

roll against the inside of the door during the in and out movement of the said grating, substantially as described. 2nd. The oven or box *a* and its hinged door *B* and the movable grating *C* connected to said door and grating as described, combined with the anti-friction supporting rollers *c*, *c*, on the grating *C*, and the anti-friction and stop rollers *a*, *a*, on the oven, substantially as and for the purpose set forth. 3rd. The oven or box *a* and its hinged door *B* and movable grating *C* connected to said door and grating as described, combined with the laterally adjustable side rollers *c*, *c*, on the grating, the anti-friction and stop rollers *a*, *a*, on the oven, the stationary inclined rib *a*¹ and anti-friction roller *F* on the said grating, all arranged and combined substantially as and for the purpose set forth.

No. 34,235. Bag Holder. (*Acroche-sac.*)

Kenneth O. Axon, Tuscarora, Ont., 3rd May, 1890; 5 years.

Claim.—1st. The combination of the bar *A*, and the reversible slide *C*, provided with the grip hooks *B* and *D*, substantially as and for the purpose hereinbefore set forth. 2nd. In a bag holder, the combination of the rod *E*, and the slide *F*, provided with the grip hook *G*, substantially as and for the purpose hereinbefore set forth.

No. 34,236. Baggage Truck. (*Chariot à bagage.*)

Elson H. Norris, Bucyrus, Ohio, U.S., 3rd May, 1890; 5 years.

Claim.—1st. The combination, with the frame and the platform, of the transverse shaft, the rock shaft *F*, thereon, and the timbers *H* pivotally connecting the platform and frame, the arms *G*, *G*¹ connecting the said timbers with the rock-shaft and the levers *J*, *J*¹ pivotally connecting the sides of the rock shaft with the transverse shafts, connecting the timbers *H*, *H*, substantially as shown and described. 2nd. The herein described baggage truck, the same comprising in combination, a main frame, wheels and axles, a rack, a transverse rock shaft journaled in the frame, the timbers *H*, connected as described, pivotally connected at their ends to the side timbers of the rack, and at their lower ends sleeved upon transverse shafts, the ends of which shafts are adapted to move within longitudinal grooves formed within the inner faces of the side timbers of the frame, and the levers connecting said timbers with the rock shaft, whereby the rack may be raised or lowered by the rotation of the shaft, substantially as described and for the purpose specified.

No. 34,237. Nut Lock and Fastener.

(*Arrête-écrou.*)

John R. Dobson and John D. Peirson, Phoenixville, Penn., U.S., 3rd May, 1890; 5 years.

Claim.—In a nut lock, a washer with ratchet teeth, a sheet metal fastener with an opening therein, and having a rearwardly projecting arm *G*, a forwardly projecting dog *H*, and the guard *J* for said dog, said arm, dog, and guard, being integral with said fastener, said parts being combined substantially as described, and adapted to operate with a screw bolt and a nut, the latter fitting in said washer, as stated.

No. 34,238. Woven Wire Telegraph Pole.

(*Poteau de télégraphe en fil de fer tissé.*)

William D. Rinehart, St. Louis, Mo., U.S., 3rd May, 1890; 5 years.

Claim.—1st. A woven wire telegraph pole, comprising intercrossed strands and intervening openings, suitably braced, substantially as specified. 2nd. As an improved article of manufacture, a telegraph pole, comprising intercrossed strands and intervening openings braced by terminal bands, and made tapering. 3rd. A telegraph pole, comprising intercrossed strands and openings, between these strands, adapted to be engaged by the feet or hands of line-men in scaling the pole, braced at one or more of its terminals by bands which are tied by said strands, and braced at intervals throughout its length by an additional series of bands. 4th. A woven wire telegraph pole, in combination, with an exterior protective sheathing applied to its outer surface, in the manner substantially as specified.

No. 34,239. Curb Compress for the Treatment of Curb on Horses.

(*Compresse pour le traitement des courbes des chevaux.*)

James S. Cabanné, St. Louis, Mo., U.S., 3rd May, 1890; 5 years.

Claim.—A device, designed for the curing of curb in horses or other animals, consisting of the boot *b*, having suitable straps and buckles at its opposite edges, whereby it may be secured to the leg of the animal, the guide clips *b*¹, the thumb screw *c*, and the compress button *e* on the upper end of the shank *d*, the latter adapted to be secured in the guide clips at different positions by means of the thumb screw, substantially as described.

No. 34,240. Saddle Tree. (*Fut de selle.*)

Stephen G. Saywell, Toronto, Ont., 3rd May, 1890; 5 years.

Claim.—A tree having a projection *C*, formed on or attached to it, in combination with a metal loop *A*, journaled or pivoted on the said projection, and secured in position by the headed bolt *F*, substantially as specified.

No. 34,241. Door Check and Bumper.

(*Arrête porte et tampon de choc.*)

Walter H. Clark, Cleveland, Ohio, U.S., 3rd May, 1890; 5 years.

Claim.—The combination, with a combined door check, and a bumper, formed integral, of a bracket in which said check and bumper is pivoted, the pivot being parallel with the door, said bumper being provided with a transverse ear, adapted to engage with the under side of said bracket and when the bumper is turned, hold the door check free from the floor, substantially as set forth.

No. 34,242. Iron and Bolt Cutter.

