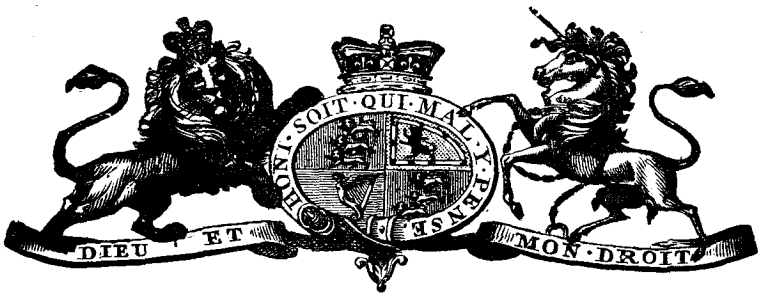


# SUPPLEMENT

TO THE

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CONTENTS.



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Patent Office,
Wellington, 31st May, 1905.

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. 18095.—24th June, 1904.—PATRICK JOSEPH DEVINE, of Bowden Street, Yarragon, Victoria, Australia, Farmer. An improved pig-trough.*

*Claims.*—(1.) In a pig-trough, a number of stalls arranged lineally one beside the other and of just sufficient width to admit the head of a full-grown pig, and an inclined feed-hopper open at the bottom and situated immediately above the stalls, substantially as set forth and as illustrated. (2.) In a pig-trough, a number of rearwardly inclined hoods secured together above the trough, in combination with a horizontal rod extending through the upper front corners of said hoods, substantially as and for the purpose set forth. (3.) In a pig-trough having partitions and an overhead feed-hopper, a pair of rearwardly inclined hoods bolted to said partitions, and a horizontal rod passed through holes in the front corners of said hoods, and a platform affixed to the front of the trough, all substantially as set forth and as illustrated in the drawings. (4.) In a pig-trough, means for dividing the trough transversely, consisting in a plate, hinged to the front edge of the trough and having a watertight packing on its bottom edge, and a link connecting the plate to a crank-lever, substantially as set forth and illustrated.

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

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No. 18148.—12th July, 1904.—ALBERT WILLIAM COLLETT, CHARLES BERESFORD EDKINS, and EDWARD MARTIN EDKINS, trading as "Collett and Edkins," of Dannevirke, New Zealand, Engineers, &c. A log-hauling pulley-block.*

*Claim.*—(1.) In log-hauling pulley-blocks, side pieces secured one on each side of the pulley-cheeks and extending to points above the centre thereof, bars hinged one to each of the side pieces and extending above the periphery of the pulley, a block provided with a shackle hook permanently attached to the top end of one of the hinged bars and adapted to be fastened to and freed from the top end of the other hinged bar, substantially as specified. (2.) The general arrangement, construction, and combination of parts in our log-hauling pulley-block as described and explained, as illustrated in the drawings, and for the several purposes set forth.

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

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No. 18298.—11th August, 1904.—UNITED SHOE MACHINERY COMPANY, of Paterson, State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, and having a place of business at 205, Lincoln Street, Boston, Massachusetts, United States of America (assignees of Comfort Luscomb Whiting, of Brockton, Plymouth, Massachusetts aforesaid, Superintendent). Improvements in or relating to moulds or dies for heel-compressing machines.*

*Extract from Specification.*—The dies which embody our present invention preferably comprise a pressure-plate, follower, breast-plate, and radially moving dies, although the most important feature of our invention has to do with the shape of the follower or heel-seat die, which is provided with means for forming a rounded edge on the heel at the junction of the breast and seat, and so far as this feature of our invention is concerned it is not material what construction or arrangement of the other parts be adopted. The follower is provided at its inner breast end with a lip or downwardly projecting portion for forming a bevel in the breast end of the heel, said lip being provided with an extended part which projects beyond the breast end of the heel and which is curved on its under surface so as to round off the upper edge of the breast where it joins the bevelled portion of the heel. The breast-plate is provided with a recess to receive the extended part of the lip, and as this part projects beyond the breast end of the heel and extends downwardly there is no liability of a roughened projection being formed on the heel at the edge formed by the junction of the breast and bevelled portion of the seat. Another advantage of our improved dies is that they will compress a heel uniformly throughout its body and will form a depression in the seat of the heel without causing a bulge to form on the thread-face of the heel, said depression being provided to receive the portion of the outer sole which is forced outwardly by the shank or stiffener, which is placed between the inner and outer soles of the shoe.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

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

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No. 18299.—11th August 1904.—UNITED SHOE MACHINERY COMPANY, of Paterson, State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, and having a place of business at 205, Lincoln Street, Boston, Massachusetts, United States of America (assignees of Benjamin Franklin Mayo, of Salem, Essex, Massachusetts aforesaid, Inventor). Improvements in or relating to moulds or dies for heel-compressing machines.*

*Extract from Specification.*—To prevent the formation of the objectionable projection on the upper edge of the breast of the heel during the compressing operation, there has been devised a follower or mould that is provided with a heel-seat-engaging face and a connected breast-plate, the acting-face of the breast-plate and the heal-seat-engaging face being connected by a curved surface which will round off the upper edge of the breast of the heel or that edge formed by the junction of the seat and breast, and as one continuous surface is thus provided for acting upon both the seat and the breast of the heel there is no possibility of a roughened projection forming at the junction of these two faces. Preferably the portion of the mould which rounds off the upper edge of the breast of the heel is formed with a curved surface which merges into the face that engages the breast of the heel.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

(Specification, 7s.; drawings, 2s.)

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No. 18300.—11th August, 1904.—UNITED SHOE MACHINERY COMPANY, of Paterson, State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, and having a place of business at 205, Lincoln Street, Boston, Massachusetts, United States of America (assignees of Thomas Lund, of Winchester, Middlesex, Massachusetts aforesaid, Foreman). Improvements in or relating to moulds or dies for heel-compressing machines.*

*Extract from Specification.* — In heel-compressing machines heretofore used the presser-plate, which acts upon the tread-face, the breast-plate, which acts upon the breast, and the radially moving dies, which act upon the sides of the heel, are usually mounted on a cross-head, said cross-head and the follower or heel-seat die being movable relatively to each other in the operation of the dies for compressing a heel, and, as the follower is of the same size and outline as the seat of the heel after it is compressed, the end face of the lip on the follower and the acting-face of the breast-plate pass each other in a substantially shearing action when the dies are brought together. It is practically impossible in machines of this character to keep the acting-face of the breast-plate in exact alignment with the end face of the lip on the follower, and a space is accordingly formed between these two faces into which some of the leather in the heel flows, thereby forming a roughened projection on the upper edge of the breast of the heel at its junction with the bevelled portion of the seat. A heel having a roughened projection of this character is almost as objectionable as one in which the breast end of the seat has not been bevelled, because when the heel is being attached the roughened projection will cut into the shank portion of the sole and make an indentation which will show plainly after the heel has been breasted. To prevent such a roughened projection from forming on the upper edge of the breast of a heel during the compressing operation, we have devised compressing-dies comprising a follower provided with means for rounding the upper edge of the breast of a heel, and co-operating with said follower is a movable breast-plate for moulding the breast-face of the heel. Preferably the follower is provided with connected engaging-faces for acting upon the seat, a portion of the breast, and the upper edge of the breast of the heel, and the movable breast-plate acts upon the remaining portion of the breast and is yieldingly sustained in position with relation to the dies which act upon the sides of the heel.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

(Specification, 7s.; drawing, 1s.)

No. 18714.—8th November, 1904.—ARTHUR REGINALD ANGUS, of Barry Street, Neutral Bay, New South Wales, Australia, Solicitor. An improvement in railway cars, carriages, wagons, and trucks provided with divided axles.

*Claims.*—(1.) In railway-cars provided with divided axles as in the specification described, the combination with the bearing-blocks provided for each pair of wheels, of a framework of iron or steel rigidly connecting such bearing-blocks together, as and for the purposes in the specification mentioned. (2.) In such railway-cars, rigidly connecting the bearing-blocks provided for each pair of wheels by means of a framework of iron or steel, as and for the purposes in the specification mentioned.

(Specification, 4s. 6d.; drawing, 2s.)

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No. 18885.—10th June, 1904.—EDWIN RICHARD SMITH, of 50, Broadway, Buffalo, New York, United States of America, Manufacturer. Improvements in shaft-bearings.

[NOTE.—This is an application under section 106 of the Act, the date given being the official date of the application in the United States of America.

