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*Printing Drawings in Gazette.*

IN advertising the acceptance of complete specifications in the *Gazette* it is intended to reproduce a portion of the drawings. For this purpose it is desirable that as much of the invention as possible be shown in one or two views. These views, which will also serve as the drawings or part of the drawings referred to in the specification, should be within a space of 6 in. by 8 in. In printing they will be reduced to about one-sixth of their original size, and the number of figures shown within the space mentioned should be regulated accordingly, as one figure of a fair size will in many cases convey a better idea of an invention than two or more figures reduced to the point of indistinctness.

Where it is found necessary to exceed the space mentioned, it is desired that the drawings will, if possible, be within a space of 14 in. by 6 in., or a space conforming to those dimensions as closely as possible.

In cases where drawings are produced by lithography or other process, three copies (one on tracing cloth) might be furnished to this office in place of two.

No change will be made in the following regulations already in force, but strict compliance with them will be necessary.

One copy of the drawings must be on blue transparent linen or tracing-cloth, and the other copy either on that material or on drawing-paper or linaura fabric. The sheets on which the drawings are made to be either 13 in. by 8 in. or 13 in. by 16 in., with a margin of at least 1 in. All the lines must be absolutely black, Indian ink of the best quality

being used, and the same strength of colour of the ink maintained throughout the drawing. Any shading must be in lines clearly and distinctly drawn, and as open as is consistent with the required effect. Section-lines should not be too closely drawn. No colour must be used for any purpose upon the drawing, and all letters and figures of reference must be bold and distinct. The drawings must not be folded, but be delivered at the Patent Office either in a perfectly flat state, or rolled upon a roller or in a stiff case, so as to be free from creases or breaks.

The signature must be in perfectly black ink, and no other writing, impressions of stamps, or the like ought to appear on any part of the sheet.

F. WALDEGRAVE,  
Registrar.

*Notice of Acceptance of Complete Specifications.*

Patent Office,  
Wellington, 15th April, 1903.

COMPLETE specifications relating to the undermentioned 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. 15056.—30th June, 1902.—WILLIAM LEWIS LUXFORD, of Dannevirke, New Zealand, Sawmiller. An improved method of traction, more especially on wooden tramways, and apparatus in connection with such method.\*

*Claims.*—(1.) The improved method of hauling wagons along a tramway consisting in the employment of a winding-drum mounted upon a wagon and provided with means whereby it may be operated, in combination with a rope laid along the tramway and secured at each end thereof, and which rope passes around the winding-drum on the wagon, as specified. (2.) In means for hauling wagons along a tramway, a winding-drum mounted upon a wagon and provided with means for rotating it, and a similar rotatable drum mounted upon the wagon in a continuous plane with the winding-drum with means for adjusting the distance between them, in combination with a rope laid along the tramway and secured at each end thereof, and which rope is looped around both drums on the wagon, as set forth. (3.) In means for hauling wagons along a tramway, a winding-drum mounted upon a wagon, and a winch gearing with the

winding-drum and operated by means of a steam-engine and boiler carried upon the wagon, in combination with a rope laid along the tramway and secured at each end thereof, and which rope is passed around the winding-drum on the wagons, as specified. (4.) In means for hauling wagons along a tramway, in combination, a winding-drum mounted upon a wagon, means for rotating such drum, a similar rotatable drum mounted, in a continuous plane with the winding-drum, in sliding blocks carried by slides on the wagon, a steam-cylinder upon the wagon provided with a piston and piston-rod that is connected to the spindle of the second drum, means for conducting steam to the cylinder, and a rope looped around both drums upon the wagons and laid along the tramway, such rope having its two ends securely fastened to the respective termini of the tramway, all as and for the purposes set forth. (5.) The general arrangement, construction, and combination of parts in my means for hauling wagons along a tramway, as described and explained, as illustrated in the sheet of drawings, and for the several purposes set forth.

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

No. 15064.—30th June, 1902.—CARLO SLEMITZ, of Wellington, New Zealand, Tinsmith. Improvements in or relating to washing-coppers.\*

*Claims.*—(1.) In washing-coppers, a boiler enclosed within a fireplace, and a helical baffle-plate surrounding the boiler, and extending across the space between the boiler and the inside of the fireplace, so that the heat from the fire will be forced to travel around the boiler before passing into the smoke-stack, as specified. (2.) In washing-coppers, in combination, a fireplace composed of an outer and an inner shell arranged with a space between them adapted to contain water, a boiler fitting such fireplace, and a helical baffle-plate surrounding the boiler, and extending across the space between the boiler and the inner shell, as set forth. (3.) In washing-coppers, a fireplace composed of an outer and an inner shell arranged with a space between them adapted to contain water, and a boiler fitting within such fireplace, in combination with an inlet water-pipe, provided with a valve, leading into the bottom of such water-space, and a pipe leading upwards from the top thereof, and having its top end bent over above the centre of the boiler, as specified.

(Specification, 2s. 6d.; drawings, 1s.)

No. 15086.—3rd July, 1902.—JOHN THOMAS JOHNSON, of Waipori, New Zealand, Mine-manager. Improved means for driving dredge machinery by water-power.\*

*Claims.*—(1.) The general construction, arrangement, and combination of parts composing my improved means for driving dredge machinery by water-power, all substantially as and for the purposes described with reference to the drawings. (2.) A submerged main line of pipes consisting of the combination and arrangement of parts illustrated in Fig. 2 of the drawings, substantially as and for the purposes set forth. (3.) A pontoon constructed in two sections hinged at the bottom and capable of folding together and opening out at the top under the control of a rope worked over a roller on the deck of the pontoon, substantially as and for the purposes set forth. (4.) A flexible branch line of pipes consisting of the combination and arrangement of parts illustrated in Fig. 3 of the drawings, substantially as and for the purposes set forth.

(Specification, 7s.; drawings, 3s.)

No. 15279.—21st August, 1902.—THOMAS BURRELL, of 193, Abbotsford Street, North Melbourne, Victoria, Stonemason; and ERNEST CHARLES PERDRIAU, of 131, Elizabeth Street, Melbourne, Victoria, Merchant. Improvements in easily attachable boot soles and heels.\*

*Claims.*—(1.) In improvements in easily attachable boot soles and heels, an undercut core projecting from a sole or heel, in combination with an undercut recessed rubber sole or heel tread-piece adapted to be sprung over said core, substantially as and for the purposes described, and as illustrated. (2.) In improvements in easily attachable boot soles and heels, an undercut core having laterally projecting pins adapted to enter the recessed sides of a rubber sole or heel tread-piece sprung over said core, substantially as and for the purposes described, and as illustrated. (3.) In improvements in easily attachable boot soles and heels, a rubber tread-piece having an undercut recess above and below, the former to engage an undercut core, and the latter to receive a bevelled wearing-piece, substantially as and for the purposes described, and as illustrated.

(Specification, 2s. 6d.; drawings, 1s.)

No. 16114.—18th March, 1903.—WALTER HENRY PEARSON, of Dunedin, New Zealand, Gentleman. Forming sheet metal into cubes.

*Claims.*—(1.) In the forming of cubes especially for the purposes set forth, a machine consisting of discs of two diameters placed alternately so as to form cutting-rolls, said discs the thickness of the required cubes and placed apart so that the discs are as far apart as the size of the required cubes, combined with combs to clear out the grooves between the discs and a guide for feeding squarely to the said cutting roller discs, all substantially as described and explained, and as illustrated in the drawing. (2.) In combination, in a machine for cutting sheet metal into strips and crosscutting said strips by same or a similar machine to cubes, cutting-rolls formed in the solid or built up of layers of large cutting-discs E and small bedding-discs E<sup>1</sup>, having a thickness similar to the size of required cubes, with a feeding-table B and clearing-combs C, all substantially as described and explained, and as shown in the drawing.

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

No. 16129.—21st March, 1903.—THOMAS WALTER BARBER, of 5, Palmer Street, Westminster, England, Engineer. Improvements in mechanically propelled vehicles.

*Claims.*—(1.) In a motor vehicle, the combination with a rigid frame, mounted upon road wheels, of independent driving-engines, each mounted yieldingly upon the frame. (2.) In a motor vehicle, the combination with a rigid frame, mounted upon road wheels, of driving-engines, a steam-generator, and a condenser, all yieldingly mounted independently upon the frame. (3.) In a motor vehicle, the combination with a driving-axle mounted in rigid bearings on the frame and divided into two parts, each part carrying a road wheel, of a separate engine for driving each part of the axle, each engine being mounted yieldingly upon the frame. (4.) In a motor vehicle, the combination of a frame, a crank-axle carried in rigid bearings on the frame, an engine mounted yieldingly upon the frame for driving this crank-axle, road wheels carried free on the ends of the crank-axle, and one or more clutch-mechanisms for connecting one or both wheels to the axle. (5.) In a motor vehicle, the combination with a driving-cylinder, having side frames such as C secured thereto, of yielding connections to carry opposite ends of the combined cylinder and side frames, and a crank-shaft carried in rigid bearings, substantially as described. (6.) In a motor vehicle of the kind described, the combination with the side frames C of a transverse carrying-shaft such as C<sup>1</sup>, adapted to receive the free ends of the side frames and supported from the main frame by springs such as C<sup>2</sup>, with or without links D connecting the transverse member with the crank-shaft, substantially as and for the purpose described. (7.) In a motor vehicle of the kind described, the combination with the crank-shaft, carried in rigid bearings, of springs such as C<sup>3</sup> between the crank-shaft and the free ends of the side frame, substantially as and for the purpose described. (8.) In a motor vehicle of the kind described, the combination, with the suspended cylinder and side frames, of links such as D<sup>1</sup> pivotally connecting the free ends of the side frames with the crank-shaft, substantially as and for the purpose described. (9.) In a motor-vehicle generator or condenser, the combination with upper and lower chambers F<sup>6</sup>, F<sup>8</sup>, of two sets of tubes such as F<sup>1</sup>, F<sup>2</sup>, one set projecting above the second set in the upper chamber, and the second set extending below the first in the lower chamber, but both extending below the roof of this chamber, substantially as and for the purpose described. (10.) In a motor-vehicle generator or condenser of the kind described in claim 9, the employment of an immersed chamber F<sup>9</sup>, in which a steam cushion is formed, substantially as and for the purpose described. (11.) In a motor-vehicle condenser, introducing steam into an immersed chamber F<sup>8</sup> substantially as and for the purpose described. (12.) In a motor-vehicle generator or condenser, the combination with upper and lower tube-plates F<sup>3</sup>, F<sup>4</sup>, of bonnet-shaped members F<sup>5</sup>, F<sup>7</sup>, forming with the tube-plates chambers F<sup>6</sup>, F<sup>8</sup>, substantially as described. (13.) In a motor-vehicle generator or condenser of the kind described, the combination with members such as F<sup>5</sup>, F<sup>7</sup>, of side plates such as G secured to the members and forming part of a casing within which the generator is enclosed, substantially as described. (14.) In a motor-vehicle generator or condenser of the kind described, the combination with the members F<sup>5</sup>, F<sup>7</sup>, of trunnions E<sup>9</sup>, to receive the side plates of the casing, with or without passage-ways within them for introducing water or drawing off steam, substantially as described. (15.) In a steam-generator for a motor vehicle, the combination with upper and lower horizontal members connected by tubes and forming steam and water chambers respectively, of feed-water-heating tubes and liquid-fuel-vaporising tubes disposed in proximity to the lower horizontal member of the generator, and a liquid-fuel burner, the flame from which is directed into the space between the under-side of the lower member and the feed-water and vaporising tubes, substantially as described. (16.) In a motor vehicle, the combination with a steam-generator,

