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| riction brake, J. F. Cummings | pers, U. Bosworth | 25,280 25,055 |
| ruit box, I. N. Hagge 924,93 | Measuring instrument, L. I., Davenport 9 Measuring instrument, electrical, Lloyd & | 25,082 |
| ruli picker, P. McChaville | Wilson Measuring power, method of and apparatus for, J. Harris Country, Winding, and rewinding machine, Gioth, A. Knobel Meat, etc., rischine for larding, D. Dechert 9 Mechanical inovelient, R. Sheadenhelm. Merchanical inovelient, F. H. Bichards. Methodology interpretation of the method | 20,113 |
| uel supply system, M. M. Wood 924,89 | Measuring, Winding, and rewinding machine, | 25,180 |
| ing device for, W. B. McLušky 925,21 | Meat, atc., machine for larding, D. Dechert 9 | 25,162 |
| ing device for, W. B. McLusky | Mechanical movement, R. Snemennein 9 | 20,138 25, 883 |
| P. Maydl | 2 Metal box edges, machine for trimming, F. | 25.070 |
| use box, H. W. Sheehy | Metal shaping machine, P. W. Jones 9 | 24,907 |
| | Seward | 25,011 24,997 |
| & W. H. Krueger | Milking machine, P. F. Klein | 25,196 25,274 |
| ame board, M. Spillman (now by marriage | Mixers, muffler for, J. F. Parker 9 | 25,038 24,926 |
| M. Kalesse) 925,14 earment, S. Weinschenk 925,14 earment attachment C. Linborg 925,33 | Molds, method of and apparatus for forming, Taylor & Lewis | |
| arment, bifurcated, H. M. Dunlap 924,75 | Molds, tool for stopping run-outs in, E. W. Conarton | 94 740 |
| arment hanger, Reyman & Greenleaf 924,93 | Motor, C. Enrietti Motor control system, electric, H. D. James 9 Motor control system, electric, James & Dick | 25,318 24, 66 7 |
| as producer, Parker & Bussmeyer 924.81 as producer, G. Akerlund 925.41 | Motor control system, electric, James & Dick | 24,785 |
| arment, S. Weinschenk 925,44 arment attachment, C. Linborg 925,34 arment bifurcated, H. M. Dunlap 924,75 arment bifurcated, H. M. Dunlap 924,75 arment hanger, W. W. Grant 924,93 arment supporter, M. S. Erlanger 924,93 arment supporter, M. S. Erlanger 924,97 as producer, Parker & Bussmeyer 924,47 as producer, C. Akerlund 1, N. Truimp 925,40 as producers, Fuel Feed for, E. Truimp 925,41 as producers, Fuel Feed for, E. Truimp 925,43 as shut off, automatic, Apt & Schott 924,98 aseous bodies, apparatus for mixing, measuring, and carpureting, A. Bouvier 924,98 ate fastening, wire, La Wysshinger 925,41 ear cuttings, hob for E. J. Lees 924,67 ear, variable speed, H. D. Williams 925,14 earing, tester power, H. L. Scott 1824,98 earing, variable speed, G. Chedru 924,88 earing, variable speed, G. Chedru 924,88 | Motor control system, electric, H. D. James 9 Motor controlling device, Klein & Sperry. 9 Mouth and nose protector, Woolf & Rich- | 24,786 25,108 |
| aseous bodies, apparatus for mixing, measuring, and carbureting. A. Houvier 924.88 | Mouth and nose protector, Woolf & Richards ards | 25,409 |
| ate fastening, wire, L. Wysslüger 925:41 | Mowing machine buncher attachment, N. G. Hand | 24,775 |
| ear, variable speed. H. D. Williams 925,14 earing, tester power, H. L. Scott 524,69 | Necktie notogr; W. Downing | 25,818 24,665 |