*Claims.*—(1.) In a shaft-bearing, the combination with a support and an upright shaft, of an adjustable stop mounted on the shaft above said support, a bearing surrounding the shaft between said support and said adjustable stop, and including rolling anti-friction members, whereby the shaft is sustained by said bearing, and a lifting-device independent of said bearing acting on the shaft, whereby the shaft with its stop can be raised independently of said bearing and the stop then lowered to rest upon the bearing and support the shaft. (2.) In a shaft-bearing, the combination with a support and an upright shaft, of bearing-discs loosely surrounding said shaft, the lower disc being sustained by said support, rolling anti-friction members interposed between said discs, a stop-collar adjustably secured to the shaft and resting upon the upper bearing-disc, and a lifting-device independent of said bearing members acting on the lower end of the shaft. (3.) In a shaft-bearing, the combination with a support and a depending socket located on the under-side thereof, of an upright shaft passing through said support and having its lower end arranged in said socket, bearing-discs loosely surrounding said shaft, the lower disc being sustained by said support, rolling anti-friction members interposed between said discs, a collar adjustably secured to the shaft and resting upon the upper bearing-disc, and a lifting-screw independent of said bearing-members passing through the bottom of said socket and acting on the lower end of the shaft.

[NOTE.—This application is regazetted on account of prior date being claimed.]

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

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No. 18949.—12th January, 1905.—JAMES SAMUEL HULL, of 169, King Street, Newtown, near Sydney (formerly of Windsor), New South Wales, Australia, Saddler, and EDWARD TERRELL MORLAND, of Clarence Street, Sydney, New South Wales aforesaid, Warehouse-manager. An improved pneumatic horse-collar.

*Claim.*—In a pneumatic horse-collar, a pair of independent air-pads of a form and size as described, with their lower tapered ends overlapping one another, in combination with an outer casing of leather or other suitable material, substantially as described and as illustrated.

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

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No. 19296.—4th April, 1905.—THOMAS HILTON, of Auckland, New Zealand, Wire-mattress Manufacturer. Improvements in wire mattresses.

*Claim.*—In a wire mattress, the use of girders formed of strips of woven wire stiffened at their edges by means of wire cords and secured together by spiral springs, substantially as described.

(Specification, 1s. 9d.; drawing, 1s.)

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No. 19315.—7th April, 1905.—THOMAS WILKINSON WATSON, of 71, Lambton Quay, Wellington, New Zealand, Engineer. Nozzle for bottles containing acids and the like.

*Claim.*—A nozzle for the purpose indicated, consisting of a cap of china clay or the like having an integrally formed stem, said stem being tapering and screw-threaded, a sleeve of cork or similar material screwing upon the stem, and a tapering hole through the stem and cap, substantially as specified and illustrated.

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

No. 19330.—11th April, 1905.—ROBERT JAMES CASTLES, of Otaki, Wellington, New Zealand, Farmer. Improved adjustable support for employment in connection with lifting-jacks and the like.

*Claims.*—(1.) In combination, a vertical standard, a socket sliding thereon having an integrally formed claw for supporting a weight, said socket being so constructed and arranged that it may be freely moved up and down the standard but becomes clamped thereon when pressure is placed upon the claw, substantially as specified and illustrated in the drawing. (2.) Apparatus for the purpose indicated, consisting of the parts arranged, combined, and operating substantially as and for the purposes specified, and illustrated in the drawing.

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

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No. 19362.—19th April, 1905.—THE EMPIRE OIL-ENGINE SYNDICATE, LIMITED, of 34, Great St. Helens, London, England (assignees of John Clay, of 64, Mersey Road, Rock Ferry, Chester, England, Engineer). Improvements in and connected with internal-combustion engines.

*Claims.*—(1.) An internal-combustion engine, comprising a working cylinder, an air-pump, a mechanically actuated distribution-valve between the air-pump and the cylinder, a combustible-mixture supply pump, and a mechanically actuated distribution-valve between the mixture-pump and the cylinder, substantially as set forth. (2.) An internal-combustion engine, comprising a working cylinder, an air-pump, a mechanically actuated distribution-valve between the air-pump and the cylinder, a combustible-mixture supply pump, and a mechanically actuated distribution-valve between the mixture-pump and the cylinder, adapted to have the amount of opening to the cylinder for the supply of mixture varied by varying the stroke of same, substantially as set forth. (3.) An internal-combustion engine, comprising a cylinder and piston, and a mechanically operated valve for regulating and admitting combustible mixture to it, and a separate reversing-valve, communicating with the cylinder by ports, and with a fluid-pressure reservoir, adapted to act as a combined inlet and exhaust valve, such valve being operated by a link and double eccentric motion, and the combustible-mixture-supply controlling valve having means connected with it for varying its stroke and opening its supply-port more or less, or wholly, whereby, when such supply-port is closed and the said link moved to one side or the other, the said reversing-valve will supply fluid from the reservoir, and exhaust the cylinder for the outward and the return strokes of the piston, substantially as set forth. (4.) In an internal-combustion engine, a reversing mechanism consisting of a valve casing communicating with the exhaust-port and the combustible space of the cylinder by ports, and a compressed-fluid reservoir, said ports being adapted to be covered and closed by the valve when the link is in the centre, and the two parts of the valve which work in connection with these two ports being adapted to alternately open and close same when the links are put to one or the other end, and to supply to the cylinder motor fluid from the reservoir when the piston is at the inner end of the stroke and to exhaust the cylinder when the piston is at the outer end of the stroke. (5.) An internal-combustion engine, comprising a cylinder 1, a piston 5 working in same, a combustible-mixture controlling valve 11 communicating by a port or ports 12 with the interior of the cylinder, and a valve mechanism worked from the piston-rod of the engine through a link 36 connected at one end with the piston-rod and at the other end with the valve, and having a shifting fulcrum between these ends adapted to be moved nearer to and further from the end connected with the valve, by which the stroke of the valve can be varied, and the quantity of combustible mixture supplied can be varied, or cut off. (6.) An internal-combustion engine having the characteristics set out in the preceding claim, and having a lift-valve 2 between the valve-port 12 of the slide-valve 11 and the interior of the cylinder. (7.) In an internal-combustion engine, a cylinder, a piston working in it, a mechanically worked valve for distributing and controlling the supply of combustible mixture to the cylinder; a pump for supplying the combustible mixture, the distribution and flow of which is controlled by said valve; a mechanically moved valve for distributing and controlling the supply of air to the cylinder; an air-pump for supplying air to the cylinder, the distribution and flow of which is controlled by said air-valve; a valve connected with the end or ends of the cylinder and with the exhaust-port thereof, for reversing the engine, and operated by an eccentric and link motion; and a reservoir containing fluid under pressure connected with said reversing-valve. (8.) An internal-combustion engine, comprising a working cylinder adapted to have combustion at each end of the cylinder, an air-pump adapted to supply air to each end of the cylinder, a mechanically actuated distribution-valve between the air-pump and each end of the cylinder, a combustible-mixture pump adapted to supply

mixture to each end of the cylinder, and a mechanically acting mixture-valve between the mixture-pump and each end of the cylinder, substantially as set forth. (9.) In the production of fuel for use in internal-combustion engines, subjecting crude or heavy mineral oil or petroleum to the action of a current of air, by which it is atomized in a chamber in which a partial vacuum is maintained, whereby the lighter portions of the oil are carried off by the air and the heavier portions separated. (10.) In the production of fuel for use in internal-combustion engines, subjecting crude or heavy mineral oil or petroleum to the action of a current of air, by which it is atomized in a chamber in which a partial vacuum is maintained, and causing the jet of air and oil to be projected on to a body, whereby the heavier portions fall on to the body and flow down it and the lighter portions are carried off by the air. (11.) Apparatus for producing petrol or petroleum spirit fuel for internal-combustion engines or heating purposes, comprising a chamber, adapted to be exhausted; an oil sprayer or sprayers connected with said chamber, having its or their deliveries within same, with oil- and air-supply conduits, and adapted to project the atomized fluid on to a suitable surface, or on to another jet, whereby the lighter oils are carried off by the air and the heavier or slimy portions flow down the surface of the apparatus and are separately withdrawn: substantially as set forth. (12.) In apparatus for producing combustible mixture of oil or spirit and air for internal-combustion engines, the combination of two or more oil or spirit sprayers or atomizers connected with a chamber, having their deliveries within said chamber, and disposed opposite each other, so that the streams of mixed air or oil and spirit strike each other, substantially as set forth. (13.) In apparatus for producing combustible mixture of oil or spirit and air for internal-combustion engines, the combination of two or more oil or spirit sprayers or atomizers connected with a chamber, having their deliveries within said chamber, and disposed opposite each other, so that the streams of mixed air or oil and spirit strike each other; and a surface heater connected with an exhausting and forcing pump, having a distribution-valve, by which a rarefaction or exhaustion of the chamber is effected and the mixture discharged. (14.) The apparatus for combustible mixture for internal-combustion engines having parts combined and adapted to operate as set forth with reference to the drawings.

(Specification, 13s.; drawings, 4s.)

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No. 19380.—18th April, 1905.—Otto Frühling, of No. 5, Monumentsplatz, Brunswick, Germany, Civil Engineer. Improvements in suction dredging-apparatus.

