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INVENTIONS PATENTED.

NOTE.—Patents are granted for 15 years. The term of years for which the fee has been paid, is given after the date of the patent.

No. 35,309. Top Joint for Vehicles.

(*Joint pour soufflets de voiture.*)

James Higgins, Gananoque, Ontario, Canada, 3rd November, 1890; 5 years.

Claim.—1st. A top-joint for carriages, composed of similar sections, each provided with an eye 2, having a circumferential flange, and provided with the groove adapted to receive the flange of the opposite section, substantially as described. 2nd. A top-joint for carriages, composed of similar sections, each provided with an eye having a beveled circumferential flange, and provided with a dove-tail groove adapted to receive the flange of the opposite section, substantially as described.

No. 35,310. Drying Kiln. (*Four à secher.*)

Seymour Wilson Peregrine, Grand Rapids, Michigan, U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. In combination with a drying chamber, a heating chamber at one end thereof, and a condensing flue extending between the opposite end of the drying chamber and the said heating chamber, and a series of deflectors located at intervals in the said flue, and arranged, as described, so as to direct the moist air against the condensing surface of said flue, substantially as described. 2nd. In combination with a drying chamber, a heating chamber and a return flue, having metal walls, having its area contracted by spring-seated deflectors, arranged within the same, adapted to act automatically, and to deflect the moisture-laden air against the metal walls, substantially as described.

No. 35,311. Tug Strap and Holder for Looms. (*Guide et porte courrois pour méliers mécaniques.*)

Dutee S. Knight, Hinsdale, New Hampshire, U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. The combination, with a pivoted picker-staff and a connecting stick, of a tug formed of opposite sections bolted to the stick, and having their heels connected together, and intermediate said heels flared to form an opening or passage for the picker-staff, said heels having their adjacent faces provided with opposite registering semi-circular recesses, and a semi-circular bumper seated in the recesses, substantially as specified. 2nd. The combination, with a picker-staff, its pivot, and a connecting stick, of a metal tug bolted at one end to the stick, and having an opening for the reception of the picker-staff, and provided at one side with a bearing stud, and a holder for supporting said tug, the same consisting of opposite rods, said rods having their adjacent ends adjustably connected, substantially as specified. 3rd. The combination with the rocker-iron, having the elongated slot, the picker-staff, its bearing bolt, and the connecting stick of the metal tug, embracing the picker-staff bolted to the end of the stick, and provided with an external bearing stud, and the opposite holder sections at their outer ends to the bearing-stud, and the bearing bolt of the shaft respectively, one of said sections having a slot near its inner end, and the other provided with a section-embracing keeper, and an adjusting bolt passing through the slot of the opposite section and having a set nut, substantially as specified.

No. 35,312. Road Cart. (*Désobligeante.*)

Robert Day Scott, Pontiac, Michigan, U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. In a road cart, the combination, with the shafts and axle, of a body supported at its forward end with inclined links, sub-

stantially as described. 2nd. In a road cart, the combination, with the shafts and axle of the body, and a support for the forward end of said body, consisting of links inclined from the top rearwardly, substantially as described. 3rd. In a road cart, the combination, with the shafts and axle, of a body, of means for supporting the forward end of said body, consisting of inclined links and a spring at the rear of said body supported by a double shackle or links, substantially as described. 4th. In a road cart, the link L, pivotally connected with the forward end of the body at its lower end, the bracket N, in which said link is pivotally connected with its upper end, and means for adjusting the upper end of said link horizontally, substantially as described. 5th. In a road cart, the combination, with the body and shafts, of inclined depending links engaging the forward portion of the body with the shafts, and links adapted to support the rear portion of the body, said latter links so constructed and connected with their sustaining supports as to swing freely both laterally and longitudinally of the vehicle, substantially as described. 6th. In a road cart, the combination, with the shafts, of the loops B, forming the support for the rear portion of the body and for the fenders, substantially as described. 6th. In a road cart, the combination with the seat and spring, of a supporting bracket having a series of notches, and a link connecting the bracket and spring, said link gradually enlarging towards the base, substantially as described.

No. 35,313. Hay and Grain Rack.

(*Ratelier à grain et à foin.*)

James Alexander McGowan, Laurel, Ontario, Canada, 3rd November, 1890; 5 years.

Claim.—1st. In a hay and grain rack, the combination of the sills A, each having a gap a cut over the front wheel, an upright A¹ on each side of said gap, a piece A¹¹ connecting the upper ends of each pair of uprights, and having one end extended rearwardly and curving down and formed with a flat foot a¹¹, secured to the top of the sills, the cross bars B, connecting said sills, and supporting projecting arms, an extra arm B¹, on one side of said gap, the arms C secured to the cross bars B, and the sills A, the rails D, secured to the arms, and the tie E, connecting the end arms, substantially as set forth. 2nd. In a hay and grain rack, the combination of the sills A, each having a gap a, cut out of its lower edge, which will be situated over the front wheel, the uprights A¹, placed on each side of said gap, a piece A¹¹, connecting said uprights at the top and extending rearwards and terminating in a curved down end formed with a flat foot a¹¹, secured to the top of the sill, and the cross bars B and B¹ connecting said sills, substantially as set forth.

No. 35,314. Blacking Brush. (*Brosse à souliers.*)

George W. Darling, Owosso, Mich., U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. A blacking brush, the back of which is, together with its bristles, provided with a semi-circular recess and the back with a block, said block being recessed longitudinally upon its inner surface and having the rear portion of the top of the recess out away, as at 13, in combination with a dauber, the handle of which takes within the recess, and provided upon the upper side of its head with a series of tufts of stiff bristles taking in the cut-away portion, the usual bristles fitting into the recess formed in the bristles of the brush, substantially as specified. 2nd. A blacking brush, the back of which is longitudinally bored, said back and bristles being provided at one end with a recess, in combination, with a dauber, the handle of which is removably inserted in said bore, and the head and bristles of which snugly fit within the recess of the brush, the bristles of the dauber forming an uninterrupted continuation of those of the brush, substantially as specified. 3rd. A blacking brush, comprising a back and a series of bristles, the back and bristles being provided with a semi-circular recess at one end of the brush, in combination with a block mounted on the back of the brush and having a longitudinal recess, and an opening to receive the brush and having within the same, and a dauber, the handle of which is located in the longitudinal recess, and the head of which takes within the semi-circular recess, the bristles of the dauber forming a continuation of those of the brush, substantially as specified.