the form of blocks joined or connected together, substantially as described.

## No. 26,577. Handled Blacking Box.

(*Boîte à Cirage avec Poignée.*)

Samuel M. Bixby, New York, N.Y., U.S., 2nd May, 1887; 5 years.

*Claim.*—1st. A blacking box, having a movable handle adapted to be received in a groove, or its equivalent, in the bottom of the box. 2nd. The combination, with a blacking box adapted for use with a handle, of suitable feet arranged at the sides of the handle to preserve the standing level of the box, as set forth. 3rd. In a handled blacking box, the combination, with a bottom struck outward at the central area, leaving an encircling margin inclined upward at the sides, of a suitable handle and feet placed at the sides of the handle. 4th. In a handled blacking box, the combination of the dishing bottom, the groove, or grooves, therein, and a movable handle sliding in the groove, as set forth.

## No. 26,578. Stay or Stiffening for Dress Waists and Corsets. (*Busc pour Corsages de Robes et Corsets.*)

George R. Holden, St. Thomas, Ont., 24th May, 1887; 5 years.

*Claim.*—A stiffening for corsets and dresses, waists, or other uses, formed by rendering into fibre, India, Java, or common rattan, and bound together, as shown and described above.

## No. 26,579. Spring Motor, in which a Rocking Motion is Communicated to a Lever, etc. (*Moteur à Ressort Donnant Mouvement Oscillant à un Levier, etc.*)

Ezra B. Evans, Circleville, Ohio, U.S., 2nd May, 1887; 5 years.

*Claim.*—1st. In a motor, the combination, with a revolving crank receiving its motion, substantially as described, of a lever having a slot at one end formed by two longitudinal slot portions, formed one above the other, and connecting at their meeting ends with a transverse portion, and a balance-wheel engaging with the other end of said lever, as and for the purpose shown and set forth. 2nd. In a motor, the combination, with a balance wheel having a helical balance spring secured to its shaft, and provided at its shaft with a disk having a straight portion cut away at its periphery, and having a laterally-projecting pin at the middle of the said straight portion, of a rocking lever having a slot with widened outer end for the reception of the pin of the disk, and having a laterally-projecting pin at the inner end of the slot for engaging the straight edge of the disk, as and for the purpose shown and set forth. 3rd. In a motor, the combination of a rocking balance-wheel having a notch in its periphery, a bell-crank pivoted with one arm within reach of the notched rim of the wheel, and a float having suitable connection with the bell-crank tilting it toward the wheel when the float rises, as and for the purpose shown and set forth. 4th. In a motor, the combination of a train of wheels, having a double crank at the last shaft, a lever pivoted at its middle and having the reciprocating power-rod pivoted to one arm, and formed at one end with a slot having two longitudinal portions connected by a transverse portion, and having the crank-pin sliding in it and formed with a slot at the other end, widening toward its end, and having a laterally projecting pin at the inner end of the slot, and a balance-wheel, having a balance spring secured to its shaft, a disk formed with a straight portion at the edge secured upon said shaft, and having a laterally projecting stud at the centre of the straight edge, the said stud projecting into the slot of the lever and the pin of the lever projecting into the cut-away portion of the disk having the straight edge, as and for the purpose shown and set forth.

## No. 26,580. Brake for Locomotives, etc.

(*Frein pour Locomotives, etc.*)

The American Brake Company (Assignee of George H. Poor), St. Louis, Mo., U.S., 3rd May, 1887; 5 years.

*Claim.*—1st. In a brake system, the combination of a series of link-suspended or floating brake-heads, one for each of the wheels of one side of a locomotive, all of said brake-heads suspended on one and the same side of the respective wheels, a series of substantially horizontal floating levers for actuating said brake-heads, and a single line of pull rods, substantially as and for the purposes specified. 2nd. The combination, in a brake system, of a series of link-suspended or floating brake-heads, and a series of substantially horizontal floating levers for actuating the brake-heads, said levers connected by pull-rods arranged so that all the levers shall be levers of the third order, substantially as and for the purposes specified. 3rd. The combination, with a series of link-suspended or floating brake-heads, of a series of substantially horizontal floating levers, each of which is directly connected at one end to its respective brake-head, and by its opposite end connected to the next lever of the series at a point between its two extremities, substantially as and for the purposes specified. 4th. The combination of two systems of brakes, one for the wheel of each side, each of said systems consisting of a series of link suspended or floating brake-heads, substantially horizontal floating levers, and a single line of pull-rods which connect all the levers of a side, so that said levers shall be levers of the third order, and a transverse brake-beam which connects the two systems at one end, substantially as and for the purposes specified. 5th. In a brake system, the combination, with the lever of wedge-shaped cross-section, of a brake-head having a wedge-shaped slot, the thickest edge of the lever arranged in the narrow portion of the slot, and a pin for connecting the two, so that the head can rock on the lever, substantially as and for the purposes specified.

## No. 26,581. Water Gauge for Steam Boilers.

(*Indicateur d'Eau pour Machines à Vapeur.*)

Frank A. Drummond, Winnipeg, Man., 3rd May, 1887; 5 years.