*Extract from Specification.*—An apparatus with closed top and closed side walls, which I will call a bell, is placed over those points of the ground from which the soil is to be removed, the said bell, the front opening of which covers the soil to be removed, being inserted in a pipe conduit, one end of which leads into the open water, while the other end of the same is connected to the dredging-pump. The novel dredging-device is applied in two different modifications, according to the particular conditions prevailing in certain cases. A movable bell is used in cases where the dredging-device is to be constructed independently of the spaces to be emptied: thus, in the case of emptying ships which are to be placed close to the dredger, or in the case of deepening building-grounds or already existing waters.

[Note.—The above extract from the specification is inserted in place of the claims.]

(Specification, 9s.; drawings, 9s.)

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No. 19381.—18th April, 1905.—Otto Frühling, of No. 5, Monumentsplatz, Brunswick, Germany, Civil Engineer. Adjustable dredger-head for suction dredgers.

*Extract from Specification.*—The essential feature of the said invention consists in the fact that the dredging-head is no longer rigidly connected with the suction conduit or with its support as heretofore, but that it is movably connected thereto. The movable connection, of course, may be effected in different ways, but the most serviceable connection will, of course, be that in which the head is capable of oscillation around an axis at the end of the suction conduit of its support.

[Note.—The above extract from the specification is inserted in place of the claims.]

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

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No. 19388.—25th April, 1905.—Charles Edward Easterbrook Smith, of Wakefield Street, Auckland, New Zealand, Contractor. Improved apparatus for cleaning and drying flax and the like.

*Extract from Specification.*—The apparatus comprises an endless belt running around rollers and between compression-rollers and a scraper and scraping-board, one of the compression-rollers being capable of lateral adjustment.

[Note.—The above extract from the specification is inserted in place of the claims.]

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

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No. 19391.—26th April, 1905.—Harry Merton Gail, of Buffalo, New York, United States of America, Mechanical Engineer. Improvements in telephone transmitters.

*Claims.*—(1.) A transmitter comprising a cylindrical body having its bore threaded, caps screwed into opposite ends of the body, partitions screwed into the body and dividing the same into a central chamber and two end chambers, a mouthpiece extending transversely through the body into the central chamber, a distributor arranged in the central chamber and having branch tubes extending from said mouthpiece through the central openings in the partitions, diaphragms arranged in the end chambers next to the partitions, a pair of electrodes arranged in each end chamber and having its members connected respectively with the adjacent diaphragm and cap, a fibrous sleeve surrounding each pair of electrodes and forming a cell between the same, and a granular body arranged in each cell. (2.) A transmitter comprising a tubular body the axis of which is arranged horizontally, caps arranged at opposite ends of the body, diaphragms arranged vertically in the body, a mouthpiece mounted on the body and having branches leading to said diaphragms, bolts extending axially through the caps and having their heads arranged within the casing while their nuts are arranged outside thereof, two pairs of electrodes, the inner members of which are connected with the diaphragms, while the outer members are secured to said bolt-heads, a retaining-sleeve surrounding each pair of electrodes and forming a cell between the same, a body of granular material arranged in each cell, a trunnion formed on each of said nuts, and a support consisting of a standard and two conducting-arms which are secured at their lower ends to said standard but insulated therefrom and provided at their upper ends with bearing-openings in which said trunnions are journalled. (3.) A transmitter comprising a body, a head, a diaphragm, a pair of electrodes secured respectively to said diaphragm and head, a retaining-sleeve surrounding both electrodes and forming a cell between them, a granular mass arranged in said cell, and a damping-device consisting of a ring interposed between said head and sleeve and having a plurality of spring arms and cushions applied to said arms and bearing against said diaphragm.

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

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No. 19393.—26th April, 1905.—William Ernest Hughes, of Queen's Chambers, Wellington, New Zealand, Patent Agent (nominee of George Herman Gillette, of No. 110, West Thirty-second Street, New York, United States of America, Manufacturer). Bottle-seal and head for applying the same,

*Claims.*—(1.) A bottle-seal, comprising a metal cap, a gasket enclosed thereby, a portion of said cap pressed within the mouth of the bottle, engaging the lip thereof, whereby the contents of the bottle is prevented reaching the said gasket. (2.) A head for applying a bottle-seal to a bottle, comprising a shank by which it may be connected with a machine giving the same rotary motion, a casing connected with said shank having inclined inner surface, a vertically movable spring-controlled block mounted in said casing, a contact-block mounted within said vertically movable block, and arms carrying spinning-means adapted to be forced inward by said inclined surfaces into contact with said seal as said vertically movable block is raised by contact of the bottle and seal with said contact-block. (3.) A head for applying a bottle-seal to a bottle, comprising a shank by which it may be secured to a machine giving the same rotary motion, a casing connected with said shank, a vertically movable contact-block within said casing, spring-controlled arms carrying spinning-tools adapted to be thrown inward into contact with said seal when said block is raised by a bottle and seal pressed against the same, and a contact-block for engaging said bottle-seal mounted in said vertically movable block, said contact-block being provided with fingers adapted to spread as the bottle-seal is forced upwardly in contact with the same. (4.) A head for applying a bottle-seal to a bottle, comprising a shank by which it may be connected with a machine giving the same rotary motion, a casing connected with said shank, a vertically movable spring-controlled block mounted in said casing carrying spring-controlled arms which are thrown inward by the raising of said block, a contact-block mounted within said first-named block, and a shaft

secured to said vertically movable block adapted to project through said contact-block when the latter is raised by contact with a bottle and seal, whereby the centre of the cap composing the said seal is depressed within the mouth of a bottle.

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

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No. 19398.—27th April, 1905.—A. B. C. COUPLER, LIMITED, of Queen Anne's Chambers, Tothill Street, Westminster, London, England (assignees of James Thomas Jepson, of Queen Anne's Chambers, Westminster aforesaid, Engineer). Improvements in buffer-couplers for railway and other rolling-stock.

*Extract from Specification.*—This invention relates to automatic buffer-couplers, and is mainly intended as an improved construction over those described in specification No. 15248/02, the object being to produce a tight coupling adapted for passenger-carriages. To this end, instead of the shackles having to travel up the inclined face of the hook as the two couplers approach, and then fall over the hook by gravity, which necessitates a considerable amount of clearance between the buffer-faces as described in said prior specification, according to the present invention, which is known as the "Jepson coupler," it is proposed that the coupler-hook should be formed as part of a circular disc or segment of metal carried by a pivot-pin passing through the head of the coupler behind the buffing-faces and below the table supporting the shackle sides. This disc hook rotates through an angle of about 90° in the action of coupling or uncoupling, and in action the construction is such that the clearance between the buffing-faces may be reduced to a minimum, and a simple and effective uncoupling-device may be employed, which may be operated with equal ease from either side of the vehicle.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

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

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No. 19399.—27th April, 1905.—ARTHUR HAZELDINE BURT, of Mosman, near Sydney, New South Wales, Australia, Civil Engineer; HENSHAW JACKSON, of Sydney aforesaid, Wool Expert; and CHARLES ALLT FINCH, of Sydney aforesaid, Analytical Chemist. Improvements in the extraction of grease from wool, and apparatus therefor.

*Extract from Specification.*—In this apparatus the wool is placed in a close press-chamber provided with a piston or lifting false bottom operated by a ram which is worked by hydraulic or other power. A body of solvent liquid is introduced into this press-chamber as soon as the same has been closed. To insure complete penetration of the solvent into the heart of the bale, inspirating-needles (with button heads to facilitate insertion and withdrawal) are driven downward into the bales. Complete saturation of the wool in the bale is effected by submitting the same to a number of successive compressions by reciprocating the piston, whereby the solvent is alternately squeezed out of and allowed to resoak the wool. The fat-charged solvent after withdrawal from the press-chamber is run through a filter, in which wool may be used for a filter-bed, and the filtered liquid is thence conveyed to a still, wherein the volatile liquid is driven off to a condenser fitted with an air-pump, and is thence returned to the solvent-tank for reuse. After final pressing in the press-chamber, to squeeze out the free liquor, the wool is lifted into a closed drying-box, through which a draught of air is pumped or drawn by vacuum; this air takes up the absorbed solvent and carries it through the condenser, in which it is extracted, and whence it passes to the solvent-tank. The semi-solid residue in the still is treated by pressure and otherwise for the purification of the wool-fat according to known processes. The piping and valve arrangements are so disposed that the same charge of solvent may at will be reused for two or more bales successively, or so that a second (rinse) charge of fresh solvent may be applied so as to more completely dissolve out the fat. The press-chamber may be provided with an intermediate grating to sustain the top of the bale whilst pressure is applied to it below by means of the piston to effect the solution of the grease by regurgitating the solvent through the wool.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

(Specification, 9s. 6d.; drawings, 4s.)

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No. 19400.—27th April, 1905.—JAMES COUTTS DALLAS, of Wanganui, New Zealand, Steward. Improved handle-fastener.

*Claim.*—A device for the purpose indicated, comprising a concave metal plate having one end turned up and a hole at the opposite end, substantially as specified and illustrated.

