

**No. 35,191. Curtain Pole.** (*Porte-rideaux.*)

Odile Feher and Eugène Chantrelle, both of Montreal, Quebec, Canada, 11th October, 1890; 5 years.

*Résumé.*—Un rouleau A, servant de porte-rideaux muni d'une rainure B, dans laquelle se trouvent disposées les poulies a, d, d', les ouvertures e, e', le cordon b, b', fixé aux anneaux c, e', le tout tel que décrit et pour les fins sus-mentionnées.

**No. 35,192. Game, or Puzzle.** (*Jeu de patience.*)

Alfred Garten, (assignee of Joseph Addison Eno), both of Newark, New Jersey, U.S.A., 11th October, 1890; 5 years.

*Claim.*—A game or puzzle apparatus, consisting of a tray or bed having three or more parallel grooves or channels connecting with each other, and in combination with a series of numbered blocks, adapted and arranged to be moved from one groove to another on said bed, substantially as described.

**No. 35,193. Combined Whip Socket and Rein Holder.** (*Porte-fouet et accroche-guides combinés.*)

Rufus P. Redmond and E. Cordingly, Carberry, Manitoba, Canada, 11th October, 1890; 5 years.

*Claim.*—The combination of the plate A, for attachment to the vehicle, and having a longitudinal opening or recess B, the whip socket or holder D, provided on the exterior with a rib F, coinciding with said opening or recess, and pivoted near the middle to said plate to tilt lengthwise, and a spring J, intervening the plate and holder to keep the rib within the opening or recess in the plate when the reins are inserted interveniently, whereby the reins will be frictionally held, as set forth.

**No. 35,194. Travelling Hammock for Children.** (*Hamac de voyage pour enfants.*)

L. Arth. Dion, Quebec, Province of Quebec, Canada, 11th October, 1890; 5 years.

*Claim.*—1st. The combination of a child's hammock with metallic curved hands A, and elastic covering F, substantially as and for the purpose hereinbefore set forth. 2nd. The combination of the metallic curved hands A, with the hammock E, the loop or eye B, and the straps D, giving differential length to the hammock, substantially as and for the purpose hereinbefore set forth.

**No. 35,195. Hame Fastener.**

(*Couplière d'attelles.*)

John G. Wood and G. M. Roat, Pillar Point, N. Y., U. S. A., 11th October, 1890; 5 years.

*Claim.*—1st. A hame fastener, composed of the end pieces A, B, each having a hook A', B', respectively, the piece A, having a slot A<sup>2</sup>, and provided with the stop A<sup>3</sup>, and notches A<sup>4</sup>, the link C, having a free end provided with a cross head C', and loosely sliding in the slot A<sup>2</sup>, and engaging the notches A<sup>4</sup>, and the opposite end curved and pivoted to a lever D, which is pivoted at a distance from said end to the slotted end of the end piece B', whereby the adjustment of the lever, in one direction draws the hames closer, and brings the curved end of the link into the slot in the end piece B, and the pivot points of the lever in alignment with the hooks to lock the fastener, and the adjustment of the lever in the opposite direction elongates the distance between the hooks and unlocks the fastener. 2nd. The combination of the hooked end pieces A, B, adjustable connecting link C, and the lever D, pivoted to the piece B, and link, to operate as set forth.

**No. 35,196. Vehicle Wheel.** (*Roue de voiture.*)

The Gendron Manufacturing Company, (assignees of Peter Gendron), Toledo, Ohio, U.S.A., 11th October, 1890; 5 years.

*Claim.*—1st. In a vehicle wheel, having wires bent to form two spokes of segmental circular bearings i, formed between the two spokes, substantially as described. 2nd. In a wheel, having wires bent to form two spokes of a bearing at the bent portion thereof, adapted to engage into a groove between the two flanges, one of which is adapted to be peened over upon the spokes securing them in position, substantially as described. 3rd. In a vehicle wheel, a hub consisting of a central section of hub sections secured upon the ends thereof, having a hooked flange of spoke notches therein, and of a securing flange adapted to be peened over upon the spoke, substantially as described. 4th. In a wheel, a hub section, having spoke sections upon the end thereof, and of shoulders such as h, within such spoke sections, substantially as described. 5th. In a wheel, a hub, consisting of a central portion D, of spoke sections E, and E', having a collar a, of hooked flange b, spoke passages c, flange e, and the groove j, between said flanges, substantially as described. 6th. In a wheel, the combination of the following elements, the central hub sections D, the spoke sections E, and E', having the shoulder a, flanges b, c, spoke notches c, and the boss h, the wires being bent to form two spokes, and having the segmental circular bearing part i, between, and the tire A, the parts being arranged to operate, substantially as and for the purpose described.

**No. 35,197. Packing for Journals.**

(*Garniture de tourillon.*)

Harriett Brookman Devlan, Jersey City, New Jersey, U. S. A., 11th October, 1890; 5 years.

