



SUPPLEMENT

TO THE

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CONVENTION BETWEEN THE UNITED KINGDOM AND THE REPUBLIC OF COSTA RICA FOR THE RECIPROCAL PROTECTION OF TRADE-MARKS, ETC.

Signed at Guatemala, 5th March, 1898.—Ratifications exchanged at London, 29th September, 1900.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Excellency Señor Don Rafael Iglesias, President of the Republic of Costa Rica, desiring to conclude a Convention for the reciprocal protection of trade-marks and designs, have appointed as their Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, George Francis Birt Jenner, Esq., Her Britannic Majesty's Minister Resident in Central America, &c.; and

His Excellency Señor Don Rafael Iglesias, President of the Republic of Costa Rica, Honourable Señor Don Ricardo Villafranca y Bonilla, Consul-General of the Republic of Costa Rica at Guatemala:

Who, having communicated to each other their full powers, found in good and due form, have agreed under the following articles:—

ARTICLE I.

The subjects or citizens of each of the contracting parties shall have, in the dominions and possessions of the other, the same rights as are now granted, or may hereafter be granted, to subjects or citizens in all that relates to trade-marks, industrial designs, and patterns.

In order that such rights may be obtained, the formalities required by the laws of the respective countries must be fulfilled.

ARTICLE II.

The stipulations of the present Convention shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named—that is to say, except to India, the Dominion of Canada, Newfoundland, the Cape of Good Hope, Natal, New South Wales, Victoria, Queensland, Tasmania, South Australia, Western Australia, New Zealand:

Provided always that the stipulations of the present Convention shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Majesty's Representative to the President of the Republic of Costa Rica within one year from the date of the exchange of ratifications of the present Convention.

ARTICLE III.

The present Convention shall be ratified, and the ratifications shall be exchanged in London as soon as possible. It shall come into operation one month after the exchange

Despatch.—Convention with Costa Rica relative to Trade-marks.

Department of Justice,
Wellington, 21st January, 1901.

THE following despatch and enclosure, received from Her Majesty's Principal Secretary of State for the Colonies, are published for general information.

JAMES MCGOWAN.

(Circular.)

Downing Street, 13th November, 1900.

SIR,—I have the honour to transmit to you, for publication in the colony under your government, a copy of a Convention between the United Kingdom and the Republic of Costa Rica for the reciprocal protection of trade-marks and designs, signed at Guatemala on the 5th March, 1898, the ratifications of which were exchanged in London on the 29th September, 1900.

2. I have to call your attention to Article II. of the Convention, from which you will observe that, if it is desired that the stipulations of the Convention should be made applicable to the colony under your government, notice to that effect must be given to the President of the Republic of Costa Rica within one year from the date of the exchange of the ratifications.

3. I have therefore to request that you will be good enough to inform me at your early convenience of the wishes of your Government in the matter.

I have, &c.,
J. CHAMBERLAIN.

The Officer administering the Government
of New Zealand.

of ratifications, and shall remain in force until the expiration of one year from the day on which either party may give notice of its intention to terminate it.

In witness whereof the undersigned Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done in duplicate at Guatemala, the 5th day of March, 1898.

(L.S.) G. JENNER.
(L.S.) RIC. VILAFRANCA.

Notice of Acceptance of Complete Specifications.

Patent Office,
Wellington, 6th February, 1901.

COMPLETE specifications relating to the under-mentioned applications for Letters Patent have been accepted, and are open to public inspection at this office. Any person may, at any time within two months from the date of this *Gazette*, give me notice in writing of opposition to the grant of any such patent. Such notice must set forth the particular grounds of objection, and be in duplicate. A fee of 10s. is payable thereon.

No. 12166.—11th November, 1899.—GEORGE HILLERY ANDERSON, of Waiatu, Amuri, Marlborough, New Zealand, Contractor. Improved weatherboarding.*

Claim.—A weatherboard tapering in section from the top to the bottom in wedge shape, and having the inner edge of the lower part of the board milled out to receive the top portion of the board below it, so that each board will be solid against the stud, substantially as specified and illustrated.

(Specification, 1s. 3d.; drawing, 1s.)

No. 12464.—16th March, 1900.—FERDINAND HEINRICH DANNHARDT, of 20, Sherwood Street, Richmond, near Melbourne, Victoria, Mechanical Engineer, and MELROSE MAILER, of 685, Bathdowne Street, North Carlton, near Melbourne aforesaid, Medical Practitioner. An improved earth- or rock-drill.*

Claims.—(1.) In an earth- or rock-drill, a cutter- or tool-carrier adapted to be disconnected from the boring-rods or lining-tubes, so that it can be hoisted up the inside thereof after the manner of a cage in a shaft, substantially as and for the purposes specified. (2.) In an earth- or rock-drill, a cutter- or tool-carrier provided with locking-bolts as *h*, adapted to project through the side wall thereof and to engage with recesses or slots in the lower end of the boring-rod or lining-tubes, substantially as and for the purposes specified. (3.) In an earth- or rock-drill, a cutter- or tool-carrier fitted with laterally sliding bolts as *h* in combination with an operating or key plate as *i*, having inclined surfaces as *n, o*, engaging with said bolts, said key-plate being weighted and connected to a haulage-rope as *m*, whereby it may be raised or lowered, substantially as and for the purpose specified. (4.) In an earth- or rock-drill, a cutter-carrier made separate from the boring-rods or lining-tubes, and fitted with expansion cutters as *b*, in combination with a key-plate as *i* adapted to fit between said cutters so as to force them outwards when lowered, said key-plate being weighted as well as being connected to a haulage-rope, substantially as and for the purposes specified. (5.) In an earth- or rock-drill, expansion cutters as *b*, pivotally supported so that they can be swung outwards, and having removable cutter-points as *v*, substantially as and for the purposes specified. (6.) In an earth- or rock-drill, a cutter-carrier having waterways or passages as *u* down the outside, together with means whereby it may be locked to or disconnected from the boring-rods or lining-tubes, in addition to being provided with expansion cutters and means for projecting them beyond the circumference of said boring-rods or lining-tubes, substantially as and for the purposes specified. (7.) In an earth- or rock-drill, a core-barrel as *d* projecting downwardly from an expansion cutter-carrier, and fitted with a false core-barrel as *z* in combination with a clip or catch as *l* connected by rods or otherwise to the haulage rope *m*, used for locking the cutter-carrier to the boring-rods or lining-tubes and for projecting or releasing the expansion cutters, substantially as and for the purposes specified. (8.) In an earth- or rock-drill, a core-barrel having an eccentric ring as *w* fitted in a correspondingly eccentric recess in the lower end of said barrel to form a core-breaker, substantially as and for the purposes specified. (9.) In an earth- or rock-drill, a set of boring tools or plates as *e* screw-threaded on the one face and fitted between correspondingly screw-threaded sleeves as 7, 8, arranged the one on the inside and the other on the outside of the body of the core-cutter, substantially

