

**No. 14,268. Improvements on Vehicle Wheel Scrapers.** (*Perfectionnements aux grattoirs pour les roues des voitures.*)

Frederick C. Mercer, Winnipeg, Man., U.S., 11th April, 1882; for 5 years.

*Claim.*—A mud or clay scraper for which wheels composed of the segmental and rectangular-shaped channel A having the opening *a*, the shank B having formed in it the slot *b*, the set screw *c* and the sustaining bar C.

**No. 14,569. Improvements on Wet Pulverizing Machines.** (*Perfectionnements aux machines à moudre par la voie humide.*)

Stephen P. M. Tasker, Philadelphia, Penn., U.S., 11th April, 1882; for 5 years.

*Claim.*—1st. In combination with a casing containing revolving disks and a ball carried thereby, screens applied to the sides of the casing so as to completely encase the batter. 2nd. In combination with screens encasing the sides of said casing, discharging chutes. 3rd. In combination with a casing, semi-circular removable wearing plates. 4th. In combination with the disks, peripheral bevelled plates removably applied thereto. 5th. In combination with the disks of a pulverizing machine, take-ups or material returning devices. 6th. In combination with the sleeve journals clutch lugs or kindred devices. 7th. In combination with the disks, lug seats formed in the rear face thereof. 8th. In combination with sleeve journals revolving upon and in connection with a driving shaft, two disks surrounding said shaft and fitted to rock upon the sleeve journals a spiral spring surrounding said shaft and abutting between the facing surfaces of the disks and clutch devices between the disks and sleeve journals operating upon the rear faces of the disks.

**No. 14,570. Improvements on Car Trucks.** (*Perfectionnements aux trains des chars.*)

Joseph N. Smith, New York, N. Y., U.S., 11th April, 1882; for 5 years.

*Claim.*—1st. In a car provided with two trucks, one under each end of the car body and each truck pivoted at its end to the end of the car body and having its free end arranged to swing under the body of the car whereby, whichever end of the car be foremost, the wheels of the front truck will be behind the pivot point, and the wheels of the back truck in front of the pivot point. 2nd. The eveners provided with sockets to receive the springs. 3rd. The eveners provided with sockets to receive the springs and provided with a socket at the centre to receive a ball on the housing or truck frame. 4th. The combination, with the housing and pedestals, of the socketed eveners, the springs secured in sockets in the same, the axle boxes and the saddles of the said boxes having convex tops to receive the springs. 5th. The combination, with the housing and pedestals, of the socketed eveners mounted in the housing, the laminated springs secured in sockets in the eveners, the axle boxes, the saddles removably from said boxes and provided with convex tops for the springs to rest on, and the clips which secure the springs to the saddles. 6th. The combination, with the truck frame, of the housing provided with side plates *p* and recesses or pedestals for the axle boxes, the eveners *e*, springs *H* secured thereto, the axle boxes and their saddles. 7th. The eveners provided with sockets to receive the springs with cams *n*. 8th. The eveners provided with sockets to receive the springs with cams *p* and with pins or bolts *o*. 9th. The stirrup straps consisting of the stretcher *I* with a lip *r* and a hole to receive a pin on the strap *l*, and the said strap provided with a pin *r*. 10th. The combination of the elastically actuated bolt *s*, the button *u*, the strap *l* provided with pin *r* and bracket *rs*, and the stretcher *I* provided with a lip *r* and a hole to receive the pin *r*.

**No. 14,571. Churn and Cream Pail.** (*Baratte garde-crème.*)

Jacob F. Grobb, Beamsville, Ont., 11th April 1882; for 5 years.

*Claim.*—1st. Tee combination of a pail A and an adjustable dasher gate H. 2nd. In combination with the pail A, the vertical side strips *G* upon which the grooved cross bars *a b* of the gate H slide. 3rd. In combination with the gate H, a spring *U* to hold it down during the operation of churning. 4th. The combination of the pail A, dasher gate H, spring *U*, grooves *d d* and strips *G G*.

**No. 14,572. Improvements on Lemon Squeezers.** (*Perfectionnements aux presseurs à citron.*)

William B. Dean, New York, N. Y., U.S., 11th April, 1882; for 5 years.

*Claim.*—1st. The combination, with the upper handle E, of the lower handle G running parallel therewith and having legs or standards H secured at its extreme end, whereby, in squeezing a lemon, the power of compression by the hand may be combined with pressure exerted upon the upper handle. 2nd. The combination of the legs I H with the lower handle G, provided with a frame A, the juice cup B, the removable die C and the hinged handle E provided with a stationary die D. 3rd. The combination, with the frame A having ring or shoulder F, of a juice cup B forming part of the squeezer and supporting a perforated die, whereby the juice will be caught as it is expressed from the lemon and re-strained through the die by inverting the squeezer. 4th. In a lemon squeezer, the removable bottom die C constructed with projecting cutting edge P around its top, whereby the pulp is collected above the die. 5th. The combination, with the frame A having ring F, of the juice cup B having shoulders L M and the separate die C, whereby the said cup and die are connected and supported by the said frame. 6th. The arrangement and combination, with the frame A having the lever E fulcrumed thereto, of the removable or adjustable juice cup B.

