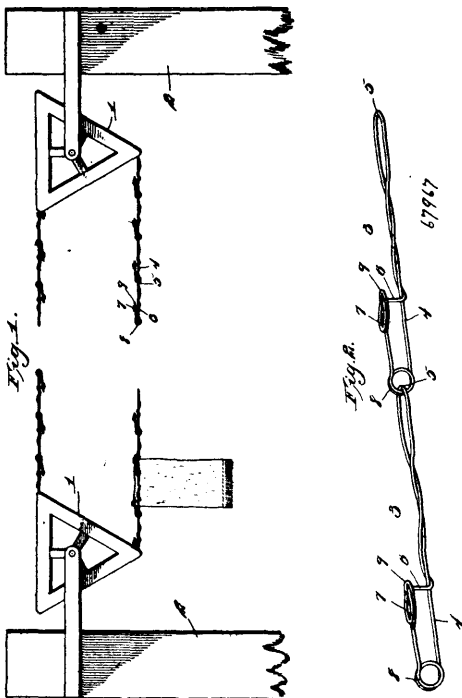


stitched, substantially as set forth. 2nd. A boat moulded from a single layer of felted fabric saturated in a solution of a resinous substance and adapted to be stitched, substantially as set forth. 3rd. A boat moulded from a single sheet of heavy felted fabric saturated in a solution of resinous substance and extending from end to end and side to side of the boat, substantially as set forth. 4th. A boat moulded from a single layer of heavy felted fabric saturated in a solution of shellac, substantially as described. 5th. A boat moulded from a single sheet of heavy felted fabric saturated in a solution of shellac and extending from end to end of the boat, substantially as described. 6th. In the manufacture of a boat, moulding the shell from a single layer of heavy fabric saturated with a resinous substance, substantially as described. 7th. In the manufacture of a boat, moulding without pressure the shell thereof from a single layer of felted fabric having a resinous substance applied thereto, substantially as described. 8th. In the manufacture of a boat, moulding without pressure, the shell thereof from a single layer of heavy felted fabric having a resinous substance applied thereto, substantially as described. 9th. In the manufacture of a boat, first saturating a single sheet of heavy felted fabric in a solution of shellac then applying said sheet to a mould or pattern having strips to form corrugations and a keel in the shell of the boat when completed and then joining the abutting edges of said sheet at each end, substantially as described. 10th. In the manufacture of a boat, first saturating a single sheet of felted fabric in a solution of shellac, then applying said sheet to a mould or pattern having strips to form corrugations and a keel in the shell of the boat when completed and then joining the abutting edges of said sheet at each end by stitching, substantially as described.

No. 67,967. Clothes Line. (Corde à linge.)



James Baptiste Bailey, Contrecoeur, Quebec, Canada, 4th July, 1900; 6 years. (Filed 16th June, 1900.)

Claim.—1st. A clothes line comprising a series of similar links, and a spring clamp formed upon each link, said link and clamp formed in a single piece. 2nd. In a clothes line a combined link and clamp formed in a single piece of metal and comprising a main strip, having a loop at one end, and a coil at the opposite end thereof, a head thereto, and a spring arm normally bearing upon said head. 3rd. In a clothes line a combined link and spring clamp, formed in a single piece of metal and comprising a main strip having a loop at one end, a stem projecting from said strip, a head thereto, a coil at the opposite end of the strip, and a spring arm thereto enclosing the stem and normally bearing upon the head.

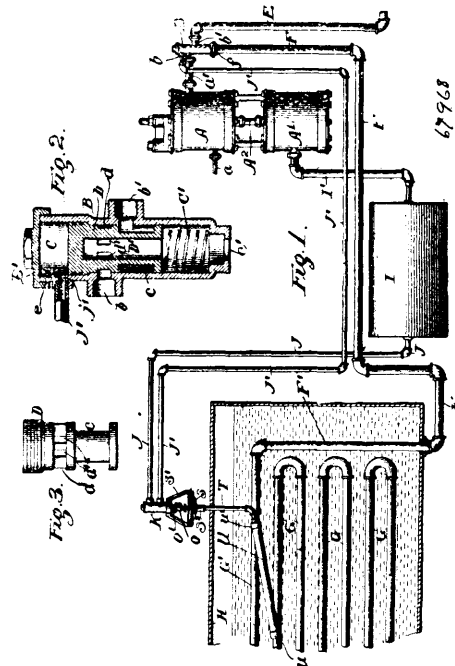
No. 67,968. Water Heater for Locomotive Tanks.

(Calorifère à eau pour réservoirs de locomotives.)

John F. Deems, Burlington, Iowa, U.S.A., 4th July, 1900; 6 years. (Filed 18th June, 1900.)

Claim.—1st. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from

such chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports and



a regulator operated by the temperature of the water in the tank for automatically moving the valve and opening and closing the ports, substantially as described. 2nd. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from such chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports, a tube or cylinder in the water tank containing a fluid expandable under heat and a valve actuated by the expansion and contraction of the fluid from the temperature of the water in the tank for automatically moving the steam valve and opening and closing the exhaust ports, substantially as described. 3rd. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from such chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports, a tube or cylinder in the water tank containing a fluid expandable under heat, a diaphragm moved by the expansion and contraction of the fluid from the temperature of the water in the tank, and a valve actuated by the movements of the diaphragm for automatically moving the steam valve and opening and closing the exhaust ports, substantially as described. 4th. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from such chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports, a tube or cylinder in the water tank containing a fluid expandable under heat, a diaphragm moved by the expansion and contraction of the fluid from the temperature of the water in the tank, an adjustable stem carried by the diaphragm and a valve actuated by the movements of the diaphragm and stem for automatically moving the steam valve and opening and closing the exhaust ports, substantially as described. 5th. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from such chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports, a tube or cylinder in the water tank containing a fluid expandable under heat, a diaphragm moved by the expansion and contraction of the fluid from the temperature of the water in the tank, a return spring for the diaphragm, an adjustable stem carried by the diaphragm, and a valve actuated by the movements of the diaphragm and stem for automatically moving the steam valve and opening and closing the exhaust ports, substantially as described. 6th. In a water heater for locomotive tanks, the combination of a valve chamber communicating with the exhaust of the steam chest of an air compressing pump, exhaust ports leading from said chamber, one for direct exhaust and the other for exhaust into a heating coil in the water tank, a valve controlling such ports, a tube or cylinder in the water tank containing a fluid expandable under heat, a diaphragm moved by the expansion and contraction of the fluid from the temperature of the water, a