as and for the purposes specified. (10.) In an earth- or rock-drill, a core-cutter consisting of a set of removable adjustable steel chisel-shaped cutters as *e*, mounted in a ring, and having a set given to their lower and sharpened or pointed ends after the manner of the teeth of a saw, substantially as and for the purposes specified. (11.) In an earth- or rock-drill, the combination with an eccentric core-breaking ring as *w*, of a false core-barrel as *z*, having a projection as *y* engaging with said eccentric ring so as to lock same in its normal position, substantially as and for the purposes specified. (12.) In an earth- or rock-drill, an automatic lever-brake comprising a split conical ring as 32, fitting within a corresponding conical seating, a cap as 34 being arranged to encircle and fit over the brake thus formed, said cap or cover being actuated by a foot-lever or otherwise, substantially as and for the purposes specified. (13.) In an earth- or rock-drill, a guide-cylinder as 23, through which the boring-rods or lining-tubes pass, having its lower end provided with a three-jaw chuck adapted to grip said boring-rods or lining-tubes when said guide-cylinder is rotated in one direction, and to release them when its rotation is reversed, substantially as and for the purposes specified. (14.) In an earth- or rock-drill, a three-jaw chuck carried upon a guide-cylinder through which the boring-rods or lining-tubes pass, and consisting of an outer ring having eccentric inclined surfaces acting upon radially sliding jaws as 29, carrying the sections of a split liner, the whole being constructed and arranged substantially as and for the purposes specified. (15.) In an earth- or rock-drill, a toothed gear disc as 13, through which a boring-rod guide-cylinder as 24 can slide whilst being rotated thereby, substantially as and for the purposes specified. (16.) In an earth- or rock-drill, a toothed gear disc as 13, through which the boring-rod guide-cylinder can slide whilst being rotated thereby, in combination with a winding-drum as 37 mounted loosely upon said gear disc, substantially as and for the purposes specified. (17.) In an earth- or rock-drill, a cutter-carrier having a main cylindrical body as 81, fitted with an inner sleeve as 76 and an outer sleeve as 87, in combination with locking bolts or keys adapted to be either projected or withdrawn, and secured in either their projected or withdrawn positions by said sleeves, substantially as and for the purposes described and explained, and as illustrated in Fig. 23 of the drawings. (18.) In an earth- or rock-drill, a cutter-carrier having an inner and an outer vertically sliding sleeve in combination with pivoted bolts or catches as *h*, having a projection as 99 on their outer sides so that they will be withdrawn when the outer sleeve is raised, and a boss or projection as 100 on their lower ends so that they will be projected when said outer sleeve is lowered, substantially as and for the purposes described and explained, and as illustrated in Figs. 23 and 24 of the drawings. (19.) In an earth- or rock-drill, a pivoted expanding cutter as 77, having a central passage curved outwardly at its lower end and fitted with an inclined cutter-blade, substantially as and for the purposes described and explained, and as illustrated in Figs. 23 and 27 to 30 of the drawings. (20.) In an earth- or rock-drill, a cylindrical main borer having a conical lower end fitted with a cutter blade or plate as 109, set at an incline, substantially as and for the purposes described and explained, and as illustrated in Figs. 23, 31, and 33 of the drawings. (21.) In an earth- or rock-drill, a cylindrical main borer connected to a cutter- or tool-carrier by a pin or pins as 105 passing transversely through it in combination with other pins or studs as 107, fitting into slots or recesses as 106 in the upper end of said cylindrical borer, substantially as and for the purposes described and explained, and as illustrated in Fig. 23 of the drawings. (22.) In an earth- or rock-drill, a set of discs as 120 mounted upon an eccentric spindle as 119, substantially as and for the purposes described and explained, and as illustrated in Figs. 31, 32, and 35 of the drawings. (23.) In an earth- or rock-drill, a set of discs as 120, mounted upon an eccentric pin or spindle, and each fitted with an outer rotating ring with anti-friction rollers between them, substantially as and for the purposes specified. (24.) In an earth- or rock-drill, a set of eccentrically mounted discs, each having a segmental projection fitting into a segmental recess in the disc below, substantially as and for the purposes specified. (25.) In an earth- or rock-drill, a set of discs mounted upon an eccentric pin or spindle, and connected to a twisted or spirally threaded rod or spindle as 118, rotated by the raising and lowering of a sleeve mounted upon the inside of the cutter- or tool-carrier, and connected to a haulage rope, substantially as and for the purposes specified.

(Specification, £1 2s.; drawings, 4s.)

No. 12478.—21st March, 1900.—EDWARD WATERS, Jun., a member of the firm of Edward Waters and Son, of 131, William Street, Melbourne, Victoria, Patent Agents (nominees of Birger Ljungstrom, of 18, Grefmagnigatan, Stockholm, Sweden, Mechanician). Improvements in balanced rotary steam-engines.*

