

boot or shoe, to retain said knot and said flap capable of being brought upwards on its said hinge to disengage the flap from the

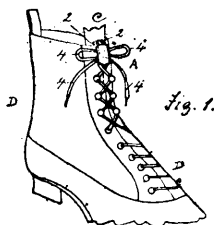


Fig. 4.

Fig. 2.

Fig. 3.

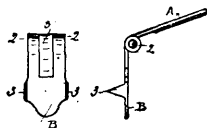


Fig. 5.

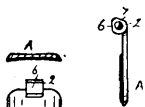


Fig. 6.



Fig. 7.



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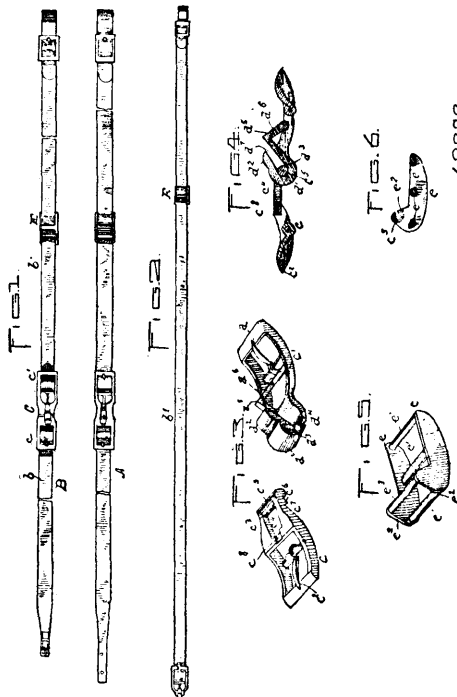
knot and the fore part of the boot or shoe, as described. 2nd. In a boot or shoe, a lace knot clasp, an inner plate hinged to the upper part of said clasp and attached to the upper part of the outer face of the tongue, said flap concave to suit the contour of the boot and the knot, corrugations on said concave to retain said knot, said flap capable of opening upward on said hinge and remaining there and of closing onto the knot of the lace to retain the tongue and the knot of the lace in defined position to the boot, as described. 3rd. In a boot or shoe, a plate attached to the upper part of the outer face of the tongue by means of prongs on said plate, an outer flap hinged to the upper part of said plate, said flap concave and corrugated on its inner face to engage the knot of the lace of the boot, said flap capable of opening upward on its hinges, a spring on said plate to engage with the flattened part of the hinged centre of said flap to retain said flap in open position to expose said knot, and said flap capable of closing and locking on the knot, a flattened part of the hinged centre engaged by the upper part of said spring to retain said flap in locked position on the knot, as described.

No. 68,888. Reins. (Rénes.)

Otto Fischer, Chattanooga, Tennessee, U.S.A., 4th October, 1900; 6 years. (Filed 22nd August, 1900.)

Claim.—1st. A driving rein, comprising a main section and a hitching strap section having means at its front end to connect to a bit, the adjacent ends of said rein sections being provided with complementary coupling members whereby they may be readily connected and disconnected, and means on the hitching strap section in advance of its coupling member for engagement thereby when the rear end of said hitching strap section is passed around or through a hitching post or like device, substantially as described. 2nd. A driving rein, comprising a main section and a hitching strap section having means at its front end for connecting it to a bit, the adjacent ends of the rein sections being provided with complementary coupling members for readily connecting and disconnecting them, and a slide on the hitching strap section in advance of its coupling member for engagement thereby when the rear end of the hitching strap section is passed around or through a hitching post or like device, substantially as described. 3rd. A driving rein, comprising a main section, provided at its forward end with a coupling member, a hitching strap section provided at its rear end with a coupling member, said coupling members being adapted to be engaged or disengaged by a lateral movement when brought into proper relation and having pivotal movement when connected, and a slide on the hitching strap section in advance of its coupling member and having a member shaped to interlock with the said coupling member when the two are brought into one certain relative position, substantially as shown and described. 4th. A coupling comprising complementary members adapted to be engaged and disengaged by a lateral movement when the two members are brought in a given relative position, and having pivotal movement one upon the other when connected, and complementary members upon the coupling members adapted to so engage the other when the coupling members are swung upon

their pivot to a point just beyond that at which the parts are in position to be disengaged, that the parts are locked against uncoupling



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ling lateral movement, substantially as described. 5th. A coupling comprising complementary members adapted to be engaged and disengaged by a lateral movement when the two members are brought in a given relative position, and having pivotal movement one upon the other when connected, one of said members being provided with a socket, and a lug upon the other of said members, the lug and socket being so placed relatively that said lug enters the socket when the coupling members are swung upon their pivot to a point just beyond that at which the parts are in position to be disengaged, substantially as described. 6th. A coupling comprising a member having a body portion provided with an opening therein, a transverse bar adjacent said opening, said coupling being provided with a recess at that side of the opening opposite to the said transverse bar, in combination with a second coupling member having a hook, a channel being formed between said hook and the body portion of the second coupling member of sufficient width to receive the body portion of the first coupling member but not of sufficient width to receive the said transverse bar thereof, said channel communicating with a socket of sufficient size to receive the transverse bar, the hook being of a size to rest in the opening of the first coupling member, whereby the said coupling members are connected and disconnected by a lateral movement, and a lug upon the second coupling member adapted to enter the recess in the first coupling member when said members are folded upon each other with the transverse bar as an axis to a point beyond the position in which the body portion of the first coupling member is in line with the channel of the second coupling member, substantially as described. 7th. In reins for a double harness, a line having a main portion extending to the inner side and being adapted to be connected to the inner side of the bit of the opposite horse when applied, a coupling member upon said main line, a hitching section adapted to be connected at its front end with the outer side of the bit of the horse other than the first horse mentioned, and a coupling member upon the rear end of said hitching section, said coupling member being complementary to the coupling member upon the main section and being adapted to be connected with a slide or engaging device on the hitching section between the ends thereof, substantially as described.

No. 68,889. Metal Moulding Machine.

(Moule pour le métal.)

Cyrus Clinton Webster, Minneapolis, Minnesota, U.S.A., 4th October, 1900; 6 years. (Filed 27th May, 1899.)

Claim.—1st. A casting machine, consisting in combination with a frame having a mould cavity, of a valve controlled ingate registering with said cavity, a dam positioned in said cavity adjacent to said ingate, said dam and ingate, being separable from said frame, and means for revolving said frame, for the purposes specified. 2nd. A casting machine, consisting in combination with a frame suitably journaled and having an annular mould cavity within and lying broad side toward the centre of said frame, of an ingate registering with said cavity, a dam positioned in said cavity adjacent to