

Patents, Designs, and Trade Marks

SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

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CONTENTS.

	Page
International and Intercolonial Arrangements for the Mutual Protection of Patents and Trade Marks ..	1655
Notices <i>re</i> Holidays	1656
Applications for Letters Patent filed	1656
Complete Specifications filed after Provisionals ..	1657
Complete Specifications accepted	1657
Provisional Specifications accepted	1662
Letters Patent sealed	1662
Letters Patent on which Fees have been paid ..	1662
Subsequent Proprietors of Letters Patent registered	1663
Notices of Requests to amend Specifications ..	1663
Request for Correction of Clerical Error in Application for Letters Patent	1667
Applications for Letters Patent abandoned ..	1667
Application for Letters Patent void	1667
Applications for Letters Patent lapsed	1667
Letters Patent void	1667
Designs registered	1667
Subsequent Proprietors of Design registered ..	1667
Applications for Trade Marks filed	1668
Applications for Registration of Trade Marks ..	1668
Trade Marks registered	1675
Trade Mark Renewal Fees paid	1675
Subsequent Proprietor of Trade Marks registered ..	1675
Trade Marks removed from the Register	1675
Application for Trade Mark opposed	1675

International and Intercolonial Arrangements for the Mutual Protection of Patents and Trade Marks.

INTERNATIONAL CONVENTION.

THE following countries now belong to the Convention :—

Australia.	Italy.
Austria-Hungary.	Japan.
Belgium.	Mexico.
Brazil.	New Zealand.
Ceylon.	Norway.
Cuba.	Portugal, with the Azores and Madeira.
Denmark and Faroe Islands.	Servia.
Dominican Republic.	Spain.
France, with Algeria and Colonies.	Sweden.
Germany.	Switzerland.
Great Britain.	Tunis.
Holland, with East Indian Colonies, Curaçoa, and Surinam.*	United States of America.

* Trade marks only.

Separate arrangements have been made between Australia and New Zealand.

Particulars of the Convention and of such arrangements may be seen in the following *Gazettes* :—

Notification of adhesion of New Zealand to the Convention, with text thereof (in English), in the *Gazette* of 26th November, 1891; notification of adherence of New Zealand to the Additional Act of the Convention, with text (in English) of such Additional Act, in *Patents Supplement to Gazette* No. 101, of the 16th November, 1905; Order in Council applying section 103 of the Imperial Act to New Zealand, in *Gazette* No. 27, of the 15th May, 1890; Orders in Council containing arrangements between Australia and New Zealand, in *Patent Supplements to the Gazette* Nos. 22, of the 9th March, 1905, and 38, of the 20th April, 1905.

Holiday to be observed on King's Birthday.

THE Office will be closed on Friday, the 3rd June, being the anniversary of the birthday of H.M. the King.

Arbor Day.

Office of the Minister of Internal Affairs,
Wellington, 25th May, 1910.

WEDNESDAY, the 20th day of July next, will be observed as a public holiday in the Government Offices throughout the Dominion, for the celebration of Arbor Day.

In order that the movement may be made as successful as possible, the Government hopes that the Mayors of various municipalities and Chairmen of local bodies will place the matter prominently before the people of the Dominion, and do all they can to encourage the planting of public reserves and other available lands, both public and private, with trees suited to the locality.

D. BUDDO,
Minister of Internal Affairs.

Applications for Letters Patent filed.

LIST of applications for Letters Patent filed. (Where a complete specification accompanies an application an asterisk is affixed; in all other cases a provisional specification has been lodged. In all cases where the applicant is not the inventor the name of the latter appears in italics in brackets. † Denotes an application under the International and Intercolonial Arrangements.)

Griffin, J. N., Rewiti, N.Z.	.. ..	..	..	Brake; 27724; 19th May.
Buhmann, W., Dunedin, N.Z.	.. ..	..	..	Safety-pin; 27725; 11th May.
Buhmann, W., Dunedin, N.Z.	.. ..	..	..	Fire-screen; 27726; 11th May.
Stewart, J. G., Glasgow, Scot.	.. ..	..	..	Pipe-joint*; 27727; 15th June, 1909†.
Stewarts and Lloyds, Limited, Coatbridge, Scot.	.. ..	..	..	Fitting branch-service connections to main pipes*; 27728; 18th September, 1909†.
Ballantyne, R., Glasgow, Scot.	.. ..	..	..	Fitting branch-service connections to main pipes*; 27728; 18th September, 1909†.
Richardson, F., Wellington, N.Z.	.. ..	..	..	Phonograph-horn; 27729; 13th May.
Rich, F. A., Auckland, N.Z.	.. ..	..	..	Stove, oven, and water heater*; 27730; 12th May.
Leathart, R. M. W., Onehunga, N.Z.	.. ..	..	..	Rat-trap; 27731; 12th May.
Small, J., Timaru, N.Z.	.. ..	..	..	Pasteuriser; 27732; 12th May.
Bertinshaw, G. J., Wellington, N.Z.	.. ..	..	..	Ferro-concrete pole*; 27733; 14th May.
Livingstone, H. A., Winton, N.Z.	.. ..	..	..	Spark-arrester; 27734; 13th May.
Ruddick, E. J., Addington, N.Z.	.. ..	..	..	Gate-hinge; 27735; 16th May.
Bruce, J., New Plymouth, N.Z.	.. ..	..	..	Tire-shrinking machine*; 27736; 13th May.
Donnelly, T. C., Matakau, N.Z.	.. ..	..	..	Sluice-box*; 27737; 14th May.
Haines, R. T., Elsternwick, Vic.	.. ..	..	..	Range fuel economizer*; 27738; 14th May.
Levinge, H. M., Okato, N.Z.	.. ..	..	..	Tray*; 27739; 17th May.
Macpherson, R., Brondesbury, Eng.	.. ..	..	..	Soap-manufacture*; 27740; 17th May.
Heys, W. E., Bushey, Eng.	.. ..	..	..	Soap-manufacture*; 27740; 17th May.
Watterson, J., Wellington, N.Z.	.. ..	..	..	Bull-rope antifriction device*; 27741; 17th May.
Phillips, F. S., Wellington, N.Z.	.. ..	..	..	Bull-rope antifriction device*; 27741; 17th May.
Turner, T., Wellington, N.Z.	.. ..	..	..	Bull-rope antifriction device*; 27741; 17th May.
Whitmore, E. H., Invercargill, N.Z.	.. ..	..	..	Bottle; 27742; 17th May.
Dixon, J., Prahran, Vic.	.. ..	..	..	Aerating-machine*; 27743; 16th October, 1909†.
Lawrence, J. C. F., Prahran, Vic.	.. ..	..	..	Aerating-machine*; 27743; 16th October, 1909†.
Nightingall, V. C. J., Melbourne, Vic.	.. ..	..	..	Fungicide, &c.*; 27744; 24th March, 1910†.
Seifert, W., Palmerston North, N.Z.	.. ..	..	..	Flax-catcher; 27745; 17th May.
Seifert, W., Palmerston North, N.Z.	.. ..	..	..	Flax-catcher; 27746; 17th May.
Stewart-Edward, J., Christchurch, N.Z.	.. ..	..	..	Cultivating-implement*; 27747; 14th May.
Sharpe, J., Glebe, N.S.W.	.. ..	..	..	Socket and screw plug for intermittent delivery of liquids*; 27748; 18th May.
Moore, L. C., Melbourne, Vic.	.. ..	..	..	Butter-box fastener; 27749; 18th May.
Edwards, T., Ballarat, Vic.	.. ..	..	..	Furnace ore-dropper*; 27750; 18th May.
Davies, E. N., Annandale, N.S.W.	.. ..	..	..	Water-meter, &c., protective coating; 27751; 18th May.
Stapelfeldt, O. H., Melbourne, Vic. (<i>Houghton</i>)	.. ..	..	..	Incandescent gas-lamp; 27752; 18th May.
Stapelfeldt, O. H., Melbourne, Vic. (<i>Houghton</i>)	.. ..	..	..	Incandescent gas-lamp; 27753; 18th May.
McGaffin, R., Hastings, N.Z.	.. ..	..	..	Flax-catcher chute; 27754; 17th May.
McGaffin, R., Hastings, N.Z.	.. ..	..	..	Flax-washer; 27755; 17th May.
McLeod, A., Auckland, N.Z.	.. ..	..	..	Water-heater, &c.; 27756; 18th May.
Nicholson, A. C., Dunedin, N.Z.	.. ..	..	..	Condiment-container; 27757; 18th May.
Christie, J., Dunedin, N.Z.	.. ..	..	..	Acetylene generator*; 27758; 18th May.
Keppel, J. J., Dunedin, N.Z.	.. ..	..	..	Flax-washer; 27759; 18th May.
White, C., Baltimore, U.S.A.	.. ..	..	..	Gas-engine*; 27760; 18th May.
Holm, S., Wellington, N.Z.	.. ..	..	..	Lamp-chimney attachment; 27761; 21st May.
Cluett, G. E., Toko, N.Z.	.. ..	..	..	Fencing-dropper; 27762; 21st May.
Hartmann, S., Melbourne, Vic.	.. ..	..	..	Churn, &c.*; 27763; 17th June, 1909†.
McLaurin, J. D., Pohangina, N.Z.	.. ..	..	..	Tank; 27764; 24th May.
McLaurin, A., Marokopa, N.Z.	.. ..	..	..	Tank; 27764; 24th May.
Wohle, S., London, Eng.	.. ..	..	..	Petroleum, &c., manufacture*; 27765; 12th October, 1909†.
Mayo, C. R., London, Eng.	.. ..	..	..	Wool and skin grease extraction*; 27766; 24th May.
Leonard, J., Wellington, N.Z.	.. ..	..	..	Game apparatus; 27767; 24th May.
Patterson, J., Auckland, N.Z.	.. ..	..	..	Scrubbing-brush; 27768; 24th May.
Lundy, D., Morven, N.Z.	.. ..	..	..	Windmill; 27769; 24th May.
Allen, G. M., Euroa, Vic.	.. ..	..	..	Preserving-apparatus; 27770; 24th May.
Robertson, A., Nelson, N.Z.	.. ..	..	..	Ledger, &c.; 27771; 24th May.
Collier, M. S., Auckland, N.Z.	.. ..	..	..	Clothes-peg; 27772; 23rd May.
Turri, G. G., Melbourne, Vic. (<i>T. H. Wheelless</i>)	.. ..	..	..	Railway-rail, &c.*; 27773; 25th May.
Whiteley, F., Stratford, N.Z.	.. ..	..	..	Excavator, &c.; 27774; 25th May.

Liggins, J., Tokomaru, N.Z.	Flax-scutchers; 27775; 25th May.
Davidson, H. J., Wellington, N.Z.	Ladder; 27776; 25th May.
Vacuum Specialty Manufacturing Company, San Francisco, U.S.A. (G. S. Bennett)	Vacuum cleaner*; 27777; 25th May.
Van Daalen, H. B., London, Eng.	Electric-machinery controller*; 27778; 16th June, 1909†.
Van Daalen, H. B., London, Eng.	Electric dynamo and motor*; 27779; 15th June, 1909†.
Hayes, E., Oturehua, N.Z.	Windmill*; 27780; 25th May.
Maloney, J. P., Fortrose, N.Z.	Box wiring and stapling; 27781; 23rd May.
Buhmann, W., Dunedin, N.Z.	Brooch-fastening; 27782; 23rd May.
Sander, E. G., Westport, N.Z.	Corrugated iron; 27783; 24th May.
Mander, H. F., Westport, N.Z.	Corrugated iron; 27783; 24th May.
United Shoe Machinery Company, Paterson, U.S.A. (J. N. Busell)	Boot-edge machine; 27784; 26th May.

Complete Specifications filed after Provisionals.

LIST of complete specifications filed after provisional specifications, from the 14th to the 25th May, 1910, inclusive:—

- No. 26264.—O. B. Elliott, fire-alarm.
- No. 26267.—W. Read, egg-carrier.
- No. 26430.—J. M. Collins, J. Low, A. Burges, fibre-washing machine.
- No. 26442.—United Shoe Machinery Company, press. (F. Ashworth.)
- No. 26470.—A. Pullar, dental-plate brush.
- No. 26512.—W. A. Bann and E. S. Stokes, fish-preserving process.
- No. 26568.—H. O. Bioletti, door-holder.
- No. 26579.—J. Fortune, lamb-marking appliance.
- No. 26981.—W. J. H. Beach, aeroplane.
- No. 27499.—A. R. Christian and E. A. Reynolds, trolley-pole lowering.
- No. 27575.—W. T. Taylor, dredge-grab attachment.

ERRATUM.—In last issue of the *Gazette* "No. 27576, L. F. Laurent, plough" was wrongly included in this list.

Notice of Acceptance of Complete Specifications.

Patent Office,
Wellington, 1st June, 1910.

COMPLETE specifications relating to the un-dermentioned 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.

The copies of claims and extracts from the specifications and drawings are merely intended to give some further indication of the invention than is disclosed in the title, and the complete specifications and drawings should be referred to for a description of the invention.

No. 25566.—15th February, 1909.—ALFRED FINDLAY, of Dunedin, New Zealand, Plumber (assignee of William Pascoe Rodda, of 55 Raglan Street, East St. Kilda, Victoria, Australia, Mining Engineer). Improved device for drawing off beer and other liquids.*

Claim.—The combination with a beer-engine of a bent pipe of inverted-U shape and equal in diameter throughout, said pipe being connected to the delivery-pipe of the beer-engine so that one of its arms is at right angles to said delivery-pipe, and having fitted near the end of its other arm a removable cap having a gauze disc across its top, substantially as described and illustrated.

(Specification, 2s.)

No. 25836.—15th April, 1909.—WILLIAM JOSEPH WARD, of Waitapu, New Zealand. An improved liniment for rheumatism and like ailments.

Claim.—A liniment for the treatment of rheumatism and like ailments consisting of the combination of aqua fortis with spirits of turpentine, spirits of wine, and brown vinegar in the approximate relative proportions described.

(Specification, 1s.)

No. 26089.—15th June, 1909.—JOHN ARNABOLDI, of Devonport, Auckland, New Zealand, Engineer. An improved soldering-bolt.*

Claims.—(1.) A hollow soldering-bolt having an internal combustion-chamber through which flame is directed through one or more holes or slots on to the work to be soldered. (2.) A hollow soldering-bolt to be used in connection with a spirit blow-lamp or gas blowpipe. (3.) A hollow soldering-bolt having an iron combustion-chamber with fore part of copper or other suitable metal affixed thereto, operated in the manner described in specification.

(Specification, 1s. 6d.)

No. 26112.—23rd June, 1909.—JOHN BLUM, of 7 Rue St. Boniface, Brussels, Belgium, Doctor of Chemistry, and ALFRED WILLIAM CARPENTER, of 28 Bedford Street, London, England, Banker. Improvements in and relating to the manufacture of artificial Para rubber.

Claims.—(1.) In the manufacture of artificial or synthetic Para rubber, subjecting vegetable-matter, such as peat or turf, to the action of a ferment and simultaneously or subsequently subjecting it to the action of a deoxidizing agent, substantially as and for the purpose specified. (2.) In the manufacture of artificial or synthetic Para rubber, subjecting vegetable-matter, such as peat or turf, while in the absence of air and at a temperature of about 140° Fahr., but not exceeding 160° Fahr., to the action of a ferment obtained from imperfectly formed caoutchouc, or a ferment identical with a ferment for producing the higher alcohols of the olifines, for the purpose specified. (3.) In the manufacture of artificial or synthetic Para rubber, heating the deoxidized product of the fermentation of vegetable-matter, such as peat or turf, with water in which a nitrogenous substance, preferably the red grain-like substance contained in Haut Congo Rouge rubber, is suspended and to which mineral salts have been added. (4.) For use in the manufacture of artificial or synthetic Para rubber, the glutinous hydrocarbon mass obtained, substantially as described. (5.) The manufacture of artificial or synthetic Para rubber by the method and in the manner substantially as described with reference to the drawings. (6.) Artificial or synthetic Para rubber manufactured substantially as described.

(Specification, 6s. 6d.)

No. 26136.—24th June, 1909.—DAVID KAY, of Matakura, New Zealand, Traction-engine Owner. Improvements in or relating to means for holding bags on chaff-cutters and the like.*

Claim.—An attachment to bag ring and band of chaff-cutters and the like, comprising a steel spring suitably formed and mounted so as to hold bag in position on ring, by frictional resistance obtained by pressure of spring, while operator is adjusting bag round ring. Also a flexible hanger attached to said spring and band to hold band in proper position while it is being closed on bag.

(Specification, 1s. 6d.)

No. 26255.—20th July, 1909.—WILLIAM FREDERICK MUNN, of "Macclesfield," Gloucester Road, Hurstville, Sydney, New South Wales, Australia, Carter. An improved sporting-boot for use in such games as football, baseball, and cricket.*

Claims.—(1.) In a boot, the combination with the sole thereof, of a reinforcing lath of flexible steel fixed at one end but otherwise free to move longitudinally. (2.) In a boot,

the combination with the sole and insole thereof of a felt packing between the same, and set in said felt packing a reinforcing lath of flexible steel riveted at the heel to the sole but otherwise free longitudinally in relation thereto. (3.) In a boot, the combination with the sole and insole and packing separating the same of a flexible-steel lath N riveted to the soles at M and flanked by stitching O to prevent sidewise movement, substantially as described. (4.) A boot having a packed and reinforced sole and blocked toe-cap, formed substantially as shown in the drawings.

(Specification, 2s. 6d.)

