

ination, with the reaching spring of the feeding-dog, of means of adjusting the downward pressure of the said spring; 8th. The combination, with the tension disks *t t* and their sliding or longitudinally moving spindle, of a nut and a spring applied to operate and permit the movement of the spindle.

### No. 10,561. Improvement on Barbed Fences.

(*Perfectionnement aux clôtures barbelées.*)

The Washburn and Moen Manufacturing Company, Worcester, Mass., (Assignees of Jacob & Warren M. Brinkerhoff, Auburn, N. Y., U. S.), 18th October, 1879, for 15 years.

*Claim.*—1st. The combination of barbs *K K* and *K<sub>1</sub>*, with a metal strip of fencing *J*; 2nd. The combination of hook barb holding ends *f g* with the metal fencing strip *J*; 3rd. A metal strip fencing hook *L* for supporting and holding a barbed metal strip fencing *J*; 4th. The fencing strip, twisting and adjusting device *m* for twisting and adjusting a barbed metal strip *J* of fencing, after it has been strung upon the posts; 5th. The mode or process of constructing barbed metal strip fencing, consisting of, first, barbing the metal strip; second, securing it to alternate posts; third, twisting it; and, fourth, securing it in immediate holding hooks.

### No. 10,562. Improvements in the Manufacture of Hats.

(*Perfectionnements dans la fabrication des chapeaux.*)

George H. Hastings and Robert Cream, Toronto, Ont., 18th October, 1879, for 5 years.

*Claim.*—A hat or bonnet made of canton flannel.

### No. 10,563. Improvements on Electric Railway Signals.

(*Perfectionnements aux signaux électriques de chemins de fer.*)

Tuodore A. B. Putnam, New York, U. S., 18th October, 1879, for 5 years.

*Claim.*—1st. The combination of the sleeve *a* and the wheels *B B*, fixed thereon, with suitable mechanism for moving the said sleeve, endwise, on the axle; 2nd. The wheels *B B* arranged to be shifted, simultaneously, with the reversing of the engine, and by or through the same mechanism; 3rd. The boxes *D D*, in combination with the brushes *C C*, and the necessary mechanism for operating the same; 4th. The road-bed conductor, or its equivalent, whether provided with a roof, or not; 5th. A movable conductor, arranged to be elevated by the wheels of a passing locomotive, in combination with suitable conductors on the locomotive to contact therewith, and suitable conducting wires, or their equivalents, arranged to sound signals and operate mechanism through magnets; 6th. A switch lever, arranged to close an electric circuit when the switch is thrown open, which will sound an alarm on an approaching engine or train, in combination with the track mechanism; 7th. A switch mechanism, so arranged and connected electrically with a road bed conductor that the closing of the circuit, by the locomotive forming a part of same at said conductor, will lock the switch; 8th. The mechanism for unlocking the closed switch, which consists essentially of a depressor to be acted upon by a wheel on the locomotive, a lifter to be forced upward by said action of the wheel, a lever bearing a pin which is withdrawn by the upward movement of the lifter, and a catch to sustain the lever when the pin is withdrawn; 9th. The mechanism for signalling a follower from a leading locomotive or train, which consists essentially of a depressor-lever *F*, a depressor *a*, a lever *b*, an unequally fulcrumed lever *c*, elastic conductors *d d*, a drop *e*, and a magnet *f*, all arranged and connected with the road-bed conductors; 10th. The mechanism for signalling the approach of a train to a crossing, station or other point, which consists of a post *K*, a rod *L* hinged thereto and bearing signals *h h*, a catch *j* and a magnet *k*, either with or without a bell-alarm; 11th. A mechanism for resetting or adjusting the signal rod *L* by means of a wheel on the passing locomotive; 12th. A base piece *P* attached to a locomotive or tender and provided with metal conducting strips *p p*, all connected with the battery; 13th. The combination of a brush conductor, consisting of several insulated parts, with the mechanism to operate the same and the metal surfaces to be swept thereby; 14th. The reversing mechanism of a locomotive in combination with a commutator and connectors from the battery to the brush conductors, so arranged that the operation of reversing the engines will shift the said commutator; 15th. An electric alarm controlled by a divided circuit; 16th. The road-bed conductor, consisting of a brush holder *E* provided with brush like conductors, the quadrant covers *O O*, arranged to turn on journals in the fixed casing and provided with cross-arms linked to the lever, and the lever *K*; 17th. The construction and arrangement of parts, whereby the circuit of high resistance is kept open, until the other circuits are closed by the passage of the locomotive; 18th. The signal device at stations or crossings, which consists of an arm bearing visible signals arranged to be dropped by a current of electricity through a circuit closed by an approaching locomotive, in combination with an alarm or gong adapted to be sounded by power the falling arm being adapted to wind up the weight or spring furnishing the power and thus renew it; 19th. The combination of a battery, magnets, armatures and conductors with a locomotive and the intermediate mechanism; 20th. A depressor lever or levers *F*, for actuating mechanical movements on railways; 21st. The electric coupling device, whereby a signal or alarm is sounded when the train parts.

### No. 10,564. Improvements on Plough Coulters.

(*Perfectionnements aux coultres des charrues.*)

Daniel S. Aikman, Colchester, Ont., 20th October, 1879, for 5 years.

*Claim.*—A plough coulters having a curve, bend or jog in it, to the left when facing the same way as the plough, formed immediately above the cutting part.

### No. 10,565. Improvements on Gears of Buggies.

(*Perfectionnements aux trains des voitures.*)

James Woods, Strathroy, Ont., 20th October, 1879, for 5 years.