| earing, variable speed, G. Chedru 924,88 earing, variable speed and reversing, | Noishle, G. Jackson, S. Standard, S. Standar | 25,067 |
| Smith & Gillett 924,84 | Oil or got orging H Whettidan | 25,246 124 856 |
| em cutting and polishing machine. G. S. | | 124.74A |
| in feeder, pneumatic, J. W. Gregory 925,43 | 9 Ore Teeder, E. F. Gustafsoff § 5 Osc Hation receivet. G. W. Pickard § | 25,837 124,827 |
| Flove, A. E. Lindner | | 924,753 |
| fold club, C. W. Royce 925,38 ong striking mechanism, H. E. Reeve. 925,43 overnor, explosion engine, H. M. Cramer. 924,63 overnor regulator, O. W. Cramer. 924,63 overnor machine, road, H. K. Clemons. 924,63 oradin cradig machine, road, H. K. Clemons. 924,92 oradin cradle, J. H. F. Clifton. 925,22 oradin separator. H. K. Hansen. 924,93 | 9 Overalls, Harbour & Kellogg 9 9 Packing, N. B. Miller 9 | 25,177 25,368 |
| overnor regulator, C. W. Cramer 924,63 rading machine, road, H. K. Clemons 924,96 | 8 Packing box, L. P. Rexford | 925,382 |
| rain cradle, J. H. F. Chitton. 925,22 rain separator, H. K. Hansen. 924,98 rain separator, M. Leonard 925,00 | and the like, Jones & Rigg | 924,789 924,897 |
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| raining device, M. M. Burcky. 925,4 ranaries and bins, controlling device for, F. R. McQueen 924,92 frave limits, J. M. & W. I. hoddridge, 124,894, 924,896, 924,896 | Paper bag machine. E. E. Claussen | 925,037 |
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| Halr ornament, A. Hochheimer | Z z z z z z z z z z z z z z z z z z z z | 004 660 |
| Tammock support, J. J. Shuttz 920,04 | 4 _ 161 | 24,602 24,708 |
| langing means, W. W. Grant. 924,76 larrow tooth fastener, J. A. Johnson. 924,96 larvester, beet, Hollenbeck & Reed. 924,96 larvester reel, W. C. Leer. 925,35 lay carrier, D. M. Motherwell. 925,35 lay carrier, D. M. Motherwell. 924,81 leater, W. S. Hamilton. 924,87 leating device, electric, W. Sprenger. 925,07 leating furnace, L. C. Hammer. 924,77 leel for boots and shoes, neumatic, J. V. | 4 Perambulator brake, C. West | 924,871 9 25 ,43 0 |
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| gniting apparatus, catalytic, G. Salomon- | Platter, serving, E. H. H. Smith | 924,849 925, 134 |
| mprint or shoe stamping machine, H. J. Holland | Plow attachment, F. W. Meyer | 925,008 |
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| mprint or shoe stamping machine, H. J. Holland 924,91 ndex tab, C. J. Bryant 925,11 nk well, J. F. Dobias 924,92 roning board, W. J. Stevenson 924,92 roning board and step ladder, combined, V. D. Cram 924,72 roning machine, W. R. Hager 924,72 racket can, F. Rudolnh 925,13 rar holder, fruit, J. G. Dutschke 925,33 olist banger, H. C. Seipp 924,82 ournal bearing, E. L. & W. S. Sharpneck 924,83 cyhole ston, B. Hellman 925,13 Chiffe, S. M. Bickford 925,23 Knitting machine, rib, R. W. Scott 925,33 Knitting machine web holder, rib, R. W. Scott 925,03 Scot | Printer's border. A. C. Gustafson | 925,336 925,399 |
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SOME TRICKS OF THE MOVING PICTURE MAKER.