No. 26355.—2nd August, 1909.—RALPH DUNNE, Picture-framer, and ANDREW JOHN PARK, Solicitor, both of Dunedin, New Zealand. Beveiling-attachments for the fences of mitre-boxes and the like.*

Claims.—(1.) A beveiling-strip for mitre-boxes of the class described, characterized by having one or more notches on its face affording overhanging edges for different slopes, an end adapted to fit against a pillar on the mitre-box, a back adapted to lie closely against the fence of the mitre-box, a gap in its upper part near the said end, a base having a portion cut out near said end, and means for securing said beveiling-strip to said mitre-box, substantially as and for the purposes set forth. (2.) The combination with a mitre-box of the class described of a pair of beveiling-strips constructed and arranged substantially as and for the purposes set forth, and illustrated in the drawings.

(Specification, 3s.)

No. 26357.—4th August, 1909.—FRANK HARBOTTLE, of 77 Elizabeth Street, Hobart, Tasmania, Merchant. Combined disappearing and moving target for use on miniature ranges.*

Extract from Specification.—The moving portions of the appliance are carried on a vertical wooden frame facing the marksmen and consist of a vertically sliding steel shield designed to be raised or lowered at will by suitable mechanism operated from a point behind the firing-line, a laterally traversing carriage carrying a plurality of hinged target-plates of any suitable size or configuration, and means for controlling the movements thereof. When a target-plate is struck by a bullet the force of the impact throws it backwards into the horizontal position, in which it is held (out of view of the marksmen) by engagement with a spring catch. When one or more of the target-plates have been so struck and it is desired to restore them to the vertical position, lateral movement to the full extent of the carriage causes certain stops mounted upon a releasing-rod to bear against and disengage the spring catches, whereupon the action of a coil spring attached to each target-plate restores it to the vertical position. Lateral movement of the carriage in one direction is effected by means of a rope passing over suitable pulleys and connected with a lever mounted in a convenient position behind the firing-line.

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

(Specification, 6s.)

No. 26393.—10th August, 1909.—THOMAS NOTON FLETCHER, of Thames, Auckland, New Zealand, Engineer. Improvements in targets for miniature-rifle shooting.*

Claims.—(1.) In targets for miniature-rifle shooting, a back vertical support, targets secured to the face thereof, a vertical plate arranged in front of such back support and below the targets thereon, apertures of different sizes formed in such plate at regular intervals along it, and means for displaying a numbered disc above each aperture upon a missile passing therethrough, substantially as specified.

[NOTE.—Here follow two other claims.]

(Specification, 3s. 6d.)

No. 26398.—11th August, 1909.—UNITED SHOE MACHINERY COMPANY, of Paterson, in the State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, carrying on business as

Shoe-machinery Manufacturers, and having a place of business at 205 Lincoln Street, Boston, in the Commonwealth of Massachusetts, in said United States of America (assignees of William Pratt, Engineer, and Gerald Pegg, Engineer, both of Leicester, England). Improvements in or relating to machines for inserting fastenings.

Claims.—(1.) For a machine which inserts cutlan bills or loose nails of like form, a raceway that is curved or bent sidewise substantially as described to cause contiguous nails to so move about their own axes as to produce a gap between them for the entry of a separator.

[NOTE.—Here follow six other claims.]

(Specification, 11s.)

No. 26399.—11th August, 1909.—UNITED SHOE MACHINERY COMPANY, of Paterson, in the State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, carrying on business as Shoe-machinery Manufacturers, and having a place of business at 205 Lincoln Street, Boston, in the Commonwealth of Massachusetts, in said United States of America (assignees of Arthur Bates, Engineer, Thomas Briggs, Engineer, and Joseph James Marsh, Traveller, all of Leicester, England). Improvements in or relating to machines for operating upon boots or shoes.*

Claims.—(1.) In an attaching-machine wherein upon the presentation of successive portions of the bottom of a shoe to the attaching-devices a rand-strip is attached, the employment of a mechanism that is operatively connected with the work and for the purpose described automatically, on presentation of a predetermined portion or portions of the shoe, varies the relation between the work and a guide or gauge for the rand-strip. (2.) For an attaching-machine wherein upon the presentation of successive portions of the bottom of a shoe to the attaching-devices a rand-strip is attached, the provision of automatic or other mechanism for varying for the purpose described the relation between the work and a gauge or guide for the rand-strip while the said strip is being attached to the side or sides of the last.

[NOTE.—Here follow eight other claims.]

(Specification, 15s.)

No. 26400.—11th August, 1909.—UNITED SHOE MACHINERY COMPANY, of Paterson, in the State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, carrying on business as Shoe-machinery Manufacturers, and having a place of business at 205 Lincoln Street, Boston, Massachusetts, United States of America (assignees of Frank Bycroft Keall, Engineer, Joseph Gouldbourn, Engineer, and Arthur Ernest Jerram, Engineer, all of Leicester, England). Improvements in or relating to machines for operating upon shoes.*

Extracts from Specification.—The provision in a machine having means for producing such relative movement of the tool and work that the tool operates along a predetermined contour of the work, of means for reversing such movement at predetermined points in said contour, and means for independently varying the points of reversal. A further important feature of the present invention is the use of mechanism that is controlled by the shoe-contour for the purpose of determining the position of the point at which automatic reversal or automatic termination of traverse occurs. . . . The employment of a mechanism which, although it ultimately effects the automatic reversal or termination of the traverse, has its action initiated upon the arrival of the jack and tool in a predetermined relationship—namely, that positional relationship at which the uniformly curved portion ends—and has its action completed thereafter when a predetermined linear relative traverse between shoe-margin and tool shall have occurred. . . . Means for reversing such movement at predetermined points, and means for effecting a transfer, with relation to the work, of said points of reversal without changing the extent of traverse. . . . Means for automatically stopping the operation of the machine when a predetermined number of traverses of the tool have been made, and means for varying this number. . . . Means for varying the rate of movement of the driving-mechanism as a whole, or by the provision of a lobed cam operated by chains or bands driven from a mechanism having approximately constant linear velocity. . . .

[NOTE.—The above extracts from the specification are inserted in place of the claims.]

(Specification, £1 15s.)

No. 26414.—9th August, 1909.—HERBERT SMART, of Young Street, New Plymouth, New Zealand, Master Plumber. An improved ball valve.*

Claims.—(1.) In ball valves, the combination with the valve and the ball lever of gearing interposed between the valve-spindle and the lever, and adapted to transmit the movements of the lever to the valve-spindle, substantially as specified.

[NOTE.—Here follows one other claim.]

(Specification, 2s.)

No. 26444.—18th August, 1909.—UNITED SHOE MACHINERY COMPANY, of Paterson, in the State of New Jersey, United States of America, a corporation duly organized under the laws of said State of New Jersey, carrying on business as Shoe-machinery Manufacturers, and having a place of business at 205 Lincoln Street, Boston, Massachusetts, United States of America (assignees of Louis Amedee Casgrain, of Beverly, Massachusetts aforesaid, Inventor). Improvements in or relating to presses.*

Claim.—(1.) A press comprising a bed, a pressure-applying member arranged to be moved into and out of operative relation to said bed, and supporting-means for said member constructed to permit a pivotal movement of said member into and out of operative position about a horizontal axis lying below said bed.

[NOTE.—Here follow five other claims.]

(Specification, 11s.)

No. 26660.—29th September, 1909.—CYRIL EDMUND GANE, of Normanby, New Zealand. Improvements in milking-machines.*

Extract from Specification.—The invention has been designed to provide (1) an improved construction of teat-cup by means of which the alternate pressure and release of the lining upon the teat inserted within it, caused by connecting the space around it alternately to the different degrees of pneumatic pressure, may be imparted first to the upper end of the teat, and then to the lower end thereof, in order thus to work the milk down the teat; (2) improved means whereby this pulsating effect may be obtained; and (3) improved means whereby the vacuum suction upon the inside of the teat-cups may be broken so as to allow of the cups dropping off the teats when the milking is finished.

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

(Specification, 9s.)

No. 26768.—20th October, 1909.—THE LUDLOW COMPANY, of 402 Chamber of Commerce Building, City of Cleveland, Ohio, United States of America, Manufacturers, a corporation organized and existing under the laws of the State of Ohio, United States of America (assignee of Washington Irving Ludlow). Improvement in typographs.

Claims.—(1.) A typograph-machine in which a plurality of matrix-bars 4 are longitudinally arranged, and freely movable, in a trough-like receptacle 3 having a casting-slot 6 in its bottom, each of said bars having a series of matrices 5 on its lower edge, and composer-means being provided to engage and assemble said bars to variously align the matrices thereon over said casting-slot.

[NOTE.—Here follow ten other claims.]

(Specification, 12s. 6d.)

No. 26968.—26th November, 1909.—FREDERICK CHARLES THOMPSON, of Auckland, New Zealand, Venetian-blind Maker. An improved method of operating venetian-blinds.*

Extract from Specification.—The use of a self-checking device attached to a revolving roller, which is operated by a cord connected to and winding round the revolving roller; this revolving roller is fitted horizontally on bearings to the head-board; one end of the roller or shaft is fitted with a pin or cap having slots, into which a pawl or ratchet drops to check the downward movement of the blind when it is being lowered.

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

(Specification, 2s.)

No. 27299.—4th February, 1910.—GEORGE METCALFE, of New Plymouth, New Zealand, Music-teacher. An improved process for the production of puncture-resisting material.

Extract from Specification.—I employ a fibrous material free from oily and fatty substances, such as cotton-wool or wadding, and impregnate it with a suitable resinous substance by applying it in a convenient manner, such as by dusting it in a powdered form over the surfaces of the material.

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

(Specification, 2s. 6d.)

No. 27470.—24th March, 1910.—WILLIAM HENRY TREN-GROVE, of Wellington, New Zealand, Engineer. An improved device for temporary repair of pneumatic tires and the like.

Extract from Specification.—A washer having a boss with a screw-threaded hole and a circular rib is united to a washer having a groove corresponding to the rib. The screw passes through the second washer and into the first washer. Upon an inner tube becoming punctured, the puncture is enlarged, if necessary, to pass the first washer through the puncture into the interior of the tube. This washer is then held so that the screw can be passed through the puncture after the second washer has been placed in position. By screwing the screw tight the rubber is forced by the rib of the first washer into the groove of the second washer, thereby effectively closing the puncture.

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

(Specification, 3s. 6d.)

No. 27525.—7th April, 1910.—ALLAN STEWARD CAMBRIDGE, of Hereford Street Chambers, Christchurch, New Zealand, Engineer. Improvement in apparatus for generating or producing gas.

Claims.—(1.) In apparatus for the production of gas, an inner cavity for containing fuel, surrounded by an outer cavity for containing water, these cavities being so arranged that the air admitted to support combustion will pass over the heated water in one cavity to the fuel in the other cavity, substantially as specified. . . . (5.) In apparatus for the production of gas, hollow valve or plug devices mounted at the base of said apparatus to receive the ashes, spent fuel, clinkers, and other refuse from said apparatus, to enable same to be removed therefrom without affording ingress or egress to or from the interior of said apparatus, substantially as specified.

[NOTE.—Here follow two other claims.]

(Specification, 8s.)

No. 27557.—23rd June, 1909.—SAMUEL JONAS, of 52 Ramsden Street, Clifton Hill, Victoria, Australia, Engineer. Improvements in apparatus for carburetting air.

[NOTE.—This is an application under section 98 of the Act, the date given being the official date of the application in Australia.]

Claims.—(1.) Apparatus for carburetting air consisting in the combination of 1 an air-holder adapted to be automatically operated by means of a hydraulic piston, 2 an automatically fed carburetter, and 3 a governing-bell or gas-holder. (2.) In apparatus for carburetting air, the employment of an air-pressure bell controlled by water-pressure, and adapted to deliver air to an automatically fed carburetter connected with a governing-bell. (3.) In apparatus for carburetting air, an air-pressure bell arranged within a tank and provided with a piston working in a cylinder and operated automatically by water-pressure controlled by a three-way valve, an air-delivery valve in said tank, a pipe provided with a retention-valve and connected with an automatically fed carburetter in communication with a gas-holder provided with a governing-bell.

[NOTE.—Here follow two other claims.]

(Specification, 6s. 6d.)

No. 27626.—25th April, 1910.—JOHN DUFFILL, of Inglewood, Taranaki, New Zealand, Contractor. Improvements relating to the construction of concrete buildings.

Extract from Specification.—A mould-box for forming the walls comprises two side boards, which are connected to cross-pieces by bolts, one of which works through a slot in the cross-piece.

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

(Specification, 6s.)

No. 27632.—27th April, 1910.—ERNEST WILLIAM BLAKE, of 22 Temple Road, South Croydon, Surrey, England, Engineer. Improvements in gas controllers or regulators.

Extract from Specification.—I provide a container for a suitable liquid, such as mercury, in which is immersed a gas-bell, into the interior of which a pipe from the gas-supply main opens. This gas-bell is loaded in any convenient manner so that the gas-bell does not rise until the pressure in the main has reached a certain predetermined point. When this point is reached, the said bell rises, and on its upward movement it is automatically freed of the load which it bears, and also opens the gas-valve by a direct connection therewith. Means are also provided for retaining the gas-bell in the partially raised position independently of the gas-pressure, so that as the said pressure drops, under the normal varying fluctuations in pressure in the gas-main, the bell does not fall, and can be again raised by a slight increase in pressure considerably lower than that which is necessary for lifting it for turning on the valve, owing to the fact that it is not loaded. This second rise of the bell further turns the controlling-valve of the gas-burner so as to extinguish the gas, whereupon the bell drops under its own weight, and the load is again brought to bear upon it.

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

(Specification, 11s. 6d.)

No. 27633.—27th April, 1910.—MAX GOEHLER, of Cedar Cottage, Vancouver, British Columbia, Civil Engineer. Milk-separators.

Extract from Specification.—The improvements are directed to the application of a high-speed rotating-means direct to the body of the separator-bowl so that the intervention of multiplying mechanism is dispensed with, also to the manner of yielding by mounting the separator-bowl adjacent to its centre of gravity, on the head of the pivot-pin on which it rotates, so as to afford the bowl an opportunity for adjusting itself during rotation. The invention also comprises features in the construction of the bowl itself by which the entering milk is compelled to take up at once the rotatory movement of the vessel.

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

(Specification, 6s.)

No. 27634.—27th April, 1910.—MAX GOEHLER, of Cedar Cottage, Vancouver, British Columbia, Canada, Civil Engineer. Manually operated high-speed rotors.

Extract from Specification.—The application of the manual effort to compress by means of a pump a fluid, preferably water, and thereafter to supply that compressed fluid to rotate a turbine directly connected to the object which it is desired to impart a high speed of rotation to.

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

(Specification, 5s.)

No. 27649.—28th April, 1910.—FRANK STAFFORD JELBART, of Dana Street, Ballarat, Victoria, Australia, Engineer. Improvements in internal-combustion engines.

Extract from Specification.—A flange upon the tail end of the piston working in a corresponding enlargement of the cylinder in conjunction with a non-return valve for the admission of air and ports for the admission of the explosive gaseous mixture from the compression-chamber.

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

(Specification, 6s.)

No. 27650.—28th April, 1910.—SYDNEY ASHWORTH HEAP and GEORGE WILLIAM ALLAN, of Christchurch, New Zealand, Commission Agent and Warehouseman respectively. Improved antiseptic attachment for telephone-transmitters.

Extract from Specification.—A circular cap is secured upon the mouth of the transmitter by a metal clip, the antiseptic substance usually employed for such purpose being placed between two discs of gauze located within the cap. The discs are kept in position by a bar secured within the cap.

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

(Specification, 2s.)

No. 27654.—5th June, 1909.—ARTHUR GEORGE LLOYD NEIGHBOUR, of Cromer Road, Beaumaris, Victoria, Australia, Civil and Mechanical Engineer. Improvements in sheep-shearing machines.

[NOTE.—This is an application under section 98 of the Act, the date given being the official date of the application in Australia.]

Claims.—(1.) In a sheep-shearing machine and in the means for applying tension to the cutter thereof, the employment of a key pivotally connected to the tensional screw and adapted to be folded flat against the casing and locked against rotation. . . . (5.) In a sheep-shearing machine and in combination, a cutter connected to a motion-bar having tensional means which permit said bar to tilt a crank-side having a stem detachably fitted into a socket in said motion-bar and provided with a roller adapted to rotate upon a fixed plate on the casing. . . . (7.) In a sheep shearing machine and in combination, a non-rotatable saddle adapted to slide vertically in a motion-pillar having around same a sleeve fitted into a correspondingly shaped hole formed in a boss on the motion-bar, a centre-pin in said saddle adapted to bear upon a plate on top of said pillar-sleeve, and internally threaded legs to said saddle adapted to engage with the threads of the tensional screw.

[NOTE.—Here follow eight other claims.]

(Specification, £1.)

No. 27662.—28th April, 1910.—THEODORE UMRATH, of Chicago, Illinois, United States of America, a citizen of the United States of America, residing at Auckland, New Zealand. Improvements in milking-machines.

Extract from Specification.—Each milking-machine is a so-called self-contained plant, whereby the air-exhausting means are directly mounted on a cover which is closing the can, and whereby an operative connection is made between the air-exhausting means and valves, which in one position open towards the vacuum, thereby applying suction on the udder of a cow, and in another position breaking the vacuum and opening towards the air, thereby destroying the vacuum partially.

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

(Specification, 7s. 6d.)

