

**No. 23,350. Oil Stove. (Poêle à Huile.)**

Charles O. Schwartz, Milwaukee, Wis., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. The combination of a stand provided with ways, a plate having burner cones rigidly connected to said stand, a sliding frame mounted in the ways of the stand, and wick tubes connected to said frame and extending upward to the underside of the cone plate, said tubes being surrounded by air spaces and an independent reservoir connected by pipes to said tubes and supported on the said frame, as and for the purpose set forth. 2nd. The combination of a stand provided with ways, a plate having burner-cones rigidly connected to said stand, a sliding frame mounted in the ways of the stand, and wick-tubes connected to said frame and extending upward to the underside of the cone plate said sliding frame being provided on its underside with a reservoir and pipes connecting the reservoir and wick-tubes, as and for the purposes set forth. 3rd. In an oil stove, in combination with the feed tube *f*, and the wick tubes *F*, having slots *fs*, and the wicks *F3*, the adjusting frame *f*, having the endless chains *fs*, to carry the prong plate *fy*, and the hook-jointed rod *f*, to operate the frame, substantially as shown and described and for the purposes set forth.

**No. 23,351. Water Gauge for Steam Generators. (Indicateur d'Eau pour Machines à Vapeur.)**

William Young, Easton, Pa., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. A water-gauge consisting of two concentric glass tubes *C*, *D* having a space *I* between them, the inner one *C* communicating only with the steam-passages, substantially as herein shown and described. 2nd. In a water-gauge, the boxes *H*, for securing the inner tube to the elbows *E*, formed with cups *h*, in combination with the outer tube *D*, and huts *J*, arranged substantially as and for the purposes set forth.

**No. 23,352. Stove Pipe. (Tuyau de Poêle.)**

Daniel R. Clark, Rochester, N.Y., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. A stove pipe having tubes extending through the same, the entrances of the tubes being upon different sides of the pipes, substantially as and for the purpose specified. 2nd. The within described stove pipe *A*, having tubes *B*, *B*, extending across the interior of the pipe at an angle, substantially as and for the purpose specified.

**No. 23,353. Automatic Car-Coupler.**

(Attelage de Chars Automatique)

Nells W. Hawkenson, Litchfield, Minn., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. In an automatic car-coupler, a link-lifter comprising a spring buffer with arms pivoted thereto, and a stationary inclined surface, whereby as said buffer is pushed back the forward end of the arms are raised, substantially as described. 2nd. In a car-coupler, the spring buffer *E*, carrying the pivoted arms *F*, the wheel *G*, and the stationary inclined surface *K*, substantially as described and for the purpose set forth. 3rd. In a car-coupler the casing *D*, having slots *I*, and having the incline *K*, in combination with the spring buffer *E*, pivoted arms *F*, having the curved forward ends, and the rear ends extending through the slots *I*, and the wheel *G*, all substantially as described. 4th. The combination with the drawhead *A*, of the spring buffer *E*, carrying the pivoted link-lifting arms *F*, and means for raising the forward ends of said arms as the buffer is pushed back, substantially as described and for the purposes set forth. 5th. The combination in a car-coupler, with the drawhead *A*, of the pin-lifter *L*, pivoted beneath said drawhead and extending across the top thereof, the projections *M*, on said pin-lifter having the diagonal slots *I*, the coupling pin *B* and a pin passing through said pin and through said diagonal slots, all substantially as described and for the purpose set forth. 6th. The combination, in a car-coupler, with the spring buffer *E*, having the projections *N*, of the pin-lifter and holder *L*, having the wings *O*, and means for raising the said pin-lifter, all substantially as described, and for the purpose set forth.

**No. 23,354. Rubber and Rubber Boots and Shoes. (Caoutchouc et Chaussures en Caoutchouc.)**

George B. Farmer, Perth, Ont., 5th February, 1886; 5 years.

*Claim.*—The combination of the electric conductor *b, b, b*, made any shape and of any material which will act as a conductor, with the ordinary rubber, rubber boot, rubber shoe, or boot and shoe with rubber sole *a, a, a*, substantially as and for the purpose hereinbefore set forth.

**No. 23,355. Cooking Utensil.**

(Ustensile de Cuisine.)

Frank P. Keefer and Alfred Tee, Toronto, Ont., 5th February, 1886; 5 years.

*Claim.*—As a new article of manufacture, the boiler *G*, having flange *H*, and tube *L*, arranged substantially as and for the purpose hereinbefore set forth.