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

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No. 19413.—28th April, 1905.—ALBERT DE DION and GEORGES BOUTON, both Directors of De Dion Bouton et Cie, 20, Quai National, Puteaux, Seine, France. Improvements in or relating to plate-clutches.

*Claims.*—(1.) In a clutch, the combination with two parallel friction-discs rotated by the driving-shaft and an intermediate friction-disc connected to the driven shaft, of a clutch-spring, arranged substantially as described, to apply one driving-disc against the driven disc so as to bring the latter into contact with the other driving-disc. (2.) In a clutch, the combination with driving and driven discs such as 5, 7, 9, of spring-controlled levers such as 17, arranged substantially as described, to connect and disconnect the clutch-discs. (3.) In a clutch of the kind described, mounting the clutch-leathers on a detachable member rotating inside the box carried by the fly-wheel, substantially as and for the purpose described. (4.) In a clutch of the kind described, the combination with levers engaging projections from one of the clutch-discs, of springs arranged substantially as described around the disc and serving to insure coupling. (5.) In an adjusting-device for a clutch of the kind described, the combination with the disconnecting-levers, of a grooved ring engaging the long arms of the levers and axially adjustable by means of a screw which can be fixed in the desired position. (6.) In a clutch of the kind described, the employment of ventilating-passages, substantially as described. (7.) In a clutch of the kind described, the combination with the clutch discs and springs, of one or more interposed plates which transmit the pressure of the springs to the discs. (8.) In a metallic clutch, the combination with the engaging-surfaces, of intermediate unctuous surfaces capable of dry lubrication for the purpose of avoiding seizing produced by friction while dispensing with oil or grease. (9.) The complete clutch substantially as described or illustrated in Fig. 1, or Fig. 2, or Fig. 3, or Figs. 4, 5, and 6 of the drawings.

(Specification, 10s.; drawings, 3s.)

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No. 19445.—10th May, 1905.—GEORGE EDWARD HUMPHRIES, of 61, Adelaide Road, Wellington, New Zealand, Building Contractor. An improved scaffolding-bracket.

*Claims.*—(1.) A scaffolding-bracket comprising, in combination, a screw bolt having a rectangular slot, a triangular bracket a horizontal member of which has a hook adapted to fit said slot, a diagonal member fixed to the outer end of the horizontal member and adapted to rest at its lower end against the building, and a tie-bar connecting said horizontal and diagonal members, substantially as specified. (2.) A scaffolding-bracket consisting of the parts constructed, combined, arranged, and operating substantially as specified and illustrated.

(Specification, 1s. 6d.; drawing, 1s.)

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No. 19447.—10th May, 1905.—WILLIAM JAMES HENRY BERRY, of No. 5, De Murska Street, Windsor, Victoria, Australia, Clerk. An improved method of and bracket for hanging spring and other roller blinds.

*Extract from Specification.*—My improved method of hanging such blinds consists in suspending them by means of two brackets of novel construction, one of each of which is affixed to each end of the top style of the upper sash, instead of from the face of the frame-lining as at present. Consequently, as the sash is lowered, the blind is lowered also, giving free access to the air and absolutely preventing any flapping of the blind, as it is impossible for the air to come in contact with it, and at the same time the occupants of the room are screened from outside observation.

[NOTE.—The above extract from the specification is inserted in place of the claim.]

(Specification, 4s. 6d.; drawing, 1s.)

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No. 19450.—18th May, 1905.—ANDREW HERBERT BYRON, of Auckland, New Zealand, Civil Engineer. An improved emergency brake for tram-cars, motor-cars, and the like.

*Claims.*—(1.) An emergency brake having steel or other hard-metal spikes or rods fitted to a shaft at right angles across the under-body of the car, substantially as described, and illustrated by the drawings. (2.) An emergency brake having steel or other hard-metal spikes or rods with shoes or plates loosely fitted thereto, said spikes or rods keyed to a

horizontal shaft loosely held at right angles across the underbody of the car, substantially as described, and illustrated by the drawings. (3.) An emergency brake having, in combination, steel or other hard-metal spikes or rods with shoes or plates loosely fitted thereto, said spikes or rods keyed to a horizontal shaft operated by a toothed wheel working in an archimedean screw or thread on a horizontal shaft operated by bevelled gear wheels fixed to upright standards and turned by a hand-wheel, substantially as described, and illustrated by the drawings.

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

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No. 19454.—9th May, 1905.—JOHN HALL, of Auckland, New Zealand, Blacksmith. An improved detachable rowlock and plate attachment.

*Extract from Specification.*—The invention consists in giving the rowlock a short shank, with a part of shank flattened and with a shoulder beneath same, so that the shank can be fitted into a hole in top of neck of a plate fixed to the gunwale, and also into a hole in plate which will permit the rowlock to turn in its working the same as the ordinary rowlock now in use, though held secure to the gunwale.

[NOTE.—The above extract from the specification is inserted in place of the claims.]

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

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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 drawing 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.

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### *Provisional Specifications.*

Patent Office,
Wellington, 31st May, 1905.

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

No. 18758.—10th May, 1905.—ANNIE MARR, of Invercargill, New Zealand, Married Woman. Improvements in and relating to curtain-poles.

No. 18956.—11th January, 1905.—ROBERT HENRY ELLIS, of 200, Harris Street, Pyrmont, New South Wales, Australia, Boxmaker. An improved butter-box.

No. 19138.—25th February, 1905.—THOMAS HIGGIE, of Wanganui, New Zealand, Farmer. Improvements relating to driving-reins.

No. 19310.—6th April, 1905.—HENRY BUCKLAND, of Waikouaiti, Otago, New Zealand, Sheep-farmer. An improved fire-screen.

No. 19344.—11th April, 1905.—TOM VIVIAN, of Fort Street, Auckland, New Zealand, Exporter. An improved substitute for bonedust.

No. 19386.—20th April, 1905.—CHARLES GIESELER, Sawmill-hand, and HENRY JAMES MAJOR, Carpenter, both of Kaituna, New Zealand. Improvements relating to tip-wagons.

No. 19389.—25th April, 1905.—HENRY HALCROW, of Johnsonville, New Zealand, Cabinetmaker. An invention for clearing drains, &c.

No. 19395.—26th April, 1905.—FREDERICK MULLEN BAKER, of 38, Bayswater Road, Sydney, New South Wales, Australia, Civil Engineer (assignee of Thor Westring, of 213, Victoria Street, Darlinghurst, near Sydney aforesaid, Agent). Improvements in ear-trumpets.

No. 19405.—28th April, 1905.—BERTRAM GEORGE AIKEN HARKNESS, Engineer, and JOHN FOSTER BATEY, Dairy-manager, both of Stratford, Taranaki, New Zealand. An improved beam-scale weighing-machine.

No. 19421.—4th May, 1905.—WILLIAM AUGUSTUS MERRALLS, of San Francisco, California, United States of America, Manufacturer of Mining Machinery. Mortar for stamp-battery.

No. 19431.—3rd May, 1905.—CATHERINE MATILDA WALL, of Christchurch, New Zealand, Married Woman. An improved toasting-fork.

No. 19451.—8th May, 1905.—FREDERICK GEORGE RADCLIFFE, Photographer, and ROBERT LESLIE STEWART, Merchant, both of Auckland, New Zealand. An improved post-card.

No. 19456.—12th May, 1905.—HENRY WILLIAM EARP-THOMAS, of Wellington, New Zealand, Dentist. An improved protector for the inner tubes of pneumatic tires.

No. 19459.—7th May, 1905.—HENRY GEORGE WILLIAM LAWRENCE NOY, of 369, Castle Street, Dunedin, New Zealand, Engineer. The application of extending and adjustable brackets for rod or tube to a mantel or fireplace for drying and airing clothes and suchlike.

No. 19461.—12th May, 1905.—ALFRED EVELYN BROWN, of Christchurch, New Zealand, Electrical Engineer. Improvements relating to physical-culture apparatus.

No. 19466.—11th May, 1905.—EDWARD VERDON DIXON, of Mount Eden Road, Auckland, New Zealand, Engineer. An improved steam rotary or turbine engine.

No. 19474.—15th May, 1905.—NIELS NIELSEN, of Maranui, Wellington, New Zealand, Builder. Improvements in roofing-tiles.

No. 19475.—12th May, 1905.—PIERCE LANIGAN, of Auckland, New Zealand, Contractor. A new method for digging kauri-gum.

No. 19477.—16th May, 1905.—DAVID RAIT, of Murchison, Nelson, New Zealand, Storekeeper. Improvements relating to wire mattresses.

No. 19485.—17th May, 1905.—JAMES WILLIAM PERRY, of 270, Hereford Street, Christchurch, New Zealand, and EDWARD RICHARDSON, Jun., of 24, Hereford Street, Linwood, Christchurch aforesaid, Insurance Agent. Improvements in the wheels of vehicles.

No. 19489.—18th May, 1905.—CHARLES DUCKETT, of 374–376, Lonsdale Street, Melbourne, Victoria, Australia, Iron-merchant (assignee of Emil Cæsar Rudolph, of Killara, Normanby, Victoria, Australia, Blacksmith). An improved automatic adjusting spanner.