comprising members such as F<sup>5</sup>, F<sup>7</sup>, connected by tubes, of conveyer mechanism for supplying solid fuel to a furnace of which the bars are formed tubular, and constitute the feed-water heater, with or without a liquid-fuel burner, substantially as described. (17.) In a steam-generator of the kind described, the combination with a burner such as H of a solid-fuel trough or tube such as L, and a conveyer therein, substantially as and for the purpose described. (18.) In a motor vehicle, the combination with a generator of brackets such as G, adapted to support it from springs such as G<sup>3</sup> upon the main frame, and permitting it to hang out of the vertical position to avoid side strain on the springs, substantially as described. (19.) In a motor-vehicle generator or condenser of the kind described, the combination with members such as F<sup>5</sup>, F<sup>7</sup>, of side plates such as G secured to the members, and brackets such as G<sup>1</sup> made integral with or secured to the side plates, and adapted to support the generator by yielding connections from the main frame, substantially as described. (20.) In a motor vehicle, the combination with two condenser-bodies (carried one on either side of a member of the main frame by yielding connections secured to their lower ends) of tie-rods M<sup>7</sup> pivotally connecting their upper ends to the main frame, with or without a third condenser-body mounted above and carried by the forward condenser-body on the main frame, substantially as described. (21.) In a motor-vehicle clutch-mechanism, the combination with a driving-shaft of a driven shaft, and a split ring in engagement with the driven shaft, and adapted to be contracted upon the driving-shaft or expanded against a braking-surface, with or without a groove in the braking-surface to retain the ring in place. (22.) In a motor-vehicle clutch-mechanism of the kind described, the combination with the split ring of projections on the free ends of the split ring and a movable member such as N having diverging grooves to receive the projections for the purpose described. (23.) In a motor-vehicle clutch-mechanism of the kind described, the combination with the split ring of outwardly and downwardly directed projections on the free ends of the ring, the projections being splayed to co-operate with diverging grooves in a movable member N, substantially as described. (24.) In a motor-vehicle clutch-mechanism of the kind described, the combination with the clutch-ring N of blocks N<sup>1</sup>, N<sup>2</sup>, secured to the boss of the ring by screws engaging slotted holes, and set-screws N<sup>3</sup>, N<sup>4</sup>, to adjust the position of the blocks for the purpose of taking up wear, substantially as described. (25.) In a motor-vehicle clutch mechanism of the kind described, the combination with a driving-drum adapted to be engaged by the interior periphery of a split ring, and a braking-surface adapted to engage the outer periphery of the split ring, of a right- and left-hand screw connecting the two ends of the split ring, and a clutch-ring connected by mechanism with the screw so that axial movement of the clutch-ring rotates the screw, substantially as and for the purpose described. (26.) In a motor-vehicle clutch-mechanism of the kind described, the combination with a driving-shaft of a sleeve D<sup>4</sup> free on the shaft, a road wheel fast on the sleeve, and an arm on the sleeve adapted to engage a lug E<sup>7</sup> on the split ring so that the latter rotates or checks the sleeve, substantially as described. (27.) In a motor-vehicle clutch-mechanism of the kind described, the combination with a crank-axle D of a sleeve D<sup>4</sup> free on the axle, a road wheel fast on the sleeve, and a connection between the split ring and this sleeve so that the latter rotates or checks the sleeve, substantially as described. (28.) In a motor-vehicle clutch-mechanism of the kind described, the combination with the split ring of a brake member such as E carried and prevented from rotation by a portion of the frame movable relatively to the brake member and clutch-mechanism, substantially as described. (29.) In a steering-gear for a motor-vehicle, the combination, with separate pivoted axles, of a road wheel at one end and a toothed sector at the other on each axle, and toothed pinions P<sup>8</sup>, one engaging each sector, with gearing connecting these pinions, substantially as described. (30.) In a steering-gear for a motor vehicle, the combination with a separate axle such as P<sup>10</sup> for each steering-wheel of a vertical pin secured to the axle, and a bracket or socket such as P<sup>9</sup> rigidly secured to the frame of the vehicle and adapted to receive the pin, substantially as described. (31.) In a steering-gear of the kind described in claim 30, the combination with a forged axle P<sup>13</sup> of a cast sector P<sup>2</sup> secured thereto, substantially as and for the purpose described. (32.) The complete frame for a motor vehicle, substantially as described, and illustrated in Figs. 1, 2, 3, and 4 of the drawings. (33.) The complete frame for a motor vehicle, with engine, steam-generator, and condenser all arranged substantially as described, and illustrated in Figs. 1, 2, 3, and 4 of the drawings. (34.) The complete engine-suspension substantially as described, and illustrated in Figs. 5 and 6 of the drawings. (35.) The complete steam-generator substantially as described, and illustrated in Figs. 7 and 8 of the drawings. (36.) The complete driving and brake mechanism for a motor vehicle, substantially as described, and illustrated

in Figs. 11, 12, and 13 of the drawings. (37.) The complete driving and brake mechanism for a motor vehicle, substantially as described, and illustrated in Figs. 14, 15, and 16 of the drawings. (38.) The complete steering-mechanism for a motor vehicle, substantially as described, and illustrated in Fig. 10 of the drawings. (39.) The complete condenser for a motor vehicle, substantially as described, and illustrated in Figs. 1, 2, and 4 of the drawings.  
(Specification, £1 3s.; drawings, 10s.)

No. 16143.—26th March, 1903.—THOMAS SHINE, of 84, Elizabeth Street, Sydney, New South Wales, Publisher. New or improved parlour game.

Claims.—(1.) The combination of an elliptical board marked "A," Fig. 1, with spaces arranged numbering 1 to 9, with cutting marked "D," Fig. 2, and slot marked "E," Fig. 2, all as described, and illustrated on the drawings. (2.) The combination of a table with the spinning-top marked "F," Fig. 3, which has special features, it being heavy at the upper part and slightly hollow underneath, the sinking in shank marked "G," Fig. 3, being specially arranged for winding the string upon so as to face the slot marked "E," Fig. 2. The point of the shank being slightly flat assists in causing the eccentric motion of the top, all as described, and illustrated on the drawings.  
(Specification, 2s.; drawing, 1s.)

No. 16148.—25th March, 1903.—WILLIAM WICKENS, of Christchurch, New Zealand, Gardener. Method of improving rivers for navigation.

Claims.—(1.) In means for improving rivers for navigation, the employment of a false bottom held between subaqueous retainers, as described and set forth and explained. (2.) In means for improving rivers for navigation, the combination with an island or other like structure, medially situated in a river-stream, of a dam or weir upon one side of the island-structure and a false bottom held between subaqueous retainers upon the other side, as described, and for the purposes set forth and explained. (3.) In means for improving rivers for navigation, an island bifurcating a stream, a dam in one arm of the bifurcation, a false bottom held between subaqueous retainers in the other, and water-tables upon the island and river-bank, as described and illustrated and for the purposes set forth.  
(Specification, 2s. 6d.; drawing, 1s.)

No. 16151.—24th March, 1903.—ALBERT WILLIAM ELDER, of Auckland, New Zealand, Engineer. An improved road-scoop and grader.

Claims.—(1.) In the improved road-scoop and grader specified, the making the corners of the scoop square, the double scraper fixed to the axle of the machine, with a scraper on each wheel, the placing of a block and making the draught beneath the pole, and making the pole longer, all for the purpose set forth, substantially as described and illustrated. (2.) The arrangement, combination, and application of the parts specified with the road-scoop and grader, as shown on the drawing, for the purpose set forth, substantially as described.  
(Specification, 1s. 3d.; drawing, 1s.)

No. 16153.—30th March, 1903.—JOHN ERNEST WATKINS, of Tinwald, Canterbury, New Zealand, Mill-owner. Improvements in grain-dressing apparatus of threshing-machines.

