

No. 28,591. Boot Jack. (Tire-botte.)

Peter Cross, Toronto, Ont., 1st March, 1888; 5 years.

Claim.—As a new article of manufacture, a boot jack made up of plate A, having feet B, B, and the curved bar C made in one therewith and forming a toe-rest, substantially as specified.

No. 28,592. Lazy Back for Carriage and Buggy Seats. (Dossier-appui pour sièges de voitures)

Daniel B. Murray, Youngstown, Ohio, U.S., 1st March, 1888; 5 years.

Claim.—1st. In lazy-backs for carriages and buggy-seats, the lazy-back consisting, in combination, of the skeleton parts A and B, both in form similar to the ordinary lazy-back, the former, or A, which is removable and carries the upholstery when trimmed, being somewhat the larger, and having upon its front side a depression or rabbet cut upward from the lower edge of dimensions to snugly clasp B therein, the end flanges formed by the depression being grooved by straight or bevelled lines upon the inner sides, and the latter or B, which is permanently attached to the seat, being of dimensions to fit in the depression in A and having rabbetted or bevelled ends to rest in the grooves in the end flanges of A, as a means of holding the two parts together, substantially as described in the foregoing specification and for the purpose therein expressed. 2nd. In lazy-backs for carriage and buggy seats, having a removable part carrying the upholstery, the vertical spring catch a attached at one end to the side of a removable skeleton back and therefrom, extending downward, terminating at its lower end in a head formed by a notch or shoulder in side, suitable to catch over the lower edge of the permanent bar or part of the skeleton back locking the removable and permanent parts together, substantially as described in the foregoing specification and for the purpose therein expressed. 3rd. In lazy-backs for carriage and buggy seats, the lazy-back consisting in combination of the skeleton bars or parts A and B, both in form similar to the ordinary lazy-back, the former or A, which is removable and carries the upholstery when trimmed, being somewhat the larger, and having upon its front side a depression or rabbet cut upward from the lower edge of dimensions to snugly clasp B therein, and the latter or B, which is permanently attached to the seat, being of dimensions to snugly fit into the depression in A, the two parts being held together by means of the set screws s, s, which one near each end penetrate through A and enter or act against B, substantially as described in the foregoing specification and for the purpose therein expressed.

No. 28,593. Plough. (Charrue.)

William H. Ferrin, Montague, Ont., 1st March, 1888; 5 years.

Claim.—The combination of the beam A, the collar B, the holder C and the set-screw D, substantially as and for the purpose hereinbefore set forth.

No. 28,594. Plough Point. (Soc de charrue.)

Dudley J. Spaulding and Thomas Thistlewood, Black River Falls, Wis., U.S., 1st March, 1888; 15 years.

Claim.—The combination, with a plough point consisting of a body B, the upper surface whereof occupies one plane, and having a cutting edge C, and a wing D, which occupies a plane below the surface B, and having a channel E; at the juncture of the wing and body, a shoulder F, and a landside portion E', of a ploughshare A fitted into said channel and upon said wing D, and secured by a bolt H, a brace D' secured to the share at C, and a bar E connected to said brace and to the landside E', as described and shown.

No. 28,595. Telephony. (Téléphone.)

John A. Cabot and John R. Quinn, Ottawa, Ont., 1st March, 1888; 5 years.

Claim.—1st. In a telephone circuit, the interposition of a converter having two independent coils wound upon layers of magnetically insulated blanks, and the terminals of one coil connected with the local or primary circuit, and the terminals of the other coil with the line circuit. 2nd. A converter composed of H-shaped pieces of sheet metal, magnetically insulated and placed and held together, and the central part wound with two independent coils of wire, each having its own pair of terminals, substantially as set forth. 3rd. A converter composed of H-shaped and plain end pieces of sheet metal, magnetically insulated and placed and held together, and the central part between the heads wound with two independent coils of wire, each having its own pair of terminals. 4th. In a converter, the combination of the H-shaped levers or blanks C, magnetically insulated and placed and held together, the coil l corresponding to the primary or local telephone circuit, and having a pair of terminals, a coil k corresponding to the line circuit and having its own pair of terminals, substantially as set forth. 5th. In a converter, the combination of the H-shaped levers or blanks C, the plain strips C', corresponding to the heads of the blanks C, both of sheet metal magnetically insulated and placed and held together, a coil l of thick wire having its own pair of terminals, a coil h of fine wire over the coil l, and having its own terminals, substantially as set forth. 6th. In a converter, the combination of a series of thin H-shaped metallic leaves C, a series of plain strips C', both magnetically insulated and placed and held together, a coil of thick wire l having its own terminals, a coil of fine wire h, having its own terminals, the binding posts c, c', the straps c'' holding the bobbin c, c', l, h, to the base, and the base C'', substantially as set forth. 7th. In a telephone system, the combination of a transmitter T, battery B, receiver R, primary circuit L, connecting T, B and R, and passing in coils l over a series of H-shaped plates C and plain ends C', composed of sheet metal and magnetically insulated and placed and held together, line wire L' passing to earth and passing to coils h over the coils l, substantially as set forth. 8th. In a telephone system, the combination of the primary or local circuit L containing transmitter, battery and receiver, and connected to the terminals of a coil in a converter C, the line circuit L' connected to the terminals of another coil of

the same converter, and the converter C containing said independent coils wound upon a series of H-shaped plates and plain strips of sheet metal, magnetically insulated and placed and held together, substantially as set forth.