*Claim.*—1st. The new form of circle consisting of upper and lower halves *C L*; 2nd. The upper circle *C*, lower circle *L*, clevis *E J*, tie *F*, bolts *a a* and bearings *I I*, in combination with head block *A*, king-bolt *B* and axle *D*; 3rd. The scroll-spring *N* passing beneath and beyond side bars *O O*.

### No. 10,566. Improvements on Flower Pins.

(*Perfectionnements aux épingles à fleurs.*)

Jerome H. Plummer, Brooklyn, N. Y., U. S., 20th October, 1879, for 15 years.

*Claim.*—A supporting wire or piece, for the stem of the flower, and a flexible binding wire or piece attached to the supporting wire or piece.

### No. 10,567. Improvements on Tea Kettles.

(*Perfectionnements aux bouilloires à thé.*)

Lewis J. Carpenter, Buffalo, N. Y., U. S., 20th October, 1879, for 5 years.

*Claim.*—A sheet metal tea kettle having the breast, sides and a strengthening portion for the spout, all formed in one piece of metal and double seamed to the pit.

### No. 10,568. Improvements in Prepared Cereals.

(*Perfectionnements aux céréales préparées.*)

Lewis S. Chichester, Jersey City, N. Y., U. S., 20th October, 1879, for 5 years.

*Claim.*—Ground or crushed, cooked or desiccated cereals and uncooked flour or meal mixed together.

### No. 10,569. Coal Mining Machine.

(*Machine à miner le charbon.*)

Francis M. Lechner, Waynesburgh, and Joseph A. Jeffrey, Columbus, Ohio, U. S., 20th October, 1879, for 5 years.

*Claim.*—1st. The combination of the shaft *L*, the spool and the friction driver, with the cord or chain *K* for drawing the sliding cutter frame towards the rear end of the main frame; 2nd. The chain consisting of links *C C D D*, pivoted *E* and friction rollers *E<sub>1</sub>*; 3rd. The cutter shaft, provided with lugs *a* having their engaging faces formed in arcs of circles, in combination with the chain provided with friction rollers *E<sub>1</sub>*; 4th. A driving chain, the links of which are constructed with bevelled edges or cutting edges; 5th. A cutter bar having sections, which are square in cross sections, to receive the driving chain and having other sections, which are rhomboidal in cross section to receive the cutters; 6th. A cutter bar having sections, which are rhomboidal in cross section, to receive the cutters and having other sections, also rhomboidal in cross section, but having their wider faces arranged in planes at right angles to the planes of the wider faces of the adjoining sections.

### No. 10,570. Machine for Reducing Wood to Paper Pulp.

(*Machine à préparer le bois pour la pâte à papier.*)

William N. Cornell, Charles Tollner, Polaski, N. Y., Joseph T. Stevens and Lynden H. Stevens, Washington, D. C., U. S., 20th October, 1879, for 5 years.

*Claim.*—1st. The reciprocating saws, wherein the wood is presented at an angle or oblique to the saws; 2nd. The combination of the reciprocating saws with the inclined or oblique feed table.

### No. 10,571. Process for Drying Lumber.

(*Processé de séchage du bois.*)

George Woods, Cambridgeport, Mass., U. S., 20th October, 1879 (Extension of Patent No. 4,016), for 5 years.

### No. 10,572. Stay-Sail Boom Guide.

(*Coulisseau d'arc-boutant de voile d'étai.*)

Hiram Welbanks (Assignee of William H. Thompson), Ganauoque, Ont., 20th October, 1879, for 5 years.

*Claim.*—1st. The combination, with a jib-boom and stay-sail boom, of the socket *K* pivoted to the head *J*, the head *J* pivoted to the block *I*, and the block *I* sliding on the traveller irons secured to the jib-boom; 2nd. The socket *K*, head *J*, block *I* sliding on the guide bars *a a* of the traveller.

### No. 10,573. Apparatus for Preserving Meat, &c.

(*Appareil à conserver la viande, &c.*)

Kennard Knott, London, Eng., 23rd October, 1879, for 5 years.

*Claim.*—1st. In combination with a refrigerating chamber *G*, the freezing box *B*, coil pipe *C* and fan or blower *D* for lowering the temperature of meat prepared for transportation or storage; 2nd. In a non-conducting and air tight refrigerating room for preserving meat during transportation or storage, the combination, with the freezing box *B*, horizontal coil-pipe *C*, charcoal chamber *Y* and fan or blower *D*, of the perforated distributing and collecting pipes *J*; 3rd. The combination and arrangement of tank *N*, coil pipe *C* and pipe *p* for melting and discharging the rime which may form in the freezing coil *C*, so as to allow of keeping the air constantly dry and pure.

### No. 10,574. Treatment of Wood to render it pliable, &c.

(*Traitement du bois pour le rendre flexible, &c.*)

Pastor P. de la Sala, London, Eng., 23rd October, 1879, for 5 years.

*Claim.*—Rendering pliable and non inflammable, by treating with alkali, all vegetable substances whether such vegetable substances be in their compact and natural state, such as wood, plants, shrubs, grasses, or in their artificially rendered loose and fibrous forms, or when manufactured into textile fabrics of all kinds, such as canvas, linen, cotton, &c., or any other manufactured article, the material of which is of vegetable origin.

### No. 10,575. Improvements in Carriage Tops.

(*Perfectionnements aux soufflets des voitures.*)

Daniel Conboy, Uxbridge, Ont., 23rd October, 1879, for 5 years.

*Claim.*—1st. The seat irons for supporting a top or cover provided with the horizontally placed threaded extensions *B<sub>1</sub>* extending outwardly from the