Claims.—(1.) Improvements in the grain-dressing apparatus of threshing-machines, comprising the combination of parts whereby the material to be treated is passed over a riddle which removes small seeds, and is delivered over a second riddle to the mouth of a stationary chamber, in which an upward current of air is produced which lifts the chaff vertically and carries it to a larger chamber, in which grain is allowed to escape which may have been drawn over with the chaff, substantially as specified and illustrated. (2.) The employment, in combination with grain-dressing apparatus of a threshing-machine, of a vertical chamber in which an upward current of air is produced by an exhaust-fan, whereby chaff is separated from the grain, substantially as indicated. (3.) For the purpose indicated, the combination of a riddle receiving grain and material from a caving-riddle of a threshing-machine, a separating-riddle, a fixed vertical chamber, a tube connecting said vertical chamber with another chamber, and an exhaust-fan for drawing air through the chambers. (4.) For the purpose indicated, the combination of a riddle receiving grain and material from a caving-riddle of a threshing-machine, a separating-riddle, a

fixed vertical chamber above said separating-riddle, a tube connecting said vertical chamber with a casing divided into three chambers, the middle of which contains an exhaust-fan adapted to draw air, and with it chaff and the like, through all of said chambers, and to deliver chaff outside the machine, as specified.

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

No. 16161.—1st April, 1903.—BALFOUR FRASER McTEAR, of Brook Cottage, Rainhill, Lancaster, England, Engineer, and HENRY CECIL WILLIAM GIBSON, of 20, Bucklersbury, London, E.C., England, Managing Director. Improvements in and connected with piercing and forging machinery for the manufacture of tubes or tubular articles.

*Claims.*—(1.) The described improvement connected with the piercing of steel or hard-metal billets for the manufacture of seamless tubes or hollow bodies, consisting in forcing the metal of the billet over the piercing-tool, partly by compression, thrust, or squeezing, and partly by tension applied to the portion of the tube passed and passing over the tool and out of the die, substantially as set forth. (2.) In piercing-machinery for making seamless tubes or hollow bodies, a die for holding the metal to be pierced, made in two parts axially in line with each other, and adapted to be moved relatively longitudinally, substantially as described. (3.) In piercing-machinery for making seamless tubes or hollow bodies, a die adapted to receive and hold the front portion of the metal to be pierced, a gripping-device in said die adapted to grip the front portion of the metal, and a die adapted to receive and hold the rear portion of said metal and axially in line with said front holding-die, said dies being adapted to be moved relatively longitudinally, substantially as described. (4.) In piercing-machinery for making seamless tubes or hollow bodies, a die adapted to receive and hold the front portion of the metal to be pierced, a die adapted to receive and hold the rear portion of the said metal and axially in line with said front holding-die, and a hydraulic cylinder and ram or cylinders and rams connected with said front holding-die adapted to move the said die away from the rear holding-die, substantially as described. (5.) In piercing-machinery for making seamless tubes or hollow bodies, a die adapted to receive and hold the front portion of the metal to be pierced, a die adapted to receive and hold the rear portion of the said metal and axially in line with said front holding-die, a hydraulic cylinder and ram or cylinders and rams connected with said front holding-die, adapted to move the said die away from the rear holding-die, a hydraulic cylinder and ram connected with and adapted to move the rear holding-die in the same direction as the front holding-die, and a piercing-tool, substantially as described. (6.) In piercing-machinery for making seamless tubes or hollow bodies, a die for receiving and holding the metal to be pierced, having within it a support for supporting longitudinally the outer or back end of the billet, comprising an outer tube adapted to support the outer part of the billet, and an inner ram within the outer tubular part for supporting the centre portion of the metal, and supported longitudinally hydraulically by liquid held within the outer tube, and released and allowed to move away from the billet by releasing said liquid, substantially as set forth, for the purposes specified. (7.) In piercing-machinery for making seamless tubes or hollow bodies, the die 1, tube or cylinder 31 working within the die, and a ram 33 disposed within the tube 31, arranged, combined, and adapted to operate as set forth and shown in the drawings. (8.) In piercing-machinery for making seamless tubes or hollow bodies, the metal die 1, the main piercing-ram 12 and cylinder 11, and the tube or cylinder 31 disposed between the ram 12 and die 1, and its front end working within the die 1, substantially as set forth and shown in the drawings. (9.) In piercing-machinery for making seamless tubes or hollow bodies, the metal die 1, the main piercing-ram 12 and cylinder 11, the cylinder 31 disposed between the ram 12 and die 1, with its front end working in the die 1, and the ram 33 disposed within the cylinder 31, the said ram 12 and die 1 being connected together, substantially as set forth.

(Specification, 12s.; drawings, 2s.)

No. 16168.—2nd April, 1903.—THE CROWN CORK AND SEAL COMPANY, a corporation organized and existing under the laws of the State of Maryland, having its place of business at 151, Gillford Avenue, Baltimore, Maryland, United States of America (assignee of Robert Allison Hall, of 200, N. Halliday Street, Baltimore aforesaid). Improvements in closures for bottles and other vessels.

*Claim.*—In combination with a bottle or like vessel having an internal groove or seat, a gasket fitting closely within and against the walls of said seat, and a hollow metallic plug or cup fitting the gasket and having a bead or enlargement

extending beneath the lower edge thereof and bearing directly against the walls of the bottle-throat, substantially as set forth, whereby the gasket is cut off or protected from the contents of the vessel.

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

No. 16173.—2nd April, 1903.—JAMES THOMAS HUNTER, of Queen's Chambers, Wellington, New Zealand, Engineer (nominee of Charles Cornwell Hovey, of West Main Street, Bainbridge, New York, United States of America, Manufacturer the assignee of George Leas, of Chicago, Illinois, United States of America aforesaid). Improvements in sealing-jars for preserving articles of food.

*Claims.*—(1.) The combination with a sheet-metal cover having a depressed centre and suitable walls, a flat flange bent outward therefrom, a circular rib at the edge and a rubber gasket, of a body of glass, porcelain, or other similar vitrified material having suitable walls, a flat top surface, and a recess at the upper edge on the inner side adapted to receive the gasket of the cover, the flat top surface, the recess, and the rubber gasket being received against the flat flange and between the circular rib and the depressed centre of the cover, substantially as set forth. (2.) The combination with a body of glass, porcelain, or other similar vitrified material having suitable walls, a flat top surface, and a recess at the inner upper edge, of a sheet-metal cover having a depressed centre, suitable walls, a flat flange bent outward therefrom, and a circular downturned rib at the extreme edge, and a gasket of rubber or similar material of slightly greater diameter than the width of the aforesaid recess, the said walls of the cover fitting snugly within and coinciding with the walls of the said body, and the body being received within the annular space between the outer surface of the straight walls of the cover and the inner surface of the circular downturned rib, substantially as set forth. (3.) The combination with a body of glass, porcelain, or other similar vitrified material having straight walls, a flat top surface, and a recess at the inner top edge, of a cover with a depressed centre, having straight walls whose extreme diameter substantially agrees with the inner diameter of the body, and having a convex centre, a flat flange bent outward therefrom, and a circular downturned rib at the extreme edge, and a gasket of suitable elastic material adapted to fit said recess, the straight walls of the cover fitting appreciably down into the body, and the body being received within the annular space between the outer surface of the straight walls of the cover and the inner surface of the circular downturned rib so that said rib overhangs the body and the gasket fits the recess in the upper edge of the body, substantially as set forth.

(Specification, 5s.; drawing, 1s.)

No. 16174.—2nd April, 1903.—GEORGE WILLIAM TEMPERLEY, of 9, College Street, Wellington, New Zealand, Saddler. Improvement in the soles of boots and shoes, parts of harness, or other leather articles subject to frictional wear.

*Claim.*—My improvement in the soles of boots and shoes, parts of harness, or other leather articles subject to frictional wear, consisting of inserting wood pegs or blocks through such soles or parts for preserving them from wear, substantially as described.

(Specification, 2s. 3d.)

No. 16178.—31st March, 1903.—SAMUEL BUTLER, of Henbury Hill, Westbury-on-Trym, Bristol, England, Merchant. A means for preventing the skidding or side-slipping of motor-cars, bicycles, and other vehicles.

*Claims.*—(1.) A flexible chain-like band or ring, made in one or more pieces, and having links of any suitable size and shape, for placing or fitting round the periphery of the wheels of motor-cars, cycles, and the like, to prevent side-slipping or skidding of the same, substantially as described and set forth. (2.) A flexible belt, made in one or more pieces, and of any suitable material, such as leather, india-rubber, indiarubber insertion, canvas, or a combination of the same, for placing round the periphery of the wheels of motor-cars, cycles, and the like, said belt being provided with metal plates, studs, rivets, screws, teeth, or the like, to prevent side slipping or skidding of the motor-car or the like, said belt being of any suitable shape to fit the tire, or being held thereon by any suitable means, substantially as described and set forth. (3.) In a flexible band, ring, or belt such as described in the foregoing claims, the means for holding same in place upon the periphery of the tire, such as by forming a groove or recess around the tire into which the band, ring, or belt is placed, or a rib upon which it is fitted, or by straps, clips, rivets, or by wires (as shown in Figs. 8 and 13), or by enlarging the edges of the band to enable it to be held in the rim of the wheel, substantially as

described. (4.) For preventing the side-slipping of motor-cars, cycles, and the like, the use or employment of bands constructed of links around the periphery of the wheels, substantially as described. (5.) For preventing the side-slipping or skidding of motor-cars, cycles, and the like, the use or employment of plates, studs, rivets, screws, teeth, or the like, fastened to belts arranged around the periphery of the wheels, substantially as described. (6.) The use of flexible chain-like bands or of belts in conjunction with metal pieces, said bands or belts being put into grooves or recesses formed around the periphery of tires for prevention of skidding or side-slipping of motor-cars, cycles, and the like.

(Specification, 5s.; drawing, 3s.)

No. 16180.—3rd April, 1903.—THE VACUUM TIN SYNDICATE, LIMITED, of Shannon Court, Bristol, England (assignee of William Edward Watts Cates, of Shannon Court aforesaid, Engineer). Improvements in apparatus for exhausting the air from cans and other receptacles adapted to be hermetically closed.