(Concluded from page 477.) apparently look through the glass. They see the matches burning—this time the property matches-with a stream of water playing upon them, and the fairy falling backward and disappearing.

The final scene discloses the man squirting seltzer on the smoking matches. and in his anxiety to extinguish them completely deluging himself.

The effect of "The Princess Nicotine" when thrown upon the screen is so startling that it defies explanation by the uninitiated. The little fairy moves so realistically that she cannot be explained away by assuming that she is a doll, and yet it is impossible to understand how she can be a living being, because of her small stature. The illusion is heightened by the enormous size of the property cigarettes, matches, and corncob pipe compared with the diminutive size of the fairy. Naturally, in enacting this photographic play it is most important that the two fairies should act their parts faultlessly. Thus, when the girl is shown in the bottle, she must never move outside of a certain square marked on the platform upon which she stands beside the camera. Otherwise, she would no longer be seen in the bottle, but outside of it, and the illusion would thus be destroyed.

Again, when she hands her property cigarette to the man, and he apparently takes it, she must hold her hand, and the man his hand, in the proper position, so that the real cigarette and false are superimposed

In other moving-picture plays it is sometimes necessary to produce effects which are not required in the "Princess Nicotine." Thus, in one film story, a robber is required to run 100 yards down the street, while the apparatus is in operation. If the crank were turned at the usual rate, about 900 pictures would be taken. In order to produce the impression of still greater speed, the film maker simply cuts down the number of pictures to 600, so that the robber runs the 100 yards with outrageous leaps and bounds.

The coloring of films may also puzzle many. The tinting is more simply done than may be supposed. Three positive prints are made from the negative. Out of each picture of the positive a section to be colored red is cut. From the second film, a different section is cut, which is to receive a blue color. Out of the third another part is cut, to receive yellow. Three positive stencils are thus obtained, each having perforations made by cutting away a particular section in each picture throughout the entire length of the film. The fourth positive is now colored by means of the three stencils. The film to be colored is passed slowly over paint rollers in contact with the first stencil, color being applied exactly in the same way as with ordinary stencil plates. The operation is repeated for the second and third stencil film, so that the positive is run over the rollers three times, each time receiving a different color through different perforations. The final result is a positive film in three colors.

RECENT FRENCH AEROPLANES AND THEIR PERFORMANCES (Concluded from page 481.)

flight of 2 hours and 20 minutes on De cember 31st last) and is significant from the fact that it was made with a monoplane, which is generally considered to be the most advanced type of aeroplane. The day before, Mr. Latham made a 37minute flight at a height of from 60 to 75 feet, and the day after-June 6thhe won the Goupy prize for a flight of 5 kilometers (3.1 miles) in a straight line across country, covering this distance in 4 minutes and 13 seconds at a speed of about 44.1 miles an hour. The entire flight lasted 14 minutes. On June

7th he made four flights of 600 meters

(1,968 feet), 700 meters (2,297 feet), 3

kilometers (1.86 miles), and 12 kilo-



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meters (7.46 miles) respectively. In each of these flights he carried a passenger. The last flight was of 11 minutes 6 seconds' duration, Mr. Latham's companion in this instance being Mr. F. Hewartson of the London Daily Mail. The latter sat facing backward in front of Mr. Latham, and so steady was the flight of the machine, that he was able to make stenographic notes while in full flight. Even with the extra passenger, the aeroplane had a tendency to soar, but this was easily checked by means of the horizontal rudder.

The other monoplane shown in flight is the new No. 12 machine of M. Louis Blériot. This monoplane has a length of 10 meters (32.8 feet), a spread of 12 meters (39.4 feet), and its weight with two men on board is given as 498 kilogrammes (1,098 pounds). The thrust obtained from the propeller (which in this case is chain-driven from a 30-horsepower, 8-cylinder water-cooled motor mounted in the lower part of the body framework) is 73 kilogrammes (161 pounds). The first test was made on May 21st. The machine flew successfully at its first trial. Since then it has been altered somewhat. Our photograph shows it in its altered condition. The vertical rudder has been moved from the extreme end of the body framework to a point about half way between the two ends, and has been placed above the frame. The horizontal rudder has been placed below the body framework near the rear, while there is a second one below the aviator's seat. A fixed horizontal surface is located above the body just below the vertical rudder. After making successful flights with a passenger, M. Bleriot, on June 12th, is reported to have flown 1,000 yards at a height of from 15 to 20 feet, carrying two passengers, the weight of the machine with passengers being in this instance 1,232 pounds. This was a very remarkable performance, and it is the first time that an aeroplane is known to have carried more than two men. The passengers taken by M. Blériot were M. Fournier and Santos Dumont. M. Blériot is continuing his experiments, and he will, no doubt, make some record flights before

