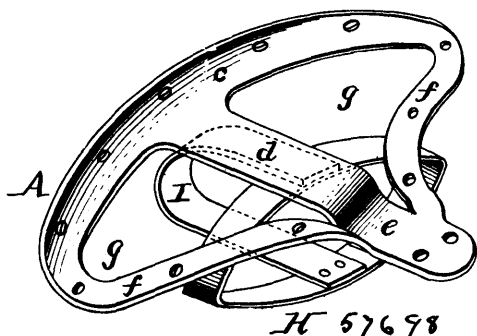


the wooden front and diagonal sections C and D, substantially as and for the purpose set forth. 6th. The upper and lower frame sections, each formed in two parts A, A¹, and B, B¹ respectively, and each part formed of two separate and independent strips of wood a¹, a², and b² respectively, the section B formed with the curved portion B², the washers E, and the stays or braces H, and said parts A, A¹, and B, B¹ intersecting or crossing and connected to one another and intersecting or crossing and connected to and in combination with the wooden front and diagonal sections C and D, substantially as and for the purpose set forth.

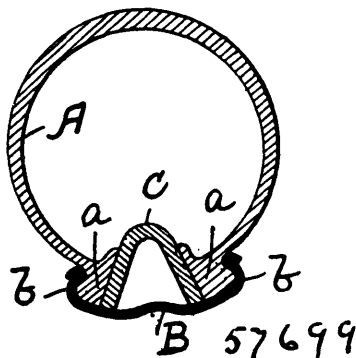
No. 57,698. Velocipede Seat or Saddle.
(*Siège ou selle de vélocipèdes.*)



Alfred Ernest Ames, Toronto, Ontario, Canada, 7th October, 1897; 6 years. (Filed 20th April, 1897.)

Claim.—1st. A velocipede seat or saddle having its rear edge raised above the main portion of the seat or saddle and its forwardly projecting central portion depressed below the level of such main portion, substantially as set forth. 2nd. A frame for a velocipede seat or saddle composed of an upturned or raised rear bar, a longitudinal central bar having its front portion depressed below its main portion, and side bars extending from the ends of the rear bar forwardly and inwardly to the sides of said depressed front portion, substantially as set forth. 3rd. The combination with a velocipede seat or saddle, of a spring support composed of an elliptical spring arranged transversely and a half elliptical spring arranged longitudinally, substantially as set forth. 4th. The combination with a velocipede seat or saddle, of a spring support composed of an elliptical spring arranged transversely underneath the saddle, and a half elliptical spring arranged longitudinally in rear of said transverse spring and secured with its upper and lower front ends to the upper and lower parts of said transverse spring, substantially as set forth. 5th. The combination with a velocipede saddle or seat having a rigid frame which is provided with a longitudinal central member, of a spring support provided with a longitudinal half elliptical spring arranged underneath said central member of the saddle frame and supporting the same, and a transverse spring arranged at the front of said longitudinal spring, substantially as set forth.

No. 57,699. Pneumatic Tire.
(*Bandage pneumatique.*)

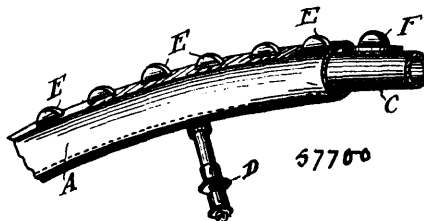


Stuart Bunting, Birmingham, Warwick, England, 7th October, 1897; 6 years. (Filed 31st July, 1897.)

Claim.—1st. A single tube pneumatic tire comprising a tube divided circumferentially on its inner side and having its edges or margins enlarged to adapt them to engage with the sides of the wheel rim, and an arched-shaped hoop or band adapted to lie between the edges or margins of the tire and by its transverse elasticity both keep the edge of the tire engaged with the wheel rim and form an air-tight joint between the said edges, as set forth. 2nd. A single tube pneumatic tire comprising a tube divided circumferentially on its inner side and having enlarged edges or margins adapted to engage with the sides of the wheel rim, and of a trans-

versely flexible hoop or band of an arch-shape in cross section lying between the enlarged edges of the tire, one side of the said arch-shaped hoop or band being attached to one of the enlarged edges of the tire, as set forth. 3rd. In combination with a divided single tube pneumatic tire, the enlarged edges of which engage with the sides of the wheel rim, of an arch-shaped hoop or band lying between the divided edges of the tire and adapted to be compressed by the said edges, and of a wheel rim having one or two grooves to receive the feet of the arch-shaped band, as set forth.

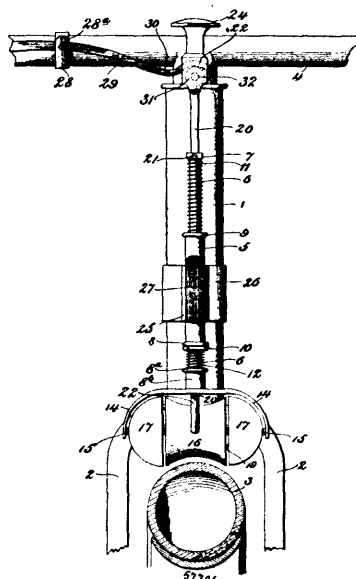
No. 57,700. Tires for the wheels of Cycles, Omnibuses, Wagons, Railway Carriages, etc.
(*Bandage pour roues de cycles etc.*)



William Herbert Sewell, Diamond, Coleraine, Ireland, 7th October, 1897; 6 years. (Filed 10th September, 1897.)

Claim.—1st. In the tires of the wheels of cycles, omnibuses, wagons, railway carriages, and other vehicles constructing these of a hollow rim or felloe in which there is enclosed either in one continuous piece or in sections a pneumatic tube or chamber provided with an inflating or deflating air valve or valves and with sections or segments of any convenient shape provided with suitable flanges, and which segments are free to work on, into or against the pneumatic chamber the said segments being placed round the rim so as to form either a continuous circle or spaced apart so as to reduce the ground contact or friction, substantially as and for the purpose hereinbefore described and illustrated on the accompanying sheet of drawings. 2nd. Pneumatic tires for cycles and other vehicles constructed substantially as described and illustrated in figure 5 of the accompanying sheet of drawings.

No. 57,701. Combined Brake and Bell for Bicycles.
(*Frein et cloche de bicycles.*)



Almy Le Grand Pierce, Pittsburg, Pennsylvania, U.S.A., 7th October, 1897; 6 years. (Filed 10th September, 1897.)

Claim.—1st. The combination with a depressible brake-rod, and a spring for elevating the same, of a revoluble brake-shoe supported in the path of and adapted to be depressed by the rod, and an alarm-bell located adjacent to and adapted to be sounded by the shoe when depressed by the rod and in contact with the wheel of a bicycle. 2nd. The combination with a depressible brake-rod bifurcated at its lower end and a spring for normally elevating the same, of a revoluble brake-shoe loosely embraced by said bifurcation and adapted to be depressed by the rod into frictional contact with the wheel of a bicycle, and an alarm-bell located adjacent to the shoe and having its tripping mechanism adapted to be operated by