**No. 23,356. Machine for Degerminating and Scouring Wheat. (Machine pour faire la Castrature du Blé.)**

Wells E. Sergeant, Minneapolis, Minn., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. In a wheat scouring machine, two vertical shafts,

provided with overlapping scouring disks, in combination with a surrounding case or jacket, and internal flanges, whereby the grain is caused to pass over the surface of all the disks in succession. 2nd. The combination, of the two upright shafts, the scouring disks mounted thereon, the encircling jacket in the form of two cylindrical segments, and the segmental flanges attached to the inner surface of the jacket and overlapping the respective disks. 3rd. The two upright shafts and their overlapping disks, in combination with the upright perforated jacket encircling the disks, as shown and described, the close body encircling the jacket, and the fan arranged to produce a draft outward through the jacket from all sides, as shown. 4th. In a wheat scouring machine, rotary scouring disks, having depending peripheral studs, substantially as shown and described, in combination with an encircling jacket having flanges extending inward over the edges of the disks, substantially as described and shown. 5th. In a machine for removing the end portions of the wheat berry, the combination of a series of horizontal revolving disks, a perforated jacket enclosing the same, flanges extending inward from the jacket and overlapping the edges of the disks, an impervious body surrounding the jacket a wheat about at the base, a hopper *O*, at the top, an air passage or conductor connecting said hopper with the delivery spout, and an exhaust fan communicating with the hopper, the air passage, and the space around the perforated jacket, and arranged to produce an upward draft, as described and shown.

**No. 23,357. Gravity Railway, or Artificial Coasting or Toboggan Course. (Chemin de Fer en Plan Incliné ou Montagne Russe.)**

Joshua Pusey, Philadelphia, Pa., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. A gravity railway consisting of a series of longitudinal trackways, each of the series being made up of two continuous inclined ways, ascending in opposite directions from their junction, and connected at the adjacent summits by common platforms, in combination with the mechanism for carrying the cars or vehicles up to the summits, the latter being of substantially the same height as specified. 2nd. In combination, with a gravity railway consisting of a series of trackways, each of the series being composed of two continuous ways ascending in opposite directions from their junction, means, substantially as described, for conveying the cars or vehicles on up beyond the point to which they are carried by the momentum acquired in descending the opposite incline to the summits of the trackways, substantially as set forth. 3rd. In combination with the trackways, the chains or belts provided with the projections *I*, together with a suitable motor for imparting motion to said chains, and the cars provided with the pivoted pawl *p* adapted to swing past said projections when the car is moving forward over the same, and to be engaged by one of said projections, substantially as and for the purpose set forth. 4th. The combination of the longitudinal trackways, arranged to form inclines ascending in opposite directions, the end platforms of substantially the same altitude or in the same horizontal plane, the cars or coasting-vehicles, and means for preventing the same from running backward down the inclines, all substantially as and for the purpose set forth. 5th. The combination of the longitudinal double trackway arranged to form inclines ascending in opposite directions, the end platforms, the cars and automatic stop devices, all constructed and adapted to operate substantially as and for the purposes set forth. 6th. In combination, with a railway having inclines ascending in opposite directions, the hand-rails *C*, substantially as and for the purpose specified. 7th. The combination, with a coasting trackway, of the car or vehicle and the inclined box or boxes and ball or balls contained therein, all constructed and adapted to operate substantially as and for the purpose recited. 8th. In combination with the car, the pivoted fender-arms *E*, constructed and adapted to operate substantially as and for the purpose specified.

**No. 23,358. Artificial Toboggan or Sledging Course. (Montagne-Russe.)**

Joshua Pusey, Philadelphia, Pa., U.S., 5th February, 1886; 5 years.

*Claim.*—1st. In combination with a toboggan-course consisting of a series of trackways, each of the series consisting of two continuous ways ascending in opposite directions from their junction, endless moving belts or carriers located at alternate ends of the several series, whereby the toboggans are adapted to run directly upon said belts by the momentum acquired in descending the one incline, and by which belts the toboggans are conveyed on up to the top of the opposite incline of the series, substantially as and for the purpose stated. 2nd. In combination with an artificial toboggan course or hill, an inclined moving belt or carrier arranged with relation to said hill, so that the toboggans are adapted to run upon said belt after having descended the hill, and be retained thereon by friction and carried up thereby, substantially as and for the purpose described. 3rd. In an artificial toboggan-course composed of a series of continuous double hills, inclined endless belts or carriers at and near the alternate ends of each of the several series, the upper sides of said belts being practically a continuation of the hill together with suitable motive power for imparting motion to said belts, substantially as and for the purpose recited. 4th. The combination, with the toboggan-course, of the endless belts, the sprocket wheels, the cross bars secured to said belts and the guide-ways in which said bars slide, all constructed and operating in the manner and for the purpose substantially as described. 5th. The combination of the toboggan hills, the elevators and the inclines *I*, substantially as and for the purpose described. 6th. The combination, with the toboggan hills provided with the endless belts or carriers, of the lateral footways *L* separated from or elevated above the main tracks and communicating with the summits of the hills, substantially as and for the purpose set forth. 7th. In combination with a toboggan-course provided with the endless belts or carriers, as described, a toboggan or sledding vehicle provided with automatic devices, substantially as shown, for preventing the sled from running backward under the circumstances mentioned, as and for the purpose set forth. 8th.