The biplane, shown in flight, is one of the Voisin machines, such as was first used successfully by Farman and Delagrange. The particular one shown in the photograph is that of M. De Rue. It has made some excellent flights at the new aviation field of the Aero Club of France at Juvissy, and in the picture is shown winning the Archdeacon cup.

The biplane shown on the ground is a new machine, having planes which are arched from the center outward in a peculiar manner, as can be seen from the picture. This arching of the planes also extends to the tail in the rear. A large four-bladed propeller is placed just back of the main planes, and is driven by a chain from the motor. The designer, M. Lepetil, expects to increase the transverse stability by means of the arching of the planes. The machine has not yet received its initial test. It has two runners below the tail, and two runners with wheels in front.

THE CONSTRUCTION OF THE ZEPPELIN AIRSHIP.

(Continued from page 481.)

partments contains a separate gas bag. These gas bags are well shown in the picture at the front end of the airship. They fit the compartments, and press against a network of ropes (not shown) within the girders. Outside of these girders there is a covering of special balloon cloth. On the under side of the frame there is a trussed keel, extending to within two compartments of each end. The two cars are suspended from this trussed keel, and rigidly attached to the same about a quarter of the way back from the bow and a quarter of the way forward from the rear end of the airship. Each car contains a 110-horse-power motor, which drives, by means of shafts

(Concluded on page 491.)

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and bevel gears, two propellers-one on each side of the airship. A reversing mechanism is provided, by which it is possible to reverse the propellers; and after the accident at Goppingen, in which the bow of the airship was badly damaged, the huge craft was, it is said, driven backward to its destination, some 150 miles away.

The total length of the "Zeppelin II" is 136 meters (446 feet). Its gas capacity is 15,200 cubic meters (536,773 cubic feet) and its lifting power is consequently about 16 tons. Its journey from Friedrichshafen almost to Berlin was cut short on account of lack of fuel; and while attempting to land in a rainstorm the accident occurred, the balloon smashing into a tree. The fact that Count Zeppelin was able to repair the damage within twenty-four hours and return to Friedrichshafen was a complete vindication of the advantages of the rigid-frame type of airship. Any other type of dirigible balloon would have been effectually demolished by such an accident as the "Zeppelin II" met with.

For further particulars of the constructional details of the recent Zeppelin airships, we refer our readers to SUPPLE-MENT No. 1745. The "Zeppelin II," while an entirely new craft, has some of the parts used in the "Zeppelin IV," which was demolished last August. Its speed is fully as great as was the speed of that craft, and after repairs have been made it will probably make some excellent long-distance voyages. Plans are on foot for the establishing of a regular airship line between several of the large German cities; and there is another new Zeppelin airship nearing completion for exhibition and flights at the Frankfort Exposition, which opens in July.

Action of Brick Kiln Gases on Vegetation.

For years the brick makers of French Flanders have been paying indemnities to neighboring farmers for the damage done to crops by the gases discharged by the brick kilns. The greatest damage is done in foggy weather and during the precipitation of dew. No injurious effect on vegetation is produced by lime kilns situated near the brick kilns and using the same coal.

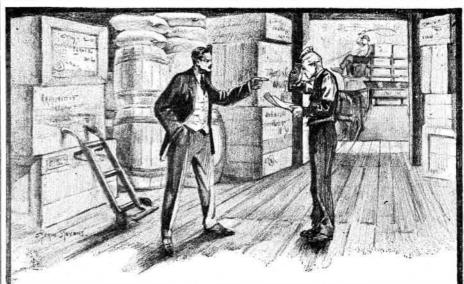
It appeared evident that the injurious constituent of the products of combustion was made harmless by lime, and it was suspected that this ingredient was sulphur dioxide, formed by oxidation of the pyrites contained in the fuel. This gas, if sufficiently diluted with dry air does not injure vegetation, but in a moist atmosphere it becomes converted into sulphuric acid which destroys all vegetation on which it falls. In the lime kilns the sulphur dioxide combines with lime to form calcium sulphite, which remains in the kiln.

