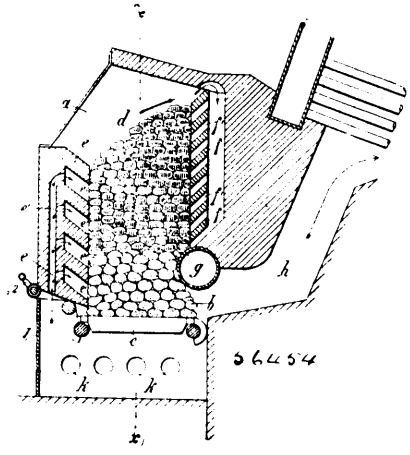
the paving material covering said conduit, in combination with a series of plates or strips suitably attached to the under side of the top of the conduit, and means for conducting electricity from the feed wire within said conduit to the exterior of the latter. 22nd. In an electric railway, a three-sided conduit adapted to rest upon and be embedded in a paving material, a series of blocks embedded in the top of said conduit, a bolt projecting through a side of said conduit, and having a carbon button in its head and an angle iron secured to a side of said conduit, said bolt serving as a conductor of electricity and to hold said angle iron in position. 23rd. In an electric railway, a conduit, a feed wire supported therein, oscillatory contact devices mounted on said feed wire, means for conducting electricity from said devices to a car motor, and paving material covering the top of said conduit, in combination with a series of independent magnetic paths separated from each other and embedded in said paving material and extending from the surface thereof towards but not into the interior of said conduit, said paths being located over said contacting devices and being out of electrical connection with the interior of the conduit. 24th. In an electric railway, a conduit, a feed wire supported therein, oscillatory contact devices mounted on said feed wire, paving material covering the top of said conduit, and a series of independent magnetic paths embedded in said paving material, and extending from the surface thereof towards but not into the interior of said conduit, said paths being located over said contact devices and out of electrical connection with the interior of the conduit, in combination with a car motor, and supplemental poles provided with soft iron shoes inserted in the poles of said car motor, said shoes being adapted to travel over said magnetic paths. 25th. In an electric railway, a feed wire, a conduit therefor, an oscillatory contact mounted on said feed wire, means for conducting electricity from said contact to the car motor, a series of supplemental poles inserted in the poles of the car motor, shoes of soft iron attached to said poles, and devices for producing a magnetic path to the interior of the conduit inserted in the path of said poles. 26th. In an electric railway, a conduit, a casing therefor, a series of independent magnetic paths supported above said conduit, and a magnet having soft iron shoes attached to each pole thereof, said shoes extending over one or more magnetic paths. 27th. In an electric railway, a collector wheel consisting of an inner glass or non-conductor shell, a coating of silver thereupon, a metallic shell surrounding the whole, coils of high resistance embedded in asbestos or similar material, contained within said non-conducting shell, and means for conducting electricity to and from said wheel. 28th. In an electric railway, a closed conduit, a non-conducting material forming a protection surrounding said conduit, and magnetic pins or paths of any suitable material projecting through said non-conducting material to the interior of said conduit, in proximity to armatures of contacting devices located in said conduit, in combination with means for magnetically operating said devices. 29th. In an electric railway, a non-conducting conduit, a feed wire therein, an oscillating contact mounted on said feed wire, magnetic pins or paths of any suitable material projecting into said conduit, and a magnet supported on a car, said magnet having poles covering a plurality of said magnetic paths.

No. 56,454. Slow Combustion Grate Furnace or Stove.

(*Grille fournaise pôêle.*)

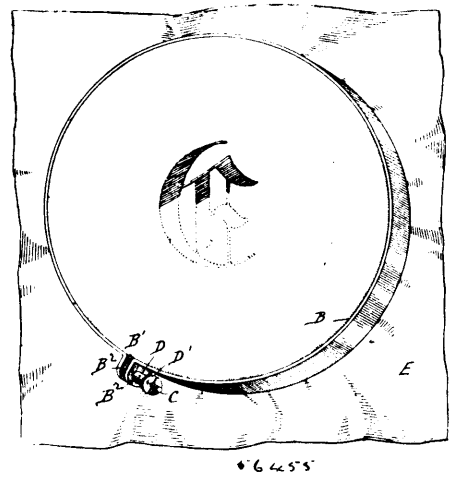


Augustus Pampus, Keil, Prussia, Germany, 2nd July, 1897; 6 years. (Filed 28th April, 1897.)

Claim.—1st. A furnace for slow combustion apparatus in which air is introduced to the fuel *b*, *d*, by surrounding channels c^1, f^1, at its sides for the purpose of permeating the entire column of the fuel and thereby to obtain a stream of gas at the exit tube *h* thoroughly saturated with air. 2nd. A furnace for slow combustion apparatus as set forth in claim 1, in which the air is led to the fuel through side channels characterized by the fact that this air is forced under all circumstances to pass through the glowing layer of fuel *b* lying direct on the grate *c* by means of a fire-proof corner *g* projecting into the fuel for the purpose of throughly mixing the air with the gases of combustion before the escape of the air and thus obtaining as complete a combustion as possible, constructed and arranged substantially as hereinbefore described. 3rd. A modification of the slow combustion apparatus set forth in claim 2 in which a water tube is used for the fire-proof corner *g* projecting into the fuel, constructed and arranged substantially as hereinbefore described. 4th. A slow combustion apparatus as set forth in claim 2, characterized by an overhanging wall *w* provided with set-offs or steps w^1 against which the fuel lies in such a manner that a passage for the air is obtained between the fuel and the water, constructed and arranged substantially as hereinbefore described. 5th. A modification of the slow combustion apparatus set forth in claim 2 in which on the one side a smooth over-hanging wall *w* is used so that the air is only admitted from the side through the channels f^1 of the wall *f* to the fuel, constructed and arranged substantially as hereinbefore described.

No. 56,455. Embroidery Hoop.

(*Cerceau pour broideries.*)

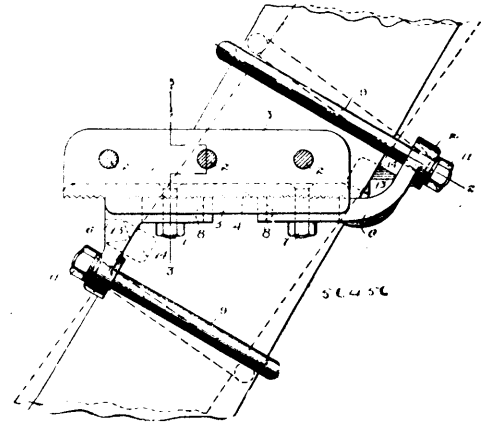


Edwin William Vaughan, Worcester, Mass, U.S.A., 2nd July, 1897; 6 years. (Filed 28th May, 1897.)

Claim.—The within described embroidery hoop comprising two clamping bands between which the fabric is held, one of said bands having a fixed diameter and the other of said bands consisting of an elastic band cut apart at one side and provided with ears carrying an adjusting screw and tightening nut by which the diameter of said band is varied against its tension, as and for the purpose set forth.

No. 56,456. Adjustable Tread Support for Stairs.

(*Support pour marches d'escaliers.*)



Charles Barker Emery, Boston, Mass., U.S.A., 2nd July, 1897; 6 years. (Filed 28th May, 1897.)

Claim. 1st. A tread support for stairways, having clamp-brackets adjustably secured thereto, substantially as described for the purpose specified. 2nd. A tread support for stairways, having clamp-brackets secured thereto, provided with clamp-bolts whereby