movable upon said rails, substantially as specified. 20th. The combination, with the guards D and $D^1$, of the apertured block 86, mounted in the rear portion thereof, short rods 87, having enlarged heads 89, mounted in said blocks, the coiled springs 88, surrounding said rods 87, and the saw and carriage, substantially as described. 21st. In combination with the stationary strips A of the base frame, the side frames B, carrying the entire operating mechanism of the shingle sawing machine, including the saw, its arbor, and the belt pulley, the said frames B being movable in grooves or ways of the frame A, and mechanism, substantially as described to actuate the frames B, as set forth. 22nd. In combination with the hollow guards D, $D^1$, provided on the side frames of the shingle sawing machine, one side of guard $D^1$ being open, the horizontally-movable hinged arm $D^2$, for closing the open side of said guard, as set forth. 23rd. In combination with the side frames B, having the guide-ways or tracks E, the carriage F, running in the guide-ways or tracks, and the elastic buffers mounted at one end of the track to receive the impact of the carriage, as set forth. 24th. In combination with the movable saw-carriage, the movable dogs located within the carriage-frame and movable transversely, handles and their connections for moving said dogs, a longitudinally-movable frame $F^4$, located between the dogs and connections for moving said frame, said frame-handles and connections being located within the dimensions of the supporting frame, substantially as described. 25th. The combination, with the frame, of the longitudinally-movable carriage mounted thereon, the frame $F^4$ supported by said carriage and arranged transversely to the same, and the lever fulcrumed on the carriage and connected to the frame $D^4$, to move the same longitudinally independent of the carriage, as set forth. 26th. The combination of the standard, the yoke $G^5$, pivoted to the upper end of the same, and having a lateral extension $g^6$, the table pivoted to the said yoke, and the set screw inserted vertically through the table and engaging the end of the said extension $g^6$, as set forth. 27th. The combination, with the upper and lower end bars $B^1$, $B^2$ of the frame, of the vertical hollow standard $G^1$, seated in both bars, a tilting table G mounted upon the same, and adjusting appliances, substantially such as parts 46, 49, 52, 53, $G^2$, and operating connections located in and adjacent to said standard to elevate, tilt, and transversely move the table, substantially as specified. 28th. In combination with the hollow upright $G^1$, the table G at the top of the upright, the tilting devices for the table located within the upright, the adjustable means for the tilting devices, and the elevating mechanism for the upright $G^1$, as set forth. 29th. In combination with the hollow upright $G^1$, the table G, the yoke $G^5$, the rod 46, connected to the yoke and located within the upright, the spring arranged on the rod, the roller connected to the lower end of the rod, the oscillating mechanism to act against the roller, and the operating levers for raising the upright, as set forth.

## No. 34,843. Machine for Moistening Postage Stamps. (*Appareil pour humecter les timbres-poste.*)

Charles Edward Orloff Hager, Hagersville, Ont., 9th August, 1890; 5 years,

*Claim.*—1st. The particular position in which the rollers are placed, running parallel with each other across the narrow side of the box, and the use of said rollers in carrying said stamp across the upper surface of each roller, and moistening it thoroughly as it passes over. 2nd. The use of the sponge in carrying moisture to the under side of the said rollers, or, more clearly, the mode of moistening postal stamps by means of a number of rollers placed in their respective positions, and being moistened from their under side by means of a moistened sponge placed in a water-tight box, and filling the space between the rollers and the bottom of the said box.

## No. 34,844. Railway Passenger Ticket.

(*Billet de passagers pour chemins de fer.*)

James Drummond Marston, Chicago, Ill., U.S., 9th August, 1890; 5 years.

*Claim.*—A railway or passenger ticket, having a removable portion B, readily detachable within prescribed limits, indicated by perforations or otherwise, as a means for preventing repeated checking of baggage on the same ticket, in fraud of the company, as set forth.

## No. 34,845. Self-acting Gate.

(*Barrière automatique.*)

John O'Neil, Pakenham, Ont., 9th August, 1890; 5 years.

*Claim.*—1st. In a self-acting gate, tumbling block D, lever-latch E and sliding bar A, gate-post K, provided with latch L and inclined plane M, substantially as and for the purpose hereinbefore set forth. 2nd. In a self-acting gate-sliding bar A, provided with bracket X, coupling rod P, lever H, and pitman I, substantially as and for the purposes hereinbefore set forth. 3rd. In a self-acting gate post F, having friction roller B, keeper L and inclined plane O, substantially as and for the purposes hereinbefore set forth. 4th. In a self-acting gate post J, provided with buffer spring G and roller B, $B^1$, in connection with rub-posts S and N, substantially as and for the purposes hereinbefore set forth.

## No. 34,846. Carriage Seat. (*Siège de voiture.*)

George Durelle Ramsdell, Rochester, N.Y., U.S., 9th August 1890; 5 years.

*Claim.*—A central supplementary carriage seat *c*, provided with an open-ended loop *a*, on its under side, capable of hooking around the carriage cushion, as and for the purpose specified.

