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No. 10,148. Conveyor and Air Ejector for Millstones. (*Pis sans fin et appareil de ventilation des meules.*)

James H. Ellis, Alexander Scott and Eli S. Edmondson, Goderich, Ont., 24th June, 1879, for 5 years.

Claim.—1st The spiral conveyors I J, constructed of a continuous piece of metal and made to revolve in any suitable manner, within a circular box L arranged around the periphery of the stones. 2nd The combination with spiral conveyors I J, provided with the bevel wheels G H, of the bevel wheel F and driving shaft D. 3rd The combination with the upper and lower stones and curb, of a flexible conveyor placed concentrically there with, and arranged to convey the meal away from the stones and interior of the curb. 4th The air stops P, arranged around the inside face of curb, in combination with the circular conveyors and air discharge spout Q.

No. 10,149. Improvements on Suspenders. (*Perfectionnements aux bretelles.*)

Benjamin J. Greely, Boston, Mass., U. S., 24th June, 1879, for 5 years.

Claim.—The shoulder straps A A M, button straps B B, the front and rear ends of one shoulder strap being connected by B, and of the other shoulder-strap by B.

No. 10,150. Adjustable-Seat Rail for Carriage Tops. (*Barreau mobile de siege pour les soufflets des voitures.*)

Daniel Conboy, Uxbridge, Ont., 24th June, 1879, for 5 years.

Claim.—The seat rail A, or its equivalent, hinged to the seat D, so that the top may be thrown forward without unfastening the curtain.

No. 10,151. Combined Gang Plough and Potato-Digger. (*Charrue a soes multiples et arrache-potats combines.*)

Hervey Killam, Waterford, Ont., 24th June, 1879, for 5 years.

Claim.—1st The laterally adjustable plough shares C, with standards bent, and having slotted bolt ways cut in them to receive the bolts E, in combination with the single plough beam A. 2nd The plough shares C, bolted to the beam A, as shown, in combination with the forked potato-ridge F.

No. 10,152. Improvements on Harrows. (*Perfectionnements aux herses.*)

Clarence A. Butler (Assignee of Beauman Butler), St. Johnsbury, Vt., U. S., 24th June, 1879, for 5 years.

Claim.—1st A harrow tooth E, having flanges k, the inclination of the front part being of such length as to enable it to pass over roots, straw or other obstructions. 2nd A harrow tooth E, having the ribs and braces n for strengthening the swell, in combination with the flanges k. 3rd A harrow having teeth of any form, the castor wheel riding attachment B with its connections c d F. 4th In a harrow having teeth of any form, the combination of the castor wheel riding attachment B and its connections with the peck or beam C and its connections for adjusting the depth of the teeth E in the soil. 5th In a harrow having teeth of any form, the drag D for smoothing the land and more effectually covering the seed. 6th In a harrow having teeth of any form, the combination of the same with a drag D operated by a lever e, and made adjustable by means of the hinge i and the holes g h.

No. 10,153. Improvements in Sails. (*Perfectionnements aux voiles.*)

Henry Flowers Halifax, N. S., 24th June, 1879, for 5 years.

Claim.—1st The combination of a mast a, having the top-gallant top sails and lower yards b c d, with the sectional courses A D under the lower yards d and bent thereto, the centre section or close reefed courses A D having diagonal leaches N N, partially curved, and the triangular bonnets M M fitting into the diagonal leaches N N of the centre sections on which they slide, in combination with the sliding groove 2, the reef lines f f and the bonnets halfhardse e. 2nd A sectional top sail B, and top gallant sail C under the top sail yard c, and the top gallant yard b and thereto, the centre section or close reefed sails B C, having diagonal leaches N N partially curved in combination with the head stick 1 and the swinging bar 3, to which they are attached, having triangular bonnets M M fitted into the diagonal leaches N N of the centre sections B C and sliding thereon, in combination with sliding groove 2, the reef line s f f and the clew-lines g g. 3rd A mast P, a boom R, a gaff S, in combination with a sectional trisail L, and bent thereto the forward section or reefed trisail L, and bent thereto, the forward section or reefed trisail L having a diagonal leach N partially curved, and the triangular bonnet M fitting into the diagonal leach N, of the trisail and sliding thereon, in combination with the sliding groove 2, the reef line f, and the bonnet sheet h. 4th A sectional jib J, and the stay sail K in combination with the stay 1 bent thereto, the upper edge of the bonnet M fitting into the lower edge of the jib J and the stay sail K, and sliding thereon, in combination with the sliding groove 2 and the reef line f, the outhaul K, the double billed hook 4 and the bow of the clew o.

No. 10,154. Improvements on Water Taps. (*Perfectionnements aux robinets a eau.*)

John Robertson, Montreal, Que., 24th June, 1879, for 5 years.

Claim.—1st The valve and spindle A, with double collars or flanges D D, the dovetailed recess in the valve C C, for receiving the rubber or leather for the valve seat, to press against. The valve seat E E, the flange F, pivot P, pivot hole K, stop J and the chamber which retains it together with bridge J. 2nd The spindle G, with the toes H H and the weighted handle M.

No. 10,155. Improvements on Baby Tenders. (*Perfectionnements aux balancons d'enfants.*)

John S. Gabel (co-inventor with Charles N. Ziegler), New Dundee, Ont., 24th June, 1879, for 5 years.

Claim.—The combination of a baby tender with the connecting rod H.

No. 10,156. Improvements in Hose Joints. (*Perfectionnements aux joints des boyaux.*)

Robert Watkinson, Salford, Eng., 24th June, 1879, for 5 years.

Claim.—1st The combination of the several parts A J d n f e b h i. 2nd The combination of the several parts shown and described. 3rd The steam and vacuum joint as shown at 1 2 3 and W.

No. 10,157. Improvements on Marine Signals. (*Perfectionnements aux signaux de marine.*)

William B. Barker, Hoboken, N. J., U. S., 24th June, 1879, for 5 years.

Claim.—1st A marine code having all the divisions of the horizon divided into eight equal parts, with a distinctive sound signal for each of the eight; 2nd A code of signals giving a different number or order of long and short sounds for each of the 8 divisions of the circle, the four Eastern divisions commencing with the long sound, and the four Western commencing with the short sound. 3rd A code of sound signals composed of long and short sounds, having all of the Eastern begin with a long, and all of the Western begin with a short sound, and also all of the Northern end with a short and all of the Southern end with a long sound. 4th An apparatus for controlling the passage of air, steam or other fluid adapted for signaling by sound. 5th The marine signal apparatus described having in combination, means for producing pressure of air or other fluid, a device for inducing a succession of blasts in a determined character, number and order, and means for changing said mechanism to vary the signal substantially as,