*Claims.*—(1.) Apparatus for exhausting the air from cans and other receptacles which after exhaustion are closed by a lid held down by atmospheric pressure, comprising a receiver or bell for enclosing the can or receptacle to be exhausted, a normally closed valve mounted on the receiver and adapted to open it to the atmosphere, a table or support on which the can and receiver rests during the exhausting operation, an exhaust or vacuum cylinder communicating with the receiver through the table or support, and means controlled by a single operating-lever for lowering the receiver on to the table and opening the exhaust connection at the commencement of an exhausting operation, or closing the exhaust, opening the valve in the receiver, and raising the receiver from the table or support when the exhausting operation is completed. (2.) Apparatus for exhausting the air from cans and other receptacles which after exhaustion are closed by a lid held down by atmospheric pressure, comprising a receiver or bell for enclosing the can or receptacle to be exhausted, a normally closed valve mounted on the receiver and adapted to open it to the atmosphere, a table or support on which the can and receiver rest during the exhausting operation, an exhaust or vacuum cylinder communicating with the receiver through the table or support, levers mounted on the receiver adjacent to the valve, a flexible connection attached to the outer ends of the levers and passing over pulleys, a counterweight attached to the other end of the flexible connection and adapted when free to pull on the levers and through them to first open the valve and then raise the receiver, a lever adapted to raise the counterweight and thus lower the receiver, and a cock operated by said lever for opening and closing the communication between the receiver and exhaust cylinder. (3.) Apparatus for exhausting the air from cans and other receptacles which after exhaustion are closed by a lid held down by atmospheric pressure, comprising a receiver or bell for enclosing the can or receptacle to be exhausted, a valve-chamber mounted on the receiver, a hollow valve-spindle mounted to slide vertically in the valve-chamber and provided with perforations to admit air from the chamber to the interior of the spindle and through it to the receiver, a valve mounted on the spindle and normally closed but capable of being operated to open the valve-chamber to the atmosphere, spring arms mounted on the lower end of the spindle and arranged to prevent the lid of the exhausted receptacle becoming displaced during the exhausting of the air and to force it into position when the exhaustion is complete, a table or support for the receiver and exhausting apparatus communicating with the receiver through the table or support, substantially as described. (4.) Apparatus for exhausting the air from cans and other receptacles which after exhaustion are closed by a lid held down by atmospheric pressure, comprising a receiver or bell for enclosing the can or receptacle to be exhausted, a valve-chamber mounted on the receiver, a hollow valve-spindle mounted to slide vertically in the valve-chamber and provided with perforations to admit air from the chamber to the interior of the spindle and through it to the receiver, a valve mounted on the spindle and normally closed but capable of being operated to open the valve-chamber to the atmosphere, spring arms mounted on the lower end of the spindle and arranged to prevent the lid of the exhausted receptacle becoming displaced during the exhausting of the air and to force it into position when the exhaustion is complete, a table or support for the receiver, an exhausting apparatus communicating with the receiver through the table or support, and means controlled by a single operating-lever for lowering the receiver on to the table and opening the exhaust connection or closing the exhaust, opening the valve in the receiver and raising the receiver from the table or support when the exhausting operation is completed.

(Specification, 7s. 6d.; drawings, 4s.)

No. 16185.—4th April, 1903.—WILLIAM MAYNE, of Karadoc Avenue, Mildura, Kara Karoo, Victoria, Engineer. An improved engine valve-gear, by which the points of admission, cut-off, and release of high-pressure steam or other motive fluid may be controlled.

*Claims.*—(1.) In an improved engine valve-gear, the rotary disc valve  $a^2$  provided with port-hole  $a^3$  and exhaust-recess  $a^4$ , working on circular exhaust-groove  $b$ , substantially as and for the purposes set forth. (2.) In an improved engine valve-gear, the conical chamber  $b^3$  in union with the outer hollow plug valve  $d$ , with portion of its upper section cut away and fitted with a worm wheel  $d^2$ , substantially as and for the purposes set forth. (3.) In an improved engine valve-gear, the inner solid plug-valve  $c$ , provided with two wings or feathers  $c^1$ , and fitted with worm wheel  $c^2$ , substantially as and for the purposes set forth. (4.) In an improved engine valve-gear, the annular exhaust-port  $g^1$ , in union with the two two-way cocks  $g^2$ ,  $g^3$ , and the passage  $g^3$ , substantially as and for the purposes set forth. (5.) In an improved engine valve-gear, the general arrangement of the several parts as illustrated in Figs. 1 to 8 on the sheets of drawings 1 and 2, substantially as and for the purposes set forth.

(Specification, 3s. 6d.; drawings, 2s.)

No. 16187.—4th April, 1903.—JAMES CHANNON, of "Pakenham," Hornsby, near Sydney, New South Wales, Baking-powder Manufacturer (assignee of John Joseph Russell, of Milton, New South Wales, Assistant Postmaster). Improvements in seal locks specially applicable for strap-buckles, as of mail-bags.

*Claims.*—(1.) In seal locks, the combination with a hinged leaf or cover having a sliding-bolt thereon, and a socket in the lock-box adapted to receive said sliding-bolt, of a chamber or space between said bolt and said leaf or cover adapted to receive an easily destroyed ticket or seal, an aperture in said top plate for holding said bolt in locked position, and devices in or on said bolt whereby it may be operated through said aperture. (2.) In seal locks, the combination with a hinged leaf or cover and a sliding-bolt thereon such as 13, of a spring such as 19, a nick such as 20 adapted to take in or on a ward or stop such as 21, a recess or chamber for an easily destroyed ticket inwardly of said leaf or cover, an aperture such as 18 in said leaf or cover, and operating devices in or on said bolt, substantially as described and illustrated. (3.) In seal locks, the combination with a hinged leaf or cover having an aperture therein and a sliding spring bolt thereon, of a casing such as 12 having guides for said sliding-bolt and distance pieces or prints such as 16, so that a ticket or seal may be inserted between said bolt and said aperture in said leaf or cover, substantially as described and illustrated. (4.) A seal lock for strap-buckles consisting of the combination or aggregation together of the mechanical parts or integers, as and for the purposes set forth, substantially as described, explained, and illustrated.

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

No. 16192.—4th April, 1903.—JOHN MONTGOMERY, of Christchurch, New Zealand, Farmer. An improved tie-clip.

*Claim.*—A clip for neck-ties, the same consisting of a frame of wire or like resilient material, formed with backwardly bent-up portions upon the bottom edge adapted to pass up beneath the collar, and provided with short hooks upon their top extremities adapted to hook upon the top edge of the shirt neck-band, and a short spike upon the top of the frame projecting inwards from the back face thereof, as specified.

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

No. 16193.—4th April, 1903.—HENRY BLAND, of Ashley Street, Waverley, near Sydney, New South Wales, Engineer. Improvements in and relating to elastic-fluid compressors.

*Claims.*—(1.) In apparatus for elastic-fluid compression, the combination with a cylinder-head of a plunger fixed thereto, a barrel for the plunger in a trunk piston, the plunger having perforations leading to a central passage therein for the purpose of spraying the volume of elastic fluid under compression, substantially as described and explained, and illustrated in the drawings. (2.) In apparatus for elastic-fluid compression, the combination with a cylinder-head of a spiral groove or channel behind its lower face for the circulation of the cooling medium, a neck on the said head sliding within a stuffing-box to permit vertical movement, an inlet-pipe and an outlet-pipe in said neck for the cooling medium, substantially as described and explained, and illustrated in the drawings. (3.) In apparatus for elastic-fluid compression, the combination with a cylinder-

head of a spiral channel therein and circumferential spiral grooves formed within the cylinder-casting for the circulation of a cooling medium, permitting the use of a thin liner between the cooling medium and the heated gas, the said head having fixed to its lower face a plunger on which slides a barrel secured in a trunk piston, substantially as described and explained, and illustrated in the drawings. (4.) In apparatus for elastic-fluid compression, the combination with a cylinder-head of a conical lower face provided therein with a spiral channel, a composite trunk piston dished to correspond therewith, the upper edge of piston-body constituting, with a lip on the piston-sleeve, the intake-valve, and a cylinder barrel having grooves therein forming a spiral passage for the circulation of a cooling medium, substantially as described and explained, and illustrated in the drawings. (5.) In apparatus for elastic-fluid compression, the combination with a cylinder-head of a composite trunk piston, the body of said piston being approximately free on the wrist-pins so as to take a full seat against a lip on the piston-sleeve and avoid rigidity of thrust, substantially as described and explained, and as illustrated in the drawings.

(Specification, 5s. 6d.; drawings, 3s.)

No. 16194.—4th April, 1903.—JOHN BICKERS BLAIR, of Station Road, Inchooropilly, Queensland, Accountant. Means for turning or swinging a ship when not under way by power of main engines; applicable also as auxiliary or emergency steering-gear.

*Claims.*—(1.) A trunk, placed at or near the extreme ends of a ship so that the water from either side can flow directly through said trunk, having two nozzles placed centrally within and arranged to discharge on either side, said nozzles being connected to suitable steam-supply and provided with valves controllable from the bridge, as described and illustrated. (2.) The combination of a trunk, having communication with both sides of a ship, and one or more nozzles, as described.

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

No. 16197.—6th April, 1903.—RICHARD RUSSELL DONALDSON, of Rattray Street, Dunedin, New Zealand, Sanitary Inspector. Improvements in and relating to ventilation of sewers.

*Claims.*—(1.) The improved means for ventilating sewers, consisting of the parts arranged, combined, and operating substantially as specified and illustrated. (2.) For the purpose indicated, in combination, a sewer having a door hinged within its upper portion, an opening for escape of gases in front of the door, and means for conducting away the gases passing through the opening, substantially as indicated. (3.) For the purpose indicated, in combination, a sewer having a door hinged within its upper portion, an opening for escape of gases in front of the said door, a dome covering the opening, and a pipe conducting gases from the dome, substantially as specified and illustrated.

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

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

*NOTE.*—The cost of copying the specification and drawings has 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.

Extracts from the drawings accompanying the foregoing complete specifications appear at the end of this *Gazette*.

F. WALDEGRAVE,  
Registrar.

#### Provisional Specifications.

Patent Office,  
Wellington, 15th April, 1903.