Claims.—(1.) In rotary steam-engines of the type designated, forming steam-ways in the bases of the cylinders, and introducing between the bases of the cylinders, and at the axis of revolution of the same, a cylindrical steam supply and exhaust valve, together with flexible means for holding the valve against rotation while allowing steam to be conducted thereto, and the valve to follow any vibratory movements of its surrounding parts, substantially as described. (2.) In rotary engines of the type designated, having a central steam supply and exhaust valve, forming steam-ways in the bases of the cylinders extending entirely across the bores of the same, and corresponding ports in the central valve for the purposes described. (3.) In rotary engines having a central cylindrical exhaust-valve and steam-ways and ports extending entirely across the cylinder-bore, the use of a flexible tube connected at one end to the supply end of the valve, and at the other to a stationary part of the engine, forming a tubular extension of the valve by which steam is conducted thereto and rotation of the valve prevented, the flexibility of the connection allowing the valve to follow any vibratory movements of the revolving cylinders, substantially as described. (4.) In rotary engines such as are claimed in the third claim, providing a track formed with concentric segments, and means to allow of the rotation of the valve relatively to said segments, substantially as and for the purposes described. (5.) In rotary steam-engines, such as are claimed in the first claim, means for partially rotating the valve and a cover-tube fitting closely over the valve and flexibly connected with a sleeve having means by which the cover-tube may be adjusted, ports formed in the cover-tube to conduct steam from the valve to the cylinders so that the relative adjustment of the valve and the cover-tube places the ports in position for the reversal of the engine, substantially as described. (6.) In balanced rotary steam-engines of the type designated, and as claimed by claim 3, providing the valve with means for rotary adjustment, if desired, and forming the said valve with longitudinal grooves to receive longitudinally extending cover-blades, extending from a ring surrounding the end of the valve, the ring being connected by a form of universal joint with mechanism by which it and the blades may be adjusted relatively to the valve to control the size of the steam-admission ports, and thereby regulate the supply of steam to the cylinders, substantially as described. (7.) In balanced rotary steam-engines of the type designated, and as claimed by claim 4, mounting three cylinders within a surrounding stationary track, the track being so formed that each piston may make three strokes during each revolution of the cylinders. (8.) In balanced rotary steam-engines of the type designated, forming steam-ways in the bases of a series of cylinders arranged for expansion, the steam-ways extending entirely across the bores of each of the cylinders; introducing at the axis of rotation of the cylinders and between the bases of same a balanced cylindrical steam supply and exhaust valve, which receives steam at one end and exhausts from the other, admission- and exhaust-ports formed within the valve for each cylinder, the exhaust-ports of the higher-pressure cylinders being in communication with the admission-ports of the lower-pressure cylinders, and also with steam-chambers for the reception of steam passing from one cylinder to another, together with flexible means for holding the valve against rotation and conducting steam thereto while allowing the valve to follow any vibratory movements of its surrounding parts, substantially as described. (9.) In balanced rotary steam-engines of the type designated, and as claimed by claim 8, forming a series of controlling-valves, one for each set or pair of cylinders in the series, separately, of cylindrical formation, and of a diameter in proportion to the cylinder to which it belongs, together with flexible or rigid means for connecting the valves forming the series, substantially as described. (10.) The construction and arrangement of the parts composing the balanced rotary engine substantially as described with reference to Figs. 7 and 8. (11.) The construction and arrangement of parts composing a balanced rotary engine substantially as described with reference to Fig. 12. (12.) The construction and arrangement of parts composing a balanced rotary engine substantially as described with reference to Figs. 9 and 10. (13.) The construction and arrangement of parts composing a balanced rotary engine substantially as described with reference to Fig. 11. (14.) The construction and arrangement of parts composing a balanced rotary engine substantially as described with reference to Figs. 18 to 24. (15.) In rotary engines of the type stated, and as claimed by claim 1, the construction and arrangement of the parts composing a balanced valve substantially as described with reference to Figs. 25 to 27. (16.) The construction and arrangement of the parts composing a triple-expansion balanced rotary engine substantially as described with reference to Fig. 28. (17.) The construction and arrangement of the parts composing a triple-expansion balanced rotary engine substantially as described with reference to Fig. 31. (18.) The

arrangement, in triple-expansion balanced rotary engines as described, of the cylinders substantially as set forth with reference to Fig. 30. (19.) The arrangement, in double-expansion balanced rotary engines as described, of the cylinders substantially as set forth with reference to Fig. 35. (20.) The arrangement and construction of parts forming the flexible and adjustable steam-conduit, substantially as set forth with reference to J, J¹, G², and H, in Fig. 9. (Specification, 14s.; drawings, 6s.)

No. 12718.—22nd June, 1900.—EBENEZER MAXWELL, of Opuake, New Zealand, Sheep-farmer. Improved means for automatically maintaining a uniform tension on wire ropes or other cableways used in loading or unloading vessels and other analogous operations.*

[NOTE.—The title in this case has been altered. See list Provisional Specifications, *Gazette* No. 59, of the 5th July, 1900.]

Claims.—(1.) In means for the purposes set forth, an endless carrying rope or cable that is suspended between a moving point and a fixed point, the cable at the fixed end being passed in a loop over pulleys upon a pole or standard, and then round two pairs of pulleys fixed beneath such pole or standard, and which at the other end is wound upon a winch-barrel, in combination with a counterweight that is suspended upon the cable between the two pairs of pulleys, as specified. (2.) In means for the purposes set forth, a carrying-cable one end of which is secured to the moving body, and the other end of which passes over a pulley upon a pole or standard, and then passes round two pairs of pulleys mounted upon a staging or support to a winch, controlled by a brake, in combination with a counterweight that is suspended upon the cable between the pairs of pulleys, as specified. (3.) In means for the purposes set forth, a staging or support upon which is mounted a pole or standard, and to which are secured two pairs of grooved pulleys, a carrying-cable that is suspended between the vessel to be loaded and the pole or standard, and which passes over the two pairs of pulleys, and a counterweight that is hung upon the cable between the two pairs of pulleys, so that the cable shall assume the form of an inverted triangle, as specified. (4.) In means for the purposes set forth, carrying-cables such as those referred to in claims 1 and 2, in combination with a conveyer or carriage adapted to be carried by such cables, and with means whereby such conveyer or carriage may be hauled to and fro, as specified. (Specification, 9s. 6d.; drawings, 1s.)

No. 12973.—6th September, 1900.—GEORGE JAMES ADDISON RICHARDSON, of Invercargill, New Zealand, Mechanical Engineer. Improvements in ball-bearing furniture-casters.*

[NOTE.—The title in this case has been altered. See list Provisional Specifications, *Gazette* No. 83, of the 27th September, 1900.]

Claims.—(1.) In furniture-casters, a spindle or pivot-pin to which are rigidly secured the legs of the caster, in combination with a hollow casing or socket adapted to be secured to the furniture and into which the pivot-pin or spindle is passed, such hollow casing or socket and spindle being provided with corresponding ball-races for the insertion between them of rings of small balls, as specified. (2.) In furniture-casters, a hollow casing or socket, adapted to be secured to the bottom of the furniture, such socket being provided with annular grooves on its inside face, and a spindle or pivot-pin inserted therein, such spindle or pivot-pin being formed with ball-paths on its periphery corresponding to the annular grooves in the socket, and rigidly secured to legs in which is mounted the running wheel or roller, as specified. (3.) In furniture-casters, a running wheel or roller loosely pivoted between legs that are rigidly secured to a pivot-pin or spindle revolvably mounted in a hollow casing or socket, the centre of such running wheel or roller being placed a short distance to one side of a vertical line drawn through the axis of the pivot-pin or spindle, but within the line of the circumference of such pivot-pin or spindle, as specified. (Specification, 5s. 6d.; drawings, 1s.)

No. 13243.—13th December, 1900.—ARTHUR CONSTANT AUCHER, of McDonnell Street, Toowong, Queensland, Bachelor of Arts. Improved means for electrically igniting oil- or gas-burners.

