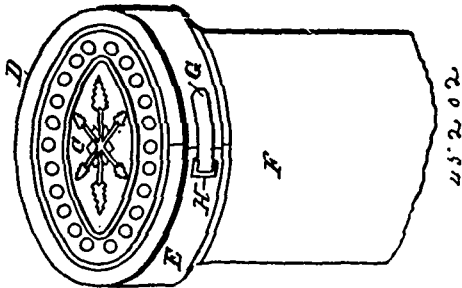


having a boss or enlargement of a sufficient length to fill the space between said abutment and rear wall, and having a screw, adapted to be passed through the hole in said front jaw, the rear end of said screw-rod extending beyond said enlargement, to form a journal for said rod and to enter the hole in said rear wall, as and for the purpose specified. 6th. The combination of a movable jaw, provided with a hole, the slide having an abutment or upward projection, and a rear wall provided with a hole, and a screw-rod, having a hub, arranged to turn in the hole in said jaw and having a boss or enlargement of a sufficient length to fill the space between said abutment and rear wall, and having a screw, adapted to be passed through the hole in said front jaw, the rear end of said screw-rod extending beyond said enlargement for a distance greater than the length of said hub, said screw-rod being adapted to be bent to enable said enlargement to be passed over said abutment and to straighten out, to throw said enlargement between said abutment and said rear wall, as and for the purpose specified. 7th. The hook, provided with a vertical part, adapted to rest against the inner face of the movable jaw of a vise and to project above the same, and having a horizontal part, adapted to extend under the screw rod of said vise, and said hook being adapted to be moved with said movable jaw towards the fixed jaw of said vise, as and for the purpose specified. 8th. The combination of the fixed jaw, the movable jaw, the screw-rod, journalled thereon, and a hook, provided with a vertical part, adapted to rest against the inner face of said movable jaw, and with a horizontal part, adapted to extend under said screw-rod, said hook being adapted to be moved with said movable jaw towards said fixed jaw, as and for the purpose specified.

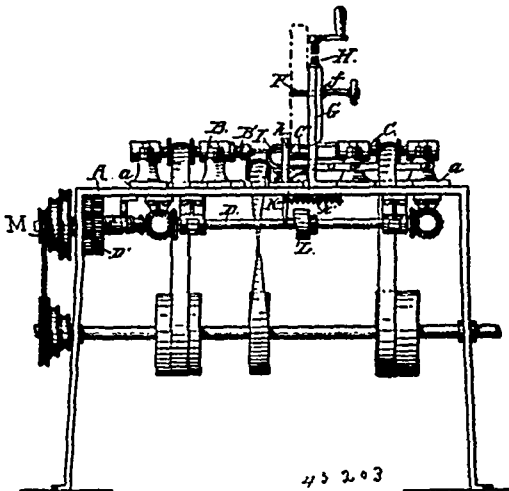
No. 45,202. Method of Sealing Vessels.
(Méthode de cacheter les jarres, etc.)



Alfred Louis Weissenthanner, Paris, France, 1st February, 1894; 6 years.

Claim.—In the process of hermetically closing jars or vessels by means of a top plate or cover, compressible washer and holding band having detachable ends, the described improvement consisting in attaching the ends of the holding band together, then slipping it over the neck of the vessel, the washer and top plate being interposed, forcibly compressing the washer by downward pressure, and while said pressure is maintained locking the closure in place by bending the lower edge of said band under a shoulder on the neck of the vessel, as set forth.

No. 45,203. Method of and Machine for Forming Spool blanks. (Méthode et machine pour la fabrication des fuseaux.)

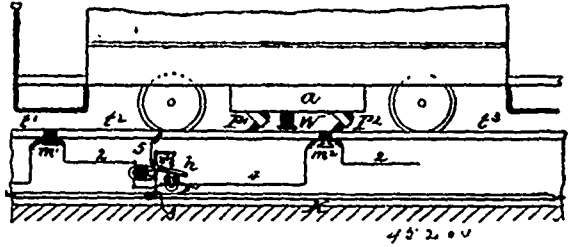


Charles A. Broughton, Conway, New Hampshire, U.S.A., 1st February, 1894; 6 years.