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

No. 16121.—23rd March, 1903.—GEORGE HOLFORD, of Mount Roskill Road, Auckland, New Zealand, Master Mariner. Improvements in tins or cans to facilitate their opening with wire.

No. 16127.—21st March, 1903.—JOSEPH GEORGE BARTLETT, of Main Road, Caversham, New Zealand, Bootmaker. Improvements in rockers.

No. 16135.—25th March, 1903.—JOHN MEDE MORONY, of Mudgee, New South Wales, Storekeeper. A device for preventing horses or other animals attached to road-vehicles from starting or bolting.

No. 16136.—24th March, 1903.—ALLAN JANGLEY HEIGHTON, of 231, St. Asaph Street West, Christchurch, New Zealand, Salesman. An improvement in boot-heels.

No. 16137.—26th March, 1903.—BYRON ELDRED, of 67, Milk Street, Boston, Suffolk, Massachusetts, United States of America, Mechanical Engineer. Process for treating lime.

No. 16139.—26th March, 1903.—PHILIP MAGNUS, of 52, Harmsworth Street, Collingwood, Victoria, Collector. An improved leather and process of treating the same.

No. 16144.—24th March, 1903.—EDWARD DE NOILLES DE LOTTE, of Port Moeraki, Otago, New Zealand, Gold-digger. Improved apparatus for treating auriferous material in the beds of rivers and the like for the extraction of gold therefrom.

No. 16145.—23rd March, 1903.—THOMAS JAMES DAYVS, Ironfounder, and WILLIAM JOHNSON WALLACE, Pattern-maker, both of Dunedin, New Zealand. Improvements in tumblers for dredge-buckets and the like.

No. 16146.—25th March, 1903.—WALTER DAVID WILSON, of Albert Street, Auckland, New Zealand, Blacksmith. An improved swingle-tree iron.

No. 16147.—27th March, 1903.—JOHN COOP, of Kaituna, Canterbury, New Zealand, Farmer. An improved grubber.

No. 16149.—25th March, 1903.—GEORGE BEAUMONT, of Kaikorai Valley Road, Roslyn, Dunedin, New Zealand, Loom-tuner. Device for locking nuts.

No. 16150.—28th March, 1903.—FREDERICK WILLIAM TAYLOR, of Wanganui, Wellington, New Zealand, Bottler. The separation of iron from sand by means of magnetism and electricity in all forms.

No. 16154.—30th March, 1903.—WILLIAM WILKINSON, of Main Road, Roslyn, New Zealand, Engineer. Improved locking-device for the nuts of fish-plate bolts and other like purposes.

No. 16155.—31st March, 1903.—DUGALD MATHESON, of Wellington, New Zealand, Teacher. Improved means for preventing horses attached to vehicles from bolting.

No. 16156.—31st March, 1903.—MORTON COOKE COSSAR, of Ponsonby, Auckland, New Zealand, Commercial Traveller. A slicer for cucumbers and the like.

No. 16157.—28th March, 1903.—WILLIAM SIM, of Underwood, Invercargill, New Zealand, Engineer. Improvements in milking-machines.

No. 16158.—28th March, 1903.—JOSEPH HENRY NOONAN, of Hobson Street, Auckland, New Zealand, Dealer, and TIMOTHY BEHANE O'CONNOR, of Victoria Street, Auckland aforesaid, Publican. An improved billiard-rest.

No. 16160.—1st April, 1903.—WILLIAM BRADY, of Papamoa, Te Fuke, Auckland, New Zealand, Blacksmith. An improved horse-shoe.

No. 16162.—1st April, 1903.—GEORGE CRESSWELL PALMER, of Wellington, New Zealand, Saddler. An improved cartridge-holder and means for carrying the same.

No. 16163.—1st April, 1903.—WILLIAM HENRY BENTHAM, of Te Araroa, Waipu, New Zealand, Flax-miller. An improved machine for dressing flax.

No. 16165.—30th March, 1903.—LAMBTON LE BRETON MOUNT, of "Ivanhoe," Grafton Road, Auckland, New Zealand. Improvements in the make of working-men's trousers or overalls.

No. 16170.—2nd April, 1903.—EWEN MACKENZIE MC-LAUCHLAN, of Springhills, Southland, New Zealand, Farmer. An improved buckle.

No. 16171.—2nd April, 1903.—EWEN MACKENZIE MC-LAUCHLAN, of Springhills, Southland, New Zealand, Farmer. An improved wire staple for use in book-binding.

No. 16172.—2nd April, 1903.—EWEN MACKENZIE MC-LAUCHLAN, of Springhills, Southland, New Zealand, Farmer. An improved rivet.

No. 16175.—31st March, 1903.—GEORGE BEAUMONT, of Kaikorai Valley Road, Roslyn, Dunedin, New Zealand, Loom-tuner. Improved device for locking nuts.

No. 16176.—31st March, 1903.—WALTER JOHN DUNSTAN, of St. Kilda, Dunedin, New Zealand, Plasterer. Signalling-apparatus for cable tramways.

No. 16177.—1st April, 1903.—ROBERT ERNEST TAYLOR, of Christchurch, New Zealand, Contractor. An improved earth-scoop.

No. 16181.—31st March, 1903.—JANE CAMPBELL CORBETT, of Birdgrove Estate, Manukau Road, Epsom, Auckland, New Zealand. A spinning-top.

No. 16182.—1st April, 1903.—RICHARD WILLIAMS, of East Taieri, New Zealand, Gardener. Improvements in brands for carcases and the like.

No. 16183.—4th April, 1903.—MARRIANNE EWING MCLEOD, of Barkly Street, Sale, Tanjil, Victoria, Dressmaker. Improvements in charts to be used in the cutting of patterns for ladies' and children's garments.

No. 16184.—4th April, 1903.—CHARLES HARRISON WARD, of 103, Union Street, Windsor, Bourke, Victoria, Metallurgist. An improved process of manufacturing pigments suitable for use as a paint.

No. 16186.—4th April, 1903.—ROBERT CONGREVE, of 127, Colombo Street, Christchurch, New Zealand, Ironmonger. Improved locking-device for bicycles.

No. 16188.—4th April, 1903.—GEORGE STEVENSON, of Riversdale, Otago, New Zealand, Farmer. An improved adjustable earth-auger for making holes for fencing-posts and other like purposes.

No. 16189.—4th April, 1903.—GEORGE STEVENSON, of Riversdale, Otago, New Zealand, Farmer. Improvements in and relating to the straw-elevators of threshing-machines and the like.

No. 16190.—4th April, 1903.—GEORGE STEVENSON, of Riversdale, Otago, New Zealand, Farmer. Improved means for operating venetian blinds.

No. 16191.—4th April, 1903.—IRWIN HUNTER, of Dunedin, New Zealand, Physician. An improved cuff.

No. 16196.—2nd April, 1903.—GEORGE TINNISWOOD SHILTON, Jeweller, and ALBERT SCHULTZE, Engineer, both of Greymouth, New Zealand. Vulcanised reversible outer cover for tires of wheels for bicycles, motor-cars, and other vehicles.

No. 16198.—6th April, 1903.—GEORGE STEVENSON, of Riversdale, Otago, New Zealand, Farmer. An improved candle-extinguisher.

No. 16199.—3rd April, 1903.—CLARA ANN LISTER, of 198, Victoria Street West, Auckland, New Zealand. An enamelled paste-board.

No. 16200.—7th April, 1903.—HERBERT MONTAGUE ROSENBERG, of Wellington, New Zealand, Agent. Improvements in or relating to kitchen tables.

No. 16201.—3rd April, 1903.—JOHN ORBELL, of Seacliff, Waikouaiti, New Zealand, Platelayer. Improved washer.

No. 16202.—3rd April, 1903.—JOHN ORBELL, of Seacliff, Waikouaiti, New Zealand, Platelayer. Improved fish-plate.

No. 16203.—3rd April, 1903.—DAVID POPE, of Caversham, New Zealand, Engineer. Improvements in wheels for vehicles, cycles, and the like.

ERRATUM.—In notice of "Provisional Specifications accepted," *Gazette* No. 25, of the 2nd April, in No. 16092, read "Robert" Potter instead of "Richard" Potter.

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.

F. WALDEGRAVE,  
Registrar.

*Letters Patent sealed.*

LIST of Letters Patent sealed from the 28th March to the 15th April, 1903, inclusive:—

- No. 14383.—H. Hodgson, tinning metal goods.
- No. 14497.—J. H. R. Taylor, branding cheese.
- No. 14559.—D. Donald, punching, shearing, and stamping machine.
- No. 14669.—R. Arthur, discharging waste product from oil-engine.
- No. 14746.—H. V. McKay, feed-mechanism for seed-drill. (J. and J. Andrewartha.)
- No. 14808.—J. Murison and C. L. Watt, securing sleeve to dredge-tumbler.
- No. 15001.—G. W. Basley, electric belt. (M. A. McLaughlin.)
- No. 15169.—A. G. Wass, printers' varnish and ink.
- No. 15233.—J. G. Massie, illuminant.
- No. 15386.—G. J. Hoskins, joint for iron pipe.
- No. 15426.—J. Cox, rock-drilling and earth-boring.
- No. 15540.—A. Godfrey, cigarette-packing machine.
- No. 15547.—G. W. Basley, single-wire system of cash railway. (M. S. Giles.)
- No. 15664.—J. Roger and M. K. Bamber, extract of tea.
- No. 15711.—I. Jacob and W. Pritzkow, manufacture of fibre from New Zealand flax.
- No. 15724.—G. W. Basley, motion-transmitting mechanism. (H. Smith.)
- No. 15728.—E. H. Hopkins, obtaining zinc.
- No. 15740.—E. L. Pease, structural arrangement.
- No. 15751.—G. J. Hoskins, closing joint of iron pipe.
- No. 15753.—J. J. Hill, amalgamating-apparatus.
- No. 15762.—F. Moore, oil and grease separator.
- No. 15766.—T. Anderson and W. Nichols, horse-cover fastening.
- No. 15768.—The Dolter Electric Traction, Limited, electric-traction system. (H. Dolter.)
- No. 15784.—Cooley Development Company, rotary fluid-engine. (J. F. Cooley.)
- No. 15785.—J. P. Campbell, controller for electric motor. (H. R. Stuart.)

