

pose hereinbefore described. 4th. In wood working machinery for cutting boards and veneers from a block of wood, the combination, with the knife frame and the cutting knife, of a presser bar formed of a number of single parts independently from another, attached to the yielding or fixed support end of the elastic layer or device arranged between the said support and the presser bar, substantially as and for the purpose specified. 5th. In wood working machinery for cutting boards and veneers from a block of wood, the combination, with a knife frame carrying a cutting knife, of a yielding presser bar, formed of a number of single parts attached independently from another to a yielding or stationary support, and provided with a roller or rollers and an elastic layer or device arranged between the said support and presser bar, substantially as and for the purpose set forth.

No. 38,629. Composition for Washing Clothing, etc.
(*Composition pour blanchir le linge, etc.*)

Frederick Henry Nice, Saint John, New Brunswick, Canada, 4th April, 1892; 5 years.

Claim.—As a washing fluid, potash, salt of tartar, dry ammonia, borax and soap compounded in the manner, and in the proportions specified for the purposes set forth.

No. 38,630. Motor. (Moteur)

The Reliance Electric Manufacturing Company, Waterford, Ontario, assignees of Frank Bankson Rae, Detroit, Michigan, U. S. A., 4th April, 1892; 5 years.

Claim.—1st. In an electric car motor, the combination, with the front and rear axles, of an electric motor connected to the axles and constituting the frame of the truck, substantially as described. 2nd. In an electric car motor truck, the combination, with the front and rear axles, of an electric motor connected to the axles and forming the frame of the truck, the armature shaft extending longitudinally between the axles and directly connected thereto, substantially as described. 3rd. In an electric car motor, the combination, with the axles and gears mounted thereon, of an electric motor connected directly to the axles and forming the truck frame, and the armature shaft of the motor directly connected to the gears on the axles, substantially as described. 4th. In an electric car motor, the combination, with the axles and gears mounted thereon, of an electric motor, the field magnets of which are connected to the axles of each side of the core, and the armature shaft is supported between the field magnets and is directly connected to the gears, substantially as described. 5th. In an electric car motor, the combination, with the axles, and the bevel gears centrally mounted thereon, of an electric motor, the field magnets of which are connected to the axles on either side of the cores, and the armature of which is supported between the field magnets, and is provided with beveled pinions engaging the cores on the axles, substantially as described. 6th. In an electric car motor, the combination with the axles, of the yokes mounted thereon, supporting the field magnet cores, yoke pieces supporting the armature shaft, and the direct connections between the armature shaft and axles, substantially as described. 7th. In an electric car motor, the combination, with the axles, of the yokes, the field magnet cores supported therein, the yoke pieces connecting the yokes and supporting the armature shaft, the brushes supported upon one of the yoke pieces, and the direct connection between the armature shaft and axle, substantially as described. 8th. In an electric car motor, the combination, with the yokes, and yoke pieces, of the field magnets consisting of straight bars, and the pole pieces detachably connected to said bars, substantially as described. 9th. In an electric car motor, the combination, with the yoke, of the field magnet cores mounted in the yokes, the field magnet coils arranged at each side of the cores, and the yoke pieces connecting the field magnets and supporting the armature shaft, substantially as described. 10th. In an electric car motor, the combination, with the axles and gear wheels thereon, of an electric motor connected to the axles, a centrally arranged armature shaft and the thrust box interposed between the gear and the motor connections to the axle, substantially as described. 11th. In an electric car motor, the combination, with the car axle and gear mounted thereon, of an electric motor mounted on the axle, and an adjustable thrust bearing interposed between the gear and the motor bearing on the axle, substantially as described. 12th. In an electric car motor, an adjustable thrust bearing, comprising two rings having beveled adjacent edges, and a collar overlapping the edges, and having an inwardly extending wedge-shaped projection, substantially as described. 13th. In an electric motor, the combination, with the yoke pieces connecting the field magnets and supporting the armature shaft, of the brush holders mounted on one of said yoke pieces for adjusting the brush holders, the brush holders being insulated from the yoke piece, substantially as described. 14th. In an electric car motor, the combination, with the axles, of the yokes having curved arms geared to the axles, and clamps supporting the field magnet cores, the armature shaft, the arrangement being such that the field magnet cores and armature shaft are in a plane of the axles, substantially as described.

No. 38,631. Carrier for Fruit and Eggs.

