

No. 3833. EDMOND F. WALKER, Sherbrooke Que., 21st September, 1874, for 5 years: "Improvements on Gridirons" (Perfectionnements aux grils.)

*Claim.*—1st. The tapering sides A, A, removeable bottoms B, B, rims C, C; 2nd. The hollow handles D, D, also handles of the wire bottoms E, E, shoulders H, H, with catches G, G, and the cover K, as set forth.

No. 3834. OWEN W. TAFT, New York, U. S., 21st September, 1874, for 5 years: "Steel for Sharpening Knives." (Fusil à aiguiser les couteaux.)

*Claim.*—A knife sharpening steel composed of longitudinal radii I blades A, with angular edges combined with suitable supports and a handle; a knife sharpening steel composed of longitudinal radial blades A, with angular edges, also a draw filed steel M, in combination with suitable supports and a handle; a knife sharpening steel having a skewer pull attachment L, in the blades A, notched head C, collar E, rod B, nut G, and screw H, combined and arranged as specified.

No. 3835. WILLIAM FOULIS, Glasgow, Scot., 21st September, 1874, for 5 years: "Retort Charging Apparatus." (Appareil à charger les cornues.)

*Claim.*—1st. The arrangement and construction of retort charging apparatus wherein the scoop B, containing the materials to be charged into the retort is traversed throughout its forward and backward strokes and turned over and "righted" at the ends of these strokes respectively by a hauling chain I, or chains, wound in different directions around drum J, or round drums and shown on sheets, 1 and 2 of the drawings; 2nd. The arrangement and construction of retort charging apparatus shown on sheets 3, and 4, of the drawings wherein the scoop J, is operated by hauling chains H, and I which together with the other moving parts of the mechanism are actuated by hydraulic power; 3rd. The arrangement of mechanism more particularly seen at Fig. 4, and 5, sheet 2, of the drawings consisting of a top or pawl k, shaft m, feather a, bracket p, and notches r, r, whereby the scoops B, and J, of both charging apparatus in moving through their forward and backward strokes are retained in a fixed position and by releasing which the hauling chains I, and H, I, are enabled to invert and right the scoops at the terminations of these strokes respectively as described.

No. 3836. GEORGE S. WALKER, Erie, Pa., U. S., 21st September, 1874, for 5 years: "Washing Machine." (Machine à laver.)

*Claim.*—1st. The roller B, B, of wood, with circumferential grooves, into which are placed projecting elastic rings b, b, forming alternate elastic projections and wooden grooves, the elastic rings of one roller lying in the wooden grooves of the other roller in combination with the corrugated roller A; 2nd. The metallic bed piece D, with notched flanges N, N; 3rd. The combination of the bed plate D, with points G, G, the sliding bolt L, and thumb screw K, and the castings I, J, with holes and flange H; 4th. The described washing machine, consisting of the metallic frame D, C, C, the corrugated roller A, springs F, F, and the rollers B, B, with elastic rings b, b, all the parts constructed arranged and operating as set forth.

No. 3837. CHARLES C. GREGORY, Fredericton, N. B., 21st September, 1874, for 15 years: "Exhaust Regulator." (Régulateur de tuyau d'aspiration.)

*Claim.*—The combination of an expansive receiver and pressure regulator with the exhaust of a locomotive or other engine to effect a continuous blast for increasing the draught of the furnace; the combination of an automatic regulating valve with the exhaust valve of a locomotive or other engine to effect a continuous blast for increasing the draught of a furnace; The combination of an expansive receiver and pressure regulator and a regulating valve with the exhaust of a locomotive or other engine for increasing the draught of the furnace; The combination of the relief valve with the expansion receiver and pressure regulator, in the curved bar I, combined with the piston of the expansion receiver, and the stem of the regulating valve; The adjustable block O, rod P, and toothed bar M, combined with the piston B, and relief valve L as specified.

No. 3838. JAMES N. LAUDER, (Assignee of J. M. Farrington), Concord, N. H., U. S., 21st September, 1874, for 5 years: "Mechanism for Raising and Revolving the Driving Wheels of a Locomotive." (Mécanisme pour mettre en mouvement les roues motrices d'une locomotive.)