No. 15786.—J. P. Campbell, electric arc lamp. (H. Bremer.)

No. 15790.—W. L. and J. H. Iwan, earth-auger.

No. 15821.—J. Moss, window sash and frame.

No. 15831.—J. Harris, wire fence.

No. 15836.—H. W. Blaisdell, handling material.

No. 15839.—J. T. Young and J. Wren, spring catch for window-sash. (J. T. and C. M. Young.)

No. 15842.—The Perfection Blind and Lock Stitch Sewing-machine Company, Limited, sewing-machine. (C. F. Filor.)

No. 15851.—H. A. Seymour, generating steam from slag.

No. 15863.—H. Christensen, matches.

No. 15865.—E. S. Baldwin and H. H. Rayward, sterilising milk. (S. M. Barré.)

F. WALDEGRAVE,  
Registrar.

*Letters Patent on which Fees have been paid.*

[NOTE.—The dates are those of the payments.]

SECOND-TERM FEES.

No. 11561.—W. K. Baker and G. S. Baker, whisking and mixing machine. 2nd April, 1903.

No. 11611.—C. E. Pointon and J. E. Pointon, dividing dough, &c., material. 7th April, 1903.

No. 11630.—H. L. Short, telephonic or phonographic instrument. 7th April, 1903.

No. 11802.—Oxyliquit Gesellschaft mit Beschränkter Haftung, explosive compound. (Dr. C. von Linde.) 8th April, 1903.

THIRD-TERM FEES.

No. 8267.—J. S. Detrick, cigarette-machine. 6th April, 1903.

No. 8420.—Massey-Harris Company, Limited, operating furrow wheel of plough. (C. McLeod.) 3rd April, 1903.

F. WALDEGRAVE,  
Registrar.

*Subsequent Proprietors, &c., of Letters Patent registered.*

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

No. 5426.—Robert Boyle and Son, Limited, of 64, Holborn Viaduct, in the County of London, England, Ventilating Engineers. Ventilator. [R. Boyle.] 8th April, 1903.

No. 13865.—The London Wax Vesta Company, Limited, of Bank Chambers, 2, Cockspur Street, London, England, Manufacturers. Wax match. [A. J. Fredrikson.] 8th April, 1903.

No. 14099.—William Strange and Thomas Coverdale, both of the City of Christchurch, in New Zealand, Merchants and Manufacturers. Wire-weaving. Registered as licensees of the full and exclusive liberty and authority within the South Island of New Zealand (save and except the Provincial District of Otago) to make, use, exercise, and vend the said invention for the full term of fourteen years from 2nd October, 1901. [W. Bills.] 2nd April, 1903.

F. WALDEGRAVE,  
Registrar.

*Applications for Letters Patent abandoned.*

LIST of applications for Letters Patent (with which provisional specifications only have been filed) abandoned from the 2nd to the 15th April, 1903, inclusive:—

- No. 14979.—F. H. Porter, strainer.
- No. 14982.—T. R. Porter, billiard-cue.
- No. 14983.—T. R. Porter, securing neckties.
- No. 14985.—J. Ellis, butter-box.
- No. 14986.—A. J. Park, truck for street-cars. (R. H. Hornbrook and W. H. Woodcock.)
- No. 14987.—A. J. Park, truck. (R. H. Hornbrook and W. H. Woodcock.)
- No. 14988.—A. J. Park, truck-bolster for street cars. (R. H. Hornbrook and W. H. Woodcock.)
- No. 14989.—A. Born, apparatus for cleansing and scouring wool.
- No. 14994.—K. Raymond, hat-fastener.
- No. 14996.—J. McNarry, wire-strainer.
- No. 14997.—J. A. McPhee, nail extractor and cutter.
- No. 14998.—W. Borlase and A. Taylor, spring hook.
- No. 14999.—W. Borlase and A. Taylor, wrench.
- No. 15002.—W. Nicol, sheep-shears.
- No. 15003.—J. Nelson and D. Reid, concentrating littoral alluvial deposits.
- No. 15005.—J. Scott and H. F. Nees, apparatus for elevating tailings.

F. WALDEGRAVE,  
Registrar.

*Applications for Letters Patent lapsed.*

LIST of applications for Letters Patent (with which complete specifications have been lodged) lapsed from the 2nd to the 15th April, 1903, inclusive:—

- No. 14107.—R. Webster, coulter for sowing seed.  
No. 14123.—A. Jones, combined verandah-roof, window-shutter, and sunshade.

F. WALDEGRAVE,  
Registrar.

*Application for Letters Patent void.*

THE following application for Letters Patent has become void owing to the non-acceptance of complete specification:—

- No. 14122.—H. Brown, acetylene-gas generator.

F. WALDEGRAVE,  
Registrar.

*Letters Patent void.*

LIST of Letters Patent void through non-payment of renewal fees from the 2nd to the 15th April, 1903, inclusive:—

*THROUGH NON-PAYMENT OF SECOND-TERM FEES.*

- No. 11281.—J. W. C. Hamilton and Bergl Australia, Limited, manufacture of food from blood.  
No. 11283.—W. R. Wilson, adjustable spring-tooth cultivator.  
No. 11292.—J. Downs, smoke-consumer.  
No. 11293.—F. B. Aspinall and E. C. Ekstromer, extraction of precious metals from their ores.  
No. 11294.—F. W. Jones, treating explosives.  
No. 11309.—L. Hooker, incandescent burner.  
No. 11310.—E. Goodridge, urinal.  
No. 11312.—A. C. Christiansen, weighing milk or other liquids.

*THROUGH NON-PAYMENT OF THIRD-TERM FEES.*

- No. 8173.—J. M. Smart, preserving food products. (A. T. Perkins.)  
No. 8174.—E. N. Dickerson and J. J. Suckert, production of acetylene gas.  
No. 8176.—C. L. Villar, preserving meat.  
No. 8177.—H. G. Jensen, stump-jack.

F. WALDEGRAVE,  
Registrar.

*Design registered.*

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

- No. 177.—John Exshaw and Company, of 67, Allées de Boutant, Bordeaux, France, Brandy-shippers. Class 3. 20th March, 1903.

F. WALDEGRAVE,  
Registrar.

*Applications for Registration of Trade Marks.*

Patent Office.  
Wellington, 15th April, 1903.

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: 4010.  
Date: 27th November, 1902.

## TRADE MARK.



The essential particular of this trade mark is the device and any right to the exclusive use of the word "Beer" is disclaimed.

## NAME.

TOOTH AND CO., LIMITED, a company registered under the laws of the State of New South Wales, and having its registered office at Kent Brewery, George Street West, Sydney, New South Wales, Brewers.

No. of class: 43.

Description of goods: Ale, beer, lager beer, stout, and fermented liquors generally.

No. of application: 4011.

Date: 27th November, 1902.

## TRADE MARK.

(The mark, statement of essential particulars, and disclaimer, as in preceding notice, No. 4010.)

## NAME.

TOOTH AND CO., LIMITED, a company registered under the laws of the State of New South Wales, and having its registered office at Kent Brewery, George Street West, Sydney, New South Wales, Brewers.

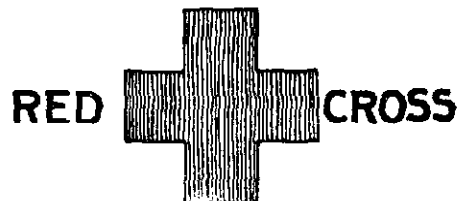
No. of class: 44.

Description of goods: Ginger-beer, ginger-ale, hop-beer, botanic beer, and the like.

No. of application: 4052.

Date: 7th January, 1903.

## TRADE MARK.



## NAME.

JAMES WATSON AND CO., LIMITED, of 97, Seagate, Dundee, Scotland, Distillers and Scotch-Whisky Merchants.

No. of class: 43.

Description of goods: Rum.



No. of application: 4118.

Date: 11th March, 1903.

TRADE MARK.



The applicant claims that the said trade mark has been used by him in respect of the articles mentioned for eight years before the 2nd day of September, 1889.

NAME.

NESTOR GIANACLIS, of late Rue du Mouski, and now transferred to Rue Masr-el-Ateeka, Cairo, Egypt, Cigarette manufacturer.

No. of class: 45.

Description of goods: All goods included in that class.

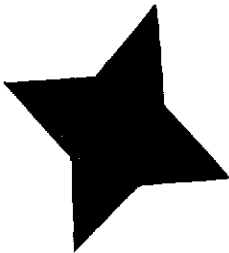
(NOTE.—Class 45 is for "Tobacco, whether manufactured or unmanufactured.")

No. of application: 4119.

Date: 12th March, 1903.

TRADE MARK.

LONE STAR.



REGISTERED TRADE MARK.

The essential particulars of this trade mark are a four-pointed star with the words "Lone Star" above it.

NAME.

HARRY WORSER SCOTT, of Rangitikei Street, Palmerston North, New Zealand, Chemist.

No. of class: 2.

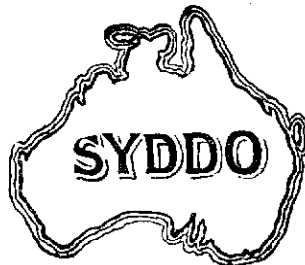
Description of goods: Veterinary remedies.

B

No. of application: 4150.

Date: 1st April, 1903.

TRADE MARK.



NAME.

WILLIAM ODDY AND Co., of 6, Canal Road, Bradford, Yorkshire, England, Manufacturers and Merchants.

No. of class: 34

Description of goods: Cloths and stuffs of wool, worsted, or hair.

No. of application: 4152.  
Date: 1st April, 1903.

