

secured to the ends of said supporting bars, sliding shelves such as 8, upon which apparel is adapted to be piled or placed, leaves such as 15 hinged to the top of the said cabinet, and provided with suitable mirrors, and shelves such as 18 secured to said leaves, substantially as set forth. 11th. A combined counter and display rack for wearing apparel, bearing hinged leaves such as 15, and hooks such as 19, secured to the edge of the same for receiving a suitable curtain or curtains, substantially as set forth.

No. 38,184. Portable-Force Pump.

(*Pompe foulante portative.*)

Mott Billings Brooks, Hammond, New York, U.S.A., 1st February, 1892; 5 years.

Claim.—1st. In a pump for pails, barrels or other vessels, the coiled spring S, metal grooved plate H, and cylinder E, substantially as and for the purpose hereinbefore set forth. 2nd. The combination with the casing A, coiled spring S, cylinders B, D and E, metal grooved plate H and the several valves, substantially as and for the purpose hereinbefore set forth.

No. 38,185. Fence Post, etc. (*Pieux de clôture, etc.*)

Hiram Alden Fenner, Flushing, Michigan, U.S.A., 1st February, 1892; 5 years.

Claim.—1st. In a fence of the kind described, the combination of the post A, having ground-supports I, a cross-bar J, a foot K arranged at the end of said ground-supports, leaving a socket between the said foot and the cross-bar, and of the securing stakes M, substantially as described. 2nd. In a frame of the kind described, the combination with the post A', of the top cleats of one section engaging with the posts of the adjoining section above the top rail, and the bottom cleats engaging with the posts of the adjoining sections below the bottom rails, substantially as described.

No. 38,186. Car-Brake. (*Frein de char.*)

Charles Warren Duncan, St. Louis, Missouri, U.S.A., 1st February, 1892; 5 years.

Claim.—1st. In a car or locomotive brake, a brake hanger in combination with a removable brake shoe rigidly secured directly thereto, said brake hanger being formed with a laterally projecting lug portion adapted to be fitted into a recess formed in the rear side of the brake shoe, substantially as described and for the purpose specified. 2nd. In a car or locomotive brake, brake hangers dependently secured in a suitable position, said brake hangers being formed with inclined surfaces, arms pivotally secured to the brake cylinder rod, and a connecting rod retaining the said arms at an angle relative to each other, combined and operating substantially as described and for the purposes specified. 3rd. In a car or locomotive brake, the brake cylinder piston rod, in combination with arms pivotally secured to the projecting end of said piston rod; a spreading rod removably connected with the free ends of said arms, retaining said arms at an angle relative to each other; brake hangers dependently secured to the supporting frame work of the car or locomotive, said hangers being formed with their adjacent surfaces inclined corresponding to the angle at which the said arms are retained, combined as a whole and operating substantially as described and for the purposes specified. 4th. In a car or locomotive brake, the brake cylinder piston rod, in combination with arms pivotally secured to the projecting end of said piston rod; an adjustable spreading rod removably connected with the free ends of said arms, retaining the said arms at an angle to each other relatively; brake hangers dependently secured to the supporting frame work of the car or locomotive, said brake hangers being formed with an incline on their adjacent faces corresponding with the angle at which the arms are retained, the whole combined and operating substantially as described and for the purposes specified. 5th. In a car or locomotive brake, the brake cylinder piston rod, in combination with arms pivotally secured to the projecting end of said piston rod, and adjustable spreading rod removably connected with the free ends of said arms, retaining the said arms at an angle to each other relatively; hanger arms dependently and pivotally connected to the supporting frame work of the car or locomotive, said hangers being formed with an incline on their adjacent faces corresponding approximately to the angle at which the said arms are retained, the contiguous faces of the said arms and the said hangers being formed with a tongue and groove respectively, and brake shoes removably secured to said hangers, substantially as described and for the purposes specified.

No. 38,187. Castor for Furniture. (*Roulette de meuble.*)

Ernest Gustav Hoffmann, New Southgate, County of Middlesex, England, 1st February, 1892; 5 years.