No. 28,596. Autographic Telegraph. (Télégraphe autographique.)

The Writing Telegraph Company, New York, N. Y., assignees of James H. Robertson, Rutherford, N.J., U.S., 1st March, 1888; 5 years.

Claim.—1st. In autographic telegraphs, the combination, with a receptacle containing a liquid forming an electrode, of an adjustable electrode immersed in the liquid, and means for moving or adjusting said adjustable electrode by the hand of the writer, substantially as described. 2nd. In an autographic telegraph, the combination, with a stylus or holder, of a receptacle containing a liquid included in an electric circuit, a movable electrode arranged therein, and connections between said holder and movable electrode so arranged that the movements of the former may cause the latter to be more or less immersed in said liquid, substantially as described. 3rd. In an autographic telegraph, the combination with a receptacle containing a liquid, of an electrode arranged to be immersed in the same, a stylus or holder and connections between said electrode and holder, substantially as described. 4th. In an autographic telegraph, the combination, with two receptacles containing a liquid, of a stylus or holder, and connections between said holder and receptacles so arranged that the movements of the holder will cause the electrode to be more or less immersed in the liquid, substantially as described. 5th. In an autographic telegraph, the combination, with two receptacles containing a liquid, of two electrodes arranged to be gradually immersed in the same, a stylus or holder and connections between said electrodes and holder, substantially as described. 6th. In an autographic telegraph, the combination, with a receptacle containing a liquid forming an electrode in an electric circuit, of a pivoted arm forming an electrode and immersed in the liquid, and a rod connecting said arm with a stylus or holder, substantially as described. 7th. In an autographic telegraph, the combination, with two receptacles containing a liquid and forming electrodes in an electric circuit, of two pivoted arms forming electrodes immersed in the liquid, and two rods connecting said arms with a stylus or holder, substantially as described. 8th. The combination, with a stylus or holder, of a receptacle containing a liquid included in an electric circuit, and connections between said holder and receptacles so arranged that the movements of the former may bring the immersed electrode toward and away from a plate in the liquid, to vary the resistance in the circuit and the strength of the current, substantially as described. 9th. The combination, with a receptacle containing a liquid and included in an electric circuit, of an electrode immersed in the same, a stylus or holder and connections between said electrode and holder, substantially as described. 10th. The combination, with two receptacles containing a liquid, of a stylus or holder and connections between said holder and receptacles so arranged that the movements of the holder will cause an electrode immersed in the liquid to be brought toward and away from a plate in the receptacle contained in the circuit, substantially as described. 11th. The combination, with two receptacles containing a liquid and included in an electric circuit, of a stylus or holder and sliding rods carrying electrodes suspended in said liquid, substantially as described. 12th. The combination, with two pivoted receptacles containing a liquid and included in an electric circuit, of a stylus or holder and connecting sliding rods operating electrodes suspended in said liquid so as to vary the resistance of the circuit, substantially as described.

No. 28,597. Car-Coupling. (Attelage de chars.)

Madison J. Lorraine, St. Louis, Mo., and Charles T. Aubin, New York, N.Y., U.S., 1st March, 1888; 5 years.

Claim.—1st. The combination of the U-shaped clutch-head pivoted at its centre, the draw-head r and the automatic locking pin k, for the purpose set forth. 2nd. The combination of the U-shaped clutch-head, the draw-head r, the pivot s, the slot or groove d, and the projecting pin d', for the purpose described. 3rd. The combination of the U-shaped clutch-head, the guide-groove s, the draw-head and the locking pin k, as described. 4th. The combination of the U-shaped clutch-head pivoted at the centre, the draw-head, the locking pin, the car body, the crank rod and the links, and the retaining lock, as described. 5th. The combination of the clutch-head having the grooves d' and g, and the holes e' and f', the draw-head having the holes e, f and g', and the pin d, the buffer b and the locking pin k, as described. 6th. The combination of the U-shaped clutch-head having the recess a, the locking pin k and the draw-head having the buttress a', as described. 7th. The combination of a clutch-head turning laterally on its pivot, and having an external arm designed to engage with a similar arm of an opposing clutch-head, and an anchor arm designed to engage with some locking mechanism, with a draw-head carrying a common gravity vertically moving automatic locking pin, s, substantially as described. 8th. The combination of two similar draw heads having U-shaped pivoted automatically opening clutch-heads and the locking pins, as described. 9th. The combination of the pivoted clutch-head having the raised ring u, with the draw-head having a corresponding sunken ring w, as and for the purpose described. 10th. The combination of the clutch-head a and the draw-head r, and the locking pin k, said clutch-head being pivoted to said draw-head and having the raised ring u and the recess a, and said draw-head having the buttress a' and also being shaped to receive the ring u, as and for the purpose described. 11th. The combination of the draw-head, the pivoted clutch-head and the locking pin, said locking pin resting upon the inner arm of the clutch-head when the clutch-head is opened, and riding upon said inner arm as the clutch-head is turned to be closed, as described. 12th. The combination of the draw-head, the pivoted clutch-head and the locking pin, said locking pin working vertically in the draw-head and resting upon the inner arm of the clutch-head when opened, riding upon said inner arm when the clutch-head is turned to be closed, and dropping to secure said clutch-head when closed, as described. 13th.