Claims.—(1.) The improved means for electrically igniting oil-burners consisting of a pivoted frame operated in any convenient way, and carrying a hood or cap for extinguishing the flame, and a pivoted trumpet-mouth tube in which is secured a metallic brush for making electrical contact with the edge of the burner, substantially as described and explained. (2.) In an electric igniter for oil-burners, the combination with an oil-burner of corrugations thereon, pivoted brush such as G, and hood such as D, on a

pivoted frame such as O, operated substantially as described and explained, and as illustrated in Figs. 1 and 2. (3.) The improved means for igniting gas-burners consisting of a pivoted lever carrying a contact piece, the spindle on which the said lever is pivoted also forming the plug of a valve for controlling the admission of gas from a supply-pipe, and a contact piece or pin adjacent to the gas-orifice, substantially as described and explained. (4.) In an electric igniter for gas-burners, the combination with a gas-burner or orifice of an electric contact piece or pin such as T adjacent to the said orifice, spring contact piece or pin such as O', on a lever such as O, pivoted on a spindle such as V, the said spindle also forming the plug of a gas-admission valve such as S, substantially as described and explained, and as illustrated in Figs. 3 and 4 of the drawings.

(Specification, 3s. 6d.; drawings, 1s.)

No. 13249.—13th December, 1900.—MARTIN LYON MOORHOUSE, of Collins Street, Hobart, Tasmania, Signpainter; HENRY JAMES DYSON, of Macquarie Street, Hobart aforesaid, Contractor; and JAMES CRANE, of Campbell Street, Hobart aforesaid, Broom-manufacturer. A combined machine and appliances for removing barnacles and other marine growths from the hulls of vessels while either afloat or in dry dock.

Claims.—(1.) The machine for cleaning the hulls of vessels, substantially as set forth in the specification and drawings. (2.) The combined machine, and appliances to actuate the same, substantially as set forth in the specification and drawings. (3.) The machine with brushes or knives, or with brushes and knives, substantially as set forth in the specification and drawings.

(Specification, 10s.; drawings, 1s.)

No. 13272.—27th December, 1900.—JOHN HENDERSON, of Hawera, Taranaki, New Zealand, Saddler. Improved spring or block dray shaft-tug.

Claim.—(1.) My improved shaft-tug substantially as for the purposes described, and as illustrated on drawings. (2.) A shaft-tug made of iron, and provided with a hook such as A, and eye such as B, and a triangle such as C, substantially as described, and as illustrated on drawings.

(Specification, 1s.; drawings, 1s.)

No. 13277.—28th December, 1900.—ELMER GATES, of Chevy Chase, Montgomery County, Maryland, United States of America, Scientist. Method and apparatus for separation of paramagnetic and diamagnetic materials.

Claims.—(1.) The method of separating diamagnetic material from paramagnetic material consisting in feeding the composite mass upon a surface located in a field of magnetic force whose lines extend in a wavy, crooked, zigzag, or tortuous direction, and so graduating the magnetic force that the paramagnetic material will arrange itself in moss-like or frond-like structures, from which the diamagnetic particles will be liberated, disentangled, and separated by moving said composite mass through the field of force, and concurrently shifting the position of said structures in transit. (2.) The method of separating diamagnetic material from paramagnetic material consisting in feeding the composite mass upon a moving surface located in a field of magnetic force whose lines extend in a wavy, crooked, zigzag, or tortuous direction, and so graduating the magnetic force that the paramagnetic material will arrange itself in moss-like or frond-like structures, from which the diamagnetic particles will be liberated, disentangled, and separated by the constant shifting of the position of said structures in transit through said field of force. (3.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a magnet pole-piece having a wavy, crooked, zigzag, or tortuous arrangement or distribution of its lines of force, combined with a moving surface passing in front of said pole-piece. (4.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a magnet pole-piece having a wavy, crooked, zigzag, or tortuous arrangement or distribution of its lines of force, combined with a moving surface passing in front of said pole-piece, and means for shaking or agitating said surface. (5.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a magnet pole-piece having a wavy, crooked, zig-

zag, or tortuous arrangement or distribution of its lines of force, the magnetic field thus established diverging or branching from each other, combined with a moving surface passing in front of said pole-piece; means for feeding the material to be separated on to the surface at one end of the magnetic field, and means for separately collecting the separated material at the ends of the diverging branches of the field of force and at the intermediate spaces. (6.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a pole-piece grooved or recessed to produce a crooked, wavy, zigzag, or tortuous arrangement or distribution of its lines of force, combined with a moving surface passing in front of said pole-piece. (7.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a pole-piece of cylindrical form, having a crooked, wavy, zigzag, or tortuous arrangement or distribution of its lines of force, combined with a moving surface travelling around said cylinder. (8.) Apparatus for separating diamagnetic material from paramagnetic material, comprising a magnet pole-piece having a wavy, crooked, zigzag, or tortuous arrangement or distribution of its lines of force, combined with a surface in proximity to said pole-piece, on to which surface the composite mass is fed, and means for causing a movement of said pole piece and surface relative to each other.

(Specification, 8s.; drawings, 7s.)

No. 13317.—15th January, 1901.—JAMES PALMER CAMPBELL, of Wellington, New Zealand, Registered Patent Agent (nominee of Francis Ludlow Clark, of 7204, Thomas Street, Pittsburg, Pennsylvania, United States of America, Engineer). Improvements in electro-magnetic brakes.

Claims.—(1.) For cars having two trucks, a brake-mechanism comprising a rail-shoe, wheel-shoes for the wheels of the different trucks, and connections by which the wheel-shoes of all of the trucks will be operated by the application of the rail-shoe. (2.) Electro-magnetic brake-apparatus of the kind described applicable for cars having a single truck in which the wheel-shoes are provided with brake-levers connected by a chain passing over pulleys, said brake-levers being in operative connection with the rail-shoe, substantially as and for the purpose specified. (3.) An electro-magnetic brake-apparatus having wheel-shoes and a rail-shoe with a single connection to the levers operating the wheel-shoes, by means of which connection the wheel-shoes are applied when the rail-shoe is moved in either direction relatively to the car. (4.) In an electro-magnetic brake-apparatus of the kind described, a lever having a shifting fulcrum, and adapted when moved in either direction to cause the wheel-shoes to be applied to the wheels, substantially as described. (5.) An electro-magnetic brake-mechanism constructed and operating substantially as described with reference to Figs. 1, 2, and 3 of the drawings. (6.) An electro-magnetic brake-mechanism in which a rail-shoe and wheel-shoes are provided, the rail-shoe being in operative connection with brake-levers for applying the wheel-shoes, which levers are further connected by levers having cam faces, so that the operation of one brake-lever insures the operation of the other brake-lever, substantially as described with reference to Figs. 4, 5, and 6 of the drawings. (7.) Electro-magnetic brake-mechanism constructed substantially as described with reference to Fig. 7 of the drawings. (8.) For use with cars having two trucks, electro-magnetic brake-mechanism for applying brake-shoes to the wheels of both the trucks, constructed and operated substantially as described with reference to the drawings.

(Specification, 9s. 6d.; drawings, 3s.)

No. 13321.—17th January, 1901.—WILLIAM H. SMYTH, of Berkeley, Alameda, California, United States of America, Mechanical Engineer. Improvements in mechanical stokers.