Claim.—1st. The combination of the sliding post *k*, the work-holder lever *k* fulcrumed thereon, the spring *k*¹, pin and slot con-

nection *k*², and cam *L*, for the purpose set forth. 2nd. In the art of forming spool blanks, the improved method of preparing the stock which consists in first truing its periphery, and afterward sawing out the blanks from the periphery so trued by a cut slightly intersecting the same, whereby is secured an additional kerf for the relief of saw-dust, as described. 3rd. The combination with suitable devices for feeding the stock circularly, of a cutter *E* located in the path of the stock when so fed, and adapted thereby to true the periphery of the same, and a hollow saw set opposite the said trued periphery and slightly intersecting the same, for the purpose set forth.

No. 45,204. Electric Conductor System for Railways.
(Système de conducteur électrique pour chemins de fer.)



George W. Von Siemens, Berlin, Prussia, 1st February, 1894; 6 years.

Claim.—1st. In an electric railway, the combination, with a contact conductor composed of a series of relatively insulated sections, a supply conductor, normally interrupted connections between the supply and contact conductors, an electro-magnetic device for each contact section, and armatures adapted to be successively operated by a magnetic device on the vehicle, to close the circuit through said magnetic devices, to complete the interrupted supply connection of the section into which the vehicle is moving, and interrupt the corresponding connection of the preceding section. 2nd. In an electric railway, the combination, with a contact conductor composed of a series of relatively insulated sections, a supply conductor, normally interrupted connections between the supply and contact conductors, an electro-magnetic device for each section, comprising electro-magnetic circuit completing and locking means, and a series of armatures adapted to be operated by an electro-magnetic device on the car to operate the circuit-closing device of one section, and release the lock of the preceding section. 3rd. In an electric railway, the combination, with a conductor composed of a series of relatively insulated sections, a main supply conductor, normally interrupted connections between the supply and contact conductors, a device for each section comprising magnets having spring retracted circuit closing and locking armatures, and a series of armatures *m*¹, &c., adapted to be actuated by an electro-magnetic device on the car to operate the circuit-closing magnet of one section, and the retracting magnet of the locking armature of the adjoining section, substantially as described. 4th. In a system of electrical distribution for railways, the combination of a continuous main insulated conductor, a contact making conductor composed of a series of sections insulated from one another, a series of electro-magnetically controlled contacts for electrically connecting and disconnecting the said main conductor with the respective sections of the sectional conductor, normally open shunt circuits including the magnets of said contacts, magnetically controlled contacts for making and breaking said shunt circuits, and a magnet travelling with the car adapted to operate said contacts of the shunt circuits in the manner and for the purpose described. 5th. In a system of electrical distribution for railways, the combination of a continuous main insulated conductor, a contact-making conductor composed of a series of sections insulated from one another, a series of electro-magnetically controlled contacts for electrically connecting and disconnecting the said main conductor with the respective sections of the sectional conductor, normally open shunt circuits, including the magnets of said contacts, magnetically controlled contacts for making and breaking said shunt circuits, lock armatures for retaining the contacts of said shunt circuits, electro-magnets for releasing said lock armatures, and second normally open shunt circuits including said releasing magnets controlled by the contacts of the first shunt circuits in the order described, whereby the closure of circuit through one of the sections of the sectional conductor is released simultaneously with the closure of circuit through a succeeding section.

No. 45,205. Apparatus for Maintaining Electric Current. (Appareil pour maintenir les courants électriques.)

John Stephen Monahan and Arthur Septimus Thompson, both of Toronto, Ontario, Canada, 1st February, 1894; 6 years.

Claim.—1st. In combination with the trolley pole and overhead wire of the present trolley system, the use of one or more guard wires, strung and suspended parallel to and at the proper distances from and below, from and above, or from and on the same plane with the overhead wire, and charged or not with electricity, in the