion consisting of a regularly-curved inner part and an irregularly-curved outer part, and the lever being provided at the juncture of its curved portion 3 and its straight portion 2 with a depression, and a wire-holding clamp pivotally mounted in the depression and located directly above the lever, whereby the clamp is prevented from coming in contact with the fence-post and a central-draft fence-lever is obtained, substantially as and for the purpose described. 2nd. A wire-stretcher comprising a lever provided with a perforation, and a clamp composed of a base-plate provided at one side with a substantially L-shaped flange having a vertical portion and a horizontal portion extending inward over the base-plate, a stud depending from the lower face of the base-plate and arranged in the perforation of the lever, a pivot extending upward from the upper face of the base-plate, and a detachable cam-lever provided with a perforation receiving the pivot, the head of the cam-lever extending under the horizontal portion of the L-shaped flange of the base-plate, whereby the cam-lever is retained on the pivot, substantially as described.

**No. 58,226. Car Coupler. (*Attelage de chars.*)**

John Joseph Flynn, Aurora, Illinois, U.S.A., 27th November, 1897; 6 years. (Filed 16th November, 1897.)

*Claim.*—1st. A car-coupler comprising a draw-head, a coupling-hook pivoted thereto, and a hook-engaging spring attached to the draw-head, whose movement is in a direction at a right angle to that in which the hook is swung to couple and uncouple, substantially as and for the purpose specified. 2nd. A car-coupler comprising a draw-head, a hook mounted on a horizontal pivot, and a flat spring secured to the draw-head at the side of the hook and having its free end projecting forward to engage the side of a connected hook, substantially as and for the purpose set forth. 3rd. A car-coupler comprising a draw-head having a cavity in its upper side, at the front end, a hook pivoted within and normally resting on the bottom of the cavity, a flat spring interposed between the side of the hook and the side wall of the cavity, and having its free end projecting forward to engage the side of a connected hook, the overhang or lip on the draw-head to engage and stop the hook when swung upward, a shaft extending through the draw-head beneath the hook, and an arm carried by said shaft to engage the underside of the hook, substantially as and for the purpose described.