No. 27669.—3rd May, 1910.—PAUL DESTEFANI, of Kitchener Building, Delters Street, Johannesburg, Transvaal, Mechanical Engineer. Improvements in devices for burning paraffin-wax or the like for illuminating or other purposes.

Extract from Specification.—I employ a suitable holder for the block of paraffin-wax or other combustible material. The holder is provided with a spring medium to maintain the block of wax in contact with the heated part to liquify it and to move it forward gradually as it is consumed. The burner, or that part of the device which carries the wick, consists of a vertical tube fixed to a disc of vulcanised fibre or other suitable material which is a bad conductor of heat. This tube in its lower portion is made of larger diameter than in its upper portion, and inside the said lower portion is arranged a feeding-wick, which at its lower end is in contact with the molten wax in the holder. The upper portion of the tube provides the passage through which the molten wax passes to the wick proper, which latter surrounds the said upper portion. A cylindrical piece fixed to the aforementioned tube forms a receptacle or cup around the wick in which is received any molten wax unconsumed by the wick. In the cup is arranged a preferably concave disc, constructed with a central aperture which permits the wick to pass through it. The disc is preferably perforated to allow of the passage through it into the cup of any wax not consumed by the wick. The cup is provided above the disc with means for controlling the quantity of air permitted to pass to the wick for regulating the candle-power or luminousness of the flame.

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

(Specification, 12s. 6d.)

No. 27678.—4th May, 1910.—GEORGE JOHN HOSKINS, of Wattle Street, Sydney, New South Wales, Australia, Engineer. A machine for bending the plates for locking bar pipes of small diameter.

Extract from Specification.—Consists in a bracketed girder, the downwardly projecting brackets carrying a longitudinal shaft upon which are threaded an indefinite number of short rollers that are adapted to freely rotate upon the axial shaft when the girder is depressed, preferably by mechanical means, and the rollers are thereby brought into contact with the plate to be bent. Means are provided for preventing the girder from being diverted, to any appreciable extent, from the vertical line when it is being depressed.

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

(Specification, 5s. 6d.)

No. 27686.—3rd May, 1910.—FRANCIS WILLIAM PAYNE, of Dunedin, New Zealand, Consulting Engineer. Improved method of and apparatus for mounting current-wheels attached to banks.

Extract from Specification.—I place the bearings of the wheel on the outer ends of pivoted girders, the said pivots having their bearings on the bank or other fixed supports. The gearing and machinery to be driven are disposed on the said girders as much as possible to have them together, and the ultimate power may be transferred to the shore in any well-known manner.

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

(Specification, 3s. 9d.)

No. 27688.—5th May, 1910.—ARTHUR INNES JONES, of Feilding, New Zealand. Improvements in flax-dressing machinery.

Extract from Specification.—The invention comprises an endless band or apron passing around rollers of different diameters, and frames made of round iron pivoted or secured to the band or to wire ropes, chains, or the like travelling with the band. The end of the fibre as it falls from the stripper or other part of the apparatus descends through one or other of the frames which project beyond a roller of small diameter and away from the band as they revolve around such roller. The end of the fibre is gripped between the band and the frame which is held against the band by means of guide-bars. The fibre is carried round and falls over a roller of large diameter. The fibre is discharged at the termination of the guide-bars, and may be made to fall across a travelling chain and be released when its middle part lies over the chain.

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

(Specification, 3s. 6d.)

No. 27689.—5th May, 1910.—HARRY STENT, of Goodooga, New South Wales, Australia, Farmer. A thatching-needle for sewing thatch on to hay or sheaf stacks.

Claim.—A curved thatching-needle having an eye at either or both ends for the purpose set forth.

(Specification, 3s.)

No. 27698.—6th May, 1910.—HARRY WILSON DAVIES, of 139 Adelaide Road, Wellington, New Zealand, Plumber. Improved means for attaching handles to buckets and the like vessels.

Claims.—(1.) The improved means of attaching handles to buckets and the like vessels, comprising plates adapted to be located upon the exterior and interior respectively of the bucket, conical or the like-pointed projections on the face of a plate, correspondingly shaped recesses in the face of an opposing plate to receive the said points, and a set-screw securing the said plates together, substantially as set forth. (2.) The combination and arrangement of parts comprising the improved means of attaching handles to buckets and the like vessels, substantially as specified, and illustrated in the drawings.

(Specification, 2s. 6d.)

No. 27702.—5th May, 1910.—GEORGE WALKER and CECIL ROBERT BELL, both of Tuakau, Auckland, New Zealand, Gentleman and Stationmaster respectively. The utilisation of flax-gum, stripper-waste, and other vegetable matter of *Phormium tenax* for the production of alcohol.

Claims.—(1.) In the production of alcohol from flax-gum, stripper-waste, and other vegetable matter of *Phormium tenax*, the mixing the same with about half its bulk of water and with from 1 to 2 per cent. of hydrolysing-acid (such as hydrochloric acid or sulphuric acid) in a closed vessel (such as a rotary cylinder or digester), and the hydrolysing the gum and other glucosidal constituents of the mass by heat, and by concentrating the fermentable constituents of the mass by diffusion-batteries, for the purpose set forth as described. (2.) The method specified of producing alcohol from flax-gum, stripper-waste, and other vegetable matter of *Phormium tenax* applied in the manner and for the purpose set forth as described.

(Specification, 1s. 9d.)

No. 27703.—7th May, 1910.—ANGUS JAMESON BELL, of Geraldine, Canterbury, New Zealand, Cycle Agent. Improved means for use in attaching parcels or other articles to cycles and the like.

Claim.—Means for use in attaching parcels and other articles to cycles consisting of a clip adapted to encircle and to be fastened upon a member of the cycle-frame provided with a loop or eye attached thereto and adapted to receive a strap or cord, substantially as specified.

(Specification, 1s. 9d.)

No. 27716.—11th May, 1910.—HARRY KERSHAW, of Christchurch, New Zealand, Electrician. Improved station-indicator for trams, trains, and the like.

Extract from Specification.—A sided roller, preferably hexagonal in section, is mounted in a frame having an open or closed front, and has passing over it a series of plates linked together, each or some of the plates having a name of a station or section written upon it so as to be visible through the front of the frame. The roller is revolved by ratchet and pawl apparatus through the medium of a hand-lever from either end of the vehicle.

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

(Specification, 4s.)

No. 27718.—25th February, 1910.—ERNEST HOSKING, of 145 Clarence Street, Sydney, New South Wales, Australia, Advertising Expert. Improvements in packing confectionery and fragile articles.

[NOTE.—This is an application under section 98 of the Act, the date given being the official date of the application in Australia.]

Claims.—(1.) In packing confectionery and other fragile articles, the combination with a containing-box of one or more sheets of cardboard, paper, or other thin material cut out or stamped to form parallel uprights, between which the articles are placed, substantially as described and explained and illustrated. (2.) In packing confectionery and other fragile articles, the combination with a containing-box of one or more sheets of cardboard, paper, or other thin material which are cut out or stamped to form a number of parallel slots and parallel uprights, between which the articles are placed, substantially as described and explained and illustrated.

(Specification, 2s. 6d.)

No. 27723.—12th May, 1910.—JAMES EDWARD O'NEILL, Gardener, and ALEXANDER RICHARDSON, Blacksmith, both of Island Cliff, Otago, New Zealand. Adjustable candle-extinguisher.

Extract from Specification.—According to our invention an extinguishing cap, slidable upon an adjustable frame, bears against the candle under influence of a spring.

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

(Specification, 1s. 6d.)

No. 27741.—17th May, 1910.—JOSEPH WATTERSON, FRANCIS SMITH PHILLIPS, and THOMAS TURNER, all of Wellington, New Zealand. Improved anti-friction device for "bull-ropes" and the like.

Claims.—(1.) For the purpose indicated, a bracket carrying horizontal and vertical revoluble rollers arranged in the form of a cross, each vertical roller being made in two independent superposed parts, substantially as set forth.

[NOTE.—Here follow two other claims.]

(Specification, 2s.)

Copies of drawings may be obtained at the uniform price of 1s. each. In exceptional cases this price may be increased at the discretion of the Office.

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 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*.

J. C. LEWIS,
Registrar.

Provisional Specifications accepted.

Patent Office,
Wellington, 1st June, 1910.

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

- No. 27514.—N. J. Daysh, milking-machine pulsator.
- No. 27573.—S. Beattie, horse-cover.
- No. 27610.—M. Delvigne, explosive.
- No. 27644.—E. Edmonds, game.
- No. 27646.—G. Cumming, acetylene-generator.
- No. 27647.—J. Thompson, concrete channel.
- No. 27656.—R. Burn, telegraph-form, &c., folding machine.
- No. 27664.—C. E. Hodge and S. P. Andersen, air-pump.
- No. 27671.—J. Muir, earthenware-pipe socket.
- No. 27672.—C. Suttie and M. H. Wynyard, flax-dresser.
- No. 27673.—C. Suttie and M. H. Wynyard, flax-catcher.
- No. 27674.—A. J. Whiteside, flax-fibre handling.
- No. 27687.—T. S. Philpott and F. Beagley, reinforced-concrete frame.
- No. 27690.—E. Shadgett, fermented-banana drink.
- No. 27691.—G. S. McArthur and M. M. Millikin, night-soil, &c., treatment.
- No. 27693.—A. S. Shepherd, plough-coulter.
- No. 27696.—P. J. Gossling, document-file.
- No. 27699.—R. McGaffin, flax-catcher chute.
- No. 27700.—J. Franklin, swinglebar.
- No. 27704.—T. E. O'Brien, horse-collar.
- No. 27705.—A. McLeod, water-heater.
- No. 27706.—R. S. Tonkinson and A. G. Baker, friction-clutch.
- No. 27707.—W. Duggan, jun., picture-hanger.
- No. 27710.—F. Brown, venetian-blind head.
- No. 27712.—M. Juriss, aeroplane.
- No. 27717.—T. E. Sapwell, grain-weighing machine.
- No. 27721.—W. H. Cook, hat-pin.
- No. 27722.—A. S. O'Connor, hat-pin.
- No. 27724.—J. N. Griffin, tram-car, &c., brake.
- No. 27725.—W. Buhmann, safety-pin.
- No. 27734.—H. A. Livingstone, spark-arrester.
- No. 27735.—E. J. Ruddick, gate-hinge.
- No. 27745.—W. Seifert, flax-catcher.
- No. 27746.—W. Seifert, flax-catcher.

- No. 27749.—L. C. Moore, butter, &c., box strengthening.
- No. 27754.—R. McGaffin, flax-catcher chute.
- No. 27755.—R. McGaffin, flax-washer.
- No. 27756.—A. McLeod, water-heater.
- No. 27759.—J. J. Keppel, flax-washer.
- No. 27770.—G. M. Allen, perishable-product preservation.

[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.]

Letters Patent sealed.

LIST of Letters Patent sealed from the 6th to the 27th May, 1910, inclusive:—

- No. 24984.—E. Moss, fire-alarm.
- No. 25515.—G. Clayton, flax-stripper.
- No. 25518.—A. R. Craddock, flooring-cramp.
- No. 25538.—E. N. J. Germeau and A. N. G. Bouton, boiler-seating.
- No. 25581.—E. Brazenall, dredge-tumbler gear.
- No. 25616.—H. J. and E. E. Turner, cycle-wheel.
- No. 25706.—A. R. Angus, railway-car running-gear.
- No. 25771.—Q. W. Booth, leather-skiving machine. (L. W. G. Flynt.)
- No. 25776.—C. Suttie and M. H. Wynyard, flax-catcher.
- No. 25806.—T. O. Bennett, machine sheep-shears.
- No. 25848.—H. J. and E. E. Turner, stop-pulley.
- No. 25856.—E. Clark, pneumatic-tire-repairing apparatus.
- No. 25865.—C. A. B. P. Hawkins, B. Ogilvie, and C. J. Nairn, aeroplane.
- No. 26256.—H. C. L. Rolfe, carburetter.
- No. 26288.—B. and W. Trehwella, winch.
- No. 26420.—T. J. Palmer, cornice-moulding.
- No. 26513.—W. J. Philips, cooking-utensil. (J. Condy.)
- No. 26559.—G. G. Johnston, pneumatic tire.
- No. 27010.—O. Silberrad, leather-dressing.
- No. 27134.—T. H. Files, boot and shoe making.
- No. 27153.—N. R. Stiles, article-delivery device.
- No. 27154.—J. F. Mellor, stump-jumping implement. (J. A. Shearer.)
- No. 27170.—W. E. Bandfield, attaching telegraph-wire to insulator.
- No. 27184.—A. Eekersley, reservoir safety-valve, &c.
- No. 27196.—G. Hammond and T. Darlington, gun.
- No. 27226.—J. N. Bailey, pneumatic-tire-leakage prevention.
- No. 27273.—R. and F. E. May and A. W. Railton, wardrobe.

Letters Patent on which Fees have been paid.

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

SECOND-TERM FEES.

- No. 21160.—T. F. Locke and E. W. Duncombe, wire-strainer. 17th May.
- No. 21175.—E. Deister, ore-concentrator. 17th May.
- No. 21176.—J. Dawson, bridge-construction. 14th May.
- No. 21182.—C. J. H. Payne, non-refillable bottle. 19th May.
- No. 21189.—J. J. Strain, gas-stove hot-water attachment. 23rd May.
- No. 21190.—I. Russell, dress-cutting chart. 25th May.
- No. 21222.—W. Reid, railway-signalling mechanism. 24th May.
- No. 21270.—Taylor's Safety Shunting Lever, Limited, railway and tramway points operating. (W. Taylor.) 17th May.
- No. 21303.—W. V. Gilbert, reciprocal movement in amusement apparatus. 24th May.
- No. 21359.—E. A. Gieseler, gravity-filter. 24th May.
- No. 21429.—G. Westinghouse, turbine. 19th May.
- No. 21453.—Bryant and May, Limited, match-box-filling machine. (J. P. and C. F. Wright.) 24th May.
- No. 21462.—The Vivian Briquette and Coal Company, Limited, artificial fuel. (A. W. H. Vivian.) 25th May.
- No. 22873.—T. Gare, indiarubber-goods manufacture. 26th May.

THIRD-TERM FEES.

- No. 16383.—F. C. Griffiths, F. Hall, and J. S. Allan, sky-light. 19th May.
- No. 16397.—C. V. Potter, oleaginous solution and process for mixing. 25th May.
- No. 16537.—G. Westinghouse, electric-motor-controlling system. (W. E. Hughes.) 17th May.

Subsequent Proprietors of Letters Patent registered.

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

No. 14707.—Charles Ernest Ifwersen, of Auckland, New Zealand, Merchant, registered as proprietor of the one-third interest of *George David John Duck*. Sprayer. [F. and T. Mercer and G. D. J. Duck.] 17th May, 1910.

No. 14707.—Frederick Mercer, of Marton, Rangitikei, New Zealand, Hairdresser, and Thomas Mercer, of Stratford, Taranaki, New Zealand, Hairdresser, registered as proprietor of the one-third interest of *Charles Ernest Ifwersen*. Sprayer. [F. and T. Mercer and G. D. J. Duck.] 17th May, 1910.

No. 20719.—Arthur James Billows, of Brisbane, Queensland, Manufacturing Chemist. Method and apparatus for producing aerated drinks. [Billows Carbonating-machine Syndicate.] 24th May, 1910.

No. 20719.—Robert William Berry Mackenzie, of Queen Street, Melbourne, Victoria, Australia, Accountant, registered as proprietor of half part or share. Method and apparatus for producing aerated drinks. [A. J. Billows.] 24th May, 1910.

No. 24219.—James Wilson Wallace, of Wellington, New Zealand, Merchant. Spring-bed wire fabric. [A. H. Schmidt.] 16th May, 1910.

No. 24219.—Wilfred Joseph Graham, of Auckland, New Zealand, Warehouse-manager, registered as proprietor for Provincial District of Auckland. Spring-bed wire fabric. [A. H. Schmidt.] 16th May, 1910.

No. 25136.—Jonathan David Iremonger, of Blenheim, New Zealand, Painter, registered as proprietor for the Provincial District of Marlborough. Acetylene-generator. [J. Lewis.] 21st May, 1910.

No. 27103.—Aktiengesellschaft, Brown, Boveri, and Cie. of Baden, Switzerland. Steam or gas turbine plant. [E. Brown.] 16th May, 1910.

No. 27104.—Aktiengesellschaft, Brown, Boveri, and Cie. of Baden, Switzerland. Marine-turbine installation. [E. Brown.] 16th May, 1910.

Notices of Requests to amend Specifications.

Patent Office,
Wellington, 1st June, 1910.

REQUESTS for leave to amend the undermentioned applications for Letters Patent have been received, and are open to public inspection at this office. Any person may, at any time from one month from the date of this *Gazette*, give me notice in writing of opposition to the amendments. Such notice must set forth the particular grounds of objection, and be in duplicate. A fee of 10s. is payable thereon.

No. 23770.—25th November, 1907.—A. Smail, jun. Milk-ing-machinery. (Advertised in Supplement to *New Zealand Gazette*, No. 25, of the 2nd April, 1908.)

The nature of the proposed amendments is as follows:—

(1.) After the paragraph ending "passing through F²," line 11, page 4, to insert the following: "The cap over the upper end of the rubber in the sheath G is formed in two pieces. A plain ring, fitting tightly on the rubber and which may be kept from turning by lugs or the like, is furnished with a screw thread to which the cap G¹ is screwed so that G¹ may be unscrewed for cleaning, while the ring G² need not be moved, thus the rubber is saved from being worn by removal of the cap.

