

**No. 35,083. Ware House Truck.***(Camion de magasin.)*

George Wesley Walker, Burlington, Ontario, Canada, 1st October, 1890; 5 years.

*Claim.*—1st. In a warehouse truck, the combination, of the wheel standards, A, A, carrying the axle, b, and the wheels, c, c, or single wheel, the sills D, D, side pieces B, B, and handles E, E, all constructed, substantially as and for the purpose specified. 2nd. In a truck, the combination, of the wheel standards A, A, handles E, E, and clamping rod J, for the purpose specified. 3rd. In a truck, the combination, of the wheel standards A, A, handles E, E, and guide retaining frames i, i, attached to the standards or cross-bar of the same, substantially as and for the purpose specified. 4th. In a truck, the combination, of the standards A, A, sills D, slotted slide bars B, ratchet-bar C, ratchet-rod F, axle b, and wheels c, c, or single wheel, all constructed substantially as and for the purpose specified.

**No. 35,084. Low Water Alarm.***(Indicateur du niveau de l'eau.)*

Henry Sims, Erie, Pennsylvania, U.S.A., 1st October, 1890; 5 years.

*Claim.*—1st. The combination, in a low water alarm, of a whistle I, having a downwardly projecting valve lever J, provided with a slot j, with the expansion pipe E, and adjustable rod L, extending from the slot j, in the whistle valve lever J, to the ear f, on the expansion pipe cap F, substantially as and for the purpose set forth. 2nd. The combination in a low water alarm, of the shell B, having the downwardly projecting pipe D, and the upwardly extending extension pipe E, secured therein, and having an elbow G, on the side thereof, supporting a whistle I, with the adjustable rod L, extending from the ear f, on the cap F, to and into the slot j, in the whistle valve lever J, substantially as and for the purpose set forth.

**No. 35,085. Subsoiler and Bush Puller.***(Arrache-broussailles, etc.)*

Thomas J. Rogers, Searcy, Arkansas, U.S.A., 1st October, 1890; 5 years.

*Claim.*—1st. The combination, of the blades secured to the fellys of the front wheels, and the hoods or shields supported by the tongue, and passing rearward over the blades, as set forth. 2nd. The combination, of the band adapted to be clamped to the rear wheels and carrying blades, and the transversely-adjustable supporting arms having scrapers at their ends bearing on said bands, as set forth. 3rd. The combination of the wheels, the bands fitting around the same, the blades secured to said bands, the clip plates bearing against the inner side of the felly, and bolts passed through the band and the clip-plate, and provided with securing nuts turning up against said plates, as set forth. 4th. The improved subsoiler and bush puller, consisting of a running gear, a metallic strip secured to the front axle of said gear, and having a series of depending teeth along its lower edge, cutting bands removably secured to the wheels of the gear, the hood supported by the tongue of the gear and projecting rearward over the bands on the front wheels, and the transversely adjustable scrapers mounted on the gear and bearing on the rear wheels, as specified.

**No. 35,086. Hitching Post. (Enrénore.)**

Edward A. Farish, St. Joseph, Missouri, U.S.A., 1st October, 1890; 5 years.

*Claim.*—1st. The combination, of the post, provided near its top, with a flange having an opening, the hitching strap provided with a return weight, and the automatic locking device arranged in the opening of said flange, substantially as described. 2nd. The combination of the post, provided with a flange having an opening, the weighted lever provided with the section 10, arranged in the said opening and completing the flange, and the hitching strap having a return weight, substantially as described. 3rd. The combination of the post, provided near its upper end with a flange, the weighted lever, and the hitching strap having its lower end secured to the bottom of the post and provided at a point about midway its length with a return weight rigidly secured to it, substantially as described. 4th. The combination of the tubular post, provided with a slot 12, and laterally, extending ears 13, and having an annular flange provided with an opening 9, and having its lower edge beveled, the lever arranged in said slot, and pivoted between the ears, and having the section 10, completing the flange, and provided with a beveled edge, the disk 6, secured at the lower end of the post, the hitching strap having its lower end secured centrally to the disk, and provided at a point intermediate of its length with a weight, and the cap, having a central opening, substantially as and for the purpose described. 5th. The combination of the tubular post provided near its upper end with an annular flange, having its lower edge beveled and provided with an opening 9, the weighted lever having the section 10, arranged in the said opening and completing the flange, and the hitching strap secured to the disk and provided with a return weight, substantially as described.

**No. 35,087. Truss Hoop.***(Cercle de bandage herniaire.)*

Lawrence Roth, Cincinnati, Ohio, U.S.A. 1st October, 1890; 5 years.

*Claim.*—A tapering truss-hoop, having the upper inner edge cut away or beveled off as shown, as and for the purpose set forth.

**No. 35,088. Car Coupler. (Attelage de chars.)**

William McRae, of Montreal, Quebec, Canada, 1st October, 1890; 5 years.