(*Boîte à fruits et à œufs.*)

Levi H. Page and Elizabeth E. Fink, both of Chicago, Illinois, U. S. A., 4th April, 1892; 5 years.

Claim.—1st. In carriers for fruit, eggs, etc., of the class herein described, the combination, with the outside longitudinal and transverse strips, having their edges adjacent to, but not interlocked with each other, said strips being formed with slots a^2 , a^3 , and tongues a , of the notched compartment forming strips adapted to interlock with said outside strips. 2nd. In carriers for eggs, fruit, etc., wherein slats or strips are employed to form series of separate compartments, substantially as herein set forth, the frame work composed of the outside, and compartment forming strips, said outside strips being interlocked or otherwise connected with the compartment-forming strips, and not connected or interlocked with each other, all arranged substantially in the manner and for the purpose herein described. 3rd. In carriers for fruit, eggs, etc., of the class herein described, the longitudinal and transverse outside strips, said longitudinal strips being unconnected with said transverse strips, in combination with longitudinal and transverse compartment forming strips, the ends of said longitudinal compartment forming strips being secured to said transverse outside strips, and the ends of said transverse compartment forming strips being secured to said longitudinal outside strips.

No. 38,632. Device for Securing the Heads of Axes, etc. (Appareil pour assujettir les haches aux manches.)

Michael Leduc and Thomas McKelvey, both of North Bay, Ontario, Canada, 4th April, 1892; 5 years.

Claim.—1st. A device for securing the heads of axes, hatchets and the like on their helves, consisting of a tapering screw having a square or angular head formed on its thicker end, substantially as set forth. 2nd. In a device for securing the heads of axes, hatchets and the like on their helves, the combination with the head A, and helve B, of the groove b , the tapering screw C, and means by which the said screw may be turned, substantially as set forth.

No. 38,633. Machine for Truening circular Bodies.

(*Machine pour redresser les corps circulaires.*)

Jacob Neff Barr, Milwaukee, Wisconsin, U. S. A., 4th April, 1892; 5 years.

Claim.—1st. In a machine for producing bodies of circular cross-sections, two rollers or like supports on which the body to be reduced may be peripherally sustained and revolved, and an adjacent cutter, said elements constructed and combined for joint operation, substantially as described and shown. 2nd. In a machine for reducing bodies to a circular form in cross-section, two rollers or like supports to act on the periphery of the body to be reduced, and an intermediate rotary cutter, said elements constructed and arranged in relations, substantially such as described. 3rd. In a machine for reducing bodies to a circular form in cross-section, two supporting rollers and a rotary cutter, said members having their active surfaces located in a circle the diameter of which equals that of the required body; whereby a body sustained by and rotated upon the rolls will be automatically reduced to a circular form to the predetermined character by the cutter. 4th. In a machine for producing bodies of circular cross-section, the two sustaining rollers, the rotary cutter, and a pressure device to hold and guide the body upon the underlying rollers. 5th. In combination, with the supporting rollers, the elevated guiding and pressing roll, a laterally-acting pressure device C, and a rotary cutter, said members arranged in relations, substantially as described and shown. 6th. In combination with two supporting rollers, an intermediate rotary cutter and means for changing the relative positions of said parts; whereby the machine may be adapted to produce automatically a circular body of larger or smaller diameter as required. 7th. In a machine for truening car wheels, the rotary supports B, C, to act peripherally on the wheel, in combination with the overlying pressure wheel, and its support pivoted to turn out of the plane of the supports B, C, whereby the ready introduction and removal of the car wheel is permitted.

No. 38,634. Brake Beam. (Sommier de frein.)

William August Pungs, Detroit, Michigan, U. S. A., 4th April, 1892; 5 years.

Claim.—1st. A brake beam consisting of a metallic plate A, having at each end an attached re-enforcing plate B, a central strut E, and two straining rods D, seated between the plates and converging toward each other from the re-enforcing plates to the central strut, substantially as described. 2nd. A metallic brake beam consisting of the combination, with a metallic beam A, having flanges A¹, of two truss-rods and a strut to which the said truss-rods converge at the middle of the beam, said strut made adjustable longitudinally, substantially as and for the purpose described. 3rd. A metallic brake beam consisting of the plate or beam A, provided with flanges A¹, and grooves A², in combination with a re-enforcing plate B, and a strut at the middle of the beam, and in connection therewith one or more straining-rods D, substantially as and for the purposes described. 4th. The combination with a metallic plate A, provided with flanges A¹, of the re-enforcing plate B, and one or