Claims.—(1.) A mechanical stoker, comprising a rotating horizontal device having radiating blades within a casing and a deflecting plate in the path of the fuel thrown by the blades, adapted by its oscillation to distribute the material to a greater or less distance. (2.) A mechanical stoker, comprising a rotating horizontal device within a casing, and a deflecting-plate in the path of the material thrown by the rotating device, adapted by its oscillation to deflect said material at various angles, and a feed-hopper provided with breaking rolls. (3.) A mechanical stoker, comprising a rope-driven rotating fuel-throwing horizontal device, with means for holding the rope out of working contact therewith, a plate in the path of the material thrown adapted by its movement to distribute the material, a feed-device provided with breaking-rolls and driving-connections engaging with rotating

device to effect the motion of the moving parts. (4.) A mechanical stoker, comprising a rotating fuel-throwing horizontal device having a grooved rope pulley, and a spring-actuated pressure pulley adapted to bear upon a rope travelling in contact with the grooved rope pulley, and means adapted to engage with said pressure device to hold it out of working contact, and a deflecting-plate in the path of the material thrown adapted to distribute the material.

(Specification, 4s. 3d.; drawings, 2s.)

No. 13328.—19th January, 1901.—WILLIAM BURGELAND JOHNSON, of 4, Clayton Square, Liverpool, England, Engineer. Improvements in ventilators.

Claims.—(1.) In a ventilator, the combination with vanes disposed near one end of an opening through a wall of a vane suspended on arms pivoted to the sides of the opening so that such armed vane can be moved into a position flush or level with the edges of the opening to close such opening, and a vertical top piece or plate arranged to be flush or level with the movable armed vane when in closed position, one or more of the first-mentioned vanes being cut away or mounted on brackets to allow free motion of the armed vane, substantially as and for the purposes set forth. (2.) In a ventilator, the combination of several independently pivoted vanes near one end of an opening through a wall, one of the vanes being connected to pivots at a distance from its plane by arms, and one or more of the other vanes being cut away or supported on brackets to allow free motion of the armed vane, and a vertical stop-plate for the lower edge of the armed vane, substantially as and for the purposes set forth.

(Specification, 3s. 6d.; drawings, 1s.)

No. 13333.—28th January, 1901.—FRANK LESLIE WEBSTER, of Vancouver, British Columbia, Canada, Carpenter. Improvements in gates and doors.

Claims.—(1.) The combination with a slidable door or gate and its supporting frame of a trackway or rail having two apexes—one over the centre of the opening the door or gate is designed to close, and the other over the centre of the position the door or gate occupies when it is open—the upper contour of the rail falling from such apexes in lessening concave curves until merged in a slight uniform falling grade toward the two extremes and the centre of its entire length; overhung sheaves attached to each upper corner of the door or gate, and adapted to run on the rail, and means whereby such door may be moved until the sheaves pass over the apexes of the rail, all substantially as described. (2.) The combination with a slidable door or gate and its supporting frame of a rail along the top frame, the upper lineal contour of which is made up of four concave curves falling to the centre and to the two ends from two apexes—one over the centre of the roadway and one over the centre of the position of the door or gate when open—such curves to be comparatively sharp adjacent to the apexes, and flattening toward the ends until they end in slight falling grades at the centre and each end; overhung sheaves at each upper corner of the door or gate adapted to run on such overhead rail; a flexible cord or line attached to the outer upper corner of the door or gate; grooved sheaves fixed edge to edge on the upper frame of the doorway at its centre, between which the cord or line passes; and means whereby the cord may be actuated to draw the door or gate up to the centre, and the rolling-sheaves on which it runs over the apexes of the rail, all substantially as described. (3.) In combination with a slidable gate and its supporting frame, an overhead rail of special contour attached to the support-frame; a sheave at each upper corner of the gate adapted to run on the rail; double guide-sheaves fixed to the support-frame at the centre of the roadway; a bracket fixed to the support-frame over the centre of the roadway; levers projecting over the roadway at opposite sides of the gate at right angles to its plane, and fulcrumed to such bracket; a flexible connection attached to the inner ends of the levers, and passing through between the guide-sheaves, suitably connected to the upper part of the outer style of the gate, all substantially as specified.

(Specification, 5s. 6d.; drawings, 1s.)

No. 13340.—28th January, 1901.—EDWARD WATERS, a member of the firm of Edward Waters and Son, of 131, William Street, Melbourne, Victoria, Patent Agent (nominee of Phoenix Investment Company, a corporation organized under the laws of the State of Delaware, and doing business at 1, Nassau Street, Manhattan, New York, United States of America, assignees of Thomas Asencio, of 44, Broad Street, New York aforesaid). Improvements in attachments for feeding fuel in a pulverised or powdered state to steam-boiler and other furnaces.

Claim.—An attachment for steam-boiler and other furnaces, comprising a rotary motor, and a rotary pulveriser

and blower arranged to be actuated by the motor, the said motor, pulveriser, and blower having a common shaft, and being so correlated in capacity and operation that an attachment of a given capacity will furnish the necessary and uniform amount of fuel-elements required for any particular furnace.

(Specification, 3s.; drawing, 1s.)

No. 13341.—28th January, 1901.—WILLIAM ERNEST HUGHES, of Queen's Chambers, Wellington, New Zealand, Patent Agent (nominee of Frank Clarence Newell, of 432, Ross Avenue, Wilkesburg, Pennsylvania, United States of America, Electrical Engineer). Improvements in electric brake-mechanism.

Claims.—(1.) An electric brake-mechanism having a magnetic rail-shoe, and wheel-shoes applied by longitudinal movement of the rail-shoe relatively to the car, part of the connection between the rail-shoe and wheel-shoes being formed of non-magnetic material for the purpose specified. (2.) In an electric brake-mechanism, a magnetic rail-shoe suspended directly by a yielding connection such as a tension spring, and adapted to move freely in a direction transverse to the track, substantially as described. (3.) In a brake-mechanism of the kind described, the extensible or telescopic thrust-rod connection between the rail-shoe and wheel-shoe, substantially as described. (4.) In a car-brake apparatus a direct connection between the levers operating the brake-shoes, so that when the lever of either brake-shoe is operated pressure is transmitted directly from said lever to the other brake-shoe, substantially as described. (5.) An electric brake-mechanism, constructed and operating substantially as described, and shown in the drawings.

(Specification, 4s.; drawings, 1s.)

No. 13342.—28th January, 1901.—WILLIAM ERNEST HUGHES, of Queen's Chambers, Wellington, New Zealand, Patent Agent (nominee of Frank Clarence Newell, of 432, Ross Avenue, Wilkesburg, Allegheny, Pennsylvania, United States of America, Engineer). Improvements in electric brakes.