*Claim.*—A pair of shoes F, F, provided with the small wheels D, D, and with the rods G, G, or mechanism for holding the said shoes at their proper distances apart when their wheels are applied to a carriage wheel; The cross-head e, and its screw f, or the screws e, e, and nuts a, d, in combination with the rods G, G, and the shoes F, F, provided with the wheels D, D; The combination of the two pairs of shoes F, F, their wheels D, D, D, D, connecting shaft E, E, and the connection rods G, G, G, G, of both pairs of shoes.

No. 3839. HAMILTON G. McMICKEN, Winnipeg, Man., 21st September, 1874, for 5 years: "Machine for Breaking Ice." (Machine à casser la glace.)

*Claim.*—The moveable ball weight C, upon shaft A acting in combination with cone B, in the manner described.

No. 3840. CYRUS H. FARLEY, Portland, Me., U. S., 21st September, 1874, for 5 years: "Locomotive Fire Box." (Boite à feu de locomotive.)

*Claim.*—1st. The hinged dampers d, arranged so as to form inclined guards when opened as specified; 2nd. Combination of the dampers d, and the flues or apertures b, arranged in a locomotive fire-box as set forth.

No. 3841. SAMUEL HOYT, (Assignee of T. Rexford), Magog, Que., 21st September, 1874, for 5 years: "Improvements on Stagings." (Perfectionnements aux élévateurs.) An apparatus to raise and lower a staging with ease, safety and speed.

*Claim.*—1st. The rope L, in combination with the shaft D, with or without the gear wheels E, and F; 2nd. The bed R, and back R', in combination with the ropes T, T', and strips S, S, as set forth.

No. 3842. JAMES INGLIS, Montreal, Que., 21st September, 1874, for 5 years: "Improvements on Weighing Scales." (Perfectionnements aux balances.)

*Claim.*—1st. The rings K, in combination with an adjustable beam B; 2nd. The rings K, in combination with a lever L, or with levers L, and M, as described.

No. 3843. HIRAM PRIOR, Woodstock, Ont, 21st September, 1874, for 5 years: "Milk Can." (Bidon à lait.)

*Claim.*—1st. The staves A, A, attached to the sides of the can by the sockets B, B; 2nd. The concave cover C; 3rd. The convex bottom F, filled with plaster of Paris G, or other suitable substances as a lining.

No. 3844. MOSES A. GLADSTONE, Toronto, Ont., (Assignee of T. Mephram), 21st September, 1874, for 5 years: "Composition of Matter for Cleansing Boilers from the Scale Collecting on the Inside thereof." (Composition pour enlever les schelots qui s'attachent aux parois des chaudières à vapeur.)

*Claim.*—A compound composed of sixty per cent of uncalcined soda ash and four per cent of sulphate of copper, thoroughly mixed together for the purposes set forth.

No. 3845. JOSEPH E. LANDERS, New Bedford, Mass, U. S., 21st September, 1874, for 5 years: "Improvements in Flower Pots." (Perfectionnements aux pots à fleurs.)

*Claim.*—Flower pot a, with projection b, and hole c, with threads e, in combination with pot F, with recess g, hole t, and plug k, with head l, and threads m, as described.

No. 3846. CHRISTOPHER C. WOLCOTT and WILLIAM W. W. Wood, Washington, D. C., U. S., 21st September, 1874, for 5 years: "Motive Power." (Force motrice.)

*Claim.*—1st. A motive power gas consisting of carbonic acid and hydrogen gas ignited by an electrical spark; 2nd. The mode of generating a motive power gas, that is to say subjecting carbonic acid gas, and hydrogen gas to the action of a current of electricity in a closed vessel as described; 3rd. A motive power engine in which a chest for receiving carbonic acid gas in a liquid state and hydrogen gas with or without chlorine is combined with valves for admitting these elements to and excluding them from the valve chest of the engine and with wires that conduct an electric spark into the said chest as specified.

No. 3847. GEORGE J. BAKER, Oakville, Ont., 21st September, 1874, (Extension of Patent No. 16 for 5 years): "Carriage Rub Iron." (Garde-casse de voiture.)

*Claim.*—A rub or wear iron consisting of two friction rollers placed at about a right angle to one another, supported by a suitable frame work, to be attached to the bottom or sides of any kind of four wheeled vehicle.