*Claim.*—1st. A packing for journal boxes, comprising bamboo fiber, and pieces of sponge, substantially as described. 2nd. A pack-

ing for journal boxes, comprising bamboo fiber, pieces of sponge, and a mineral substance—such as asbestos, steatite, or graphite—substantially as described. 3rd. A packing for journal boxes, consisting of bamboo fiber, pieces of sponge, hair, or like fiber, and a mineral substance—such as asbestos, steatite, or graphite—mixed together in about the proportions stated, substantially as described.

**No. 35,198. Stock Car.** (*Char à bestiaux.*)

John Horatio Kimball, Montreal, Quebec, Canada, 11th October, 1890; 5 years.

*Claim.*—1st. In a stock car, the combination of a main body divided centrally by a partition, a series of transverse bars provided with notches upon their upper edges, the notches registering in a vertical line, and said bars having angular ends adapted to be secured to the ends of the car, and to opposite faces of the central partition, stall partitions provided upon their forward ends with extending headed lugs or trunnions, arranged at such a distance apart, in a vertical line, as to register and fall into engagement with a line of notches in the transverse bars, and laterally-adjustable partition posts to which the rear ends of the stalls are secured, substantially as set forth. 2nd. In a stock car, the combination of a main body, divided centrally by a partition, a series of transverse bars provided with notches upon their upper edges, the notches registering in a vertical line, and said bars having angular ends adapted to be secured to the ends of the car, and to opposite faces of the central partition, stall partitions having their forward ends rabbetted, angle irons secured to said rabbetted ends and formed or provided with extending lugs or trunnions arranged at such a distance apart, in a vertical line, as to register and fall into engagement with a line of notches in the transverse bars, and laterally-adjustable partition posts to which the rear ends of the stalls are secured, substantially as set forth. 3rd. In a stock car, the combination of a main body divided centrally by a partition, a series of transverse bars provided with notches upon their upper edges, said bars secured to the ends of the car, and to opposite faces of the central partition, stall partitions provided upon their forward ends with headed lugs or trunnions engaging the notches of the transverse bars, locking rods passing through staples in the sides, and to the forward ends of the partitions, and having one end extending downwardly and the opposite end extending upwardly, the latter adapted to pass to the rear of the bars, and laterally-adjustable partition posts to which the rear ends of the stalls are secured, substantially as set forth. 4th. In a stock car, the combination of a main body, divided centrally by a partition and provided in each subdivision with a series of transversely arranged mortises or notches, stall partitions arranged within said main body, and having their rear ends adjustably secured to the ends of the car and to the opposite faces of the central partition, metallic facings secured to the rabbetted rear ends of the partitions, and protruding out therefrom, and T-shaped partition posts having the webs or stems thereof fitting between the protruding ends of the metallic facings, and also having their upper ends moving in suitable ways or guides and their lower ends fitting in the mortises or sockets in the car bottom, substantially as set forth. 5th. In a stock car, the combination of a main body, centrally divided by a partition, stalls arranged therein, said stalls having their rear ends adjustably secured to the ends of the car and to the central partition, metallic facings secured to the rabbetted rear ends of the partitions and protruding out therefrom, T-shaped partition posts having their webs or stems fitting between the protruding ends of the metallic facings, said webs or stems also provided near their upper ends with slots, and transverse brace bars passing through said slots, substantially as set forth. 6th. In a stock car, the combination with a main body, centrally divided by a partition, and provided in each subdivision with series of mortises or sockets, stall partitions arranged within said main body, said partitions having their rear ends adjustably secured to the ends of the car and to the central partition, T-shaped partition posts having their webs or stems secured to the grooves formed in the rear ends of the partitions, and provided with lower tenoned ends which fit into the mortises or sockets in the car bottom, and also provided near their upper ends with elongated slots, transverse brace bars passing through said slots, and transverse guides or ways between which the upper ends of the partition posts pass, substantially as set forth. 7th. In a stock car, the combination of a main body, centrally divided by a partition, and provided in each subdivision with series of mortises or sockets, stall partitions arranged within said main body, having their forward ends adjustably secured to the ends of the car and to opposite faces of the central partition, metallic facings secured to the rabbetted ends of the partitions and protruding out therefrom, T-shaped partition posts provided with lower tenoned ends fitting in the mortises or sockets of the car bottom, and having their webs or stems fitting between the protruding ends of the metallic facings, said webs or stems also provided, near their upper ends, with elongated slots, transverse perforated brace bars passing through said slots, chains centrally secured to the partition posts and provided with hooked ends adapted to engage the perforations of the brace bars, and transverse guides or ways for the reception of the upper ends of the partition posts, substantially as set forth. 8th. In a stock car, the combination, of a main body provided with a series of hinged doors, of stalls located in said main body, and provided with a series of openings or apertures registering with the hinged doors, substantially as set forth. 9th. In a stock car, a car body provided with side hinged doors, and also provided with central and end stall partitions, having their forward end corners provided with registering openings or apertures, substantially as set forth.

**No. 35,199. Combined Mower and Hay-Tedder.** (*Faucheuse et faneuse combinées.*)

Daniel F. Saurer, Land, Indiana, U. S. A., 11th October, 1890; 5 years.

*Claim.*—1st. The combination, with the mower frame and axle, of the brackets on the axle, and the tedder frame detachably engaging