

a rigid track eccentric to the axis of the spindle, substantially as and for the purpose specified. 7th. In a motor constructed, substantially as described, in combination with the cylinders and eccentric track thereof, the piston-rods with their outer ends curved to the rear of the line of travel, and carrying in such curved ends traction or friction wheels, substantially as set forth and for the purpose described. 8th. The combination, with cylinders J, conically apertured hub H and the stationary conical spindle A, formed with diaphragm C and suitable apertures F and G, of the fixed shell or casing A', bearings H' and track N, substantially as set forth. 9th. In a motor consisting essentially of three or more cylinders secured equidistant from each other on a hub, adapted to rotate around a hollow spindle, the casing A' adapted to contain said hub and cylinders and to form a support for said hollow spindle, and the circular track N secured within said casing, substantially as specified.

No. 20,122. Composition for Toothache.

(Composition pour le Mal de Dent.)

Robert R. Mills, Winnipeg, Man., 3rd September, 1884; 5 years.

Claim.—A composition of matter consisting of Henbane oil, of cloves and oil of Neroli, to be used in the proportion and manner specified.

No. 20,123. Manufacture of Boots and Shoes. (Fabrication des Chaussures.)

Elisha Stout, Lambertville, N.J., U.S., 3rd September, 1884; 5 years.

Claim.—1st. A boot or shoe composed of a sheet of duck or like fabric having on its opposite sides films or sheets of rubber pressed into the fabric, and a lining of felt or similar heavy fabric cemented to the interior film or sheet of rubber, substantially as described. 2nd. The method, herein-described of making a fabric for the manufacture of boots and shoes, which consists in applying a film or coating of rubber to each surface of a piece of textile fabric, pressing the rubber into the interstices of the fabric by the action of revolving rollers, and finally cementing a sheet of felt or like material to one of the films or coatings of rubber, substantially as set forth.

No. 20,124. Door Stop. (Arrête-Porte.)

John H. Runyan, Flint, Mich., U.S., 3rd September, 1884; 5 years.

Claim.—In a door stop and in combination with the bracket and eccentrically journaled wheels, constructed substantially as and for the purpose set forth.

No. 20,125. Spring Motor. (Moteur à Ressort.)

Thomas K. Austin, New York, N.Y., U.S., 3rd September, 1884; 5 years.

Claim.—1st. In a motor, the combination of shaft C, the ratchet wheels A, D and pawls E, F, with springs, the spring-actuated releasing pins and the lifters, substantially as shown. 2nd. In a spring motor, the combination of the ratchet wheels A, D, spring-actuated pins I, which are released by the uncoiling of the driving springs, and the tappet H provided with a hook or catch upon its end for holding the ratchet wheel A, while the pawl E is out of contact with it, substantially as set forth. 3rd. The combination of the shaft C, the ratchet wheels A, D and pawls E, F, with the springs, the releasing pins, the tappets, the lifters and the arms for lifting the tappets so as to release the pins, substantially as described.

No. 20,126. Respirator. (Inhalateur.)

David Genese, Baltimore, Md., U.S., 3rd September, 1884; 5 years.

Claim.—1st. An inhaler or respirator consisting of an inner perforated plate having a flexible border, flange or rim and an outer perforated plate fitted against said inner plate, to form a space or chamber between the two plates for the reception of an absorbent packing, substantially as described. 2nd. An inhaler or respirator consisting of inner and outer perforated plates or sections having an intermediate chamber for the reception of an absorbent packing, and the inner plate provided with rims or flanges to fit around the mouth and over the nose of the wearer, substantially as described. 3rd. An inhaler or respirator consisted of a perforated inner plate made of flexible india rubber having an inwardly-projecting border of some rigid material adapted to fit on said inner flexible plate and form a chamber between the two plates, substantially as described. 4th. An inhaler or respirator consisting of the inner and outer sections, the outer one constructed with the interior surrounding rim and the inner one with the exterior cushioned rim of soft india rubber, and both sections having holes through which are passed cords or elastic loops, for connecting the two sections together and securing the same to the face of the user, substantially as described. 5th. An inhaler or respirator consisting of an inner and outer section, the former provided with an exterior cushioned rim and the latter with a surrounding rim, to form a chamber between the two sections, and both sections provided with obliquely-arranged openings, substantially as described. 6th. An inhaler or respirator having an air filtering or impregnating chamber and a portion surrounding or fitting over the nose of the wearer, having outwardly-opening exhalation valves, substantially as described. 7th. An inhaler or respirator having an attachable and detachable nose section, substantially as described.

No. 20,127. Lubricator. (Graisseur.)

Allen W. Swift, Elmira, N.Y., U.S., 3rd September, 1884; 5 years.