## No. 34,847. Air Moistening Device.

(*Appareil pour humecter l'air.*)

William R. Renalds, Salem, Va., U.S., 9th August, 1890; 5 years.

*Claim.*—1st. In an attachment for hot air registers, the combination with the removable frame, of the pans for holding water supported therein, the uprights 5, the cross arms 6 secured to said uprights, and the hooks 7 for holding a moistening pad, substantially as specified. 2nd. In an attachment for hot air registers, the removable pans for holding water, in combination with an upright in each pan, a cross-bar on the uprights, hooks on the outer ends of the cross arms, and moistening pads 4, secured on said hooks and arranged in the pans, substantially as specified. 3rd. In an attachment for hot air registers, the combination with oval-shaped pans arranged between the register and the flue, with their longer axes parallel with the current of air, of pads suspended above the pans edgewise to the current of air, substantially as described.

## No. 34,848. Ventilating Railway Cars.

(*Appareil de ventilation pour les chars.*)

Samuel Hughes, Lindsay, Ont., 12th August, 1890; 5 years.

*Claim.*—1st. In a ventilating system for railway cars, the combination of a tank A, having a water-space, air-space and ice-space, and is provided with water guage and draw-off cock, the ice-rack B, having a tubular opening *b*, the air-space C terminating at the top in a trumpet-mouthed twin funnel *c*, *c*, and the lower end of which is self-adjusting in length, the float D, supporting the journalled bar $D^1$, and the perforated false floor E, the journalled bar $D^1$ supporting the lower end of the air pipe adjustably, the false perforated floor E, supported by the float above the water surface, means for heating the water supporting the float, means for heating the air after leaving the ice-space, and a discharge pipe $a^1$, substantially as set forth. 2nd. In a ventilating system for railway cars, the combination of a tank partly filled with water, a float upon the water supporting a false perforated floor above the water level and the lower end of an air pipe, an air pipe self-adjusting in length and terminating above the car roof in a trumpet-mouthed twin funnel, an ice-rack above the false floor, and having a tubular space to allow the air pipe to pass through the ice space, means of heating the water and the air, a discharge pipe for discharging the air from the tank into the body of the car, perforations in the partition separating the body of the car from the closet space, an air pipe in said closet space similar to the air pipe hereinbefore referred to, but having its lower end branched out and connected with the soil pipes of the closet and urinal, and the soil pipes so connected, substantially as set forth. 3rd. In a ventilating system for railway cars, the combination of the tank A, float D, supporting an air pipe, and a perforated false floor, an air pipe C, self-adjusting in length, its lower end supported by the float and its upper end terminating in a trumpet-mouthed twin-funnel *c*, *c*, and the perforated false floor E, supported above the top of the float, substantially as set forth.

## No. 34,849. Journal Bearing.

(*Coussinet de tourillon.*)

Robert Wellington Moffat, Denver, Col., U.S., 12th August, 1890; 5 years.

*Claim.*—1st. In an anti-friction journal bearing, a bearing roller, its spindle and interposed balls, in combination, substantially as set forth. 2nd. In an anti-friction journal bearing, bearing rollers, retaining rings provided with spindles for said rollers, and balls interposed between the roller, the spindle and the adjacent retaining ring in combination, substantially as set forth.

## No. 34,850. Machine for Affixing Postage Stamps and Labels. (*Machine à affixer les timbres-poste et étiquettes.*)

Louis Jules Borie, San Francisco, Cal., U.S., 12th August, 1890; 5 years.

*Claim.*—1st. The machine for affixing gummed stamps or labels to envelopes, papers, and other articles, consisting essentially of a stamp holding platen D, capable of a limited vertical movement, and having a device for temporarily confining the stamp on its surface, the oscillating presser plate E, provided with a device for seizing and fixing the stamp to its bottom face when pressed down upon the face of the platen, and having movement in a vertical arc from the platen forward over a moistening device, and down upon a table or surface adapted to support the envelope or article to be stamped or labeled, a device operating at the front of the platen to separate the seized stamp from the next one of the strip, and means whereby the moistening device is thrown into action to wet the gummed side of the stamp in the movement forward of the presser plate, and is drawn away out of contact in the return movement, constructed substantially as hereinbefore set forth. 2nd. In a machine for affixing postage stamps and gummed labels, the combination of a spool for holding the stamps or labels previously prepared in the form of a long strip or ribbon, having the width of one stamp or label, and with lines of perforations that partially separate the stamps from one another, the supporting platen D, having a separating device to catch into the perforations between one stamp and the next, the swinging presser plate having oscillating movement in a vertical arc from the platen forward, and down upon a surface Ax, on which the envelope or article to be stamped is laid, and provided with a device to seize the stamp presented to it by the platen and temporarily fix the same against its bottom face, a moistening device consisting of a fountain, a fountain roller, and a moistening roller, and means by which the moistening roller is thrown into and out of action, and a locking device to lock the press-