*Claim.*—1st. In a water gauge for steam boilers, an under glass ball valve unseatedly supported in vertical channel of the gauge below the glass indicator tube, a series of glass balls or sectionals resting pillar-wise upon this glass ball valve and passing through the glass indicator tube, and an upper glass ball valve unseatedly supported on this series of glass balls or sectionals, and located in the vertical channel of the gauge above the glass indicator tube, substantially as described and for the purposes set forth. 2nd. In a water-gauge for steam boilers, a blow-off cock U, a stop-cock $H_2$, an under glass ball valve unseatedly supported in the vertical channel of the gauge below the glass indicator tube, a series of glass balls or sectionals resting pillar-wise upon this glass ball valve and passing through the glass indicator tube, and an upper glass ball valve unseatedly supported on this series of glass balls or sectionals, and located in the vertical channel of the gauge above the glass indicator tube, all combined and arranged as shown and described, substantially as and for the purposes set forth.

## No. 26,582. Wheel Fender for Railway Cars.

(*Garde-roue pour chars de chemins de fer.*)

Alfred L. Clarke, Springfield, Ohio, U.S., 3rd May, 1887; 5 years.

*Claim.*—1st. The combination, with a car, of a laterally-yielding spring-fender secured to and suspended beneath the car in advance of the car wheel, said fender comprising a lower portion suspended in front of and obliquely to the tread of the wheel, and an upper spring metal portion secured to the brake-beam truck journal-box body or other desired part of the car, substantially as described. 2nd. As an article of manufacture, a wheel-fender for railway cars, constructed from a single piece of spring-metal having the enlarged lower portion *d*, and laterally-yielding spring-metal upper portion *c*, by means of which it is secured to any desired part of the car or car-truck, substantially as set forth. 3rd. The combination, with the brake-beam truck journal-box or body of a car, of the laterally-yielding fender A secured thereto, and constructed from a single piece of spring-wire bent at its lower end, as shown, form the loop *d* coiled near its upper end to form the helix *b*, substantially as shown and for the purpose described. 4th. The combination, with any desired part of a railway car, of the fender A constructed from one or more pieces of spring-metal and having the attaching end *c*, a helix coil or equivalent *b* and the enlarged obliquely arranged lower portion *d*, said fender being so constructed and arranged with relation to the part to which it is attached that the lower portion will depend directly in front of the wheel and in close proximity to the rail, substantially as and for the purpose set forth.

## No. 26,583. Manufacture of Wire Mats.

(*Fabrication des nattes en fil de fer.*)

William R. Pitt, Brooklyn, N.Y., U.S., 3rd May, 1887; 5 years.

*Claim.*—1st. A mat composed of interlaced coils of wire, soldered together at their points of intersection or contact with each other, substantially as herein described. 2nd. A mat composed of interlaced coils of wire, having a protecting coating serving both to prevent rust of the wire, and to connect the coils at their points of interlacing contact with each other, substantially as herein described. 3rd. A mat composed of interlaced coils of wire extending parallel with each other, and with the opposite edges of the mat, and soldered together at their points of interlacing contact with each other, substantially as herein described. 4th. A mat composed of interlaced coils of wire, extending parallel with each other and with opposite edges of the mat, the coil or coils at the longitudinal edge or edges being made of two or more parallel wires or multiple coils, substantially as herein described

## No. 26,584. Means and apparatus for Securing Wheels on their Axles, etc.

(*Moyens et appareil pour placer les roues sur leurs essieux, etc.*)

Ebenezer Partridge, Birmingham, Eng., 3rd May, 1887; 5 years.

*Claim*—1st. The half band grooved flanged D, notched ring G and pin J, acting as and for the purpose described. 2nd. As attachments to a collinge axles collet A, with a half band grooved flange D, notched ring G on nut C, pin J, notch I, and notches H, in combination with lipped plate N, screw T, solid back collar P, as and for the purpose described. 3rd. The loose half band U, with flanges D, in combination with J, prongs Y, notches X, X, as and for the purpose specified.

## No. 26,585. Wind Mill. (*Moulin à vent.*)

Jeffrey Artley, Walter's Falls, Ont., 3rd May, 1887; 5 years.

*Claim.*—1st. In a windmill, the combination, with the tower turntable and wind-wheel, of the horizontal shaft E, sliding shaft K, means for connecting said sliding shaft to the sails, and a spring and weight for throwing said sails in and out of wind, substantially as described. 2nd. In a windmill, the combination, with the wind-wheel, its sails and levers for changing their position, and the turntable of the sliding shaft K, chain O, rod R, weighted lever S, and spring M, substantially as and for the purpose specified. 3rd. The combination, with the turntable B, of the arm $C_1$ and tail boards *c*, *c* and the vertical shaft D, said arm and shaft being hollow, as specified. 4th. The wind-wheel made up of hub F, spokes *f*, *f*, corner bracket $f_1$, $f_1$ sale beams $F_1$, $F_1$, arranged to form a quadrangle and sails carried by said beams, in combination with the sliding shaft and connecting levers, all arranged substantially as and for the purpose set forth. 5th. The sails G having concave faces, for the purpose specified. 6th. The combination, with the sails G, formed as described, of the governing weights *g*, as specified. 7th. The combination of the sliding shaft K and braces $K_1$, $K_1$, with the levers H, *h*, hub F and sails G, for the purpose specified. 8th. The combination, with a quadrangular wind-wheel having hub F and corner brackets $f_1$, $f_1$, of the braces L L, $L_1$ $L_1$ and ring $L_2$ or its equivalent, as and for the purpose described.