

cured at its respective ends to the upper ends of said posts, whereby they are held at the proper distance asunder, of the removable frame J, J₁ having the pins K with enlarged heads engaging said key-hole slots, whereby the lower ends of the posts B are held at the proper distance asunder, substantially as set forth. 2nd. In the herein-described article of furniture, the combination, with the open frame consisting of the vertical posts B, and the rigid tie-bar C connecting said posts and adapted to be lowered on either side thereof, substantially as set forth. 3rd. The combination, with the vertical posts, the rigid tie-bar, and the hooks and lugs by which they are removably connected, of the removable frame pivoted to said posts and legs pivoted to said removable frame and adapted to project from either side thereof, as set forth. 4th. The combination, with the frame open at both sides, substantially as described, of the frame J, J₁ pivoted at one side in said open frame, the sheet N stretched over one side of the frame J, J₁, and the pivoted legs L adapted to project from either side of said pivoted frame, substantially as and for the purpose set forth. 5th. The combination, with the knockdown frame, having the bearings B₁ and B₂ at different elevations, of the removable frame having pivoted legs of different lengths, substantially as set forth. 6th. The combination, with an open frame, substantially as described, of a frame pivoted therein, springs for lifting said pivoted frame, and sockets for said springs duplicated on opposite sides of the centre of motion of the pivoted frame, substantially as set forth.

No. 26,136. Lifting Jack. (*Cric.*)

The Railway Speed Recorder Company, (Assignee of John W. Hawkins), Kent, Ohio, U.S., 7th March, 1887; 5 years.

Claim.—1st. In a lifting-jack, the combination, with friction-pawls arranged in pairs to embrace the lifting-bar, each individual pawl having a laterally-projecting supporting-trunnion, and below the trunnion a seat for the link, of a link arranged astride the lifting-bar, for connecting laterally a pair of pawls below the trunnions, said link forming a fulcrum for the engaging pawls, substantially as set forth. 2nd. In a lifting-jack, the combination, with a lifting-bar, friction-retaining pawls, having supporting-trunnions engaging suitable seats on the casing, of friction lifting-pawls having trunnions engaging the links that are connected with the operating-lever, each pair of pawls having fulcrum-links engaging the respective pawls laterally to hold the pawls against the lifting-bar in operating the jack, substantially as set forth. 3rd. In a lifting-jack, the combination, with a friction retaining-pawl, and friction lifting-pawls arranged respectively to embrace the lifting-bar, lateral fulcrum-links for connecting respectively each pair of pawls, arranged substantially as indicated, of a forked lever fulcrumed on the casing links connecting the lever with the lifting-pawls, substantially as set forth. 4th. In a lifting-jack, the combination, with a lifting-bar, friction lifting-pawls, and friction retaining-pawls arranged substantially as described, of a ring mounted loosely on the lifting-bar, a lever for moving said ring upward to engage and separate the retaining-pawls, the parts being arranged substantially as described. 5th. In a lifting-jack, the combination, with friction-pawls, respectively lifting and retaining, arranged in pairs to embrace the lifting-bar, lateral links, and a lever for operating the retaining-pawl, arranged substantially as indicated, of shoulders of the casing arranged to engage and separate the lifting-pawls at the end of the downstroke of the latter, substantially as described.

No. 26,137. Roller Bearing for Axles or Shafts. (*Coussinet anti-frottant pour essieux et arbres de couche.*)

The Meneely Hardware Company, (assignee of John Gibbons), West Troy, N.Y., U.S., 7th March, 1887; 15 years.

Claim.—1st. In an axle or shaft bearing, the combination, with the rollers R, made with the recesses r in revolution therein, of the balls B placed between said rollers within the grooved recesses relatively to the axle box and axle or shaft, substantially as and for the purposes set forth. 2nd. In an axle or shaft bearing, the combination of the rollers R made with the recesses r in revolution therein, of the balls B arranged within the grooved recesses, as shown, and a collar on the axle or shaft, and a threaded cap on the box, substantially as and for the purposes set forth.

No. 26,138. Shoe. (*Soulier.*)

John H. Cosart, Lyons, and John Hunter, Sterling Valley, N. Y., U.S., 7th March 1887; 5 years.

Claim.—1st. The herein-described pattern for low-cut shoes, consisting of a sole portion provided with expanding wings, as shown, and a vamp portion provided with corresponding contracted wings, adapted to overlap and to connect with the sole wing portion, substantially as shown. 2nd. A shoe consisting of a sole integrally provided with expanding quarters, in combination with a vamp having integral correspondingly contracted wings united to the combined sole and quarter, bound and heeled substantially as shown and described.

No. 26,139. Rail for Dash Boards.

(*Liase de Garde-crotte.*)

Fernandize M. Simmonds and George K. Schofield, Indianapolis, Ind., (assignees of Robert W. Logan, Cincinnati, Ohio), U.S., 7th March, 1887; 5 years.

Claim.—1st. The combination, with a dash-board consisting of the ordinary metallic frame and leather covering, of a detachable rail provided with supports having clamps, whereby it is secured to the finished edges of said dash-board and held free therefrom, substantially as shown and described. 2nd. The combination, with the dash-board A, of the rail B provided with the supports B₁, said supports B₁ engaging with the top edge of said dash-board, and the supports B₂ engaging with the ends of said dash-board at one end, and being secured to the ends of said rail at the other, substantially as set forth.