(2.) After the word "cap," line 33, page 4, to insert the following words: "consisting of a plain screwed ring and screwed cap screwed to same."

(3.) To add another figure to the drawings.

The applicant states, "My reasons for making this amendment are as follows: In the teat-cups, the upper or outer cap was made to slide over the inflation-rubber and be removed for cleaning, and I find that this wears the said rubber, making it rough and soon useless. The amendment therefore consists in making the said cap in two pieces, the inner one a plain ring fitting tightly over the rubber and not usually needing to be removed in cleaning, as nothing can get between it and the said rubber, and the outer one merely screwed on to this, when it can be removed for cleaning without injuring the rubber, as it does not touch same."

B

No. 25425.—5th January, 1909.—A. L. J. Tait. Flax-dressing machine. (Advertised in Supplement to *New Zealand Gazette*, No. 106, of the 16th December, 1909.)

The nature of the proposed amendments is as follows:—

(1.) To insert after the word "drawings," line 13, page 2, the words "and the explanatory details now submitted."

(2.) To insert after the word "substituted," line 23, page 2, the following words: "with the auxiliary chute to be used when necessary having fitted thereto any means to drag and regulate the feed of leaves along it to the feed-chute, see Figs. 12 and 12A."

(3.) To insert after the word "shows," line 34, page 2, the following words: "a clearer view of Fig. 10 and Fig. 12A is a slight modification of the feeding arrangement by sprocket chains"; and to omit the words "the catcher-arm attached to chain so as to have a rocking action," lines 34 and 35, page 2.

(4.) To omit the words "with its spindle," line 14, page 5, and to insert instead the words "by sprocket wheel and chain."

(5.) After the words "catcher Lx" to insert the following: "Where the auxiliary chute H⁵, Fig. 12 and 12A, is used the leaves would be thrown on to it. The arms at about 120° H7 revolve so that the pawl C⁸ does not always catch the teeth of wheel C⁷ for feed regulation. Intermittent feed arrangement is indicated in Fig. 12, and alternative feed in Fig. 12A."

(6.) To insert the words "with chain connections," line 4, claim 1; the words "or chains" after the word "discs," line 5, claim 1; the words "bar base with arched faced bars" after the word "stationary," line 7, claim 1; the word "roller" after "stripper," line 7, claim 1; the words "with convex face" after "bar," line 7, claim 1; and the words "and the explanatory details now submitted" after "drawings," line 9, claim 1.

(7.) To insert the words "governed to work intermittently" after the word "pawl," line 2, claim 3.

(8.) To insert the words "with continuous or intermittent motion" after "chains," line 2, claim 5.

(9.) To add two additional figures to the drawing, marked "12" and "12A."

The applicant states, "My reason for amending my specification and drawing is to explain same somewhat more fully. Some small items that were described and shown in my provisional specification have not been adequately so done in the completing papers, and it is chiefly these that I am now elucidating."

No. 26229.—G. V. Barton. Improvements in salts or oxides of lead. (Advertised in Supplement to *New Zealand Gazette*, No. 75, of the 9th September, 1909.)

The nature of the proposed amendment is as follows:—

To insert the two following additional claims numbered 8 and 9, after claim 7, page 10 of specification:—

"8. The improvements in the process which consists in siphoning the lead through a heated siphon into the converting pot or chamber, whereby the lead can be continuously or intermittently admitted to the pot without any draught of air, and thus the constant breakages of pots caused by sudden contraction, and the danger to the workmen caused by the dust flying out when the door was open is averted.

"9. The improvement in the process of making finely comminuted oxide of lead direct from liquid lead by means of a blast of air, characterized by causing the cloud of dust and air or gases resulting from the operation to continue in a highly heated space until all the metallic dust is converted into oxide."

The applicant states, "My reason for making this amendment is as follows: For more clearly defining the scope of the invention."

No. 27003.—6th December, 1909.—Arthur Reginald Angus. Device for preventing collisions between railway-trains.

The nature of the proposed amendments is as follows:—

(1.) On page 5—to insert the number "182" after "181," line 2; the words "in boxes" after "switches," line 13; the number "183" after "182," line 17; to omit the words from "and the wires not numbered" to "herein described" inclusive, lines 18 to 22; and to insert the words "in box" after "solenoid," line 30.

(2.) On page 8—after the word "same," line 1, to insert the following paragraph:—

"As each solenoid, when its plunger is in normal position, renders its relative stop-rails conductors its purpose is to determine whether current is duly flowing from a locomotive upon contact of its rods with relative controller-rails, in which case the plunger being sucked within the solenoid renders the corresponding stop-rails non-conductors, otherwise the locomotive will be stopped as herein described."

After "(a and e)", line 10, to insert the words "relating to outer and inner controller-rails"; after "b and d," line 12, to insert the words "relating to outer and inner controller-rails"; and after "at c," line 13, to insert the words "relating to outer and inner controller-rails."

(3.) On page 9—after the word "sets," line 16, to insert the words "and contacts 112"; to substitute "14" for "13," line 17; "electro-magnets" for "an electro-magnet," line 27; "magnets" for "magnet," line 30; and "attract" for "attracts," line 30.

(4.) On page 11—to substitute "145" for "143," line 10; "magnet" for "magnets," line 18; and to insert the words "and have suitable springs against which said plungers work" after "levers," line 28.

(5.) On page 12—to omit the word "outer," line 20; and to substitute "E" for "C," line 20.

(6.) On page 13—to substitute "E" for "C" line 18, to insert "at C" after "040" line 19, and to substitute "10 and 14" for "2 and 10" line 20.

(7.) On page 14—to omit the words "Take again the same stop-rails 42 and 042 at C," line 15, and to insert instead "As a locomotive passes over, say, outer controller-rails 40 and 040 at C," line 15; to insert the words "the current before passing" instead of "the current in this case instead of passing," lines 16 and 17; to omit "said," line 17; to insert "at E" after "44," line 18; to insert "Fig. 14" instead of "Figs. 2 and 14," line 18; to omit "by means of lead and return wires (*vide* Fig. 2)," line 19; and to insert "at C" after "042," line 33.

(8.) On page 15—to omit "*vide* Figs. 11, 13, 14, 15, 16, 17," line 3; to insert "non" before "conductors," line 6; to insert "being" instead of "are also," line 10; and to insert "and" after "rails," line 31.

(9.) On page 20—after the paragraph ending "hereinbefore mentioned" to insert the following: "As the purpose of rendering indicator-rails conductors is to indicate in the manner herein explained that the relative stop-rails which a train is approaching have been rendered conductors that the driver of the locomotive may stop his train before passing over the stop-rails rendered conductors. It should therefore be explained by way of correction that some of the indicator-rails shown in the drawings are in error shown as one pair of indicator-rails (*vide* indicator-rails at B, C, D, and E, Fig. 18) instead of two pairs of indicator-rails (*vide* indicator-rails 43 and 043 at B, Fig. 14). It should therefore be understood that indicator-rails where required should be in two pairs as above explained, one pair being electrically connected with one switch and the other pair with another switch as shown in the drawings.

(10.) On page 21—to omit the words "shown on Fig. 12," line 21; to insert "*(vide* Fig. 14)" after "at C," line 11; to insert "permitted" after "speed," line 13; to insert "and so on throughout the journey" after "at C," line 16; to insert "from its relative controller-rails so that when one train is on, say, the outer controller-rails 40 and 040 at C a following train may be stopped after passing over the relative rear stop-rails 46 and 046 between B and C before arriving at the position occupied by the train it is following" after "distance away," line 18; to omit "each of," lines 21 and 22; to insert "are respectively" instead of "is," line 24; to omit "a," line 24; to omit "rail" line 24, and insert instead "stop-rails and relative indicator-rails" respectively; to insert "C and D" instead of "B and C," line 29; to insert "C" instead of "B," line 30; and to insert after the word "rails," line 31, the following: "a switch in box 48 being used in the former case and switch in box 048 in latter case."

(11.) On page 22—after the word "apart," line 7, to insert "It is intended to use similar solenoids in boxes 45 as shown in Fig. 14, but omitted to be shown in error in Fig. 16"; after the words "rails, &c.," line 9, to insert "(including solenoids in boxes 45)"; to omit the words "different known manners," line 12, and to insert "any known manner, and it should therefore be explained that the wires or conductors on or about the railway-track relating to any figures of the drawings may be arranged in any known manner and hung on posts or otherwise as desired, provided that the operations mentioned or indicated herein of rendering rails conductors and non-conductors as desired may be duly effected, and similarly the conductors on a train may be arranged in any known manner provided that the operations herein indicated may be duly effected. Fig. 17 shows a double railway-track fitted with sets of conductor-rails with switches and solenoids in boxes and conductors as therein set out. The direction from X towards Y represents the down railway-track, and from Y towards X represents the up railway-track." To insert after "Fig. 14," line 16, "as well as other rails"; to insert "boxes 44" instead of "box 044," line 19; to insert "44 at" before "E," line 19; to insert "in boxes

048" after "switches," line 19; to omit "of" after "stop," line 20; to insert "and at places 198, 199, 226, and 227" after "and F," line 20; to insert after "drawing," line 21, the following: "It will be seen on referring to Fig. 18 that there are electro-magnets 55 and 56, but on referring to Fig. 9 it will be seen that there are more electro-magnets. This is intended to indicate that any number practicable of electro-magnets may be used such as 55, 56, 63, 64, 65, and 66 in connection with switches such as shown in Fig. 9, also that any of these electro-magnets may be omitted when required." To omit "The single track in this case is fitted as shown in Fig. 14," lines 21 and 22; to insert "letters" instead of "points," line 23; to insert "outer and" before "inner," line 23; to insert "respectively the outer 194 and inner 194" after "196," line 24; to omit "the former," line 24; to insert "by wire" after "joined," line 24; to omit the words "to form a common rail and the latter likewise made common to each other," lines 25 and 26, and to insert instead "similarly the outer and inner rails 196"; to insert "letters" instead of "points," line 27; "sets" instead of "a set," line 27; "with relative indicator-rails at places" instead of "at points," line 28; to insert "but using only three pairs of electro-magnets" after "Fig. 9," line 29; to insert "purposes" instead of "purpose," line 29; to insert "the letter C and D on the siding" instead of "these two points," line 31; to insert "and" after "208," line 32; to insert "electrically connected" instead of "common to each other," lines 32 and 33; and to insert after "202," line 34, the words "the plunger-rod of which is adapted to take between two contact-plates 203 and 204."

(12.) On page 23—to insert "or blades" after "points," line 3; and "thereon" after "filled," line 4; to omit "to the tongues," line 4; and to insert "221" instead of "216," line 5; after "234," line 6, to insert the following: "and have also adjacent thereto the corresponding contact-points connected with the respective circuits as shown in Fig. 18, it being intended that the siding-points at both ends should be opened or closed always together. It also being intended that when the siding-points are so set that a train may enter the siding the contact-points on the blades of the rails should make contact with corresponding adjacent contact-points connected with the necessary conductors, and, similarly, when the siding-points are so set that a train may not enter the siding other contact-points on the blades of the siding-point rails make contact with other corresponding adjacent contact-points connected with the necessary conductors as shown in Fig. 18. It will be seen that the members of two corresponding contact-points connected with wires (and these wires) respectively on the blade of siding-point rail at place 198 are in error omitted. It will also be seen that the contact-points corresponding with the contact-points 215 and 221 at place 199 are in error not shown." To omit the words "used in the description used," line 8, and insert instead the word "shown"; to insert "on the down journey" before "A train," line 9; to omit "at" after "over," and insert "at" before "B," line 10; to insert "and non-conductors respectively" after "conductors," line 11; to insert "and relative indicator-rails" after "rails," line 12; to insert "render" instead of "tender," line 13; to insert "and relative indicator-rails" after "rails," line 13; to insert "places" instead of "points," line 13; to insert "using wires 178, 222, 223, and 179" after "conductors," line 14; to insert "stop and relative" after "rear," line 15; to omit "in," line 15, and insert instead "respectively in"; to insert "and relative indicator" after "stop," line 17; and to insert after "conductors," line 17, the following: "the train next passing over conductor-rails at D renders rear stop and relative indicator-rails conductors and non-conductors respectively and also rails ahead conductors in the manner hereinbefore mentioned, and also renders non-conductors stop and relative indicator-rails at places 226 and 227 using wires 182, 224, 225, and 183." To omit the words from "when the train" down to "situated at" inclusive, lines 18 to 34, and to insert the following:—

"A locomotive running funnel forward (that is, in forward gear) when, say, on the down journey and adjacent to the siding, say, between the places 197 and 198, being uncoupled and shunting away from the rest of the train, the brake-van being fitted as hereinbefore mentioned, and current flowing from one of the generators on the brake-van by the contact-rods thereon corresponding with the controller-rails 194 and 196 (*vide* Fig. 18), thence by wire 200 to solenoid 202, return wire 201, the solenoid 202 being thus energized the iron plunger of solenoid 202 will be withdrawn from between the contact-plates 203 and 204, and the circuits 205 and 204 being broken so that the locomotive may now, when the points are so set, continue to safely run along the siding from the direction of letter D towards letter C (*vide* Fig. 18), (the locomotive having entered the siding tender forward—that is, in reverse gear), and in making contact with the

controller-rails 212 and 213 a current passes along the controller-rail 213 and wire 216 to contact-point 215 (the points being so set that locomotive may enter siding); thence by contact-point not shown in error in the drawings adjacent to contact-point 215 connected with wire 229; thence to switch of stop-rails at 227, rendering same non-conductors, current passing by wire 228 to switch of stop-rails at place 226 also rendered non-conductors, and returns by wire 228 to wire 219 back to controller-rail 212.

"And when the locomotive's depending-rods 79 and 079 make contact with the inner controller-rails 217 and 218 (which are not joined in the outer controller-rails) at place 227, a current passes along wire 219 to the switches in boxes 48 relating to rear stop-rails situated rearwardly of C and B, rendering said rails and relative indicator-rails non-conductors, the current continuing along wire 219 to the switches 044 at places B and C relating to the up journey, and rendering said stop-rails at B and C and relative indicator-rails conductors, the current continuing along the same wire 219 to the switches in boxes 048 relating to the rear stop-rails situated rearwardly of the places D and E, and rendering same with relative indicator-rails conductors, also the current continuing along the wire 219 to the switches 44 at places D and E, thus rendering the stop-rails and relative indicator-rails at said places non-conductors, and current returning by wire 220 to the controller-rail 218 at place 227. Thus it will be seen that the stop-rails and relative indicator-rails at places D and E, and the rear stop-rails and relative indicator-rails rearwardly of places B and C, have been rendered non-conductors, that were previously conductors when the train first arrived adjacent to the siding; but said train is simultaneously protected by the stop-rails and relative indicator-rails at places B and C (using switches in boxes 044) being rendered conductors, and the rear stop-rails with relative indicator-rails rearwardly of places D and E having switches in boxes 048 also being rendered conductors.

"When the locomotive continues along the siding from the place 227, on making contact with the controller-rails 208, 209, 210, and 211 it cannot render the stop and relative indicator rails (using switches in boxes 044) at places B and C, and rear stop-rails with relative indicator-rails (using switches in boxes 048) rearwardly of places D and E, non-conductors, on account of the solenoid 202 having broken the electrical connection (by virtue of the brake-van being on the controller-rails 194 and 196) between the controller-rails 208, 209, 210, and 211, and the stop-rails (using switches in boxes 044) at places B and C, and rear stop-rails (using switches in boxes 048) rearwardly of places D and E.

"At the same time, when the locomotive is in contact with the controller-rails 208, 209, 210, and 211 a current passes along from the rail 211 to the wire 230 through the contact-points 231 (which are joined together by the points being so set), continues along the wire 230 through the switches of the stop-rails at places 198 and 199, rendering same conductors, and the current returning by wire 235 and contact-point 231 adjacent to place 199 and wire 207 back to the controller-rail 210.

"The locomotive before leaving the siding passes over controller-rails 212 and 213, and a current passing along from rail 213 to contact-point 215, wire 216, to the switch of stop-rails at place 198, rendering said stop-rails and relative indicator-rails non-conductors, current returning by wire 214 to the controller-rail 212. Simultaneously the stop and relative indicator rails at place 199 being also rendered non-conductors (the controller-rails 212 and 213 at both ends of the siding being electrically connected). The locomotive is then coupled on to the remainder of the train, and ready to proceed back in the direction it came from.

"If it is desired to shunt the entire train on to the siding, say, for instance, to allow of a train to pass through, the train is backed down clear of the points nearest to letter D, and the solenoid 202 resuming its normal position upon the entire train leaving the controller-rails 194 and 196 and entering the siding, and upon the locomotive passing over the controller-rails 208, 209, 210, and 211 it will render the stop-rails at places 198 and 199 conductors; but when the points are so set that no other train may enter the siding, and the locomotive making contact with the controller-rails 208, 209, 210, and 211, will send a current along the wire 230, thence to branch-wire 233, contacts 234 at place 198 (the adjacent contact-points corresponding to one another being in contact when the rails are so set that no train may enter the siding), thence by wire 233 to the switch of stop-rails and relative indicator-rails at 198 and 199, rendering same non-conductors; thence the current returning through the contacts 234 at place 199, wire 235, and wire 207 back to the controller-rails 209 and 210.

"At the same time a current passes along the wire 205 by plunger-contact 202, wire 204, wire 205, contacts 206,

adjacent to place 198; thence through the switches in boxes 044 of stop-rails at places B and C and switches in boxes 048 of rear stop-rails situated rearwardly of places D and E, all being rendered non-conductors, the current returning by wire 207.