TRADE MARK.  
The word  
**NULITE.**

NAME.  
GEORGE HESELTINE SCOTT, of Farish Street, Wellington,  
New Zealand.

No. of class: 13.  
Description of goods: Lamps.

No. of application: 4156.  
Date: 6th April, 1903.

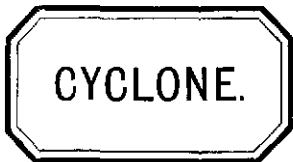
TRADE MARK.  
The word  
**GASINE.**

NAME.  
OTIS McALLISTER AND Co., of San Francisco, United  
States of America, Exporters, &c.

No. of class: 47.  
Description of goods: Oil used in gas and oil engines,  
motor-cars, and illuminating purposes.

No. of application: 4158.  
Date: 8th April, 1903.

TRADE MARK.  
The word



NAME.  
CHARLES CAMELL AND Co., LIMITED, Cyclops Works, Shef-  
field, England, Manufacturers.

No. of class: 5.  
Description of goods: Unwrought and partly wrought  
metals used in manufacture.

F. WALDEGRAVE,  
Registrar.

*Trade Marks registered.*

**L**IST of Trade Marks registered from the 1st to the  
15th April, 1903, inclusive:—  
No. 3164; 4060.—W. F. Tucker. Class 3. (*Gazette* No. 9,  
of the 5th February, 1903.)  
No. 3165; 4061.—A. Billens. Class 39. (*Gazette* No. 9,  
of the 5th February, 1903.)  
No. 3166; 4074.—J. Fabian. Class 3. (*Gazette* No. 9, of  
the 5th February, 1903.)

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.]  
**N**O. 88/8761.—C. Oppel and Co., of Sachsen, Meiningen,  
Germany, Merchants. [Apollinaris Company, Li-  
mited.] In respect of Trade Mark No. 3 in certificate of  
registration. 8th April, 1903.

F. WALDEGRAVE,  
Registrar.

*Trade Mark Renewal Fees paid.*

**F**EES paid for renewal of undermentioned Trade Marks  
for fourteen years from the 1st January, 1904:—  
No. 84/1850.—Slater, Rodger, and Co., of Glasgow, North  
Britain. 8th April, 1903.  
No. 84/1851.—Mitchell and Co., of Belfast, Ireland (four  
trade marks). 8th April, 1903.  
No. 87/8571.—Smith and Wellstood, of Glasgow, North  
Britain (three trade marks). 3rd April, 1903.  
No. 89/1782.—H. Kent, trading as "H. and C. Kent," of  
London, England (two trade marks). 1st April, 1903.

F. WALDEGRAVE,  
Registrar.

*Request for Correction of Clerical Error in Trade Mark  
Application.*

**N**O. 4123.—E. W. Pidgeon and Company, Limited.  
(Advertised in Supplement to *New Zealand Gazette*,  
No. 21, of the 19th March, 1903.) To alter the address  
from "Manchester Street" to "132, Lichfield Street."

F. WALDEGRAVE,  
Registrar.

By Authority: JOHN MACKAY, Government Printer, Wellington.

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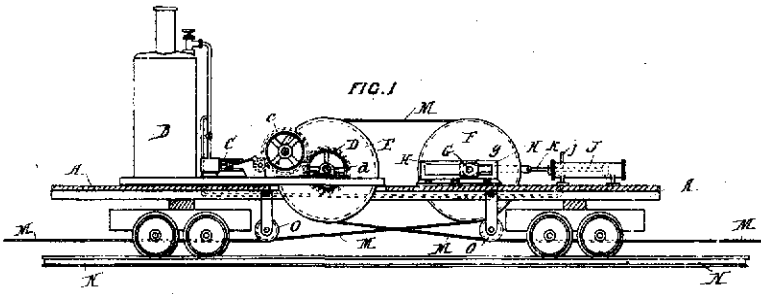
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ILLUSTRATIONS OF INVENTIONS.

[These illustrations refer to the complete specifications accepted, and advertised in this *Gazette*.]

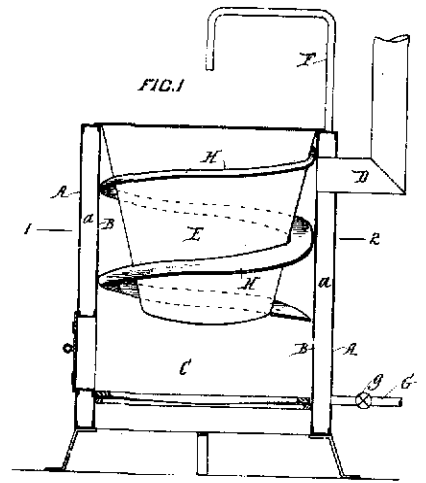
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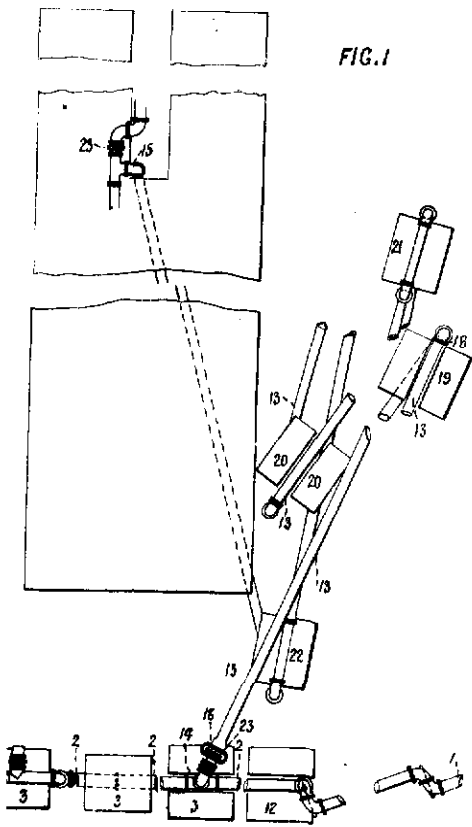
15056

Luxford. Traction.

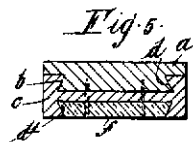
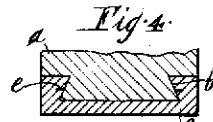


15084

Slemitz. Washing-copper.



15086 Johnson. Driving Dredge Machinery.



15279

Burrell and Perdriau.  
Boot, Sole, and Heel.

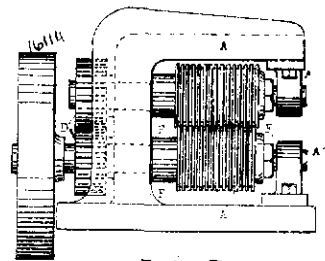


FIG 1

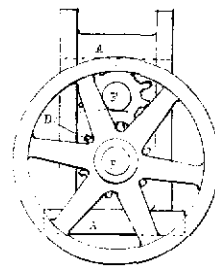


FIG 2

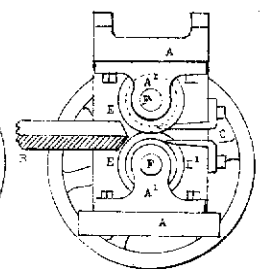
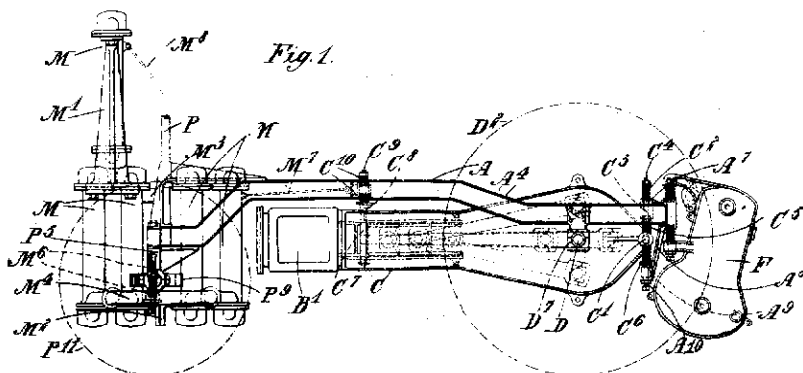


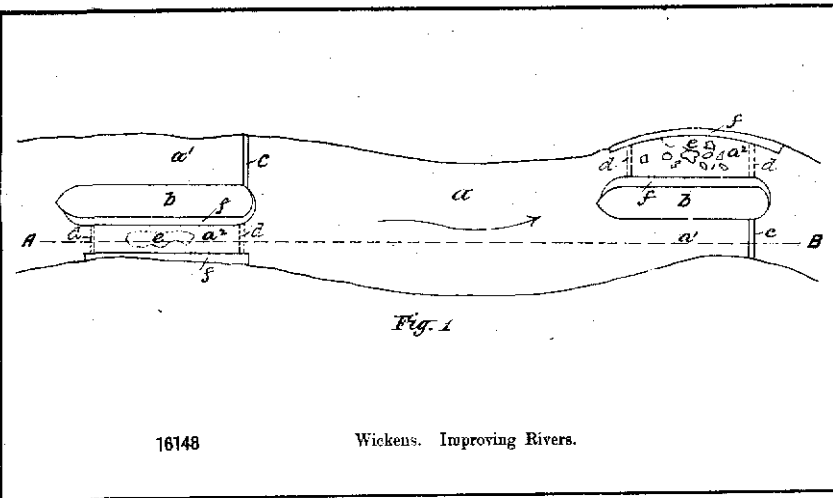
FIG 3

16114 Pearson. Cube-forming Machine.



16129

Barbet. Mechanically Propelled Vessel.



16148

Wickens. Improving Rivers.

