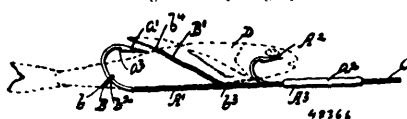


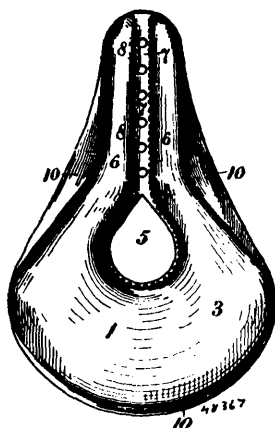
provided with hooks *a*, *a'*, and cross-bars *B*, *B'*, secured to said shanks for engaging the bait, substantially as and for the purpose described. 2nd. A fishing hook comprising separated flexible shanks



*A*, *A'*, provided with hooks *a*, *a'*, at their free extremities, an additional hook *A'*, arranged in proximity to the opposite extremities of the shanks, and cross bars *B*, *B'*, secured to said shanks for engaging the bait, substantially as specified. 3rd. A fishing hook comprising separated flexible shanks *A*, *A'*, provided with hooks *a*, *a'*, a cross-bar *B*, for forcing said shanks towards and away from each other, and a second cross-bar *B'*, movable lengthwise of the shanks, and having its intermediate portion *b'*, arranged above the corresponding portion of the former cross-bar, substantially as and for the purpose described.

**No. 48,367. Pneumatic Saddle for Bicycles.**

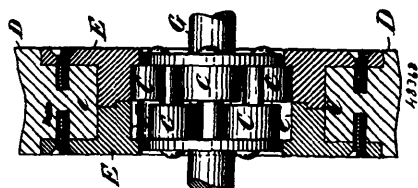
(*Selle pneumatique pour bicycles*)



John Henry Banes and Andrew Cleland, both of Toronto, Ontario, Canada, 7th March, 1895; 6 years.

*Claim.*—1st. A pneumatic bicycle saddle having a central opening therein and a channel in the top extending from said central opening to the front extremity of the saddle, so as to form when inflated two parallel tubular extensions from the rear body of the saddle, substantially as shown and described. 2nd. A pneumatic bicycle saddle, having a central opening therein and a channel in the top extending from said opening to the front extremity of the saddle, said channel having a series of holes along its bottom, and a series of eyelets holes along the margin of the saddle by which it is secured in position, substantially as shown and described.

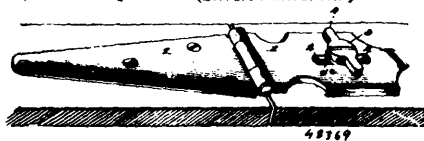
**No. 48,368. Roller Bearing.** (*Coussinet anti-frotteur.*)



John S. W. Thompson, assignee of William H. Thompson, both of Morristown, Jersey, U.S.A., 7th March, 1895; 6 years.

*Claim.*—A roller bearing comprising rollers *C*, and two like pintle-sections of cast metal, each of said sections comprising a plate *A*, having a central aperture *a*, and a series of holes *b*, to receive the pintles on the other section, and the pintles formed integrally with the plate *A* and having each a broad base portion *b*, a journal *b*, for the roller, and a reduced extremity, substantially as set forth.

**No. 48,369. Hasp Lock.** (*Serrure à morillon*)



William E. Deibert, Shamokin, Pennsylvania, U.S.A., 7th March, 1895; 6 years.

*Claim.*—1st. In a hasp lock, the combination of a hasp having an opening, consisting of an enlarged circular portion and a contracted portion, an attachment plate having a central cylindrical portion provided with a flat outer face having a central opening, and eccentrically arranged openings extending inward from the outer face, spring supported bolts arranged in the eccentric openings and projecting beyond the outer face of the attachment plate, a disc provided in its outer face with a groove, and having a flat inner face to fit against that of the said cylindrical portion, and provided with openings arranged eccentrically, and corresponding with the eccentric openings of the cylindrical portion of the attachment plate, and contracted at their outer ends and communicating with the groove, and adapted to receive at their inner ends the projecting portions of said bolts, said disc being provided with a central stem arranged in the central opening of the attachment plate and projecting beyond the same and detachably secured thereto, slides arranged in the enlarged portions of the openings of the disc, and a lug rigid with the disc and projecting therefrom and conforming to the configuration of the contracted portion of the hasp opening and adapted to pass through the latter and arranged to engage the outer face of the hasp when turned away from the contracted portion of the opening, substantially as described.

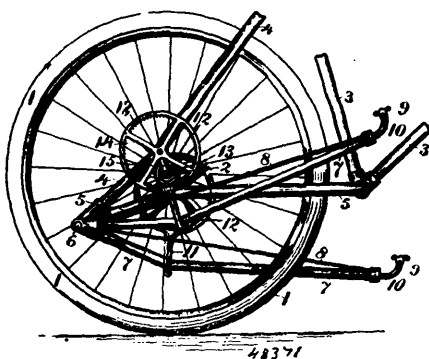
**No. 48,370. Vehicle Spring.** (*Ressort de voiture.*)



George Penn, Syracuse, New York, U.S.A., 7th March, 1895; 6 years.

*Claim.*—1st. A vehicle spring having its ends bent upwardly and curved inwardly and downwardly, and then bent horizontally to form a seat for the side bars of the vehicle, substantially as specified. 2nd. The combination, with the axle of a vehicle, of the springs having their ends bent upwardly, inwardly, downwardly and then horizontally, the side bars supported by and rigidly clipped to the horizontal portions, and means for securing the springs and head block to the axle, as set forth.

**No. 48,371. Bicycle.** (*Bicycle.*)



John Henry Banes, Toronto, Ontario, Canada, 7th March, 1895; 6 years.

*Claim.*—1st. In a bicycle, the combination of a toothed pinion near each end of the rear wheel axle, a vibrating circle adapted to mesh with said pinion, and a link connecting the centre of said circle with the said axle to maintain said circle and pinion in mesh, substantially as shown and described. 2nd. In a bicycle, the combination of a toothed pinion near each end of the rear wheel axle, a vibrating circle adapted to mesh with said pinion, a link connecting the circle and pinion, and a foot lever having said circle jointed