(*Cisailles pour le fer et les boulons.*)

James H. Terry, Toronto, Ont., 3rd May, 1890; 5 years.

Claim.—The combination in an iron and bolt cutter, of the cutters *A*, having the strap or block *c*, and the pivots *b*, *b*, with the levers *D*, having the toothed segments, *H*, *J*, and the strap or block *E*, substantially as and for the purposes set forth.

No. 34,243. Iron and Bolt Cutter.

(*Cisailles pour le fer et les boulons.*)

James H. Terry, Toronto, Ont., 3rd May, 1890; 5 years.

Claim.—The combination in an iron and bolt cutter, with the shears *A*, having the recesses *d*, *d*, the block *c*, the clip or holder *C*, the upright *a*, the toothed segments of the elbow levers *F*, and the links *f*, of the lever *D*, having the links *e*, and *f*, substantially as hereinbefore shown and described and as and for the purposes set forth.

No. 34,244. Journal Box. (*Boîte de tourillon.*)

Andrew D. Cox and Theron Sharp, Winchester, Ont., 3rd May, 1890; 5 years.

Claim.—1st. A journal box for shafts, provided with an oil chamber, and means, substantially as described, for automatically conveying the oil from the oil chamber to the surface of the shaft during the rotation of the same, substantially as described. 2nd. A journal box for shafts, the same consisting in a suitable casing, the lower portion of which is provided with an oil chamber, and means, substantially as described, for automatically conveying the oil from the oil chamber to the surface of the shaft during the rotation of the same, and inclined oil-ways, through which the surplus oil is returned to the oil chamber, substantially as described and for the purpose specified. 3rd. In a journal box, the lower portion of which is provided with an oil chamber, of an oil carrier mounted upon the shaft within the box, and provided upon its periphery with a series of arms, adapted to convey the oil to the upper portion of the box during the rotation of the shaft, and means substantially as described for insuring a return of the surplus oil to the oil chamber. 4th. The combination, with the journal box provided with an oil chamber in its lower portion, of a filling aperture communicating with the oil chamber, substantially as described.

No. 34,245. Car Coupling. (*Attelage de chars.*)

Charles H. Olds, Sayre, Penn., U.S., 3rd May, 1890; 5 years.

Claim.—1st. In a car coupler, the combination of the frame *A*, the locking dog *D*, having the vertically extending locking tooth *D*², and the inclined face *D*³, a spring *E* and an eccentric *F*, substantially as and for the purpose set forth. 2nd. In a car coupler, the combination of the frame *A*, the locking dog *D*, having the vertically extending locking tooth *D*², and the inclined face *D*³, a spring *E*, an eccentric *F*, and a rod *f*, having a crank *f*¹, substantially as and for the purpose set forth. 3rd. In a car coupler, the combination of the frame *A*, a locking dog *D*, a spring *E*, an eccentric *F*, the pivotal pin *f*, a lever *G*, and the rod *G*¹, substantially as and for the purpose specified. 4th. In a car coupler, the combination of the frame *A*, the locking dog *D*, having the vertically extending locking tooth *D*², and the inclined face *D*³, a spring *E*, an eccentric *F*, a pivotal pin *f*, and a rod *G*¹, substantially as and for the purpose set forth. 5th. In a car coupler, the combination of the frame *A*, the locking dog *D*, having the vertically extending locking tooth *D*² and the inclined face *D*³, a spring *E*, an eccentric *F*, and a coupling pin hole *A*⁴, all operating substantially as and for the purpose specified.

No. 34,246. Fish Way. (*Passe migratoire.*)

Robert Hockin, Pictou, N.S., 3rd May, 1890; 5 years.

Claim.—A fish-way, consisting of several compartments connected by an aperture at or near the bottom and approximately on the same level, said compartments having a floor uniformly horizontal, so that water flowing through the compartments will be at different height, diminishing from the water inlet to the outlet, to reduce the current, whereby the fish will pass from one compartment to another without leaping or jumping, as set forth.

No. 34,247. Steam Plough.

(*Charrue à vapeur.*)

Corydon P. Brown, Winnipeg, Man., 3rd May, 1890; 5 years.

Claim.—1st. The combination, with a steam plough frame, mounted on wheels, of two sets or gangs of ploughshares, which are mounted upon contiguous sprocket chains, the sprocket wheels over which said chains run being mounted rigidly in the frame at such points that the lines of travel of the chains are inclined to the line of travel of the plough at equal acute angles, a prime mover mounted on the plough frame and gearing, which transmits motion to the driving wheels of the sprocket chains and to the driving wheels of the plough frame, substantially as described. 2nd. The combination, with a steam plough frame, of two sets or gangs of freely revolvable disks or ploughshares, which are mounted upon sprocket chains, which sprocket chains move in lines inclined at equal angles to the line of motion of the plough frame and upon opposite sides of said line, substantially as described. 3rd. The combination, with a steam plough frame, of sprocket chains running on sprocket wheels mounted in said frame, yokes supported between a set of parallel sprocket chains and freely revolvable disks mounted in said yokes, substantially as described. 4th. The combination, with a steam plough frame, of sprocket chains running on sprocket wheels mounted in said frame, yokes supported between a set of parallel sprocket chains, and freely revolvable disks, mounted in said yokes, together