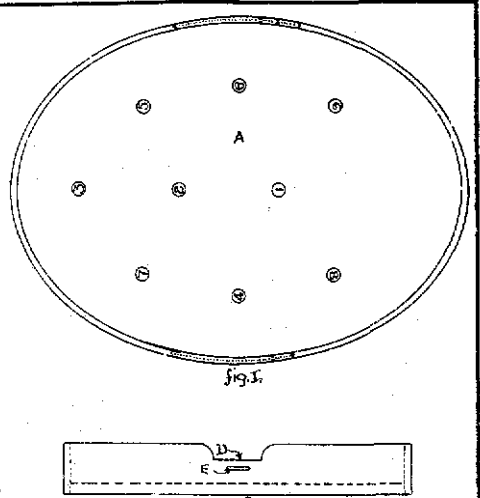


fig. 1.

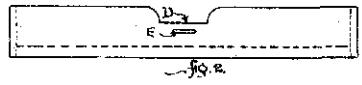
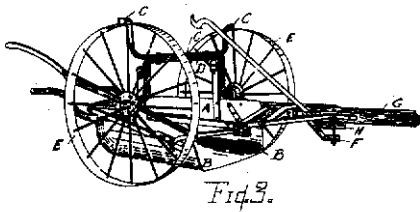


fig. 2.



16151

Elder. Road Scoop and Grader.



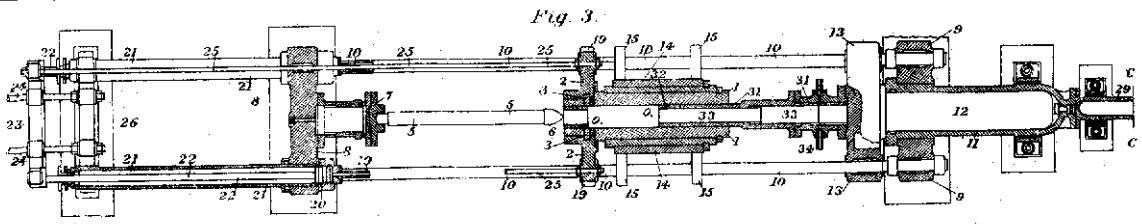
fig. 3.



fig. 4.

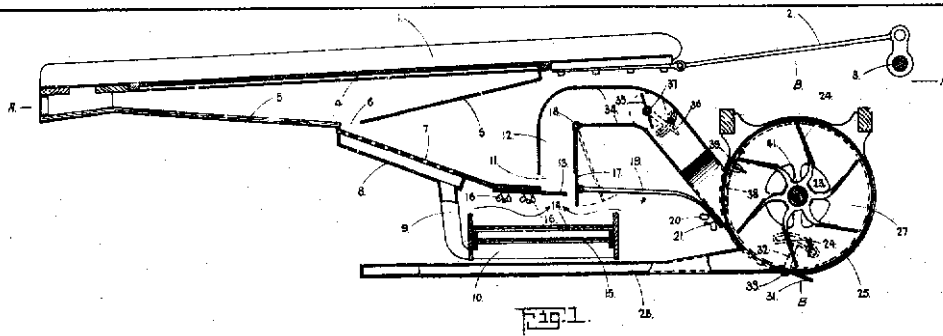
16143

Shine. Parlour Game.



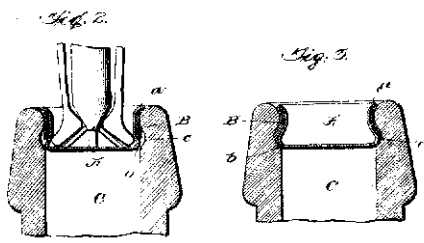
16161

McTear and Gibson. Tube-making Machine.



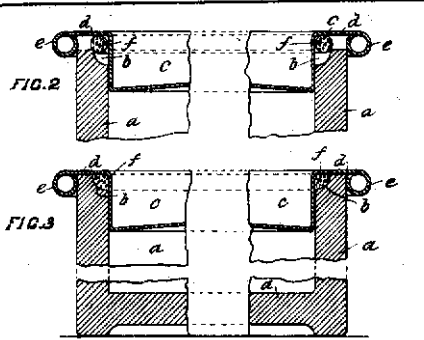
16153

Watkins. Grain-dressing Apparatus.



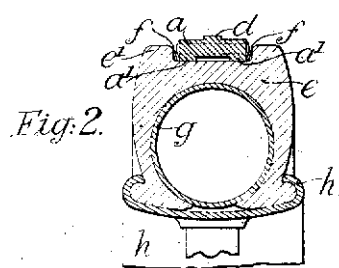
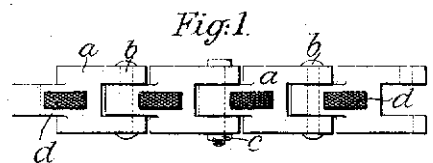
16168

The Crown Cork and Seal Co. Bottle-closure. (Hall.)



16173

Hunter. Jar-seal. (Hovey—Lees.)



16178

Butler. Vehicle Side-slip Preventer.

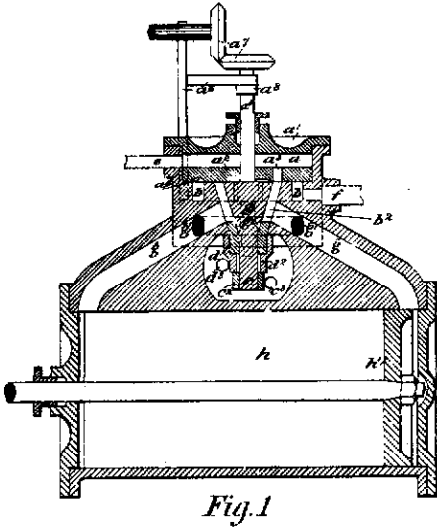


Fig. 1

16185

Mayne. Engine-valve Gear.

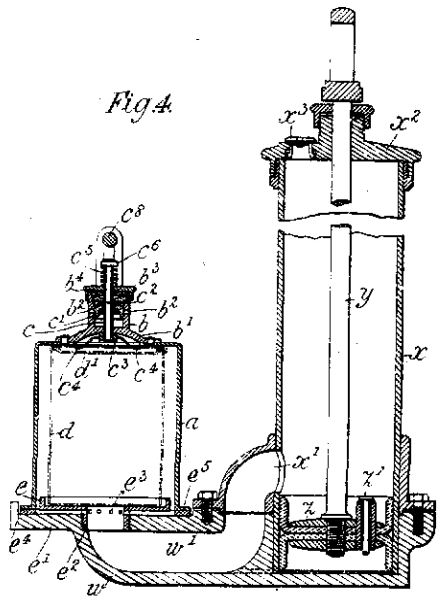


Fig. 4

16180 The Vacuum Tin Syndicate, Limited. Exhauster for Cans, &c. (Gates.)

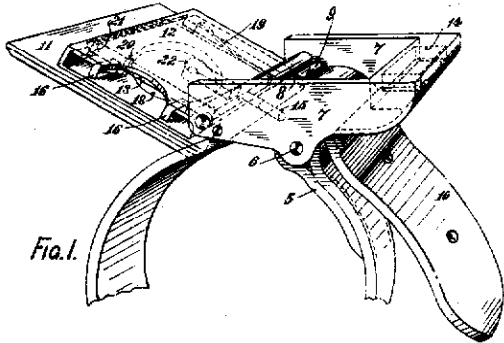


Fig. 1

16187

Channon. Seal-lock. (Russell.)

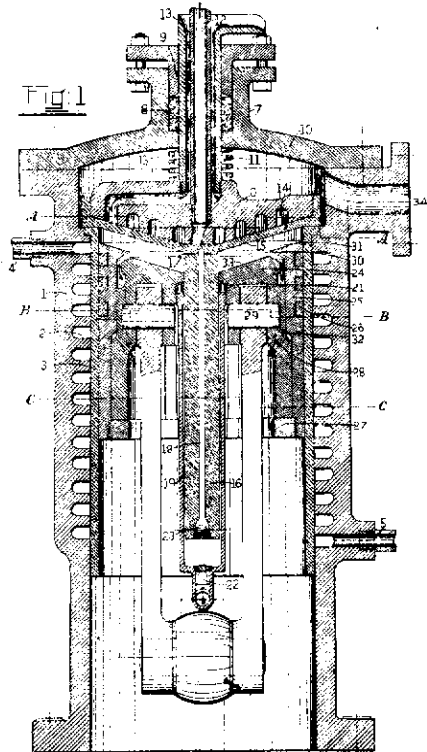
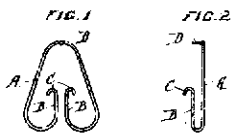


Fig. 1

16193

Bland. Elastic-fluid Compressor.



16192

Montgomery Tie-clip.

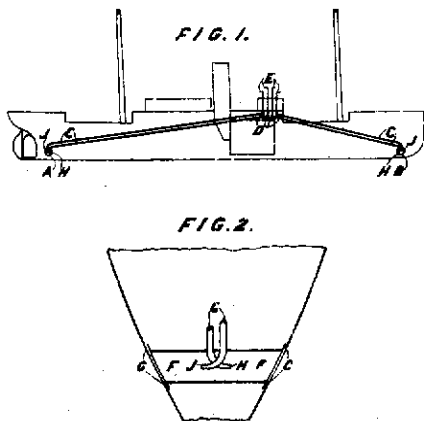


FIG. 1.

FIG. 2.

16194

Blair. Means for swinging Ships.

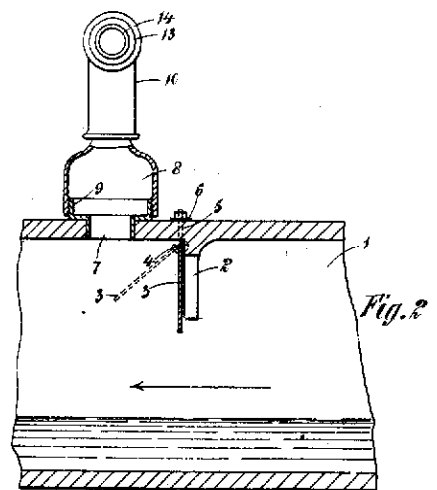


Fig. 2

16197

Donaldson. Ventilation of Sewer.