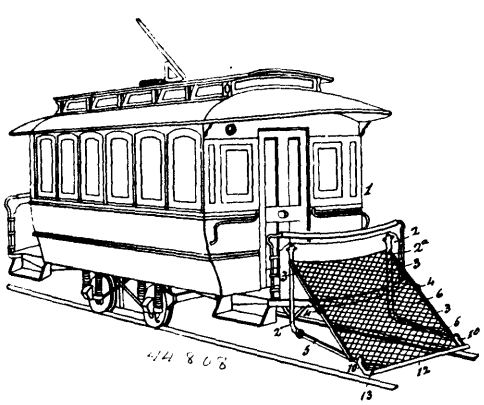
thereto, that one of the said blocks next to each bearing and between the bearings, having an upward projection serving as a brace to the bearing, and a block at the outer side of each bearing having an upward projection, and a cross-bar attached thereto as a support for the brake, substantially as described.

No. 44,807. Process of Obtaining Pure Sulphate of Nickel. (*Procédé pour obtenir le sulfure de nickel pur.*)

The Orford Copper Company, Constable Hook, New Jersey, assignee of Charles C. Bartlett, New Brighton, New York, all in the U.S.A., 4th December, 1893; 6 years.

Claim.—1st. The hereinbefore described method of producing and separating sulphide of nickel, consisting in smelting the ores, mattes, or other bodies containing nickel, with a flux composed of nitre cake, salt cake, nitrates or carbonates of alkaline bases, or a mixture of two or more of the same, substantially as described, whereby sulphide of nickel is formed, which is of greater specific gravity than the remainder of the mass, and settles to the bottom of the same, while the copper, iron and salts of other metals rise to the top and may be separated in any convenient manner. 2nd. The hereinfore described method of producing sulphide of nickel, consisting in smelting the ores, mattes or other substances containing nickel, with a flux composed of nitre cake, salt cake, nitrates or carbonates of alkaline bases or a mixture of two or more of the same, substantially as described, in separating out the sulphide of nickel resultant from the operation, from the smelted mass, and in resmelting the bottoms rich in sulphide of nickel with the same or substantially the same flux, and separating the resultant sulphide of nickel from the sulphides of the other metals present, and in repeating the operation until a commercially pure residue of sulphide of nickel is obtained. 3rd. The hereinbefore described method of producing and separating sulphide of nickel, consisting in smelting the ores, mattes or other substances containing nickel, with a flux composed of nitre cake, salt cake, nitrates or carbonates of alkaline bases or a mixture of two or more of the same, substantially as described, in separating out the bottoms rich in sulphide of nickel resultant from the separation, by specific gravity, and in subjecting the separated bottoms to repeated smelting with the same or substantially the same flux, and subsequent separation by specific gravity, until a commercially pure residue of sulphide of nickel is produced.

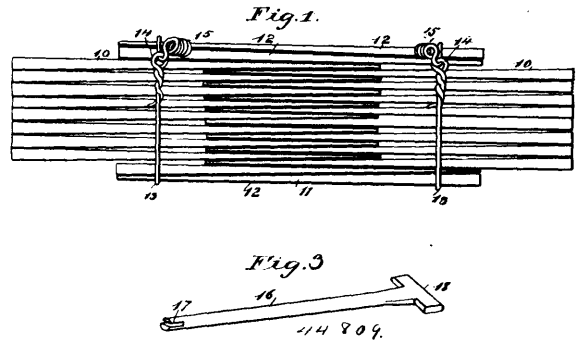
No. 44,808. Electric Car Fender.
(*Défense pour chars électriques.*)



Thomas Ira McMacken and Charles F. Thomson, assignees of Robert Bustin, all of Boston, Massachusetts, U.S.A., 4th December, 1893; 6 years.