Claim.—1st. A castor having the spindle of its roller carried in curved or angular slots for the purpose of allowing it to be brought back directly under the vertical pressure exerted on it, substantially as described. 2nd. A castor having its roller carried by pivoted cranks, or otherwise, so that it will be brought back directly under the vertical pressure exerted upon it, substantially as described. 3rd. In roller castors a stamped horn portion having slots for the roller spindle and ears turned up therefrom to give increased bear-

ings for said spindle, substantially as described. 4th. In a castor the combination with the roller and its spindle of a horn portion, having a curved slot for carrying said spindle, a grooved base portion pivotally connected to the horn portion, with means for attaching it to the article of furniture, and antifriction balls placed between the base and horn portion, substantially as described.

No. 38,188. Regulator or Governor for Gas.

(*Régulateur ou gouverneur pour le gaz.*)

Lewis A. Boore, Niagara Falls, Lewis Bore, John F. Diehl and John E. Haas, all of Buffalo, New York, U.S.A., 2nd February, 1892; 5 years.

Claim.—1st. The combination, with a gas-burner, of a governor consisting of a large and small cylinder adapted to be secured in the burner, and piston heads connected together by a stem, said stem protruding through the larger piston and a disk mounted on this protruding end, and said piston heads fitted to the inner walls of the cylinders, and constructed to move up and down therein with the varying pressure of gas, substantially as set forth. 2nd. A governor or regulator constructed to fit inside of a gas-burner, the same comprising a pair of cylinders of different sizes, a pair of connected pistons, fitted respectively to the inner walls of the cylinders, and adapted to move up and down therein with the varying pressure of gas, one of said pistons having an opening, or openings therein, and means for regulating the size of the opening or openings, substantially as set forth.

No. 38,189. Safety Catch for Hammer and Hammerless Guns. (*Arrêt de sûreté pour chiens de fusils ou fusils sans chiens.*)

The Jenkins Safety Catch Gun Company, assignees of William Edward Jenkins, all of Rock Hill, South Carolina, U.S.A., 2nd February, 1892; 5 years.

Claim.—1st. In a firearm, the combination with the stock having a recess in the grip portion, a catch for locking the trigger, and a lever engaging the catch to prevent its retraction, of a trip plate pivoted longitudinally in the said grip recess and projecting beyond the surface of the grip, a spring for pressing the grip outward and returning the catch and lever to their normal positions, and a connection between the trip plate and the said lever, substantially as described. 2nd. The combination, with a trigger-latch, of levers independently fulcrumed and provided with engaging toothed ends, a spring-pressed trip plate, and a connection substantially as described, between one lever and the latch and the other lever and the trip plate, as and for the purpose set forth. 3rd. The combination, with a trigger-latch having a recess in its rear surface and a spring-pressed trip plate, of a lever engaging with the recessed surface of the latch and having a segmental, toothed inner end, a second lever having a toothed end engaging with the toothed surface of the first lever, and link connection between the levers and the trip plate, substantially as described.

No. 38,190. Distinctive Paper. (*Papier distinctif.*)

James Macdonough, New York, N. Y., U. S. A., 2nd February, 1892; 5 years.

Claim.—1st. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper having incorporated therewith a multiplicity of planchets, substantially as described. 2nd. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper, having incorporated therein a multiplicity of planchets of a color differing from said sheet. 3rd. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper, having colored portions and having incorporated therein a multiplicity of planchets. 4th. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper, having incorporated therewith a multiplicity of planchets of different colors. 5th. A distinctive paper for bank-notes, checks, bonds or other securities, consisting of a sheet of paper having incorporated therewith a multiplicity of planchets of predetermined shape. 6th. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper having incorporated therewith a multiplicity of planchets of different shapes. 7th. A distinctive paper for bonds, notes, checks or other securities, consisting of a sheet of paper, having incorporated in portions thereof a multiplicity of planchets.

No. 38,191. Molding Machine. (*Machine de moulage.*)

Ellis Keenan, Buffalo, New York, U. S. A., 2nd February, 1892; 5 years.

Claim.—1st. The combination of an upright, a rectangular frame journaled at the upper end of the same, the levers pivoted to lugs on the upper and undersides of the bottom and top pieces of said frame, respectively, a diagonal rod connecting the outer or front end of the upper lever with the end or rear end of the lower lever, the bifurcated operating lever pivoted to said frame, the link connecting the said bifurcated operating lever with the rear end of the lever pivoted to the top bar of the frame, a plunger rod sliding vertically in perforations at the outer ends of the top and bottom frame bars, the links connecting said plunger rod with the front end