*Claim.*—1st. In a car coupler, the combination, with a draw bar, having a head proper substantially of U-form, and presenting a continuous curved face, one of the ends of the U being provided with a hook or bumper head, and the other end, together with the central portion of the head proper recessed, of a lever pivoted in such recess, and adapted to narrow the opening or mouth between the two ends of the U after the insertion of the bumper heads, and a device for locking such lever in place, as set forth. 2nd. In a car coupler, the combination, with the head of a draw bar, constructed with a recess as described, and with a lever pivoted in such recess, of a locking bolt carried by such lever and adapted to be pressed into a notch in such head, within the recess, for the purpose described, and a spring, supplementary lever, and connections, all carried by said lever, for operating such bolt, as set forth. 3rd. In a car coupler, the combination, with the heads of draw bars constructed with recesses as described, and with levers pivoted in such recesses, of locking devices carried by such levers, and so arranged as to be operated by the bumper heads when coming together to free said levers, as set forth.

**No. 35,089. Clothes Dryer. (Séchoir à linge.)**

Ephriam Abiger Foster, Port Clinton, Ohio, U. S. A., 1st October, 1890; 5 years.

*Claim.*—1st. A clothes frame or rack, consisting of the revolving standard, having a series of slots alternately arranged in different vertical planes, said slots having curved tops and straight backs and bottoms, and the weighted arms looped at one end and secured in said slots, by pins or bolts, substantially as described. 2nd. In a clothes frame or rack, the combination, with the standard 1, having pivoted arms 3, of the pin or journal 7, the hanger 9, having eye 8, the screw-eye 13 and the plate 14, having concavity or depression 15, substantially as described.

**No. 35,090. Truck. (Camion.)**

Peter Kiltz, Rich Hill, Missouri, U.S.A., 1st October, 1890; 5 years.

*Claim.*—1st. In a truck, a shaft mounted in suitable bearings and arranged to revolve to elevate the object to be transported, and to slide rearwardly to bring the latter inside the truck-frame, substantially as described. 2nd. In a truck, a track or way extending out in front of the frame, a carriage travelling on said track, and a shaft attached to said carriage and arranged to revolve to elevate the object to be transported, and to slide rearwardly to bring it inside the frame, substantially as described. 3rd. In a truck, the combination of a track projecting from the frame, a sliding shaft, a carriage arranged to travel on said track, and in which the forward end of said shaft has a bearing, and a cable arranged to be wound upon the shaft to elevate the weight, substantially as described. 4th. In a truck, the combination of a track projecting from the frame, a carriage traveling on said track, a shaft mounted at its forward end in said carriage, a ratchet-wheel on said shaft, and a pawl arranged to be automatically thrown in and out of engagement, substantially as described. 5th. In a truck, the combination of a track, a carriage travelling thereon, a shaft mounted at its forward end in said carriage, a ratchet-wheel on said shaft, a gravity-pawl engaging said ratchet and projections from said track for engaging said pawl to free the ratchet, substantially as described. 6th. In a truck, a counterbalancing device, consisting of a treadle, a pair of triangular brackets supporting it and pivoted at their corners to the truck-frame, hooks on the upper ends of said brackets, and projections from the inside of the truck arranged to be engaged by said hooks, substantially as and for the purpose described.

**No. 35,091. Vermin Trap. (Piège à vermine.)**

James Edmonds, Reed Court, Strood Rochester, Kent, England, 1st October, 1890; 5 years.

*Claim.*—An improved run or race, cut through an embankment, constructed for the purpose of carrying out the wholesale extermination of rabbits in a district, in combination with pits formed at suitable intervals in the run or race, and covered with trap doors or flaps b, b', etc., the said run or race being likewise covered with trap doors or flaps b, b, b, and enclosed within boards, substantially as and for the purpose described and shown.

**No. 35,092. Steam Boiler. (Chaudière à vapeur.)**

John Baird, New York, N.Y., U.S.A., 1st October, 1890; 15 years.

*Claim.*—1st. A fire-box, composed of front and rear water spaces, and tubes horizontal, or nearly so, forming the sides and top thereof, when said tubes pass through sleeves at one of said ends, and are connected to the front and rear water-spaces, all substantially as described. 2nd. In combination, with a fire-box, composed of front and rear ends and of sides, and a top formed of tubes, all made and connected as described, large tubes provided with flues, such as P, combined therewith, as described. 3rd. In combination, with the P, combined therewith, as is described, and with water-tubes connected therewith, and a boiler, a pipe, such as P, with a floating valve therein, whereby a connection may be at times established between said tubes, and the boiler proper, in the manner and for the purposes set forth. 4th. In combination, with horizontal flues or tubes, enclosed in a shell as described, deflectors above the upper tier thereof, said deflectors being bars of angle-iron, supported as described. 5th. In combination with a metal extending over the tubes or flues, as described, plates of the shell of the boiler, and space between the outer flues and the shell of the boiler, and provided with depending tubes, which latter descend in the comparatively cool space between the shell and the flues, whereby circulation is improved, substantially as set forth.