Claims.—(1.) In an electrically propelled car, a braking-switch adapted to connect the motor or motors to act as generators in a local braking-circuit so as to apply the brakes whatever the position of the motor-controller may be, substantially as described. (2.) In an electrically propelled car, a braking-switch adapted to connect the motor or motors to act as generators in a local braking-circuit, and a motor-controller which is so arranged as to control the current in the braking-circuits by the same movements as those by which it controls the current received by the motors from the line, substantially as described. (3.) In an electric-brake system for railway-cars, a braking-switch adapted to be operated from either end of the car, substantially as described. (4.) An electrically propelled car having a controller at each end thereof for controlling the propelling-motors, and a single braking-switch adapted to cut off the supply of current from either controller and connect the said controller with the braking-circuit, substantially as described. (5.) For electrically propelled cars, electric-brake systems, arranged and operating substantially as described, and shown in the drawings.

(Specification, 15s.; drawings, 3s.)

No. 13343.—28th January, 1901.—ERNEST ROWLAND HILL, of 814, Maple Avenue, Wilkesburg, Pennsylvania, United States of America, Electrical Engineer. Improvements in controlling-mechanism especially applicable for use with pumps.

Claims.—(1.) For making and breaking an electric circuit, a pneumatically operated electric switch, the operation of which is controlled by electro-magnetic means, governed by another switch which is operated in accordance with the degree of air-pressure in an air-reservoir, substantially as described. (2.) An electro-pneumatic system, in which a number of electrically driven pumps and corresponding interconnected air-reservoirs are provided, each pump-motor having a switching-device so arranged that the operation of any switch in one direction will cause all the pumps to start working, and that the stoppage of the pumps will not occur until the last one of the switches has been operated in the opposite direction, substantially as and for the purpose specified. (3.) A pneumatically operated switch, in which lost motion occurs between the movable member of the switch and the operating piston, so that the switch is not operated until the piston has nearly completed its stroke in either direction, substantially as described. (4.) For making and breaking an electric circuit, a switching-device constructed and operating as described, and shown in Fig. 1 of

the drawings. (5.) A system for controlling the operation of a plurality of air-pumps in accordance with the air-pressure, as described with reference to Fig. 2 of the drawings.

(Specification, 8s.; drawings, 1s.)

No. 19344.—22nd January, 1901.—JAMES SHENNAN KIRKPATRICK, of Dunedin, New Zealand, Stationmaster. An improved electro interlocking block starting-*semaphore*.

Claims.—(1.) In block signalling, the combination of the adjustable trigger device C², C¹, with the double-control or double-locking devices C¹ and F, F¹, and the electric locking or controlling devices H, H², I, L¹, M², and J, substantially as shown and described and for the purposes as set forth. (2.) In railway block signalling, the combination of self-acting lever and pawl with the pulling-lever as shown in Fig. 5, whereby the pawl maintains either position up or down when placed in such position by hand, but returns to its work when it is required for use, substantially as set forth. (3.) In combination, the arm C, with its adjustable trigger and the main lever D, and their double-locking lever devices, with the electric-control apparatus consisting of the main lever I and notch H, with their controlling or double-locking devices, all substantially as shown and described, and as illustrated in the drawing.

(Specification, 3s.; drawings, 1s.)

No. 13348.—29th January, 1901.—JAMES PALMER CAMPBELL, of Wellington, New Zealand, Registered Patent Agent (nominee of Benjamin Garver Lamme, of 230, Stratford Avenue, Pittsburg, Pennsylvania, United States of America, Electrical Engineer). Improvements in dynamo-electric generators.

Claims.—(1.) For an alternating-current generator, an armature having a plurality of closed-coil windings symmetrically disposed on the core, corresponding points in the several windings being connected in parallel at the terminals, substantially as described. (2.) For a two-phase generator, an armature constructed as described with reference to the drawing.

(Specification, 2s. 3d.; drawings, 1s.)

No. 13349.—29th January, 1901.—JAMES PALMER CAMPBELL, of Wellington, New Zealand, Registered Patent Agent (nominee of Cyrus Robinson, of Swissvale Avenue, Edgewood Park, Pennsylvania, United States of America, Engineer). Improvements in oil-pumping apparatus.

Claims.—(1.) In a lubricating-pump for steam-engines, means located in the pipe or passage leading from the oil-reservoir to the parts requiring lubrication for affording a visible indication of the flow of oil, substantially as described. (2.) A lubricating-pump having an adjustable connection between the pump-piston and its operating-means, so that the length of the piston-stroke may be varied, for the purpose specified. (3.) A lubricating-pump having means for providing more or less lost motion between its piston and the operating-mechanism therefor, for the purpose specified. (4.) For steam-engines, a lubricating-pump constructed and operating substantially as described with reference to the drawings.

(Specification, 4s. 3d.; drawings, 1s.)

No. 13350.—29th January, 1901.—GEORGE GREGORY SMITH, of Villa Bel Riposo, San Domenico, Florence, Italy, Lawyer. Acetylene-gas generator.

Claims.—(1.) In an acetylene-gas generator having a gasometer and bell, and in connection with which sealed tins of carbide are employed, the combination of a generator-chamber, a water-receptacle controlled by a valve and adapted to empty into said generator-chamber, a punching-device operative within said chamber, and means controlled by the body of the bell for operating said punching-device to punch a tin of carbide within the chamber, and for simultaneously opening the water-control valve, and means for carrying off the gas generated to the gasometer-bell, substantially as described. (2.) In a generator of the class covered by claim 1, the combination of a top reciprocatory

punch within the generator and a bottom stationary punch on which the tin is supported by a spring, a shaft having means in connection therewith to depress and raise said movable punch, and means controlled by the bell for releasing said shaft and causing the same to rotate when it is necessary to refill the bell, in the manner and for the purpose substantially as described. (3.) In a generator of the class specified, the combination of a reciprocatory top punch within the generator, a stationary lower punch, and a spring to support the can above the latter, a disc on the top punch to depress the can on to the bottom punch when the said top punch is reciprocated downwards, and means controlled by the body of the bell for releasing a mechanism for reciprocating the said punch, in the manner and for the purpose substantially as described. (4.) In a generator of the class specified, the combination of a top and bottom punch within the generating-chamber, and means controlled by the body of the gasometer-bell to cause the said punches to punch the top and bottom of a carbide-tin supported between them, in the manner and for the purpose substantially as described. (5.) In a generator of the class covered by claim 1, the combination of a combined depurator and back-pressure valve, having a liquid vaseline filling into which the gaspipes from the generators dip, and means for passing the gas once or several times through the said vaseline filling advantageously in finely divided streams or currents, substantially as described. (6.) In a combined depurator and back-pressure valve as covered by claim 5, the combination of an enlargement in the pipes arranged to conduct off the gas from the vaseline, said enlargement being advantageously of a double conical form, and being situated suitable distance from the end of the pipe, in the manner and for the purpose substantially as described. (7.) In a depurator of the class covered by claim 5, the combination of a fixed siphon-pipe to dip into the water collecting below the vaseline, and a movable siphon-pipe therein adjustable as to height from the exterior of the depurator, substantially as described. (8.) In a generator of the class specified, the combination of a carbide-tin having therein a perforated tube with its longitudinal seam open, so as to render it collapsible in the manner and for the purpose substantially as described. (9.) In a carbide can or tin of the class covered by claim 8, the combination of a full tube arranged within the collapsible tube, said full tube being fixed to the bottom of the tin and extending up within the same to a point below the interior surface of the cover of the tin, substantially as described. (10.) In a generator of the class specified, the combination of a falling weight to operate the puncturing-mechanism for the carbide-tin, said weight being held up by a substantially swinging retaining lever, which has its free end supported by the gasometer-bell, and is consequently not free to swing and release the weight until the bell has fallen far enough to allow its free end to swing over the bell, substantially as described. (11.) In a generator of the class specified, the arrangement of the weight-releasing lever or levers for one or a set of generators at different heights, in the manner and for the purpose substantially as described.