"Thus a train is enabled to pass safely along the main line. The train on the siding desiring to proceed out will, when the points are so set (being still in contact with controller-rails 208, 209, 210, and 211), render the stop-rails at places 198 and 199 conductors (in the manner hereinbefore mentioned), and the locomotive on making contact with the controller-rails 217 and 218 will render the stop-rails with switches in boxes 044 at places B and C, and the rear stop-rails with switches in boxes 048 rearwardly of places D, conductors.

"It will thus be seen that in the case of a train on the main line and a train on a siding (that is to say, trains on different railway-tracks, either approaching or following one another) each train is enabled to render rails conductors and non-conductors accordingly as the points joining the main line and siding are moved or set, so that a train may or may not, as the case may be, enter or leave, or not enter or leave a siding. The conductors joining the contacts on the siding points or blades being made or broken accordingly as the siding-points are moved, and the operations indicated in Fig. 18 and hereinbefore described may be effected for the purpose of protecting a train on the main line and a train on a siding from the risk of collision."

(13.) On page 24—to omit the words from "198 and 199 on the main track" down to "B and C conductors" inclusive, lines 1 to 28; to insert "16" instead of "14," line 30; and after this number to insert "(though all parts such as solenoids, &c., in boxes are in error not shown)"; to insert "in box" after "solenoid," line 32; to insert "place" instead of "point," line 33, and "places" instead of "points," line 33.

(14.) On page 25—to insert "locomotive" instead of "train," line 1; to insert "that is to say, funnel forward" after "gear," line 1; to insert "place" instead of "point," line 4; to omit word "train," line 8, and insert instead "locomotive on passing over rails 41 and 041 will be unable to operate on the solenoid in box 49 and so"; to insert "42 and 042" after "rails," line 9; to insert "locomotive" instead of "train," line 10; to insert "places" instead of "points," line 11; to insert "balloon shunt" before "points," line 12; to insert "to permit the locomotive to run" after "set," line 13; to insert "places" instead of "points," line 28; "in boxes" after "solenoids," line 29; "tracks" instead of "track," line 29; "256" after "siding," line 31; and after "track 255," line 32, the following: "It should be explained that Fig. 21 is only intended to show some movements of trains in particular directions to the extent indicated, and therefore, to provide for other movements desired, more signals with contacts sets of conductor-rails, solenoids in boxes, as shown in the drawings, should be accordingly placed and used as desired."

(15.) On page 26—to alter "wire" to "wires," and "points" to "contacts," line 3; to insert "in box" after "solenoid," line 4; to insert after "proceed" the words "by the connecting loop," line 5; to insert "which" after "lowered," line 6; to alter "points 259" to "contacts 272 and 273," line 8; to alter "a train" to "trains," line 8; to alter "the" to "a," line 10; "point" to "the place," line 10; "points" to "contacts," line 12; "points" to "the places," line 17; to insert "the signal-arm 257 and the signal-arm adjacent to the contacts 271 being raised" after "252," line 17; to insert "that is, the signal-arms adjacent to the contacts 271" after "268," line 14; to alter "places" to "points," line 17; to insert "the signal-arms 257 and 263 being raised" after "252," line 17; to insert "points or" before "plates," line 19; to insert after "mentioned," line 23, the following: "It will thus be seen that the above means or method enables a train to render rails non-conductors or leave same rendered conductors accordingly as a signal-arm or signal-arms is or are raised or lowered, whereby a circuit or circuits is or are made or broken, as case may be, as shown in the drawings." To insert "intended to be" after "being," line 25; to alter "14" to "16," line 26; and to insert after this number the words "including the solenoids in boxes 45 and also"; to alter "points" to "letters," line 27; to insert "together with stop and relative indicator rails" after "rails," line 29; and to insert "with stop and relative indicator rails" after "321," line 31.

(16.) On page 27—to alter "leaving C" to "running from G to F, and vice versa," line 1; to insert "and relative indicator" after "stop," line 1 and line 3; to insert "and" after "conductors," line 4; to omit "by wires 309 and 310 also," line 4; to insert "will render" after "when at D," line 4; to insert "and relative indicator" after "stop,"

line 5; to omit "by wires 318 and 319," line 5; to substitute "passing over controller-rails at" for "entering," line 6; to insert "said" before "stop," and "and relative indicator" after "stop," line 7; to omit "and" after "non-conductors," line 8; to alter "entering" to "passing over controller-rails at," line 11; to omit "rear," line 16; to insert "and relative indicator" after "stop," line 16; to alter "315" to "317," line 16; to omit "and 317," line 17; to alter "entering D" to "passing over controller-rails at G," line 18; to omit "rear," line 18; to insert "at 317" after "rails," line 19; to alter "entering" to "passing over," line 21; to omit "on," line 22; to insert "with relative indicator-rails" after "rails," line 23; to alter "a conductor" to "conductors," line 23; to insert "by wires 318 and 319" after "will," line 24; to insert "passing over controller-rails" after "when," line 24; to omit "entering," line 25; and to omit the words from "The train" down to "rear stop" inclusive, lines 25 to 34.

(17.) On page 28—to omit the words from "rails" down to "described," lines 1 to 6 inclusive; to omit "referring to," line 7; to alter "and" to "intended to be," line 8; to alter "11" to "17," line 9; to alter "with the exception that" to "and also in addition," lines 9 and 10; to alter "place" to "point," line 12; to insert "are" after "thereof," line 12; to alter "point" to "letter," line 15; to alter "purpose" to "purposes," line 16; to omit the words from "The stop-rail" down to "usual manner," lines 17 to 24 inclusive, and to insert instead the following: "A train on the up-track, before arriving at T on passing over the controller-rails 359 and 360, will send a current by wires 361 and 362, and render the stop-rails with relative indicator-rails on the down crossing-track rearwardly of S conductors, and at the same time by wires 363 and 364 render the stop-rails with relative indicator-rails on the up-crossing track rearwardly of R conductors. A train on the up main track passing over the controller-rails 365 and 366 near U, by wires 367, 368, 369, and 370, will in turn render said stop and relative indicator rails rearwardly of S and R respectively non-conductors. A train on the down main track operates in a similar manner on the crossing-track, and similarly a train on the down and up crossing-track respectively operates on the down and up main track as hereinbefore mentioned, and as shown in Fig. 25." To insert "places" instead of "points," lines 27, 28, and 31; to omit "and" before "has," line 29; to omit "points Z, T, N, and M," line 29, and to insert instead "places Q, P, and N"; to insert "intended to be" before "fitted," line 30; to omit "14," line 30; to insert after "figure," line 30, "16 and also"; to insert "outer" before "controller," line 31; after "rails," line 31, to insert the following—"beyond the fixed place N and inner controller-rails between the fixed places P and Q, and also inner controller-rails both marked 296 between the fixed places C and D, also between the fixed place B and the crossing-line are inner controller-rails 297 and 300, and outer controller-rails between the fixed place C and the crossing-line, and between the fixed place N and the main line are inner controller-rails, and between P and the main line are outer controller-rails"; to omit the words "between points" down to "line point" inclusive, lines 32 to 34.

(18.) On page 29—to omit the words from "B" to "300," lines 1 and 2 inclusive; to alter "A" to "The," line 3; to insert "with relative indicator-rails" after "stop-rails," line 5; to alter "points" to "places," line 5; to insert instead of "points," line 6, the words "and also beyond the place"; to omit "N and M," line 6; to insert after "295," line 7, the following: "and on passing over the outer controller-rails 297 and 300 nearer C will render non-conductors the said rails at places 292 and 294 by wires 298 and 299. Similarly a train coming in the opposite direction when passing over inner controller-rails 296, not far from letter D, will also render stop-rails and relative indicator-rails situated at places 292 and 294 conductors, and on passing over inner controller-rails 297 and 300 nearer B will render the said stop-rails and relative indicator-rails non-conductors. A train running on the cross-line will, on passing over controller-rails, similarly render stop and relative indicator rails on the main line between A and B, C and D at places 301 and 302 conductors and non-conductors as indicated in Fig. 24, and hereinbefore described." To alter "the" to "a," line 8; to alter "and" to "intended to be," line 9; to insert "including stop-rails 42 and 042 with solenoids in boxes 49" after "manner," line 10; to alter "points" to "the letter," line 11; to alter "point" to "the letter," line 17; to alter "entering" to "arriving at," line 18; to insert "(return wire 333)" after "332," line 20; to insert "branch" before "down," line 21; to insert "the said" before "rails," line 21; and "and relative indicator-rails" after "rails," line 21; and after "conductors," line 21, the following: "thus enabling the train to proceed to the letter V on the main line, and when passing over the controller-rails 334

and 335 will send a current by wires 336 and 337 and render the said stop-rails at Q on the branch down line non-conductors. A train on the down line on arriving at Q will send a current from the adjacent controller-rails 344 and 345, and render the stop-rails and relative indicator-rails not far from V on the down main line conductors, also the stop-rails and relative indicator-rails situated rearwardly of U on the up main line will be rendered conductors, the current passing by wire 346 return wire 347, the train is then able to enter upon the main down line track, and when passing over controller-rails adjacent to the letter U on the main down line will render the stop-rails adjacent to the letter U and the stop-rails not far from the letter V on the down main line non-conductors in the usual manner."

(19.) To omit the whole of pages 30 and 31.

(20.) On page 32—to omit the words from "shown in Fig. 17" down to "single track," lines 1 to 8 inclusive; before the paragraph starting "By the term 'train,'" line 9, to insert the following: "It has been seen that each locomotive or train is adapted so that it may render rails placed as required on or about the railway-tracks conductors and non-conductors as desired, and it is intended by Figs. 22 to 25 inclusive of the drawings merely to indicate arrangements in which conductor-rails may be placed and electrical connections made. It will be seen on referring to the said figures that sets of conductor-rails and conductors not numbered are shown, as it is merely intended to indicate that the usual conductor-rails are intended to be placed numbered correspondingly, and used as shown in the figures referred to in the description relating to each figure of the drawings. The position of conductor-rails and the arrangement of the conductors or wires of necessity vary with varying parts of extensive railway systems, and I have therefore by these improvements sought to provide means which will enable trains adapted as herein described to safely run over the varying parts of a railway system. I seek to provide a series of factors of safety in fitting each locomotive with a number of generators of electricity so that in the event of failure of one generator another may carry on the work; but each generator alone whilst duly generating the current when required suffices to effect the operations required, and the railway-track is also provided by the use of more than one electro-magnet, such as solenoids and in switches with factors of safety. It will be seen, according to these improvements, that the safety of trains against collisions with one another does not depend (save in part at a terminus, Fig. 21, and siding, Fig. 18) upon some one person placed in a signal-box or other place doing some act or acts, such as pulling a lever or pressing a button, or the like, in order to raise or lower a signal-arm, or contact or switch on or off a current or the like, or upon a driver obeying some signal, all of which acts involve or are dependent upon what may be termed the personal equation; but these improvements being characterized by the fact that the power—i.e., generator of electricity—is carried on the train itself, by means of which power the necessary operations are effected, such as rails automatically rendered conductors and non-conductors, and also by means of which power trains are automatically warned of the approach or nearness of another train, and automatically stopped in the manner herein described; thus the risk of personal equation, save as aforesaid, is eliminated, and the purposes for which these improvements were devised have been effected as herein described and explained, and as illustrated in the drawings."

(21.) On page 33—to alter "E" to "D," line 26.

(22.) On page 36—to strike out the words "the characteristic feature of the operations being," lines 28 and 29, and to insert instead "which method or means is characterized by the fact."

(23.) On page 37—to strike out the words "the characteristic feature of the operations being," lines 11 and 12 and lines 26 and 27, and to insert instead "which method or means is characterized by the fact."

(24.) On page 38—to strike out the words "the characteristic feature of the operations being," lines 8 and 9, and to insert instead "which method or means is characterized by the fact"; and to alter "locomotive" to "train," line 16.

(25.) On page 44—to alter "such as magnets," line 7, to "having magnets such as"; and to omit the words "magnets such as," lines 7 and 8.

(26.) On page 45—to insert "182" after "181," line 21.

(27.) On page 46—after the 33rd claim, to insert the two following claims: "(33A.) In railway-trains, the combination and arrangement of one or more generators placed on a train, and contact-rods relating to outer and inner controller-rails with a reversing-gear switch and guide-blocks, and a reversing-lever for reversing the locomotive from the forward to backward gear as desired for the purposes set forth, substantially as herein described and explained, and as illustrated in the drawings. (33B.) In railway-trains, the combination and arrangement of one or more generators placed on a train, with

a commutator-switch and contact-rods connected therewith and adapted for contact with conductor-rails placed on or about the railway-track, for the purposes set forth, substantially as herein described and explained, and as illustrated in the drawings." To alter "single" to "signal," line 22; to omit "which has been lowered," lines 22 and 23, and to insert instead "when the said signal-arm has been raised."

(28.) On page 47 to insert the words "electrical and" before "mechanical," line 27.

(29.) On page 52—to insert "it" after "track," line 11; to omit the words "conductors and non-conductors respectively," lines 11 and 12; to insert "non-conductors or leaves same rendered conductors" after "track," line 13; and to strike out the whole of the fiftieth claim.

(30.) On page 53—to alter "77 (b)" to "77 (e)," line 8; to alter "78" to "79" and "078" to "079," line 15.

(31.) On page 54—to alter "079" to "078," line 12; and to alter "77 (e)" to "77 (c)," line 14 and line 26.

(32.) On page 55—to alter "77 (e)" to "77 (c)," line 2; to insert "and 273" after "271," line 15; and to insert "272 and 273" after "266," line 21.

(33.) On page 56—to omit "conductors or" after "track," line 8; to insert "or leaves same rendered conductors" after "conductors," line 8; to alter "the" to "a," line 10; and to insert "or signal-arms" after "arm," line 10.

(34.) To alter Figs. 2, 3, and 21 of the drawings.

The applicant states: "My reason for making the amendment is in order to correct misdirections or misdescriptions in the specification, and errors in the drafting of the drawings, to more fully explain the invention, and to make the specification and drawings correctly, and clearly describe my invention."

J. C. LEWIS,
Registrar.

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

NO. 27519.—American Box Ball Company, amusement apparatus. (J. F. Hoke, jun.) (Advertised in Supplement to *New Zealand Gazette*, No. 49, of the 19th May, 1910.)

To insert the address of the inventor—J. F. Hoke—as follows: Corner of Draper and Van Buren Streets, City of Indianapolis, County of Marion, State of Indiana, United States of America.

Applications for Letters Patent abandoned.

LIST of applications, with which provisional specifications only have been filed, abandoned (*i.e.*, complete specifications not lodged) from the 14th to the 27th May, 1910, inclusive:—

- No. 26234.—W. F. Johns, lift-door releaser.
- No. 26236.—A. E. Foothead and W. Harwood, button-clip.
- No. 26238.—H. Dunn, disposing of sand on mine-dumps.
- No. 26240.—C. F. Lungley, torpedo and gyroscopic engine.
- No. 26241.—L. G. F. Spry, candle-extinguisher.
- No. 26252.—H. North, bedstead.
- No. 26254.—D. M. MacGowan, phonograph.
- No. 26257.—D. S. MacKenzie, dental-filling apparatus.
- No. 26258.—G. W. Davies, raising temperature of gases.
- No. 26259.—R. Thomas, billiard-game.
- No. 26260.—J. Bate, flax-washer, &c.
- No. 26265.—A. J. Whiteside, flax-handling device.
- No. 26266.—W. S. Ramson, child safety-strap.
- No. 26273.—E. Potts, tool-holder.
- No. 26284.—C. J. H. Thomson, flax-treatment.
- No. 26285.—A. M. Hansen, standard.
- No. 26289.—H. Anson, water-heater.
- No. 26290.—J. M. Taylor and H. Oakley, snow-board.
- No. 26292.—W. E. Holden, advertisement-displaying.
- No. 26293.—M. A. Sinclair, plate-warmer.
- No. 26294.—E. J. Chilton, closet-flush.
- No. 26299.—W. T. Taylor, dredge-grab.
- No. 26300.—W. V. Page, label-clip.
- No. 26301.—W. T. Buckland, cycle-driving mechanism.
- No. 26302.—W. T. Buckland, brake-block.
- No. 26303.—W. Weir, clothes-washer.

Application for Letters Patent void.

APPLICATION for Letters Patent, with which complete specifications have been lodged, void owing to non-acceptance of such complete specifications, from the 14th to the 27th May, 1910, inclusive:—

Nil.

Applications for Letters Patent lapsed.

APPLICATIONS for Letters Patent lapsed, owing to Letters Patent not being sealed, from the 14th to the 27th May, 1910, inclusive:—

- No. 25225.—F. Owen, oven-shelf.
- No. 25236.—A. W. Reid, vacuum-pump for milking-machine.
- No. 25274.—P. Boyd, seed-sower.

ERRATUM.—No. 25075.—Macgregor and Reid was inadvertently advertised in last *Gazette* as lapsed.

Letters Patent void.

LIST of Letters Patent void through non-payment of renewal fees, and through expiry of term of fourteen years, from the 14th to 27th May, 1910, inclusive:—

THROUGH NON-PAYMENT OF SECOND-TERM FEES.