Claim.—1st. In a railway car, having propulsion by electricity, or by cable traction, the combination with the end guards, of two downwardly and forwardly inclined sustaining arms, each composed of two members united by a rule joint, two stretcher bars pivotally connected at their rearward ends to the lower ends of upright bars rigidly mounted upon said end guards and pivoted at their forward ends to the lower and forward ends of the jointed sustaining arms, and a net sustained by said parts, substantially as described. 2nd. In a railway car, having propulsion by means of electricity, or by cable traction, the combination with an end guard or dashboard, having upright bars rigidly mounted thereon, of sustaining bars having a forward and downward inclination, each being composed of two members united by a rule joint, the upper and rearward ends of said jointed bars being pivoted to the upper portions of the upright bars, stretcher bars pivotally connected at their rearward ends to the lower curved ends of said upright bars and at their forward ends to the lower, forward extremities of the sustaining bars, locking bolts movable in keepers arranged upon both sides of the rule joints and a net sustained by said parts, substantially as described. 3rd. In a railway car, the combination with a net supporting frame, which comprises two sustaining bars, each composed of two members connected by a rule joint, of a sliding lock bolt movable in keepers arranged upon both sides of each rule joint, substantially as described. 4th. In a railway car, the combination with a folding, or collapsible and extensible frame, extended forwardly, of an independently folding and extensible forward section, pivotally connected to the lower and foremost extremity of said frame, and having lateral sustaining arms extending downward and forward from said extremity, of the extensible frame, the lower and forward ends of said lateral sustaining arms being connected by a revoluble roll, padded with elastic, or yielding material, substantially as described. 5th. In a railway car, the combination with an end guard or dashboard, of sustaining bars, each formed in two parts connected by a rule joint, a locking bolt movable in keepers arranged on both sides of each rule joint, stretcher bars pivotally connected to the lower ends of rigid supports on the end guard, the upper ends of the sustaining arms having pivotal support below the top of the end guard and a section composed of short lateral arms to the far ends of the stretcher bars, and inclined downwardly and forwardly, a padded roll having its journals supported in the lower forward ends of said lateral arms, and a net sustained by said parts, the padded roll and its supporting arms being capable of an independent rising and falling movement, substantially as described. 6th. In a railway car, the combination with a folding and extensible frame projecting from the end guard, said frame comprising two sustaining arms, each formed in two parts united by a rule joint, of a locking bolt mounted upon each of said arms and movable in keepers arranged upon both sides of each rule joint, said bolt having a knob at its upper end by which it is moved, said knob resting, when the frame is extended, against the rearward keeper, and being maintained in such position by gravity, substantially as described.

No. 44,809. Shingle Bunch and Binder.
(*Manière d'attacher et de mettre le bardeau en paquets.*)



William J. Munro, Joseph Hart, David Batey, all of Sedro, Washington, U.S.A., 4th December, 1893; 6 years.

Claim.—1st. As an improved article of manufacture, a shingle bunch, comprising a plurality of shingles arranged in substantially the usual way, with overlapping thin edges, a series of shingles laid butts and points on the centre and upper and lower sides of the bunch, and wire binders encircling the bunch near the ends of the outer layers of shingles, substantially as described. 2nd. A shingle bunch, comprising a plurality of shingles arranged in substantially the usual way with overlapping thin edges, a series of shingles laid butts and points on the centre and upper and lower sides of the bunch, wire binders encircling the bunch near the ends of the outer layers of shingles, said wires each having a loop at one end through which the other end is passed, and a coil on the non-looped end projecting at an angle to the loop, substantially as set forth.

No. 44,810. Plaster for Walls. (*Plâtre pour les murs.*)

John Quincy Chase, Grand Rapids, Michigan, U.S.A., 4th December, 1893; 6 years.

Claim.—The herein described composition of matter consisting of lime, plaster of paris, oil cake meal, oxide of lead, dextrine, carbonate of soda and cream tartar, in the proportions substantially as described.

No. 44,811. Catch Basin Water-closet.
(*Bassin d'attrappe pour latrines.*)

Henry C. Buddenberg, Cincinnati, Ohio, U.S.A., 4th December, 1893; 6 years.

Claim.—1st. In a catch basin water-closet, the combination of a seat 7, a catch basin below it, a water supply pipe 5, a hopper 8 below the catch basin, a combined trap and outlet pipe 9, a valve 11, which controls the outlet, and an overflow 21, 22, all as substantially shown and described. 2nd. In a catch basin water-closet, the combination of a seat 7, a catch basin below it, a water supply pipe 5, a hopper 8 below the catch basin, a combined trap and outlet pipe