No. 19492.—17th May, 1905.—ROBERT CLARK, of Moray Place, Dunedin, New Zealand, Plumber. An improved non-slip stair or door tread, or for use for other similar purposes.

No. 19497.—19th May, 1905.—EDWARD KELLY, of Willowbank Boardinghouse, Plimmer's Steps, Wellington, New Zealand, Labourer. A boring-machine.

No. 19498.—19th May, 1905.—ROBERT JAMES DICKIE, Postal Clerk, and JOHN HENRY BROWN, Photographer, both of Wellington, New Zealand. Improvements in machines for vending postage-stamps, tickets, or the like.

No. 19502.—19th May, 1905.—ALFRED FRANKLYN ROY, of Christchurch, New Zealand, Rigger and Wire-splicer. Improved means for supporting a chair upon a post or pole in order to enable a workman to work at or near the top thereof.

No. 19503.—20th May, 1905.—ALBAN JOSEPH ROBERTS, of Belfast, New Zealand, Electrical Engineer. Improved means to be used for branding carcase meat.

No. 19504.—19th May, 1905.—BERTIE PORTER, of Greenmeadows, Napier, New Zealand, Married Woman. Bust-support, or Grecian corset.

No. 19505.—20th May, 1905.—ALEXANDER TAYLOR, of Dunedin, New Zealand, Attendant. Improved apparatus for playing racing games.

No. 19506.—23rd May, 1905.—ARTHUR GEORGE RICH WILLIAMS, of Petone, Wellington, New Zealand, Engineer. Improvements relating to sewing-machines.

No. 19509.—25th May, 1905.—GODFREY PENTERFYN HUGHES, of 82, William Street, Melbourne, Victoria, Australia, Inventor. Wood-splitter.

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.

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### *Letters Patent sealed.*

LIST of Letters Patent sealed from the 18th to the 31st May, 1905, inclusive:—

No. 17480.—W. E. S. Ramsay and S. McMurray, suspending pictures.

No. 17514.—R. J. Moore, milk-aerator.

No. 17522.—A. W. Bickerton, paper health shelter for open-air treatment.

No. 17595.—G. H. Clapham and J. L. Barlow, die for cake-tins, &c.

No. 17607.—J. Gemmell, hay-stacking apparatus.

No. 17630.—J. Gray, seed-sower.

No. 17840.—United Shoe Machinery Company, skiving-machine (J. B. Hadaway).

No. 17841.—United Shoe Machinery Company, stamping-machine (W. Gordon, and L. E. Topham).

No. 17958.—E. Richardson, exhaust-valve for engines.

No. 17975.—G. H. Wallace and W. H. Lowthen, totalisator.

No. 18042.—P. and D. Duncan, Limited, dumping and spreading wagon (J. Keir).
No. 18516.—J. Hancock and E. G. Abell, butter-box (S. J. Collins).
No. 18538.—D. Clark, separating gold from metals.
No. 18648.—J. J. Ridgway, belt conveyor.
No. 18769.—J. T. Dawes, magnetic separator.
No. 18797.—E. E. Wagstaff, detachable device for lamp-burner.
No. 18798.—E. E. Wagstaff, detachable device for lamp-burner.
No. 18799.—E. E. Wagstaff, detachable thimble for lamp-burner.
No. 18837.—Window-glass Machine Company, manufacture of sheet glass (J. H. Lubbers).
No. 18861.—The Lamp-manufacturing Company, Limited, railway-signal oil-lamp (W. H. I. Welch).
No. 18906.—R. M. McLennan, calendar.
No. 18915.—Ammonal Explosives, Limited, explosive (H. R. von Dahmen).
No. 18980.—B. Locking, generating vapour for destroying weeds, rabbits, &c.
No. 18982.—J. P. Campbell, electrical distribution (P. M. Lincoln).
No. 18987.—W. Brady, rock-drill.
No. 18992.—W. C. Forbes, distance and course recorder for ships.
No. 19019.—A. Smallwood, generating and applying heat for steam-boilers.
No. 19020.—J. T. Hunter, supplying current to electrically propelled vehicle (B. J. Jones).
No. 19021.—D. W. Adams, fireproof curtain.
No. 19022.—Dixie Match Company, match-boxing machine (W. H. Parker).
No. 19023.—G. S. Mayhew, compo-board.
No. 19024.—B. Singer, composition for laying dust.
No. 19039.—W. Thow and W. H. Nisbet, tilting firebars of locomotive furnaces.
No. 19041.—G. F. Everton, excavating conveyer bucket.

F. WALDEGRAVE,
Registrar.

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*Letters Patent on which Fees have been paid.*

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

SECOND-TERM FEES.

NO. 13421.—H. Glade, road-skate, 19th May, 1905.
No. 13446.—J. Mitchell, leg-guard, 1st March, 1905.
No. 13501.—T. Cole and W. L. Cole, producing cold air for refrigerating, 17th May, 1905.
No. 13614.—Colonial Ferro-Concrete Syndicate, Limited, metal and concrete structure (G. L. Mouchel), 29th May, 1905.
No. 13650.—A. C. Atkin, axle-nut and oil-cap for vehicle, 22nd May, 1905.
No. 14436.—E. C. Newcomb and P. van Volkenburgh, generating steam, 17th May, 1905.

THIRD-TERM FEE.

No. 10599.—J. W. Newall, cutting hair or wool, 17th May, 1905.

F. WALDEGRAVE,
Registrar.

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*Subsequent Proprietors of Letters Patent registered.*

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

NO. 15808.—Herbert Porter Stacey, of the City of Auckland, in the Provincial District of Auckland and Colony of New Zealand, Agent; *registered as proprietor of one-twelfth part.* A medicated sweetmeat for cure of consumption, &c. [M. Bjornstad and J. Stacey.] 16th May, 1905.
No. 16661.—William Fitzsimmons Ford, of Auckland, in the Provincial District of Auckland and Colony of New Zealand, Bootmaker; *registered as proprietor of a half share.* Portable boiler. [J. Bates.] 29th May, 1905.
No. 16661.—John Henry Field, of Auckland, in the Provincial District of Auckland and Colony of New Zealand, Printer; *registered as proprietor of one-fourth share.* Portable boiler. [J. Bates.] 29th May, 1905.
No. 18755.—The combined Washer and Hydro-Extractor, Limited, Manufacturers, and Harry Maconochie, Engineer, both of 28, Victoria Street, London, England. Clothes washing and drying machinery. [P. M. Newton—E. C. Hiscox and T. L. Livingston.] 29th May, 1905.
The British Westinghouse Electric and Manufacturing Company, Limited, of Westinghouse Building, Norfolk Street, Strand, in the City of Westminster, in England, Manufacturers.
No. 18947.—Alternating-current Watt meter. [J. P. Campbell, F. Conrad and W. M. Bradshaw.]
No. 18948.—Bearings for shafts. [W. M. Bradshaw.] 29th May, 1905.

F. WALDEGRAVE,
Registrar.

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*Applications for Letters Patent abandoned.*

LIST of applications for Letters Patent, with which provisional specifications only have been filed, abandoned (*i.e.*, complete specifications not lodged) from the 18th to the 31st May, 1905, inclusive:—

No. 18181.—A. A. Stephenson, gas and heating and motive power.
No. 18183.—A. S. Coronel, suspending window-sash.
No. 18184.—F. W. Lee, potato-digger.
No. 18185.—J. W. Borland, self-locking pin for implements.
No. 18190.—H. P. Knutzen, smoke-preventer.
No. 18191.—T. W. May, rotary engine.
No. 18193.—P. MacDonald, attaching gripper to tire.
No. 18194.—R. Wales, dividing material into equal portions.
No. 18195.—R. M. McLennan, calendar.
No. 18196.—S. Nicolson, tap.
No. 18197.—S. Nicolson, attaching strips of leather to tires.
No. 18201.—C. V. Jenkins, collar-stud.
No. 18202.—A. R. Ayson, flax-stripper.
No. 18203.—F. F. C. Huddleston, heating-apparatus.
No. 18206.—T. Foster and T. T. Paul, newspaper-binder.
No. 18208.—R. Whiley, blight-exterminator.
No. 18212.—R. Cosslett, building-appliance.
No. 18215.—J. Hercus, F. W. Barton, and W. Morton, turnip-thinner.
No. 18216.—W. Ponninghaus, incubator.
No. 18217.—St. G. T. W. Stewart and W. E. C. T. Miller, piano-insulator.
No. 18220.—A. Lyell, sewing-machine.
No. 18226.—A. J. F. de Bavay, separating ores.
No. 18227.—A. J. F. de Bavay, separating ores.
No. 18232.—A. Gutensohn, recovering metals from solutions.
No. 18236.—R. B. Taylor and E. Ambrose, washboard and rubber.
No. 18239.—A. McArtney, double-headed match.
No. 18240.—F. A. Tregelles, movable river and sea groin.
No. 18241.—F. A. Tregelles, building river and sea groin.
No. 18243.—T. H. Davidson and W. E. Hitchcock, ratchet apparatus.
No. 18244.—R. Wales, packeting discrete material.
No. 18245.—F. Colville, trip attachment to reaper-and-binder.
No. 18247.—M. Aldis, handle and lid-opener for billies.
No. 18248.—A. R. Ayson, flax-scutcher.
No. 18250.—P. G. Kelly, propeller for ships.
No. 18253.—W. E. Searle and W. Gibb, hook for breeching-straps.