(Specification, 8s. 6d.; drawings, 4s.)

F. WALDEGRAVE,
Registrar.

An asterisk (*) denotes the complete specification of an invention for which a provisional specification has been already lodged.

NOTE.—The cost of transcribing the specification, and an estimate of the amount required for copying the drawings, have been inserted after the notice of each application. An order for a copy or copies should be accompanied by a post-office order or postal note for the cost of copying.

The date of acceptance of each application is given after the number.

Provisional Specifications.

Patent Office,

Wellington, 6th February, 1901.

APPLICATIONS for Letters Patent, with provisional specifications, have been accepted as under:—

No. 13232.—10th December, 1900.—WILLIAM HAGERTY and JOHN HAGERTY, of Winton, Southland, New Zealand, Mechanical Engineers; HANS PETER RASMUSSEN, of Winton aforesaid, Clerk of Court; and ARTHUR CHILLAS HENDERSON, of Invercargill, New Zealand, Solicitor. An improved wheel.

No. 13304.—7th January, 1901.—JAMES HAIR, of Tyne Street, Oamaru, New Zealand, Blacksmith. An improvement in envelopes.

No. 13322.—15th January, 1901.—EDWIN LATIMER CLARK, of Albert Street, Auckland, New Zealand, Brick and Pipe Maker. An automatic fire-extinguisher.

No. 13327.—17th January, 1901.—JOHN HOGG, of Wanganui, New Zealand, Farm-labourer. An improved cart-saddle bridge.

No. 13346.—24th January, 1901.—PIERCE LANIGAN, of Auckland, New Zealand, Contractor. Improvements in machines for cutting and splitting stone.

F. WALDEGRAVE,
Registrar.

NOTE.—Provisional specifications cannot be inspected, or their contents made known by this office in any way, until the complete specifications in connection therewith have been accepted.

The date of acceptance of each application is given after the number.

Letters Patent sealed.

LIST of Letters Patent sealed from the 24th January, 1901, to the 6th February, 1901, inclusive:—

Nil.

F. WALDEGRAVE,
Registrar.

Letters Patent on which Fees have been paid.

[NOTE.—The dates are those of the payments.]
SECOND-TERM FEES.

NO. 9209.—R. Langhans, incandescing media. 21st January, 1901.

No. 9245.—S. P. Blackmore, R. O. G. Drummond, and E. J. Way, rock-drill. 28th January, 1901.

No. 9303.—T. Holliday, acetylene-generator. 30th January, 1901.

No. 9336.—The American Steel and Wire Company of New Jersey, woven-wire fence (A. J. Bates). 28th January, 1901.

THIRD-TERM FEES.

No. 6638.—J. Greenslade, threshing-machine. 28th January, 1901.

No. 6662.—A. Harvey, can. 1st February, 1901.

F. WALDEGRAVE,
Registrar.

Subsequent Proprietors of Letters Patent registered.

[NOTE.—The name of the patentee is given in brackets; the date is that of registration.]

NO. 12396.—The British Westinghouse Electric and Manufacturing Company (Limited), of Westinghouse Building, Norfolk Street, Westminster, England, Manufacturers, electric brake. [W. E. Hughes—E. M. Tingley.] 5th February, 1901.

No. 12526.—The International Chemical Company, a corporation organized under the laws of the State of New Jersey, having its principal office at 60, Grand Street, Jersey City, New Jersey aforesaid, manufacturing nitrogen compounds. [C. S. Bradley and C. B. Jacobs.] 5th February, 1901.

F. WALDEGRAVE,
Registrar.

Request to amend Specification allowed.

THE request to amend specification No. 10951—J. L. Anderson, tree-stump extractor—advertised in Supplement to *New Zealand Gazette*, No. 100, of the 6th December, 1900, has been allowed.

F. WALDEGRAVE,
Registrar.

Applications for Letters Patent abandoned.

LIST of applications for Letters Patent (with which provisional specifications only have been lodged) abandoned from the 24th January, 1901, to the 6th February, 1901, inclusive:—

No. 12481.—A. H. Brownley, serviette-holder.

No. 12487.—W. Heir, rabbit-crate.

No. 12488.—H. A. Purser, billiard-table cushion.

No. 12489.—J. McKinnon, buckle.

No. 12501.—J. W. Glennie, cycle mudguard.

No. 12504.—R. Wales and F. V. Raymond, securing shirt-collars, &c.

No. 12505.—J. H. Henrikson, obtaining oil and charcoal from kauri timber.

No. 12506.—R. E. Nightingale, brick.

No. 12507.—H. Gunn, spark-stopper.

No. 12509.—J. Foster, boot- and knife-cleaner.

No. 12514.—R. T. Bickerton and J. A. Morgan, signalling.

No. 12515.—E. A. Tychsen, cycle-driving mechanism.

No. 12516.—A. H. Cotton, toy.

F. WALDEGRAVE,
Registrar.

Applications for Letters Patent lapsed.

LIST of applications for Letters Patent (with which complete specifications have been lodged) lapsed from the 24th January, 1901, to the 6th February, 1901, inclusive:—

No. 11827.—J. O. Shorland and A. Anderson, water-heater.

No. 11849.—H. Biddle, wool-bale-closing apparatus.

No. 11850.—E. R. Godward, ink-well.

No. 11857.—H. Roberts, window-screen.

No. 11864.—R. A. C. Kerry, knife-cleaner.

No. 11869.—A. de R. Brandon, lacing boots.

F. WALDEGRAVE,
Registrar.

Letters Patent void.

LIST of Letters Patent void through non-payment of fees from the 24th January, 1901, to the 6th February, 1901, inclusive:—

THROUGH NON-PAYMENT OF SECOND-TERM FEES.