3rd. The combination of the dash-board A, rail B, supports B₁ and supports B₂, said supports B₂ having clamps formed on one end thereof, one jaw of which is provided with a hinge, substantially as set forth. 4th. The combination, with a dash-board, of a detachable rail constructed of two parts which are adjustable upon each other, and provided with clamps whereby it can be secured to, or removed from the finished dash-board, substantially as set forth.

No. 26,140. Stamp-Canceller.

(*Tymbre à Maculer.*)

Edward A. Luzenberg and Edward Sachs, San Antonio, Texas, U.S., 7th March, 1887; 5 years.

Claim.—The hand stamp-canceller, comprising the handle having affixed to its lower end, the plate constructed with an outer and an inner circular chamber or channel, and a series of radial narrow chambers or channels connecting the said circular chambers or chambers, and with series or groups of teeth arranged intermediately of said channels of chambers, said channels or chambers being provided with elastic ink markers with their outer surfaces arranged almost flush with the points of the teeth, substantially as and for the purposes set forth.

No. 26,141. Horse Shoe. (*Fer à Cheval.*)

Thomas Phillips, Eli Bouchard and Treflé Charbonneau, Worcester, Mass., U.S., 7th March, 1887; 5 years.

Claim.—1st. The removable calk-shoe described, having its calks fitting in recesses and provided with one or more studs fitting holes in the shoe, and an opening fitting over the thimble or nut on the shoe, with a bolt or screw holding them firmly in place, all constructed and operating substantially as and for the purposes as above set forth. 2nd. The two-pronged removable heel calks, in combination with the shoe having recesses wherein the calks are secured, substantially as above described.

No. 26,142. Chain Conveyor.

(*Chaîne Monte-charge.*)

Michael Garland, Bay City, Mich., U.S., 7th March, 1887; 5 years.

Claim.—1st. In combination with the links of a conveyor-chain, one or more supplemental flights which extend up beyond the elevation of the conveyor devices of the links, substantially as and for the purposes set forth. 2nd. In combination with the links of a conveyor-chain, a series of supplemental flights of greater carrying capacity than the cross-bars of the links, and a series of flight-like projections on the outer portions of the sides of the links, substantially as hereinbefore set forth. 3rd. In combination with the links of a conveyor-chain, a series of supplemental flights that project above the main flights, and which also extend laterally to the full width of the chain, as and for the purpose set forth. 4th. As a specific form of supplemental flight, the upward extension of some of the cross-bars or main flights of the links, as hereinbefore described. 5th. In a conveyor-chain, side bars having the lower portions of their ends made square, as at a, in the manner and for the purpose specified. 6th. A chain for conveyors having its side bar-links formed with an increased quantity of stock at the points a₃, substantially as and for the purpose set forth.

No. 26,143. Carrier and Drive Chain.

(*Chaîne de Communication du Mouvement.*)

Michael Garland, Bay City, Mich., U.S., 7th March, 1887; 5 years.

Claim.—1st. In a chain composed of alternately arranged single-bar links and double-bar links, the combination, with double-bar links B provided with hub-like devices 2, of single-bar links A, formed or provided with pintle-like devices projecting laterally from both sides of the link and near either end thereof, substantially as set forth. 2nd. In a chain of the type shown and described, a single-bar link having pintle-like laterally-projecting devices 5, and having its body-portion formed, as specified, to possess the requisite tensile strength, and at the same time present only comparatively thin metallic portions easy of malleability, as set forth. 3rd. In a chain composed of single-bar and double-bar links, bars B for the double-bar link, each composed of a rib-like portion 3, a transverse plate-like part 1, and perforated hub-like portions 2, all substantially as and for the purpose hereinbefore set forth.

No. 26,144. Washing Machine.

(*Machine à Laver.*)

Edward L. Wallace, St. Catharines, Ont., 7th March, 1887; 5 years.

Claim.—1st. The combination of the incline rollers N, N, partly in the water and partly out of the water, operated upon by the flat corrugated holding board L, and the connection K, I, G to the springs E, substantially as and for the purpose hereinbefore set forth. 2nd. The combination, with the body B B A, of a cover R and a pair of rollers or wheels D under one pair of legs C, substantially as and for the purpose set forth.

No. 26,145. Vehicle Spring. (*Ressort de Voiture.*)

Richard Mulholland, Dunkirk, N.Y., U.S., 7th March, 1887; 5 years.

Claim.—1st. A vehicle spring consisting of a continuous rod or bar forming the members a₂, a₄, one of which is spirally coiled or looped around the other, and having the vibrating arm a₁, and the rigid arm a₅, substantially as shown and described. 2nd. A combined semi-elliptic, and torsion spring at the front of the vehicle, consisting of the springs b₅ and c, having their ends secured to the body of the vehicle, and having their arms c₄ pivoted by pivots c₅ to the semi-elliptic spring c₁ secured to the front axle, in combination with a reach for securing the axles in position and the combined spiral and torsion springs a₂, a₄, the torsion springs having their arms a₁ pivoted to the rear axles and the spiral springs having their fixed