F. WALDEGRAVE,
Registrar.

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*Applications for Letters Patent void.*

APPLICATION for Letters Patent, with which complete specification has been lodged, void owing to non-acceptance of such complete specification, from the 18th to the 31st May, 1905, inclusive:—

No. 17568.—C. L. Garland, trommel.

F. WALDEGRAVE,
Registrar.

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*Applications for Letters Patent lapsed.*

LIST of applications lapsed owing to Letters Patent not being sealed, from the 18th to the 31st May, 1905, inclusive:—

No. 17099.—A. McDonald and S. R. Stedman, rod for wheel.
No. 17263.—H. S. Woolcott, tap.
No. 17273.—A. and F. J. Lawrence, packing eggs.
No. 17280.—A. Storrie, turnip-thinner.
No. 17281.—J. S. Greig and S. A. Ward, hoe.

F. WALDEGRAVE,
Registrar.

*Application for Letters Patent withdrawn.*

APPLICATION for Letters Patent No. 18636—C. E. Denmead and F. J. Mahony, water-closet—(advertised in Supplement to *New Zealand Gazette*, No. 6, of the 26th January, 1905), has been withdrawn.

F. WALDEGRAVE,
Registrar.

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*Letters Patent void.*

LETTERS Patent void through non-payment of renewal fees, from the 18th to the 31st May, 1905, inclusive:—

THROUGH NON-PAYMENT OF SECOND-TERM FEES.

No. 13416.—J. Hall, registering and weighing machine.
No. 13418.—R. Oxlade and W. J. W. Richardson, electric telegraphy.
No. 13419.—J. T. Williams, bell-sounding mechanism.
No. 13422.—Golden Link Consolidated Gold-mines, Limited, extracting metals from ores (H. J. Phillips).
No. 13431.—W. M. Whishaw, saucepan.
No. 13432.—F. Kettle, scouring wool.
No. 13438.—E. Appleton, removing obstructions in boring operations.

THROUGH NON-PAYMENT OF THIRD-TERM FEES.

No. 10374.—W. Edgerton, wire fencing.
No. 10380.—D. E. Smith and A. Tyree, lasting-pliers.
No. 10388.—W. Waterhouse, T. W. Blantern, and W. M. Spriggs, attachment of wire fabrics to framing of bedsteads.

F. WALDEGRAVE,
Registrar.

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*Request for Correction of Clerical Error in Application for Letters Patent.*

NO. 17543.—C. Nissen, separating dust from currents of air. (Advertised in Supplement to *New Zealand Gazette*, No. 20, of the 3rd March, 1904.)
To alter the word "Flaxmiller" to "Flourmiller" in the application for letters patent and in the letters patent.

F. WALDEGRAVE,
Registrar.

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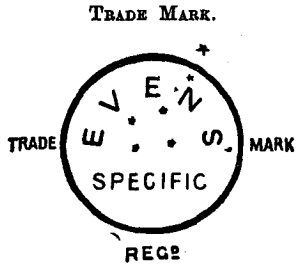
*Applications for Registration of Trade Marks.*

Patent Office,
Wellington, 31st May, 1905.

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: 5224.
Date: 30th March, 1905.

TRADE MARK.




The essential particular of the trade mark is as follows: the distinctive label; and applicant disclaims any right to the exclusive use of the added matter, except the name "Evens," being the name of his predecessor in business.

NAME.

LOUIS HUBERT SPANSWICK, of Chatswood, near Sydney, in the State of New South Wales, Gentleman.

No. of class: 2.

Description of goods: Chemical substances used for veterinary purposes.

No. of application: 5233.
Date: 3rd April, 1905.

TRADE MARK.


The essential particulars of the trade mark are the following: the word "Victor" and the device of a typical John Bull Englishman and of a typical Australian farmer greeting one another; and any right to the exclusive use of the added matter is disclaimed.

NAME.

VICTOR BUTTER AND EXPORT BOX COMPANY PROPRIETARY, LIMITED, of 413, Collins Street, Melbourne, in the State of Victoria, Australia.

No. of class: 50.

Description of goods: Boxes for butter and other goods.

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No. of application: 5275.
Date: 6th May, 1905.

TRADE MARK.


NAME.

BJORNSTAD AND STACEY, of Auckland, New Zealand, Patentees and Manufacturers.

No. of class: 3.

Description of goods: Medicated articles and patent medicines.

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No. of application: 5288.
Date: 10th May, 1905.

TRADE MARK.

NAME.

GEORGE BONNINGTON, of Christchurch. New Zealand Manufacturing Chemist.

No. of class: 42.

Description of goods: Cordials, vinegar-essence, table jellies, baking-powder.

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No. of application: 5289.

Date: 11th May, 1905.

TRADE MARK.


The essential particulars of this trade mark are the distinctive label and the word "Cyclone"; and applicants disclaim any right to the exclusive use of the added matter, except their name and address.

NAME.

JOHN NEWTON AND SON, LIMITED, of Kaiwarra, Wellington, New Zealand.

No. of class: 50.

Description of goods: Sand-soap.

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No. of application: 5291.

Date: 13th May, 1905.

TRADE MARK.


NAME.

TEVIOT FRUIT-PRESERVING COMPANY, LIMITED, of Coal Creek Flat, Otago, New Zealand, Manufacturers.

No. of class: 42.

Description of goods: Preserved fruits and jams.

No. of application: 5295.

Date: 15th May, 1905.

TRADE MARK.

NAME.

A. AND F. PEARS, LIMITED, of 71–75, New Oxford Street, W.C., London, England, Soap-makers and Perfumers.

No. of class: 48.

Description of goods: Perfumery (including toilet articles, preparations for the teeth and hair, and perfumed soap).

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No. of application: 5297.

Date: 16th May, 1905.

TRADE MARK.


LAXATINE
MANUFD. BY THE
LAXATINE Cº LTD.
BUDAPEST HUNGARY V DOROTTYA-UTCZA.

The essential particulars of the trade mark are as follow: the combination of devices and the word "Laxatine"; and applicants disclaim any right to the exclusive use of the added matter, save and except their name and address.

NAME.

THE LAXATINE COMPANY, LIMITED, of Budapest, in Hungary.

No. of class: 3.

Description of goods: A medicinal preparation for human use.

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No. of application: 5298.

Date: 16th May, 1905.

TRADE MARK.

Shawknit

NAME.

SHAW STOCKING COMPANY, a corporation organized under the laws of the State of Massachusetts, and having its principal place of business at Lowell, in the County of Middlesex and State of Massachusetts, one of the United States of America.

No. of class: 38.

Description of goods: Hosiery and other articles of clothing.

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No. of application: 5299.

Date: 17th May, 1905.

TRADE MARK.

The word

DELTAPETER.

NAME.

SOCIÉTÉ GÉNÉRALE SUISSE DE CHOCOLATS PETER AND KOHLER RÉUNIS, of Rue des Bosquets, Vevey, Switzerland, Chocolate-manufacturers.

No. of class: 42.

Description of goods: Chocolate, cocoa, chocolate bonbons, and other food preparations containing cocoa.

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No. of application: 5300.

Date: 17th May, 1905.

TRADE MARK.

The word

GALAPETER.

NAME.

SOCIÉTÉ GÉNÉRALE SUISSE DE CHOCOLATS PETER AND KOHLER RÉUNIS, of Rue des Bosquets, Vevey, Switzerland, Chocolate-manufacturers.

No. of class: 42.

Description of goods: Chocolate, cocoa, chocolate bonbons, and other food preparations containing cocoa.

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No. of application: 5305.

Date: 18th May, 1905.

TRADE MARK.

The word

LAVA.

NAME.

WILLIAM WALTKE AND CO., a corporation duly organized under the laws of the State of West Virginia, and located in the City of St. Louis, State of Missouri, United States of America, and doing business at Second and Grand Avenue, in said city.

No. of class: 48.

Description of goods: Toilet soaps.

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No. of application: 5306.

Date: 22nd May, 1905.

TRADE MARK.

The word

SOTALIS.

NAME.

JAMES STANLEY TINGEY, of Inglewood, New Zealand, Chemist.

No. of class: 48.

Description of goods: Toilet and other preparations in Class 48.

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No. of application: 5308.

Date: 25th May, 1905.

TRADE MARK.

The word

"KOSMOS."

NAME.

W. H. VOWLES AND SONS, of 9, 10, 11, and 12, Broad Weir, Bristol, England, Brush-manufacturers.

No. of class: 50.