Claim.—1st. The combination, in a lubricator, of a tube extended from a steam passage or steam space to the lubricant cup, and having its intermediate portion deflected and isolated to form, by its exposure to the air, a condenser of the steam passing through it, substantially as set forth. 2nd. The combination, with a lubricant cup, of a lubricant duct and a direct steam duct having in common one

connection with the steam-pipe of the engine, and the intermediate portions of their lengths isolated from each other, substantially as and for the purpose specified. 3rd. The combination, with the lubricant cup A, of the supporting-arm B provided with the lubricant duct *a*, and with the short steam duct *b* and vertical duct *b*₂ respectively, at opposite ends, and the tube *c* deflected and isolated from the arm B, and intersecting the ducts *b*₁ and *b*₂, substantially as shown and described. 4th. The combination, with the cup A and steam condensing ducts *b*₁, *b*₂, of the coupling bolt C provided with the central channel *b*₃, and the tube *c* inserted in the side of the hollow portion of the bolt, substantially as described and shown. 5th. The combination with the steam condensing duct and its horizontal extension *c*, the lubricant cup composed of metal *a* and provided in front of the duct extension *c*, with an observation port *r* covered with a transparent plate, substantially as and for the purpose set forth. 6th. In combination with the oil cup of a lubricator, the port *r* covered by a glass plate, and the pipe or tube *c* having an inclined end or face, substantially as set forth.

No. 20,128. Moccasin. (Mocassin.)

Olivier Durocher, Ottawa, Ont., 4th September, 1884; 5 years.

Claim.—1st. As a new article of manufacture, moccasins made of deer-skin leather, provided with a lining composed of woollen fabric, or a fabric analogous thereto, combined with a water-proof coating, substantially as and for the purpose set forth. 2nd. As a new article of manufacture, a lining composed of textile fabric combined with a water-proof coating, preferably of caoutchouc, and fixed to the interior surfaces of shoes or moccasins by means of cement, substantially as described. 3rd. The combination, with a moccasin or shoe, of a lining formed of a union of textile fabric with a water-proof coating, the said lining being held in place by cement of any approved kind, substantially as and for the purpose specified.

No. 20,129. Fire-Escape. (Sapeur d'Incendie.)

Gilbert F. Smith (assignee of Henry F. de Bock), Toronto, Ont., 4th September, 1884; 5 years.

Claim.—The threading of the rope through the block in such a manner as, by the friction, to reduce the rate of descent and allow it to be regulated by the ascending rope.

No. 20,130. Buggy or Carriage Gear. (Train de Boghei ou de Voiture.)

John B. Armstrong, Guelph, Ont., 4th September, 1884; 5 years.

Claim.—1st. The naked axles A and B, connected by converging perches C, made from tempered steel plates, the front axle having on its top, near the shoulders, the C-springs D rigidly connected at their lower ends, their free ends being connected to the cross spring E by free swinging shackles, the cross spring E supporting the front part of the carriage body by means of a supporting saddle G, wear plates H and I, and spring bar J, the back springs F supporting the spring-bar J, all operating as and for the purposes described and set forth. 2nd. In a buggy or carriage gear, tempered spring steel perches rigidly connected to the rear axle toward the shoulders, and converging towards the pivot or turning point on the front axle, head block or head plate. 3rd. In a buggy or carriage gear, a cyma-reversa shaped cross spring hung with swinging connections from either rigid or flexible curved end supports, the lower ends of the supports being rigidly attached near the shoulders of the front axle, and the cross spring so formed that, when strained or heavily laden, it will be self-compensating and adjust itself to suit the load carried, as and for the purpose described and set forth. 4th. In a buggy or carriage gear, a tapered single plate cyma-reversa shaped cross spring attached to tapered single plate C-springs by swinging connections, and so formed that, when heavily laden, the lower end curves will find a support on the axle, as and for the purpose specified and set forth. 5th. In a buggy or carriage gear, upwardly curved C-shaped supports made from single steel plates with eyes formed on the upper free ends by rolling the stock in a circle or otherwise, the lower ends being rigidly attached to the axle for the purpose of swinging cross springs from and between their inward free ends. 6th. Receiving cushions *a*, of rubber or other suitable material fastened to the axle by a suitable strap or clip, as and for the purpose specified and set forth. 7th. Rigidly connecting the hind springs F and perch ends to the naked rear axle of a buggy gear by projecting tits, clips, etc., substantially as described and set forth. 8th. In a buggy or carriage gear, rigidly connecting the draw-joint from C-springs or curved supports, and anti-shaft rattle springs to the naked front axle, and each other by tits, a clip, bar, bolts, etc., substantially as described and set forth. 9th. In a buggy or carriage gear, connecting the steel plate perches C at the pivot or turning point on the front axle, by round bosses *a* recessed into the axle and held in position by a bolt *o*, also rigidly securing the perches together by clips *b*, as described and set forth. 10th. In a buggy or carriage gear, forming a spring safety device by extending the perch plates C forward of the front axle and connected at the ends, as described and set forth. 11th. Clip, Fig. 8, with flat seat *u* on cross-bar, said cross-bar being formed from the same size stock as the round shanks. 12th. In a buggy or carriage gear, end finishes L, M, N, on a round or button shape, as and for the purpose described. 13th. In a buggy or carriage gear, the spring bar J with wear plate H attached, wear plate having a round projecting boss *j*, which pivots either into a lower wear plate *k* or the supporting saddle G at the centres, the saddle ends being clipped to the cross spring E, substantially as and for the purpose described and set forth.

No. 20,131. Buggy or Carriage Gear. (Train de Boghei ou de Voiture.)

John B. Armstrong, Guelph, Ont., 4th September, 1884; 5 years.

Claim.—1st. In a buggy or carriage gear, the extension of the spring perch plates to form inwardly curved end supports, as and for the purpose specified. 2nd. In a buggy or carriage gear, the cyma-reversa shaped side springs G connected to inwardly curved