This theory was confirmed by experiment. Wet cloths were hung to windward and leeward of a brick kiln for a time and the moisture wrung from them was analyzed. Sulpkuric acid was found in the leeward but not in the windward cloths. The obvious remedy for the exist ing state of affairs, therefore, was the addition of a sufficient quantity of lime to the brick kiln. This plan was adopted last season by several brick makers with great sucess and at a cost of only two or three cents per thousand bricks. In addition to the prevention of injury to vegetation, it was observed that the workmen suffered less from the effects of heat and discharged gases, drank less, and enjoyed better health than formerly.

The American Medical Association has voiced its protest against the use of benzoate of soda in food. A delegation of the Association, headed by Dr. C. A. L. Reed, of Cincinnati, recently called on President Taft and recorded their protest. The stand taken is that factories and The stand taken is that factories are standard taken is that factories are standard taken is the plants where food products are prepared should be the subject of federal inspection.

| | Sulfur burner, P. H. Grimm | 924,980 925,076 |
|------------|--|--|
| 3 | Sulfur burner, P. H. Grimm. Superheater beiler, J. E. Bell. Switch, L. Quattebaum. Switch and uetector bar threwing mechanism, C. R. Keeran. Switch lock, railway, J. O. Hale. Switch mechanism, autematic, F. M. Oeder Switch threwer for electric railways, T. C. Reynelds Swivel, J. Wennstrom. | 925,225 |
| 1 | Switch mechanism automatic, F. M. Oeder Switch thrower for electric railways, T. | 924,687 |
| 1 | Swivel, J. Wennstrom. Table, G. A. Myers | 925,406 925,370 |
| , | C. Reynolds Swivel, J. Wennstrom. Table, G. A. Myers Tack feeding device, B. B. Waterman Tag. G. H. Tayler Talking machine, A. Keller Tap for tanks, oil drums, and the like, M. Goodwin | 924.946 925,346 |
| е | Goodwin Tape grip, L. D. Richardsen | 924.762 925.384 |
| , | Target signal, E. F. Bliss | 925.093 |
| c | Tap for tanks, oil drums, and the like, M. Goodwin Tape grip, L. D. Richardson. Target signal, E. F. Bliss. Telephone circuit supply system, J. L. Hall Telephone lines, means for disconnecting, M. Bowman Telephone system, E. E. Yaxley. Telephones, lock-out device for common battery, R. D. Harris et al. Telpher system, B. W. Harris. Testing machine, T. Y. Olsen. Thermometer, H. W. Maurer. Thill support, M. E. Covey. Threshing cylinder, T. G. Leavell. Ticket cutter, E. D. Fritch Tie. See Cross tic. Tile. F. R. Elbert Tire antiskidding attachment, wheel, G. A. | 925,420 |
| 1 | Telpher system, B. W. Harris. Testing machine, T. Y. Olsen. | 925.179 925.131 |
| t | Thill support, M. E. Covey | 925,120 925,157 925,358 |
| 1 | Tie. See Cross tie. Tile. F. R. Elbert | 924.655 |