- No. 20720.—W. M. Davison, vending measured quantities of liquid.
- No. 20721.—W. M. Davison, pump for vending measured quantities of liquid.
- No. 20725.—A. T. M. Thomson, telephone-exchange system.
- No. 20726.—A. M. Day, ore-smelting.
- No. 20727.—N. A. H. Abel, hoist.
- No. 20729.—C. H. Withers, bath.
- No. 20732.—M. and J. Robertson, fence bridle.
- No. 20735.—I. Stevenson and J. Cook, stone-shoot.
- No. 20741.—International Telegraph Construction Company, wireless signalling. (J. T. Hunter—H. Shoemaker.)
- No. 20743.—A. S. Ford, forcing liquid from containers.
- No. 20748.—W. Allen, jun., timber-flitch carrier.
- No. 20757.—J. Rose, clothes-washer.
- No. 20758.—A. E. Luttrell, pump.
- No. 20763.—C. Cannell, cutting and searing machine.
- No. 20767.—H. G. Smith, fencing-standard.
- No. 20772.—R. H. Carter, horse-collar.
- No. 20773.—N. Nielsen, roofing-tile.
- No. 20776.—J. McLean and T. R. Archibald, flooring-crap. (H. V. Gazzard.)
- No. 20778.—E. C. Pohlé, recovering values from sulphide ores.
- No. 20780.—E. H. Bock, game.
- No. 20781.—A. T. W. Allan, chimney-top.
- No. 20791.—H. W. Downing, horse-cover.
- No. 22428.—H. W. E. Josting, preventing fraudulent re-filling bottles.

THROUGH NON-PAYMENT OF THIRD-TERM FEES.

- No. 16010.—F. J. and J. H. McShane, ore-concentrator. (R. E. and E. Waugh.)
- No. 16012.—The Westinghouse Brake Company, Limited, resistance device. (J. T. Hunter—G. Westinghouse.)

THROUGH EXPIRY OF TERM.

- No. 8522.—Biernatzki and Co., refrigerating-apparatus. (The Economical Refrigerating Company—G. F. Knox and E. L. Sharpneck.)

Designs registered.

DESIGNS have been registered in the following names on the dates mentioned:—

- No. 509.—W. J. Scammell and W. F. Thompson, trading as the Sterling Electroplating Company, Wellington, N.Z. 5th May. Class 2.
- No. 510.—S. Perkins, Wellington, N.Z. 25th May. Class 1.
- No. 511.—G. Methven and Co., Limited, Dunedin, N.Z. 26th May. Class 1.

Subsequent Proprietors of Design registered.

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

- No. 335.—Arthur James Billows, of 123 Moray Street, South Melbourne, Victoria, Manufacturing Chemist. [Billows Carbonating-machine Syndicate.] 4th May, 1910.
- No. 335.—Robert William Berry Mackenzie, of Queen Street, Melbourne, Victoria, registered as proprietor of a half part or share. [A. J. Billows—Billows Carbonating-machine Syndicate.] 4th May, 1910.

Applications for Trade Marks filed.

LIST of applications for registration of Trade Marks filed from the 12th to the 27th May, 1910, inclusive:—

No. 8724.—12th May.—J. J. F. Walker, Christchurch, N.Z.—Class 3.
 Nos. 8725 and 8726.—12th May.—Bray Bros., Wellington, N.Z. Class 42.
 No. 8727.—12th May.—J. Blaü and Sons, Sydney, N.S.W. Class 11.
 No. 8728.—12th May.—T. W. Forster, Wellington, N.Z. Class 1.
 Nos. 8729 and 8730.—13th May.—Gilmour and Bardsley, Wellington, N.Z. Classes 50 and 42.
 No. 8731.—13th May.—M. Koppelman, New York, U.S.A. Class 38.
 No. 8732.—13th May.—Sargood, Son, and Ewen, Limited, Dunedin and elsewhere, N.Z. Class 50.
 Nos. 8733, 8734, 8735, 8736, and 8737.—17th May.—British Imperial Oil Company, Limited, London, England. Classes 4, 47, 47, 47, and 47.
 No. 8738.—17th May.—Marsuma Company, Congleton, England. Class 50.
 Nos. 8739 and 8740.—17th May.—Pearson's Antiseptic Company, Limited, London, England. Classes 2 and 3.
 No. 8741.—17th May.—Savon Blanchisseuse Company, Melbourne, Vic. Class 47.
 Nos. 8742 and 8743.—17th May.—J. Hirschhorn, Berlin, Germany. Classes 50 and 13.
 No. 8744.—17th May.—"Klingo" Manufacturing Company, Nelson, N.Z. Class 50.
 No. 8745.—18th May.—Homophon Company, Gesellschaft mit beschränkter Haftung, Berlin, Germany. Class 8.
 No. 8746.—19th May.—Ormiston Bros., Limited, Auckland, N.Z. Class 50.

No. 8747.—19th May.—Temperance Tea Company, Limited, Wellington, N.Z. Class 42.
 No. 8748.—19th May.—Motueka Farmers' Co-operative Company, Limited, Motueka, N.Z. Class 42.
 No. 8749.—21st May.—J. Freshwater and Co., Limited, London, England. Class 38.
 No. 8750.—21st May.—Tootal Broadhurst Lee Company, Limited, Manchester, England. Class 25.
 Nos. 8751 and 8752.—21st May.—G. W. Bennett, Christchurch, N.Z. Class 1.
 No. 8753.—23rd May.—G. W. Bennett, Christchurch, N.Z. Class 39.
 No. 8754.—23rd May.—Smith and Co., Christchurch, N.Z. Class 50.
 No. 8755.—24th May.—F. and G. Castle, Wellington, N.Z. Class 48.
 No. 8756.—24th May.—R. A. Lister and Co., Limited, Dursley, England. Class 7.
 Nos. 8757, 8758, 8759, and 8760.—24th May.—F. Dennison (trading as "Dennison Watch-case Company"), Handsworth, England. Classes 13, 14, 14, and 14.
 No. 8761.—24th May.—Briscoe and Co., Limited, Wellington, N.Z. Class 20.
 No. 8762.—25th May.—J. Nathan and Co., Limited, Wellington, N.Z. Class 5.
 Nos. 8763, 8764, and 8765.—25th May.—Seabury and Johnson, East Orange and New York, U.S.A., and elsewhere. Classes 3, 11, and 11.
 No. 8766.—25th May.—Locke, Lancaster, and W. W. and R. Johnson and Sons, Limited, London, England. Class 1.
 No. 8767.—26th May.—International White Cross Milk Company, New York, U.S.A. Class 42.
 Nos. 8768 and 8769.—26th May.—Sherwin-Williams Company, Cleveland, U.S.A. Class 1.
 No. 8770.—27th May.—Auckland Cake Company, Auckland, N.Z. Class 42.

Applications for Registration of Trade Marks.

Patent Office, Wellington, 1st June, 1910.

APPPLICATIONS 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: 8422.

Date: 11th May, 1910.

TRADE MARK.



The essential particular of this trade mark is the device; and any right to the exclusive use of the added matter is disclaimed.

NAME.

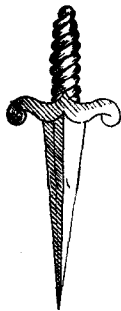
ROBERTSON BROS., of Auckland, in the Dominion of New Zealand, Grain, Seed, and Forage Merchants.

No. of class: 46.

Description of goods: Seed.

No. of application: 8451.
Date: 16th December, 1909.

TRADE MARK.



NAME.

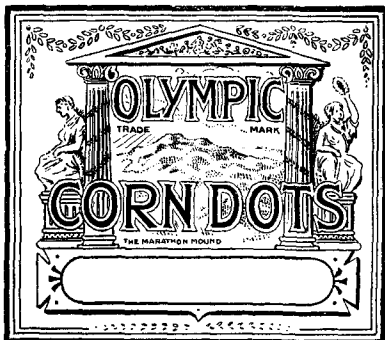
REGINALD JOHN HOOTON HOPE, of 22 Billiter Street, London, England, Manufacturer.

No. of class: 2.

Description of goods: Disinfectants, either in solid or liquid form, sheep-dips, disinfecting-soaps, and all other goods in the class.

No. of application: 8516.
Date: 26th January, 1910.

TRADE MARK.



The essential particulars of the trade mark are the following—(1) the combination of devices, (2) the word "Olympic," (3) the word "Dots," (4) the words "Marathon Mound"; and any right to the exclusive use of the added matter is disclaimed.

NAME.

FASSETT AND JOHNSON, of 86 Clerkenwell Road, London E.C., England, Merchants.

No. of class: 3.

Description of goods: Corn-plasters.

No. of application: 8638.
Date: 1st April, 1910.

TRADE MARK.



The essential particular of this trade mark is the distinctive label.

The label is printed in the particular colours shown in application: the words "Royal Standard" in white on a background of red, and the words "The Booker Tobacco Co." and "Lynchburg, Virginia, U.S.A." in blue on backgrounds of white, arranged respectively above and below the words "Royal Standard," the whole being enclosed in a circle of blue.

NAME.

FERNAND LEVIC, trading as "Frossard, Levic, and Co.," at 100 Clarence Street, Sydney, in the State of New South Wales, Commonwealth of Australia, Merchant.

No. of class: 45.

Description of goods: Tobacco, whether manufactured or unmanufactured.

No. of application: 8639.
Date: 1st April, 1910.

TRADE MARK.

(The mark as shown in preceding notice, No. 8638.)

The essential particular of this trade mark is the distinctive label.

The label is printed in the particular colours shown in application: the words "Royal Standard" in white on a background of dark blue, and the words "The Booker Tobacco Co." and "Lynchburg, Virginia, U.S.A." in red on backgrounds of white, arranged respectively above and below the words "Royal Standard," the whole being enclosed in a circle of red.

NAME.

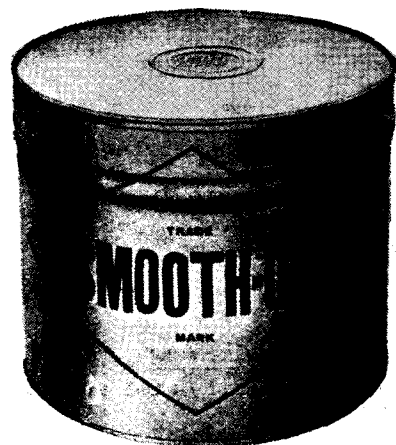
FERNAND LEVIC, trading as "Frossard, Levic, and Co.," at 100 Clarence Street, Sydney, in the State of New South Wales, Commonwealth of Australia, Merchant.

No. of class: 45.

Description of goods: Tobacco, whether manufactured or unmanufactured.

No. of application: 8640.
Date: 5th April, 1910.

TRADE MARK.



The essential particulars of this trade mark are the coined word "Smooth-on" and the device; and any right to the exclusive use of the added matter is disclaimed.

NAME.

A. D. RILEY AND Co., LIMITED, of Wellington, in the Dominion of New Zealand, Merchants.

No. of class : 50.

Description of goods : Chemical iron-cement.

No. of application : 8676.

Date : 13th April, 1910.

TRADE MARK.



The essential particulars of this trade mark are the word "Shearwool" and the device; and any right to the exclusive use of the added matter is disclaimed.

NAME.

SARGOOD, SON, AND EWEN, LIMITED, of Dunedin, in the Provincial District of Otago, and elsewhere, in the Dominion of New Zealand, Warehousemen and Manufacturers.

No. of class : 38.

Description of goods : Woollen underwear.

No. of application : 8689.

Date : 20th April, 1910.

TRADE MARK.

The word

MARATHON.

NAME.

FASSETT AND JOHNSON, of 86 Clerkenwell Road, London E.C., England, Merchants.

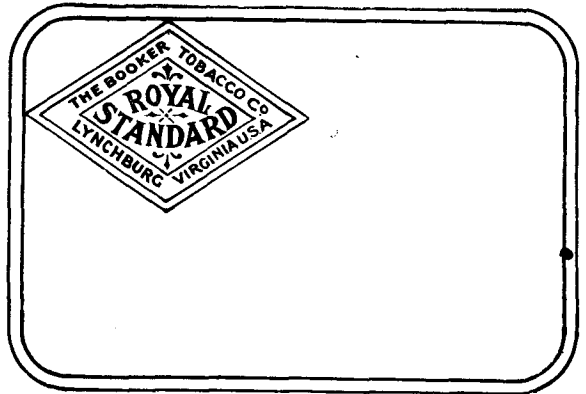
No. of class : 3.

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

No. of application : 8705.

Date : 2nd May, 1910.

TRADE MARK.



The essential particular of this trade mark is the distinctive label.

The label is printed in the particular colours shown in application, consisting in a ground of red with a gold border, and with a diamond in one corner thereof containing a white background with a gold border, and bearing thereon the words "The Booker Tobacco Co., Lynchburg, Virginia, U.S.A.," and "Royal Standard," printed in black.

NAME.

FERNAND LEVIC, trading as "Frossard, Levic, and Co.," at 100 Clarence Street, Sydney, New South Wales, Australia, Merchant.

No. of class : 45.

Description of goods : Tobacco, whether manufactured or unmanufactured.

No. of application : 8706.

Date : 2nd May, 1910.

TRADE MARK.

(The mark as shown in preceding notice, No. 8705.)

The essential particular of this trade mark is the distinctive label.

The label is printed in the particular colours shown in application, consisting in a ground of blue with a gold border, and with a diamond in one corner thereof containing a white background with a gold border, and bearing thereon the words "The Booker Tobacco Co., Lynchburg, Virginia, U.S.A.," and "Royal Standard," printed in black.

NAME.

FERNAND LEVIC, trading as "Frossard, Levic, and Co.," at 100 Clarence Street, Sydney, New South Wales, Australia, Merchant.

No. of class : 45.

Description of goods : Tobacco, whether manufactured or unmanufactured.

No. of application : 8716.

Date : 3rd May, 1910.

TRADE MARK.



The essential particulars of this trade mark are a letter "B," with which is interlaced a representation of a feather; and any right to the exclusive use of the letter "B" by itself is disclaimed.

NAME.

C. W. BLUEMEL AND BROS., of Wolston, near Coventry, in the County of Warwick, England, Manufacturers.

No. of class: 50.

Description of goods: Cycle accessories made of celluloid—e.g., inflators or air-pumps, mud-guards, handles, and gear-cases.

No. of application: 8720.

Date: 11th May, 1910.

TRADE MARK.

E.B
W.B

The applicants claim that the said trade mark has been in use by them in respect of the articles mentioned since the year 1869.

NAME.

B. BARLING AND SONS, of 9 and 10 Park Street, Camden Town, London N.W., England, Briar Pipe Manufacturers.

No. of class: 50.

Description of goods: Tobacco-pipes and tobacconists' fancy goods included in Class 50.

No. of application: 8721.

Date: 11th May, 1910.

TRADE MARK.

The word

CYCOBOX.

NAME.

GEO. BRAY AND Co., LIMITED, of Bagby Works, Leicester Place, Leeds, England, Gas-lighting Engineers.

No. of class: 13.

Description of goods: Gas or like burners.

No. of application: 8722.

Date: 11th May, 1910.

TRADE MARK.

The word

PEACEMAKER.

NAME.

JOSEPH NATHAN AND Co., LIMITED, of Wellington, in the Dominion of New Zealand.

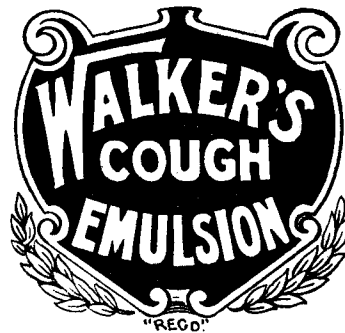
No. of class: 45.

Description of goods: Tobaccos, cigars, and cigarettes.

No. of application: 8724.

Date: 12th May, 1910.

TRADE MARK.



The essential particular of this trade mark is the shield or device; and any right to the exclusive use of the wording thereon is disclaimed.

NAME.

JOHN JAMES FREDERICK WALKER, of 125 Manchester Street, Christchurch, in the Dominion of New Zealand, Manufacturing Chemist.

No. of class: 3.

Description of goods: A medicinal preparation.

No. of application: 8726.

Date: 12th May, 1910.

TRADE MARK.



The essential particular of this trade mark is the distinctive label.

NAME.

BRAY BROS., of Box 575, Wellington, in the Dominion of New Zealand.

No. of class: 42.

Description of goods: Butter.

No. of application: 8728.

Date: 12th May, 1910.

TRADE MARK.

The word

MOTAK.

NAME.

THOMAS WILLIAM FORSTER, of 142 Adelaide Road, Wellington, in the Dominion of New Zealand, Manufacturer.

No. of class: 1.

Description of goods: Photographic chemicals.

No. of application: 8736.

Date: 17th May, 1910.

The word TRADE MARK.

SHELL.

NAME.

THE BRITISH IMPERIAL OIL COMPANY, LIMITED, whose registered office is at Nos. 24-28 St. Mary Axe, in the City of London, England.

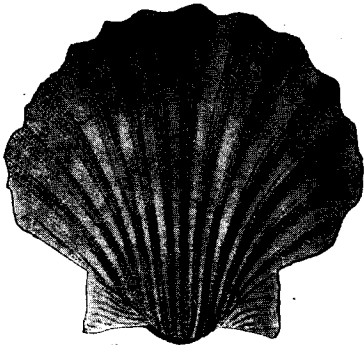
No. of class: 47.

Description of goods: Candles, detergents; illuminating, heating, or lubricating oils and greases; and petroleum spirits and products.

No. of application: 8737.

Date: 17th May, 1910.

TRADE MARK.



NAME.

THE BRITISH IMPERIAL OIL COMPANY, LIMITED, whose registered office is at Nos. 24-28 St. Mary Axe, in the City of London, England.

No. of class: 47.