**No. 14,573. Improvements on Cheese Hoop Followers.** (*Perfectionnements aux presses à fromage.*)

David H. Burrell and Walter W. Whitman, Little Falls, (Assignees of Goswin Castle, Ava.) N. Y., U. S., 11th April, 1882; for 15 years.

*Claim.*—1st. As a new article of manufacture, a follower for cheese hoops having a packing ring composed of a metallic wire, or a rope or cord of fibrous material enclosed in a suitable covering strip. 2nd. The combination, with a cheese hoop follower having a bevelled edge, of a packing ring composed of a strip of cloth canvas or other material enclosing a metallic wire, or a rope cord or coil of suitable material. 3rd. A follower for cheese hoops having an expansible packing ring composed of a roll or coil of fibrous material, enclosed in a suitable covering strip. 4th. The combination, with the follower A having bevel *a*, of the expansible packing ring B composed of a strip of cloth, canvas, or other suitable material *b*, having a projecting hem *bi* and enclosing a coil or cord C of fibrous material.

**No. 14,574. Improvements in Carriage Tops.** (*Perfectionnements aux soufflets des voitures.*)

Daniel Conboy, Uxbridge, Ont., 11th April, 1882; (Reissue of Patent No. 10,575.)

*Claim.*—1st. Seat irons fastened to the seat of a carriage or buggy and provided with horizontally placed and threaded extensions, extending outwardly from the seat. 2nd. Seat irons fastened to the seat of the carriage or buggy and provided with threaded extensions, in combination with the seat rail or iron supporting the buggy or carriage top. 3rd. Seat irons provided with adjusting nuts, in combination with a seat rail or rails having perforated or slotted lugs, arranged to receive the horizontal extension of the seat iron. 4th. The combination, with the seat and cover of vehicle, of sectional adjustable seat rails, each provided with a back extension not rigidly connected to the seat but designed to receive and hold in position the back quarters or stays of the top or cover. 5th. The combination of the seat rails D D, brace F and the back slat iron E, provided with the stop *E'* or its equivalent. 6th. In a carriage or buggy having attached to its seat, seat irons extending outwardly from the seat, the combination of a seat rail or rails pierced or perforated to receive the horizontal extensions of the seat iron. 7th. In a carriage or buggy provided with a top or cover, the combination of seat rails D situated on either side of the seat and having the back end of each bent around the back of the seat, to receive and hold in position the back quarters or stay of the top or cover.

**No. 14,575. Improvements in the Manufacture of Woven Fabrics.** (*Perfectionnements dans la fabrication des tissus.*)

Samuel W. Martin, Springfield Ohio, U. S., 11th April, 1882; (Extension of Patent No. 7357.)

**No. 14,576. Improvements on Car-Couplers.** (*Perfectionnements aux accouplages des chars.*)

Harvie Gladwin, Halifax, N. S., 11th April, 1882; for 5 years.

*Claim.*—The combination, with the draw-head A, of the trigger C and locking pin D.

**No. 14,577. Improvements on Telephonic and Telegraphic Signalling Apparatus.** (*Perfectionnements aux appareils téléphoniques et télégraphiques à signaux.*)

Alfred C. Brown and Henry A. A. Saunders, London, Eng., 11th April, 1882; for 15 years.

*Claim.*—1st. The combination, in a telephonic or telegraphic call apparatus, of (1) a step by step or clock mechanism, controlled by pulsations in the line current and capable of being thus set from a distant station to a position in which alone the telephone or telegraph instrument is in effective connection with the line wire, (2) a key or contact maker by which such pulsations may be produced, (3) a locking device which renders the key inoperative, as soon as the clock is moved from its zero point by an incoming signal. 2nd. The combination of a telephonic or telegraphic circuit through which a current normally flows, and a series of step by step, or clock mechanism actuated by breaking and making the circuit and operating to put the telephone or telegraph instrument into effective connection with the line wire. 3rd. The combination of a telephonic or telegraphic circuit on which are opposed batteries, and a series of step by step, or clock mechanisms actuated by putting the line to earth at any station on the circuit, and operating to put the telephone or telegraph instrument into effective connection with the line wire. 4th. The combination of the parts H K L.

**No. 14,578. Improvements on Weighing and Lifting Devices.** (*Perfectionnements aux machines à lever et peser.*)

Alexander Arnot, Lexington, and Warren Winterskein, Peck, Mich., U. S., 11th April, 1882; for 5 years.

*Claim.*—1st. A lifting and weighing device, made as described and consisting of a pivoted frame provided with devices for holding the object to be lifted, and with a sliding weight block. 2nd. The combination, with a pivoted lifting device, of a spring balance provided with devices for holding the object to be lifted and weighed. 3rd. The combination, with a pivoted lifting frame, of a sliding weight block and devices for moving and adjusting the same on the frame. 4th. The combination, with a pivoted lifting frame, of a sliding weight block, devices for moving and adjusting the same, and of anti-friction rollers on the weight block. 5th. The combination, with the standards A, of the shaft E, the lifting frame D and the sliding