Description of goods: Brushware.

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F. WALDEGRAVE,
Registrar.

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*Trade Marks registered.*

LIST of Trade Marks registered from the 18th to the 31st May, 1905, inclusive:—

No. 4072; 4560.—B. Ineson; Class 42. (*Gazette* No. 20, of the 3rd March, 1904.)

No. 4073; 5133.—Lever Bros., Limited; Class 50. (*Gazette* No. 11, of the 9th February, 1905.)

No. 4074; 4997.—G. W. Hean; Class 3. (*Gazette* No. 95, of the 24th November, 1904.)

No. 4075; 4998.—G. W. Hean; Class 3. (*Gazette* No. 95, of the 24th November, 1904.)

No. 4076; 5164.—G. W. Hean; Class 48. (*Gazette* No. 22, of the 9th March, 1905.)

F. WALDEGRAVE,
Registrar.

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*Trade Mark Renewal Fees paid.*

FEES paid for the renewal of the undermentioned Trade Marks:—

For fourteen years from the date first mentioned.

No. 221/186.—4th June, 1905.—R. Harper and Co., of Melbourne, Victoria. 18th May, 1905.

Nos. 241/191 and 242/192.—16th June, 1905.—R. Harper and Co., of Melbourne, Victoria. 18th May, 1905.

No. 246/198.—20th June, 1905.—R. Harper and Co., of Melbourne, Victoria. 18th May, 1905.

No. 250/302.—2nd July, 1905.—R. Harper and Co., of Melbourne, Victoria. 18th May, 1905.

F. WALDEGRAVE,
Registrar.

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*Trade Marks removed from Register.*

LIST of Trade Marks removed from Register owing to the non-payment of the renewal fees, from the 18th to the 31st May, 1905, inclusive:—

No. 178/142.—24th February, 1891.—Frazer and Co. of London, England, and Sydney, N.S.W.

No. 179/150.—26th February, 1891.—T. Hubbuck and Son, Limited, of London, England.

F. WALDEGRAVE,
Registrar.

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*Trade Mark Registration cancelled.*

THE entry on the Register in respect of trade mark No. 4862/3900, F. Crosby (advertised in Supplement to *New Zealand Gazette*, No. 69, of the 18th August, 1904), has been cancelled.

F. WALDEGRAVE,
Registrar.

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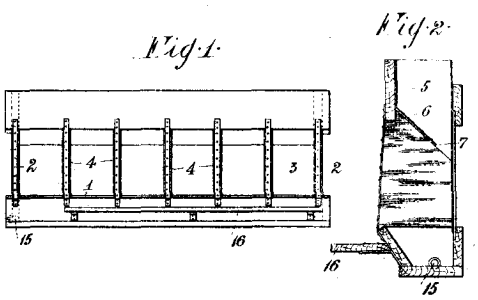
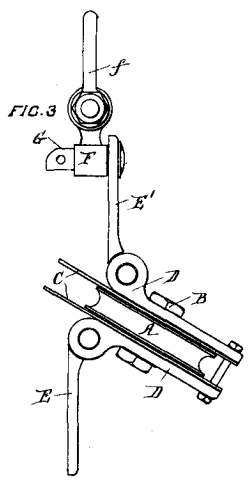
By Authority: JOHN MACKAY, Government Printer, Wellington.

# ILLUSTRATIONS OF INVENTIONS.

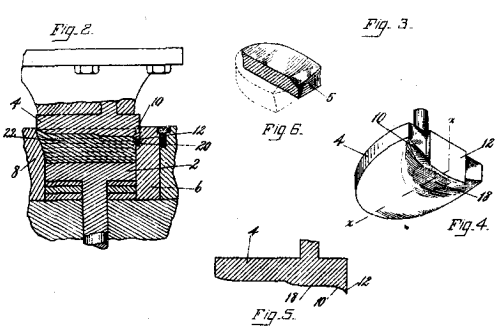
[These illustrations refer to the complete specifications accepted, and advertised in this *Gazette*.]



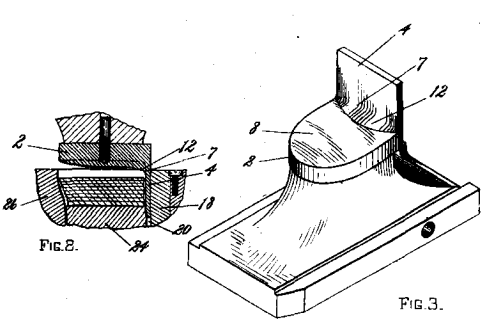

18095
Devine. Pig-trough.



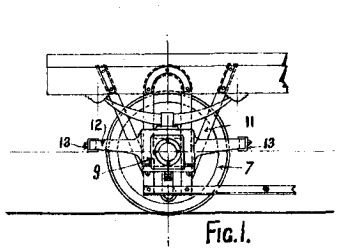

18148
Collett, C. B. and E. M. Edkins. Pulley-block.



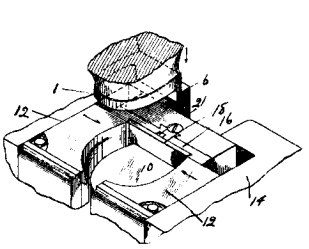

18298
United Shoe Machinery Company. Heel-compresser. (Whiting.)



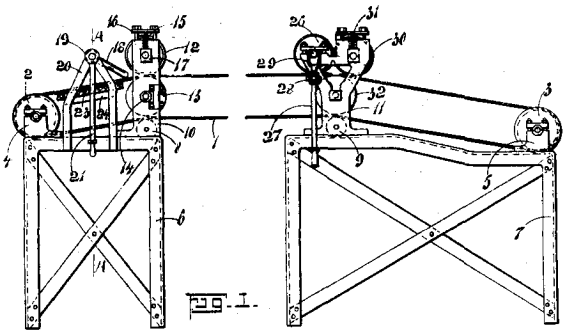

18299
United Shoe Machinery Company. Heel-compresser. (Mayo.)



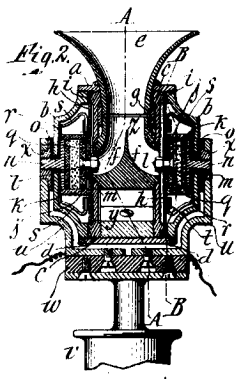

18714
Angus. Railway-car.



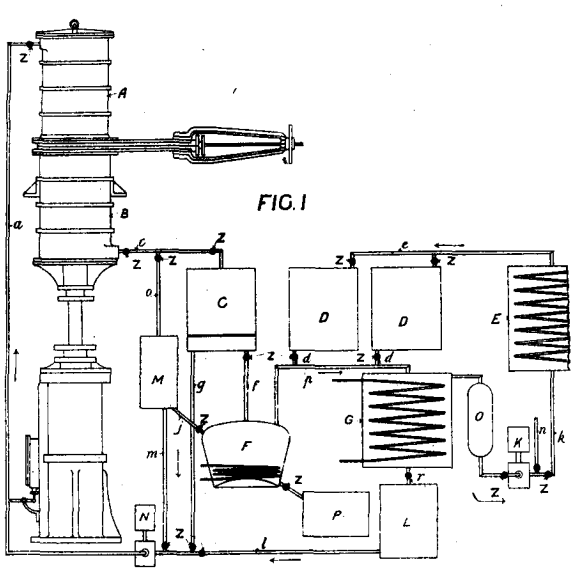

18300
United Shoe Machinery Company. Heel-compresser. (Lund.)



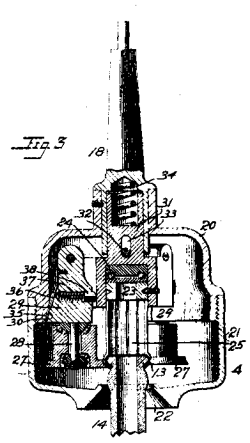
19388
Smith. Flax-cleaner.



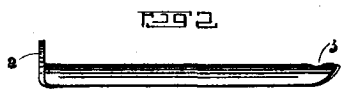
19391
Gail. Telephone-transmitter.



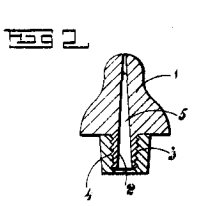
19399
Burt, Jackson, and Finch. Grease-extraction from Wool.



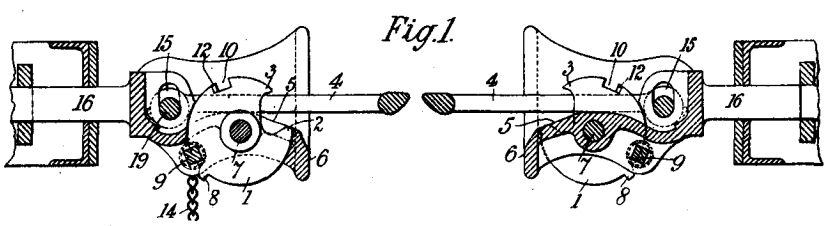
19393
Hughes. Bottle-seal. (Gillette.)