| t | Tie. See Cross tie. Tile. F. R. Elbert Tire antiskidding attachment, wheel, G. A. Lyon Tire armor, W. O'Neil. Tire armor, R. W. Welty. Tire grip tread, elastic. T. H. Curtis. Tire, pneumatic, M. McArthur. Tire, pneumatic, M. McArthur. Tire, pretective rivet, E. B. Stimpson. Tire, traction, C. Stephens. Tobacco pipe, F. Regeneld. Tool driver, spiral, J. L. Baron. Top. B. Zipfel Toy, C. W. Beiser Toy, C. W. Carey. Toy, J. Minor Toy, J. Minor Try pistel, match shooting, Reynolds & Bennett Track brake, W. W. Allen. Track construction, H. C. Grant. Train indicator, F. Erbetsman Train seder cabinet, safety, C. B. Hanley. Transmission mechanism, M. Prapier. Transmission mechanism, M. Prapier. Transmom, J. H. Gilman. Transom operating device, self-locking, G. Tieley harp and wheel, F. E. Hancock. Trolley pole guiding and finding device, J. J. Jagolin Trousers clasp, A. L. London. Truck, R. A. Rowley. Truck, car, G. G. Fleyd. Truck, car, G. G. Fleyd. Truck, car, G. G. Fleyd. Truck, railway car, G. G. Floyd. 924,652. Tube blower, C. C. Grever. Tube repairing device, calloway & Trever Tubing, flexible metallic. B. E. Eldred. Turbine, elastic fluid, J. P. Nikenow. Turbine, impulse reaction, A. Wilstam Turbine, bucket for elastic fluid, C. P. Steinmetz Twisting and doubling frame, P. B. White- head | 924.806 924.924 |
| 9 | Tire grip tread, elastic, T. H. Curtis Tire, pneumatic, D. McArthur. | 925,161 924.812 |
| - | Tire protective rivet, E. B. Stimpson Tire, traction, C. Stephens Tobacco pipe, F. Regenold | 924,701 925,381 |
| | Top, C. W. Beiser | 924.718 925,273 |
| 7 | Toy, J. Miner Toy pistel, match sheeting, Reynelds & Bennett | 925,369 |
| 9 | Track construction, H. C. Grant. | 924,720 925,332 |
| | Train order cabinet, safety, C. B. Hanley Transmission mechanism, M. Drapier | 924.772 924.749 |
| :- | Transom operating device, self-locking, G. | 924,656 |
| e e | Tray, revelving, J. Richter | 924,938 925,047 925,094 |
| 1 | Trolley pole guiding and finding device, J. Jagolin | 924,784 |
| t | Truck, R. A. Rewley | 925,388 924,820 |
| t, | Truck, railway car, G. G. Floyd924,652, Tube blower, C. C. Grover Tube repairing design Galloway & Traper | 924,976 925,334 925,332 |
| t p | Tubing, flexible metallic, B. E. Eldred Tumbler case, E. L. Converse Tumbler sada H K De Wolf | 925,317 924,890 924,969 |
| 1 | Turbine, elastic fluid, W. L. R. Emmet Turbine, elastic fluid, J. P. Nikonow Turbine impulse reaction A Wilstam | 924,898 925,218 825,065 |
| - | Turbine, reversible steam, S. Grund Turbines, bucket for elastic fluid, C. P. Steinmetz | 925, 0 89 |
| - | Steinmetz Twisting and doubling frame, P. B. Whitehead Typecasting machine, F. H. Plerpont Type machine centrolling mechanism, Ban- | 924,950 925,024 |
| | | |
| | Type machine meld actuating mechanism, F. H. Pierpent | 925.023 924,759 924.885 |
| 0 | Typewriting machine, A. T. Brown Typewriting machine, J. C. McLaughlin Typewriting machine, F. A. Young Typewriting machine Burns & Horton Typewriting machine duplicating attach- | 924.885 925,373 925,411 925.422 |
| e e | Typewriting machine duplicating attachment, A. G. Sherweed | 925,140 925,043 |
| е | Umbrella runner, ball and socket, C. L. Baker | 924,627 924.861 |
| 1 | Valve actuater and indicater. F. H. C. Mey. Valve and connection, G. P. Carroll Valve controller, automatic, N. C. Locke | 924.915 924,964 924.68 |
| e | Baker Valve, J. E. Ward Valve actuater and indicater. F. II. C. Mey. Valve and connection, G. P. Carroll Valve centreller, automatic, N. C. Locke. Valve, electric expansion, G. P. Carroll Valve, fluid, C. G. Crispin Valve, pressure retaining, B. J. Minnier Valve, safety gas. D. Ambrese. | 925. 08 1 924,641 925,211 |