No. 8972.—D. W. Jackson, metal-polish.

No. 8974.—L. C. McAdams, engine.

No. 8975.—J. W. McDougall, bottle and stopper.

No. 8979.—T. H. Dolbey, window-blind (K. A. Frosell).

No. 8980.—J. Myers, cycle-seat.

No. 8981.—P. Nind-Ward and E. W. Pidgeon, bicycle (R. Grilli).

No. 8990.—J. F. Webb, obtaining gold.

No. 8995.—The Friend's Steam-generator and Imporous Butter-box Company, Limited, composition for coating butter-boxes (J. E. Friend).

No. 8998.—J. Hillman, safety gear for mining-cage.

No. 9001.—G. Dillberg and W. Walker, gold-saving machine.

No. 9002.—J. W. Newall, wool-cutting machine.

No. 9003.—W. Walker, pulveriser.

No. 9012.—W. Keymer, funnel for charcoal box-iron.

No. 9085.—J. Henderson, breeching.

THROUGH NON-PAYMENT OF THIRD-TERM FEES.

No. 6515.—J. W. Sutton, chlorine-gas generator.

No. 6516.—J. Rungay, hanging doors and gates.

F. WALDEGRAVE,
Registrar.

Design registered.

A DESIGN has been registered in the following name on the date mentioned:—

No. 129.—Charles Emanuel May, of View Point, Moors Street, St. Kilda, near Melbourne, Victoria, Commercial Traveller. Class 10. 28th January, 1901.

F. WALDEGRAVE,
Registrar.

Applications for Registration of Trade Marks.

Patent Office,
Wellington, 6th February, 1901.

APPLICATIONS for registration of the following trade marks have been received. Notice of opposition to the registration of any of these applications may be lodged at this office within two months of the date of this *Gazette*. Such notice must be in duplicate, and accompanied by a fee of £1.

No. of application: 3102.

Date: 23rd July, 1900.

TRADE MARK.



The essential particulars of this trade mark are the word "Witch's," and the representation of a witch and cauldron; and the applicant disclaims any right to the exclusive use of all the other words and figures shown on the design.

NAME.

SAMUEL JOHN EVANS, of Dunedin, New Zealand, Chemist.

No. of class: 3.

Description of goods: A medicated liquid for external and internal use for the cure of pains, aches, neuralgia, rheumatism, and similar complaints.

No. of application: 3261.

Date: 3rd January, 1901.

TRADE MARK.



NAME.

WILLIAM GEORGE PARKES (trading as "S. Parkes and Sons"), of 7, Bath Street, Birmingham, England, Manufacturer of watch-keys, chains, and other articles of jewellery.

No. of class: 14.

Description of goods: Goods of precious metals (including aluminium, nickel, Britannia metal, &c.) and jewellery, and imitations of such goods and jewellery.

No. of application: 3262.

Date: 5th January, 1901.

TRADE MARK.

"JUVANTE."



The essential particulars of this trade mark are the word "Juvante," and the device of a lighthouse, and the motto "Deo Juvante Homo"; and the applicant disclaims any right to the exclusive use of the added matter except his name.

NAME.

A. H. KRAUSE, of Northcote, Auckland, New Zealand.

No. of class: 3.

Description of goods: Chemical substances prepared for use in medicine and pharmacy.

No. of application: 3293.

Date: 4th February, 1901.

TRADE MARK.

The word

COMMONWEALTH.

NAME.

SKELTON, FROSTICK, AND Co., of Hereford Street, Christchurch, New Zealand, Boot-manufacturers.

No. of class: 38.

Description of goods: Boots and shoes.

No. of application : 8162.
 Date : 5th February, 1901.

TRADE MARK.



The essential particulars of the trade mark are the following—the distinctive signature, and the combination of devices therewith; and right to the exclusive use of the added matter is disclaimed.

NAME.

HERBERT DOYLE, of Gurner Street, Paddington, New South Wales, Merchant.

No. of class : 43.
 Description of goods : Whisky.

No. of application : 3243.
 Date : 6th December, 1900.

TRADE MARK.



The essential particulars of this trade mark are the combination of devices and the monogram "Q.M.E."; and any right to the exclusive use of the added matter is disclaimed.

NAME.

THE QUEENSLAND MEAT EXPORT AND AGENCY COMPANY, LIMITED, of Brisbane and Townsville, Queensland.

No. of class : 42.
 Description of goods : Meat-extracts.

No. of application: 3291.
Date: 1st February, 1901.

TRADE MARK.
The word
CINOT.

NAME.
JOHN GREY AND SONS, of Auckland, New Zealand, Aerated
Waters and Cordial Manufacturers.

No. of class: 44.
Description of goods: Mineral and aerated waters, natural
and artificial, including ginger-beer.

No. of application: 3292.
Date: 1st February, 1901.

TRADE MARK.
The word
CINOT.

NAME.
JOHN GREY AND SONS, of Auckland, New Zealand, Aerated
Waters and Cordial Manufacturers.

No. of class: 43.
Description of goods: Fermented liquors and spirits, such
as beer, cider, wine, whisky, liqueurs.

F. WALDEGRAVE,
Registrar.

Trade Marks registered.

LIST of Trade Marks registered from the 24th January, 1901, to the 6th February, 1901, inclusive:—
No. 2536; 3230.—W. Gorrie. Class 42. (*Gazette* No. 97, of the 22nd November, 1900.)
No. 2537; 3100.—The Ma-uru Company. Class 3. (*Gazette* No. 91, of the 25th October, 1900.)
No. 2538; 3225.—Tallerman, Kniebusch, and Co. Class 12. (*Gazette* No. 97, of the 22nd November, 1900.)
No. 2539; 3226.—Tallerman, Kniebusch, and Co. Class 18. (*Gazette* No. 97, of the 22nd November, 1900.)
No. 2540; 3227.—Tallerman, Kniebusch, and Co. Class 13. (*Gazette* No. 97, of the 22nd November, 1900.)

F. WALDEGRAVE,
Registrar.

Subsequent Proprietors of Trade Marks registered.

[NOTE.—The name of the former proprietor is given in brackets; the date is that of registration.]

NO. 1020/780.—The Newall Engineering Company, Limited, of 141, Queen Victoria Street, London, England. [The Newall-Cunningham Sheep-shearing Machine Syndicate, Limited.] 5th February, 1901.

No. 2249/1801.—Edwin Bostock and Co., Limited, a company incorporated in England under the Companies Acts, 1862 to 1893, whose registered office is at 13, Foregate Street, Stafford, England, Boot and Shoe Manufacturers. [E. Bostock.] 5th February, 1901.

F. WALDEGRAVE,
Registrar.

By Authority: JOHN MACKAY, Government Printer, Wellington.