19400
Dallas. Handle-fastener.

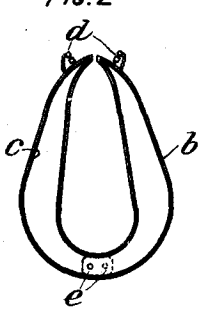


19315
Watson. Bottle-nozzle.



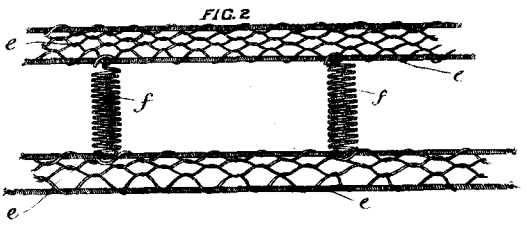
19398
A.B.C. Coupler (Limited). Buffer-coupler. (Jepson.)

FIG. 2

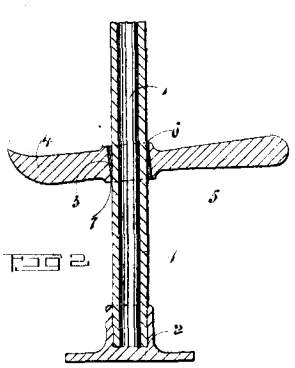



18949
Hull and Morland. Horse-collar.

FIG. 2

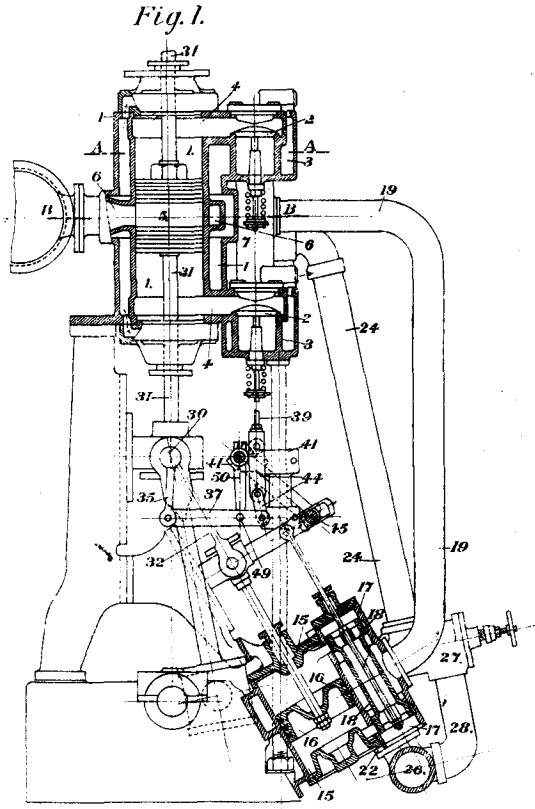



19296
Hilton. Wire Mattress.



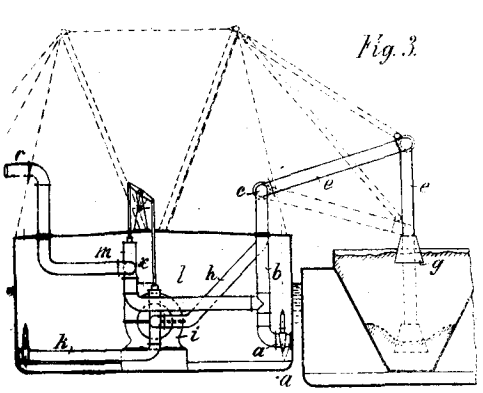

19330
Castles. Jack-support.

Fig. 1.



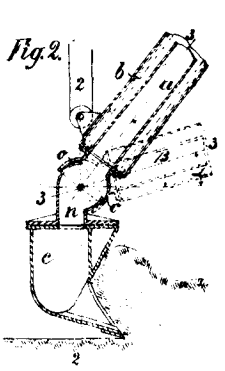

19362
The Empire Oil-engine Syndicate (Limited). Engine. (Clay.)

Fig. 3.



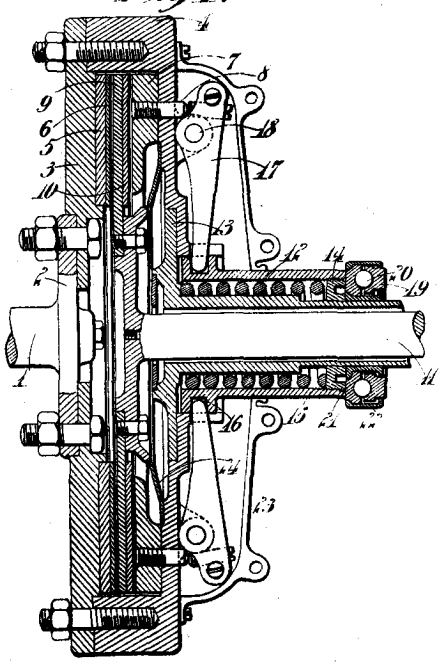

19380
Frühling. Suction Dredge.

Fig. 2.

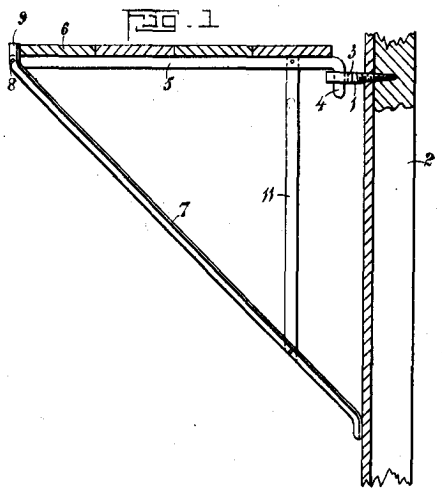



19381
Frühling. Suction Dredger-head.

Fig 1.

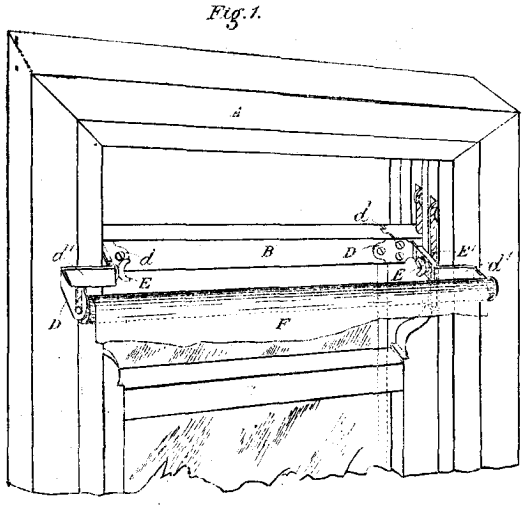


19413
De Dion and Bouton. Plate-clutch.

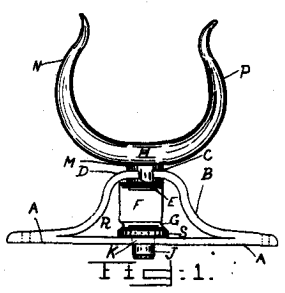


19445
Humphries. Scaffolding-bracket.

Fig. 1.



19447
Berry. Blind-bracket.



19454
Hall. Rowlock.

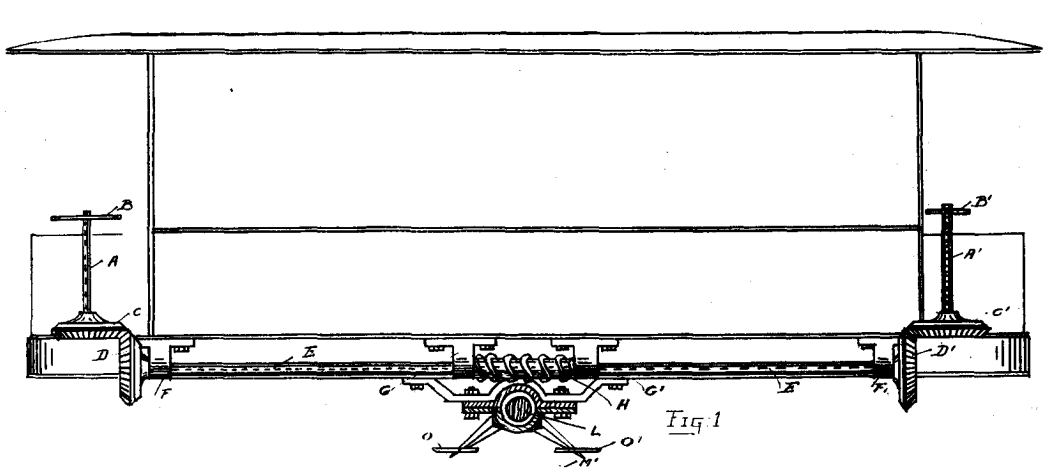


Fig 1

19450
Byron. Car-brake.