| ~ | Valve, waste pipe, A. Sterey | 925.245 |
| 5 | J. H. Colgrove Vehicle anti-vibration device, W. A. Pen- | 925,301 |
| t | field Vehicle bedy attachment, J. P. Celburn Vehicle brake, autematic, E. Sanner Vehicle driving gear, meter, H. L. Parrish Vehicle frame, meter, C. Schmidt | 924,825 925,299 924,691 |
| f | Vehicle driving gear, motor, H. L. Parrish Vehicle frame, motor, C. Schmidt Vehicles steering mechanism, self-propelled, | 924,821 924,941 |
| ٠, | Vehicle wheel. H. O. Peck | 924,757 925,022 925,027 |
| t - | Vehicles steering mechanism, self-propelled, R. Fuller | 924,928 924.658 925,186 925,099 |
| e e | Ventilator, W. F. Warden. | 925,144 925,252 |
| 0 | Ventilating system, A. E. Hart. Ventilator, A. D. Wardd. Ventilator, W. F. Warden. Ventilator clip, W. F. Warden. Vertical beiler, H. O. Keferstein. Vessel clesure, C. Hubert, reissue. Veterinary dental instrument, Reed & Meierhofor | 925.251 925,107 12,974 |
| n | Violin chin rest. H. Ziegler | 925,068 |
| i - - | Vicilin piano. J. L. Warner. Vitreous ceramic surfaces, metallization of, Voice reflector, A. Carbone Wagon loader, A. D. March. Washer or butten feeding attachment for setting machines. S. Grossman Washing apparatus, sheet. I. W. Marshall. Washing machine, B. J. Harrell. Washing machine, J. Kolin. | 925.365 |
| a | Wagon loader, A. D. March | 925,364 |
| d | Washing apparatus, sheet. I. W. Marshall Washing machine, B. J. Harrell Washing machine, I. Kelin | 924.683 924.776 924,797 |
| d :- | Washing machine. E. Eisemann, reissue | 12.976 |
| e | Water meter, F. W. Mackey | 924.808 925.053 925.401 |
| d | Water closet, F. H. Henning. Water closet, marine, G. A. Diem. Water meter, F. W. Mackey. Water switch, W. B. Sturgis Weather bearding, forming, A. Urqubart. Weighing apparatus, A. Bradford. Weighing means, automatic, W. H. Rough Weight, sectional window, W. S. Sanborn. Weidding machine, electric, Winfield & Tay- lor | 925,282 924.940 924.837 |
| h r | Wheel, See Bucket wheel, | |
| i - | Wheel, J. M. Toombs, Jr | 925.398 924.661 925.240 |
| n | Whip secket. T. A. Hoover. Wind shield. J. H. Sprague Windmill, C. R. White Windmill meter, V. J. La Bauve. Window, J. Chleberad Window casing pecket clesure, H. Heugham | 925.063 924.909 925,294 |
| d d | Window casing pocket closure, H. Hougham Window cleaner. W. H. Minier | 925,188 924.685 |
| | Window fastener. W. Agin | 925,414 925,003 924,770 |
| s | ham Windew cleaner. W. H. Minier. Windew fastener. W. Agin. Windew fastener. E. Leehr. Weed for lumber, treating. W. A. Hall. Wood, impregnating. Chateau & Merklen. Weven fabric, V. H. Jennings. Wrench and cutter. E. M. Newell. Zinc lead eres, treatment of refractory, P. C. C. Isherwood | 925.292 924.788 924.816 |
| ı- of | Zinc lead •res. treatment •f refract•ry, P. C. C. Isherwood | 925.190 |
| ۵. | A printed copy of the specification and | drawing |
| n | of any patent in the foregoing list, or any | patent |

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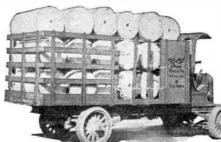
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