Description of goods: Candles, detergents; illuminating, heating, or lubricating oils and greases; and petroleum spirits and products.

No. of application: 8738.

Date: 17th May, 1910.

The word TRADE MARK.

MARSUMA.

NAME.

MARSUMA COMPANY, of New Mills, Congleton, Cheshire, England, Manufacturers.

No. of class: 50.

Description of goods: Tobacco-pipes and parts thereof, cigarette and cigar holders and tubes, cigar and cigarette cabinets, and all preparations and materials for cleaning or polishing.

No. of application: 8745.

Date: 18th May, 1910.

TRADE MARK.



NAME.

HOMOPHON COMPANY, Gesellschaft mit beschränkter Haftung, of 5/6 Klosterstrasse, Berlin, Germany, Manufacturers.

No. of class: 8.

Description of goods: Records for talking-machines.

No. of application: 8746.

Date: 19th May, 1910.

The word TRADE MARK.

DRIBAK.

NAME.

ORMISTON BROS., LIMITED, of Wellesley Street, Auckland, in the Dominion of New Zealand, Wholesale Saddlers, Manufacturers, &c.

No. of class: 37.

Description of goods: Horse and cow covers.

No. of application: 8747.

Date: 19th May, 1910.

The words TRADE MARK.

TOP LINE TEA.

The essential particulars of this trade mark are the words "Top Line"; and any right to the exclusive use of the word "Tea" is disclaimed.

NAME.

TEMPERANCE TEA COMPANY, LIMITED, of 102 Willis Street, Wellington, in the Dominion of New Zealand.

No. of class: 42.

Description of goods: Tea.

No. of application : 8749.
Date : 21st May, 1910.

TRADE MARK.



The essential particulars of the trade mark are the following—the combination of devices and the words “Time will tell”; and any right to the exclusive use of the added matter is disclaimed.

NAME.

JOHN FRESHWATER AND CO., LIMITED, of 23 Little Britain, London, England, Manufacturers.

No. of class : 38.

Description of goods: Boots, shoes and slippers, leggings and gaiters.

No. of application : 8754.
Date : 23rd May, 1910.

TRADE MARK.

The word

COMET.

NAME.

SMITH AND Co., of Christchurch, in the Dominion of New Zealand, Manufacturers.

No. of class : 50.

Description of goods: A linoleum-polish and furniture-polish.

No. of application : 8755.
Date : 24th May, 1910.

TRADE MARK.

The word

ZOBENE.

NAME.

F. AND G. CASTLE, of 70 Cuba Street and 66 Vivian Street, Wellington, in the Dominion of New Zealand, Chemists.

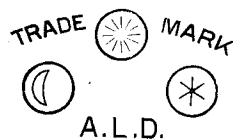
No. of class : 48.

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

D

No. of application : 8759.
Date : 24th May, 1910.

TRADE MARK.



DENNISON
WATCH CASE CO

The essential particular of this trade mark is the combination of devices; and applicants disclaim any right to the exclusive use of the added matter, except their trading name.

NAME.

FRANKLIN DENNISON, trading as “Dennison Watch Case Company,” of 43 Terrace Road, Handsworth, near Birmingham, England, Manufacturer.

No. of class : 14.

Description of goods: Watch-cases, sovereign-purses, puff-boxes, cachou-boxes, vanity cases, pocket-aneroid cases, photographic exposure-meter cases, and speed-calculator cases, all being of precious metal or imitation of precious metal, and sold empty—i.e., independently of any contents.

No. of application : 8760.
Date : 24th May, 1910.

TRADE MARK.

The word

STAR

NAME.

FRANKLIN DENNISON, trading as “Dennison Watch Case Company,” of 43 Terrace Road, Handsworth, near Birmingham, England, Manufacturer.

No. of class : 14.

Description of goods: Watch-cases sold separately, sovereign-purses, and vanity cases, all being made of precious metal or imitation of precious metal.

No. of application : 8762.
Date : 25th May, 1910.

TRADE MARK.

The word

TRIUMPH.

NAME.

JOSEPH NATHAN AND Co., LIMITED, of Wellington, in the Dominion of New Zealand.

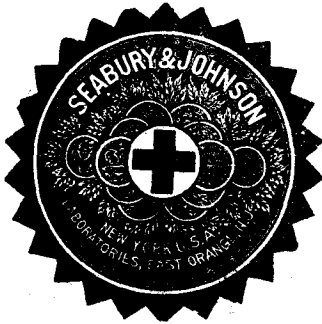
No. of class : 5.

Description of goods: Galvanised corrugated, flat, and patent-flattened iron and the like.

No. of application: 8764.

Date: 25th May, 1910.

TRADE MARK.



The essential particular of this trade mark is as follows—the distinctive label.

NAME.

SEABURY AND JOHNSON, a corporation organized and existing under the laws of the State of New Jersey, and located at East Orange, in said State, and doing business in said city at 56 and 61 Maiden Lane, New York City, State of New York, United States of America, and elsewhere, Manufacturers.

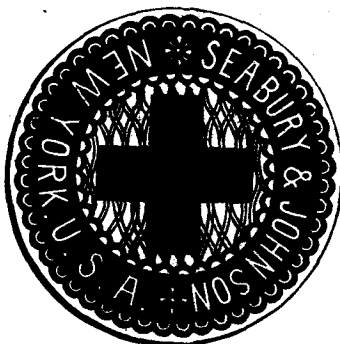
No. of class: 11.

Description of goods: Cotton wool and other non-medicated surgical dressings.

No. of application: 8765.

Date: 25th May, 1910.

TRADE MARK.



The essential particular of the trade mark is as follows—the distinctive label.

NAME.

SEABURY AND JOHNSON, a corporation organized and existing under the laws of the State of New Jersey, and located at East Orange, in said State, and doing business in said city at 56 and 61 Maiden Lane, New York City, State of New York, United States of America, and elsewhere, Manufacturers.

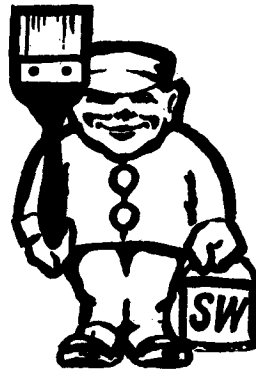
No. of class: 11.

Description of goods: Surgical and dental silk and floss.

No. of application: 8768.

Date: 26th May, 1910.

TRADE MARK.



The essential particular of the trade mark is as follows—the device; and any right to the exclusive use of the added matter is disclaimed.

NAME.

THE SHERWIN-WILLIAMS COMPANY, of Canal Street, Cleveland, Ohio, United States of America, Paint and Varnish Makers.

No. of class: 1.

Description of goods: Paints and varnishes.

No. of application: 8769.

Date: 26th May, 1910.

TRADE MARK.



The essential particular of the trade mark is as follows—the device; and any right to the exclusive use of the added matter is disclaimed.

NAME.

THE SHERWIN-WILLIAMS COMPANY, of Canal Street, Cleveland, Ohio, United States of America, Paint and Varnish Makers.

No. of class: 1.

Description of goods: Paints and varnishes.

No. of application: 8770.

Date: 27th May, 1910.

TRADE MARK.

The words

PETER-PAN.

NAME.

AUCKLAND CAKE COMPANY, of the City of Auckland, in the Provincial District of Auckland and Dominion of New Zealand, Bakers and Confectioners.

No. of class: 42.

Description of goods: Biscuits and cakes.

J. C. LEWIS,
Registrar.

Trade Marks registered.

LIST of Trade Marks registered from the 14th to the 27th May, 1910, inclusive:—

- No. 6792/7972.—The Southern Cross Galvanised Iron Manufacturing Company, Limited. Class 13. (*Gazette* No. 55, of the 1st July, 1909.)
- No. 6793/8419.—Tootal Broadhurst Lee Company, Limited. Class 25. (*Gazette* No. 14, of the 10th February, 1910.)
- No. 6794/8549.—F. E. Myers and Bro. Class 6. (*Gazette* No. 18, of the 24th February, 1910.)
- No. 6795/8554.—The Brett Printing and Publishing Company, Limited. Class 39. (*Gazette* No. 18, of the 24th February, 1910.)
- No. 6796/8555.—The Brett Printing and Publishing Company, Limited. Class 39. (*Gazette* No. 18, of the 24th February, 1910.)
- No. 6797/8540.—R. Harper and Co. Proprietary, Limited. Class 42. (*Gazette* No. 37, of the 21st April, 1910.)
- No. 6798/8541.—R. Harper and Co. Proprietary Limited. Class 47. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6799/8547.—W. P. Henderson. Class 48. (*Gazette* No. 22, of the 10th March, 1910.)
- Nos. 6800/8577.—G. Rowney and Co. Class 39. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6801/8578.—S. St. C. and R. L. Tingey. Class 3. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6802/7806.—Alcock and Co. Proprietary, Limited. Class 50. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6803/8156.—E. Leurent. Class 34. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6804/8157.—E. Leurent. Class 38. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6805/8374.—Horner and Hogg. Class 38. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6806/8556.—Ellis and Manton. Class 47. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6807/8560.—The Alabastine Company, British, Limited. Class 1. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6808/8561.—The Alabastine Company, British, Limited. Class 1. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6809/8562.—The Alabastine Company, British, Limited. Class 1. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6810/8580.—F. G. Swift. Class 42. (*Gazette* No. 22, of the 10th March, 1910.)
- No. 6811/7987.—G. H. Boyd and J. M. Brennan. Class 22. (*Gazette* No. 55, of the 1st July, 1909.)
- No. 6812/8139.—H. J. Baron. Class 22. (*Gazette* No. 71, of the 26th August, 1909.)
- Nos. 6813/7998, 6814/7999.—A. C. Lennard. Class 42. (*Gazette* No. 51, of the 17th June, 1909.)
- No. 6815/8000.—R. Fewell. Class 44. (*Gazette* No. 51, of the 17th June, 1909.)
- No. 6816/8010.—A. D. Sloane. Class 3. (*Gazette* No. 55, of the 1st July, 1909.)
- No. 6817/8507.—J. M. More. Class 5. (*Gazette* No. 27, of the 24th March, 1910.)

- No. 6818/8599.—Rowntree and Co., Limited. Class 42. (*Gazette* No. 27, of the 24th March, 1910.)
- No. 6819/8600.—E. W. Spring. Class 12. (*Gazette* No. 27, of the 24th March, 1910.)
- Nos. 6820/8603, 6821/8604, 6822/8605, 6823/8606.—Nederlandsche Gist-en Spiritusfabriek. Classes 15, 16, 39, and 43. (*Gazette* No. 27, of the 24th March, 1910.)
- No. 6824/8615.—The British Anti-fouling Composition and Paint Company, Limited. Class 1. (*Gazette* No. 27, of the 24th March, 1910.)
- No. 6825/8616.—J. M. Emery. Class 50. (*Gazette* No. 27, of the 24th March, 1910.)

Trade Mark Renewal Fees paid.

FEES paid for the renewal of the undermentioned Trade Marks for fourteen years from the date first mentioned:—

- No. 1699/1544.—30th May, 1910.—C. W. Hawkins, Dunedin, N.Z. 25th May.
- No. 1729/1390.—24th June, 1910.—The Rover Cycle Company, Limited, Coventry, England. (C. W. Bennett.) 24th May.
- Nos. 1742/1395, 1743/1396, 1744/1397, 1745/1398, 1746/1399, 1747/1400, 1748/1401, 1749/1402.—18th July, 1910.—The Christchurch Meat Company, Limited, Christchurch, New Zealand. 21st May.
- Nos. 1755/1451, 1756/1452, 1757/1453, 1758/1454, 1759/1455, 1760/1456.—30th July, 1910.—The Christchurch Meat Company, Limited, Christchurch, New Zealand. 21st May.
- No. 1761/1518.—3rd August, 1910.—Brace, Windle, Blyth, and Co., Limited, Dunedin, New Zealand. 17th May.
- No. 1773/1423.—10th August, 1910.—F. Levic, Sydney, New South Wales. (J. Frossard and Co.) 25th May.
- No. 1859/1478.—26th November, 1910.—National Starch Company, New York, United States of America. (The National Starch Manufacturing Company.) 17th May.
- No. 1860/1479.—26th November, 1910.—The National Starch Manufacturing Company, Covington and New York, United States of America. 17th May.

Subsequent Proprietor of Trade Marks registered.

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

NOS. 8086/6435, 8087/6436, 8088/6445, 8089/6437.—Booker Tobacco Company, Incorporated, a company duly incorporated, of Lynchburg, State of Virginia, United States of America, Manufacturers. [F. Levic.] 23rd May, 1910.

Trade Marks removed from the Register.

TRADE Marks removed from the Register owing to the non-payment of the renewal fee, from the 14th to the 27th May, 1910, inclusive:—

- No. 1648/1320.—21st February, 1896.—The Kurruwa Association, of London, England. Class 42.
- No. 1649/1321.—25th February, 1896.—E. Smith, of Christchurch, New Zealand. Class 2.

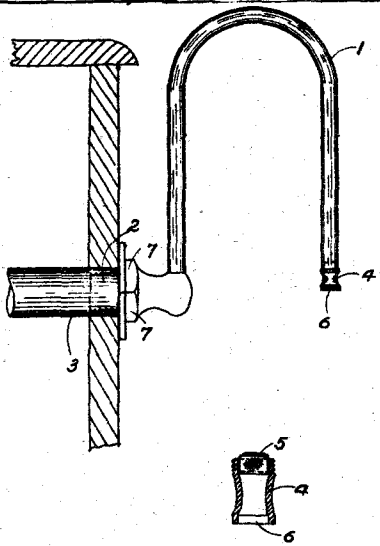
Application for Trade Mark opposed.

NOTICE of opposition has been filed in the following case:—
No. 8598.—Wilson, Balk, and Co., opposed by Castle Tea Company.

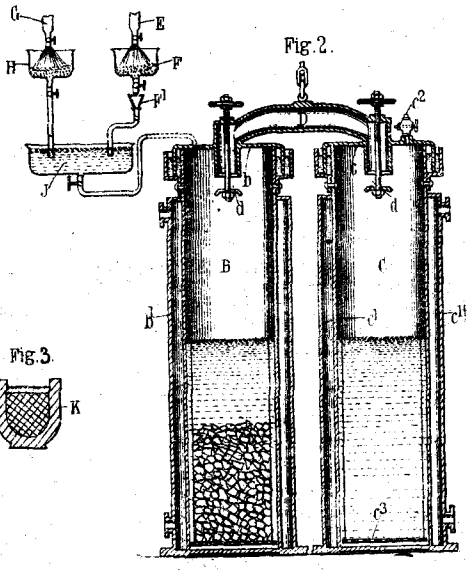
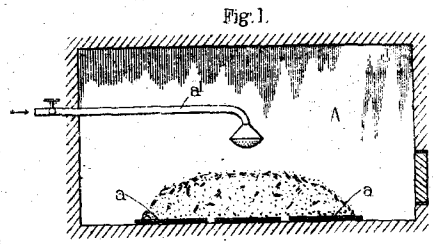


ILLUSTRATIONS OF INVENTIONS.

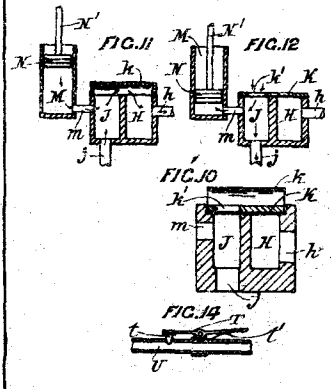
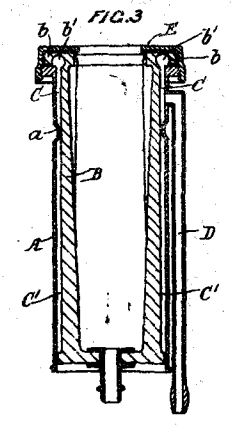
[These illustrations refer to the complete specifications accepted, and advertised in this *Gazette*.]



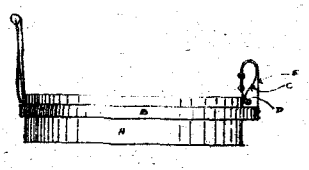
Beer-drawer. Findlay. (Rodda.) 25536.



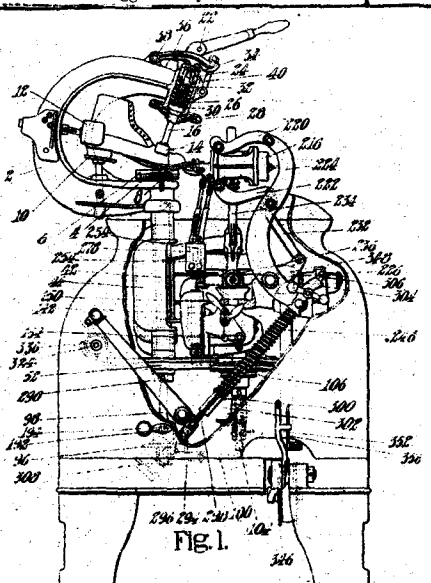
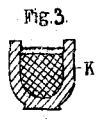
Rubber-manufacture. Blum and Carpenter. 26112.



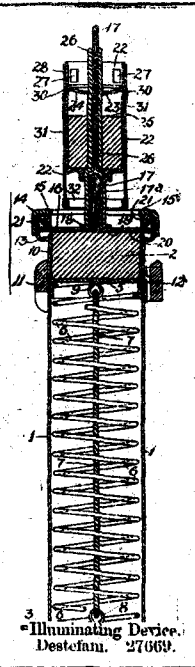
Milking-machine. Gane. 26660.



