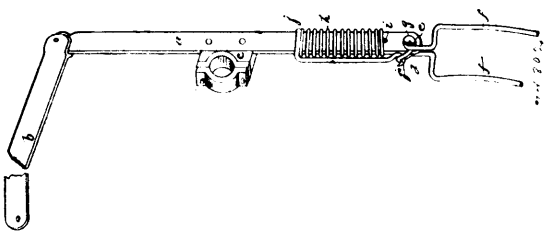
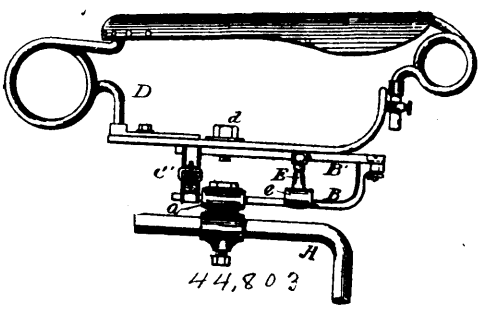
and enclosing the spring and a hook at the other end to engage with the loop on the fork, substantially as described. 2nd. The combi-



nation of the fork provided with the loop $d$ and eyes $c$ $c$, the coupling link $j$ provided with a loop $j^1$, and a hook $j^{11}$, the fork arm $a$ with lugs thereon, the spiral spring $h$, encirling said arm and having a bearing on the lugs thereon, all arranged substantially as herein described.

**No. 44,803. Support for Bicycle Saddles.**

(*Appui pour selles de bicycle.*)




Elial M. Staples, Elizabeth, New Jersey, U.S.A., 1st December, 1893; 6 years.

*Claim.*—1st. A bicycle saddle support, consisting of two parts having a pivotal connection at their forward ends so that the rear ends of the upper part may swing laterally relative to the lower part, the rear ends of such parts being loosely connected together by a device which limits the lateral movements of the swinging part. 2nd. A support for bicycle saddles, consisting of two parts pivotally connected together at their forward ends so that the rear end of the upper part may swing laterally relative to the lower part and loosely connected together at their rear ends by a device which limits the swinging movements of the upper part, combined with an interposed brace or vertical post arranged between the front and rear ends of the saddle support. 3rd. A support for bicycle saddles, consisting of two parts pivotally connected together at their forward ends so that the rear end of the upper part may swing laterally relative to the lower part and loosely connected together at their rear ends by a device which limits the swinging movements of the upper part, combined with an interposed brace or vertical post arranged between the front and rear ends of the saddle support, the said brace or vertical post having a rounded top and a curved lower portion to permit the upper part of the saddle support to rock thereon, and to allow said brace or vertical post to rock on the lower part of the saddle support. 4th. A bicycle saddle support, consisting of two separate bars or plates attached together by a pivot or pivots affording a universal joint and connected by a limiting device at their rear ends, combined with a brace interposed between said bars or plates, and having at its upper end a universal joint bearing and resting at its lower end upon the lower bar or plate. 5th. A bicycle saddle support, consisting of two separate bars or plates attached together at their forward ends and connected by a limiting device at their rear ends, combined with a brace or vertical support interposed between said bars or plates intermediate of their ends. 6th. A bicycle saddle support, consisting of two separated bars or plates attached together at their forward ends by a vertical pivot and connected by a limiting device at their rear ends combined with a longitudinally adjustable brace or vertical support interposed between said bars or plates intermediate of their ends. 7th. A spring support for bicycle saddle, consisting of the steel bars or plates B and $B^1$, separated from each other, as shown, and connected together at their forward ends by a vertical pivot bolt $b^2$, combined with the brace or post E, interposed between said bars or plates intermediate of their ends and constructed to rock laterally, as set forth, and a limiting device joining the rear ends of said bars or plates, and serving to limit the sidewise swinging movement of the upper bar or plate $B^1$, to which the saddle is to be attached.

**No. 44,804. Sleigh Attachment for Wheeled Vehicles.** (*Accessoire de traîneau pour voitures à roues.*)

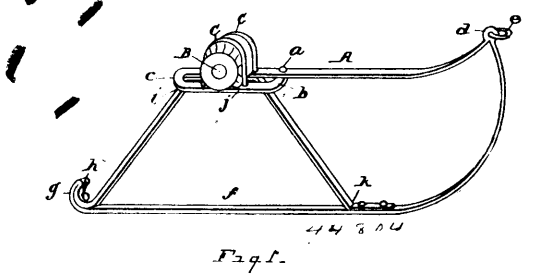
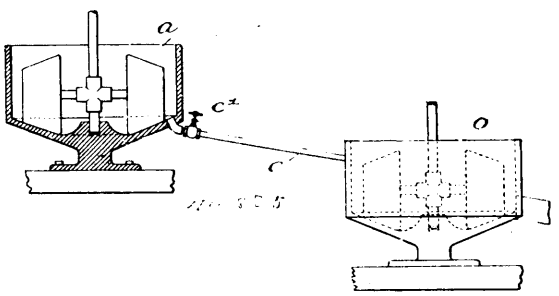



Fig 1.

George P. Askin, Detroit, Michigan, U.S.A., 1st December, 1893; 6 years.

*Claim.*—1st. A sleigh bob formed of a single piece of flat metal and consisting of the lateral extension forming the hub bed, the bob parallel therewith, the runner and the diagonal braces connecting the bob and runner. 2nd. A sleigh bob formed of a single piece of metal, formed first to provide the lateral extension next the bob and parallel therewith, then the runner, and terminating in the inclined braces connecting the top to the runner, and a hub secured on the extension, substantially as described.

**No. 44,805. Process of and Apparatus for Amalgamating Ores.** (*Procédé et appareil pour amalgamer les minerais.*)

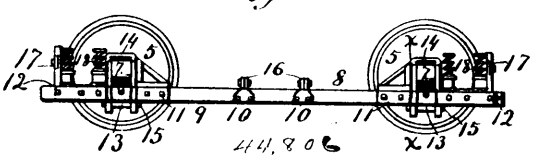



Hanson Gregory, Boston, Massachusetts, and Henry L. Gregory, Rockland, Maine, both in the U.S.A., 1st December, 1893; 6 years.

*Claim.*—1st. The improved process of treating ores, which consists in alternately reducing separated charges of ore, arresting one charge while being reduced, and at the same time discharging the other charge which has been reduced to an amalgamator. 2nd. An apparatus for treating ores, the same comprising reducing mills, an amalgamating mill, and separate valved passages connecting the latter with the reducing mills respectively.

**No. 44,806. Truck for Railway Cars.** (*Châssis de char de chemin de fer.*)

Fig 1




The Sheppard Manufacturing Company, assignee of Antoine B. du Pont, all of Louisville, Kentucky, U.S.A., 4th December, 1893; 6 years.

*Claim.*—1st. The combination in a railway car truck, of a pair of equalizing bars each comprising two parallel rods and a series of blocks fixed between them, axle bearings fitted to rest on top of the said bars, and inverted U-shaped clips fitting over the bearings and passing down between the pairs of rods at each side of a fixed block, and a bolt or key through the ends of each clip beneath and binding upon the said block, substantially as described. 2nd. The combination in a railway car truck, of a pair of equalizing bars each comprising two parallel rods and a series of blocks fixed between them, axle bearings fitted to rest on top of said bars and to be secured