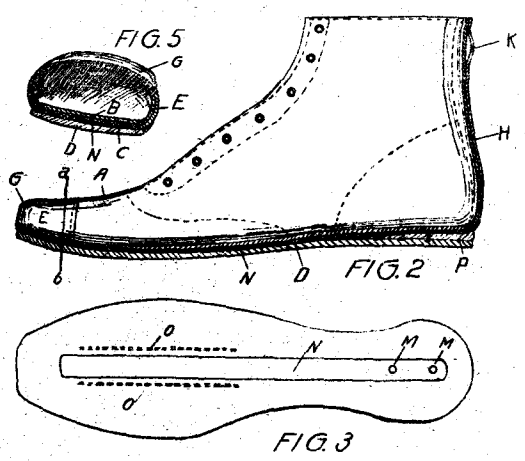
Chaff-cutter Bagger. Kay. 26196.



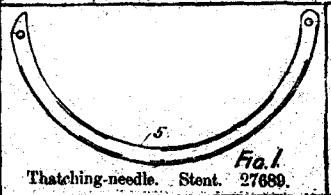
Boot-machine. United Shoe Machinery Company. (Keall, Gouldbourn, and Jerram.) 26400.



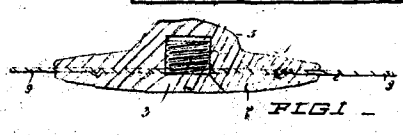
Illuminating Device. Destefani. 27069.



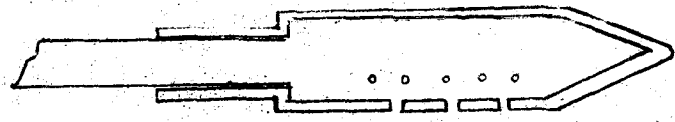
Boot, Football. Munn. 26255.



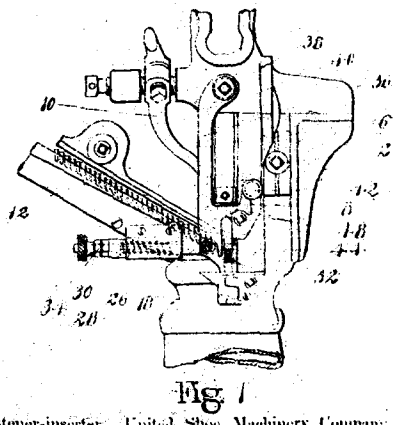
Thatching-needle. Stent. 27689.



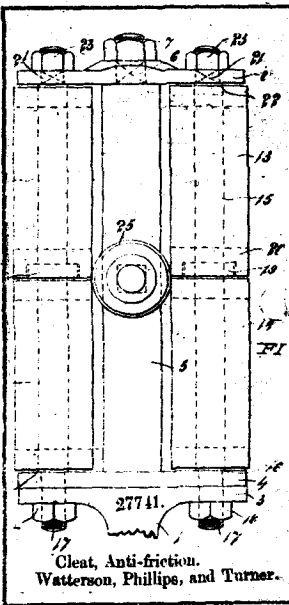
Tire-repairer. Trengrove. 27470.



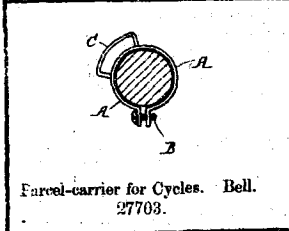
Soldering-bolt. Armahoff. 26089.



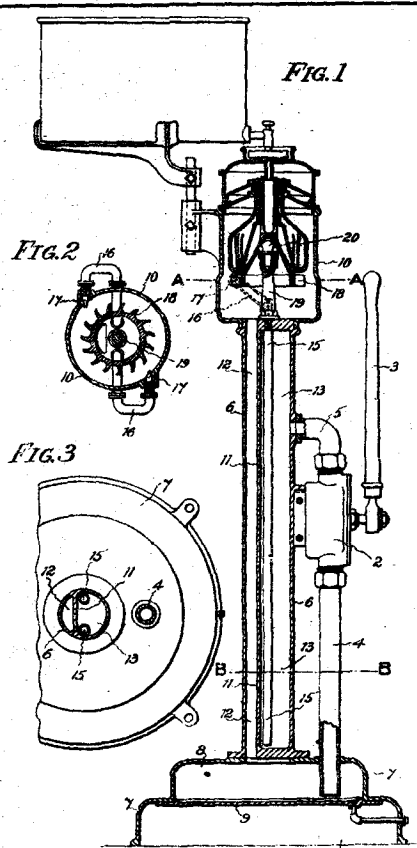
Fastener-inserter. United Shoe Machinery Company (Pratt and Pegg.) 26698.



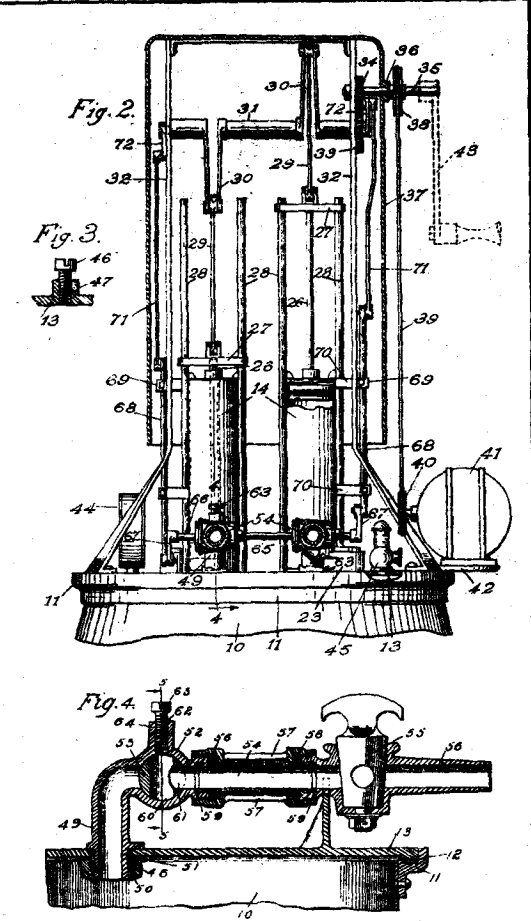
Cleat, Anti-friction. Watterson, Phillips, and Turner. 27741.



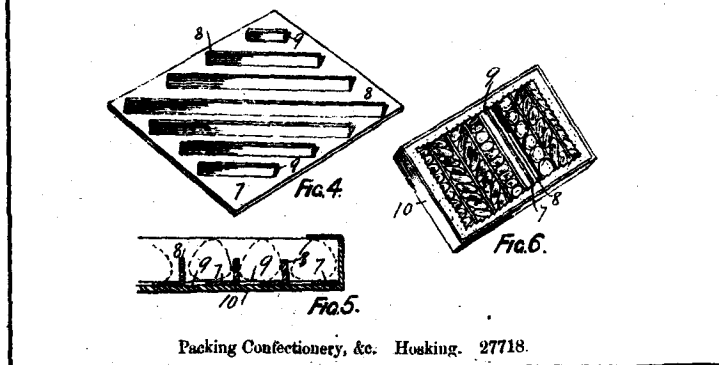
Parcel-carrier for Cycles. Bell. 27703.



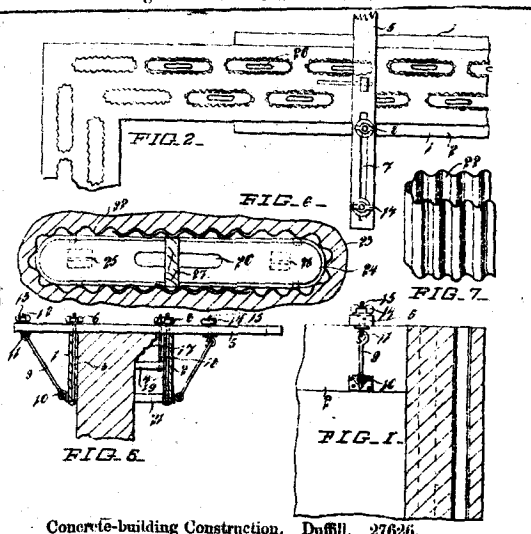
Rotor Goehler. 27684.



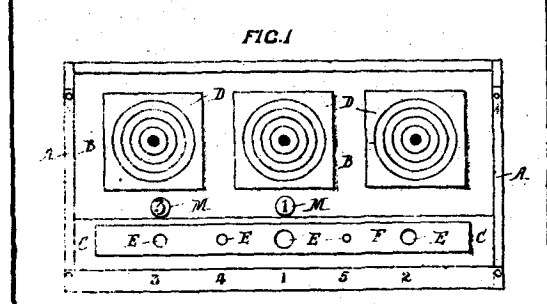
Milking-machine. Umrath. 27662.



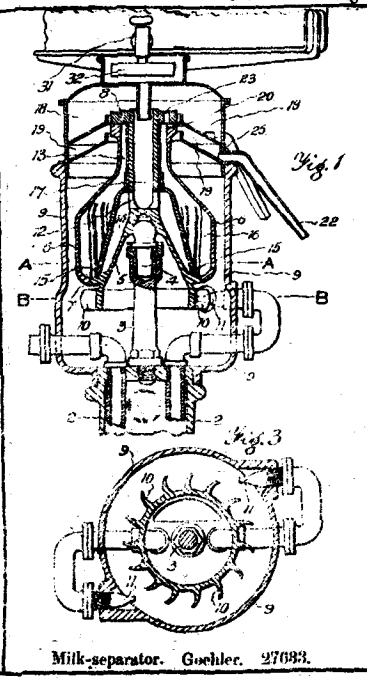
Packing Confectionery, &c. Hosking. 27718.



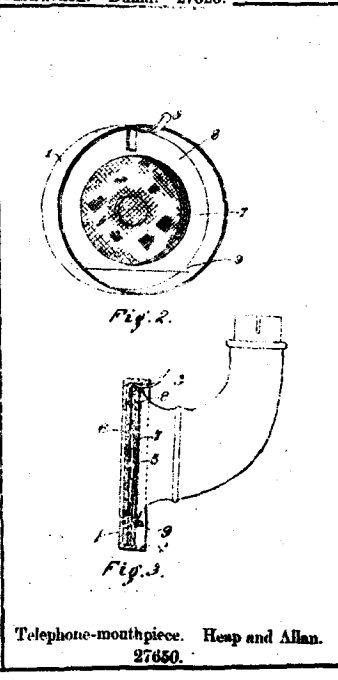
Concrete-building Construction. Duffill. 27626.



Target. Fletcher. 26398.



Milk-separator. Goehler. 27683.



Telephone-mouthpiece. Heap and Allan. 27650.

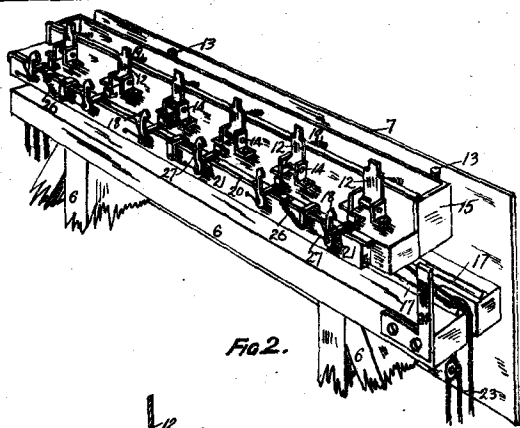
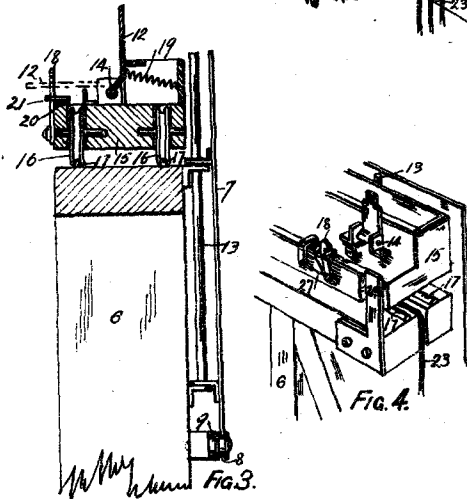
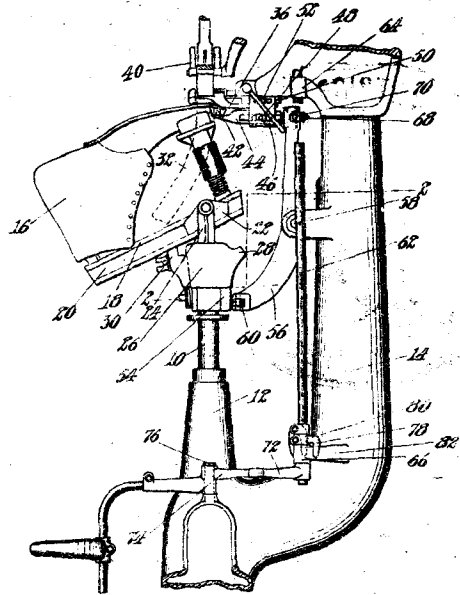


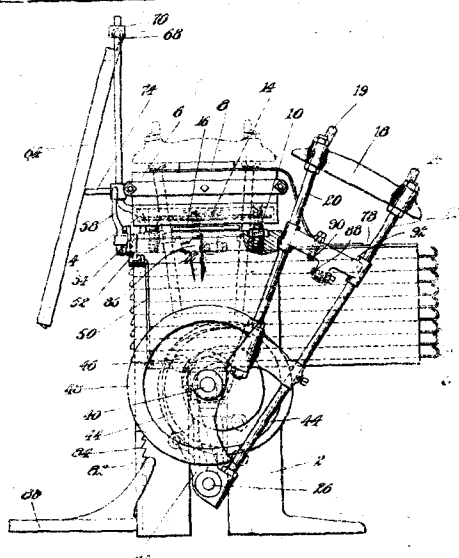
Fig. 2.



Target. Harbottle. 26857.



Boot-machine. United Shoe Machinery Company. (Lates, Briggs-Marsh.) 26899.



Press. United Shoe Machinery Company. (Casgrain.) 27111.

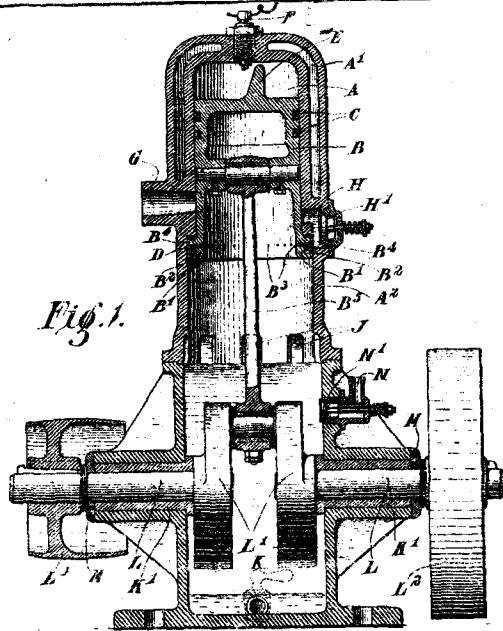


Fig. 1.

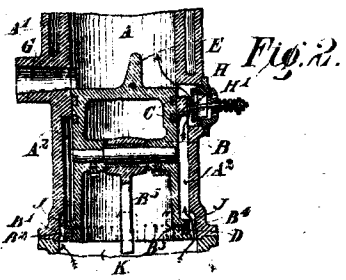


Fig. 2.

Engine, Internal-combustion. Jelbart. 27649.

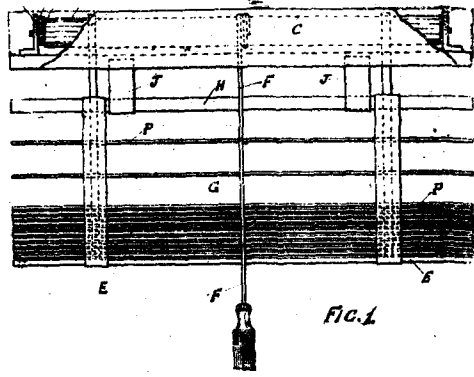


Fig. 1.

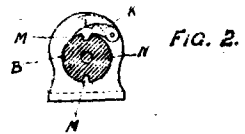


Fig. 2.

Venetian Blind. Thompson. 26968.

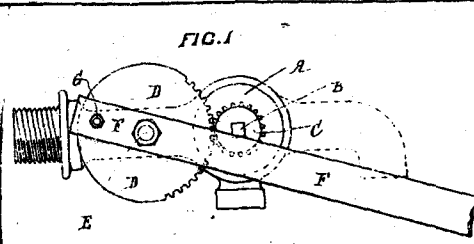


Fig. 1.

Ball Valve. Smart. 26414.

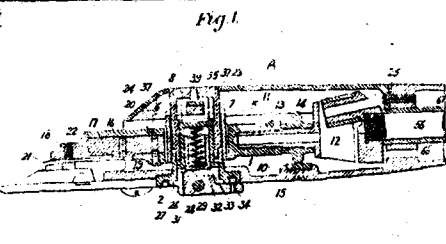


Fig. 1.

Sheep-shearing Machine. Neighbour. 27654.

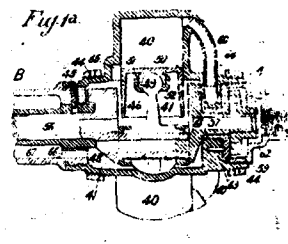


Fig. 2.

