(*Concluded from page 452.*)

ous inland and Great Lake grain warehouses for transporting the grain horizontally from one part of the warehouse to the other. Thus, when the wheat is shoveled out of the railway car into a spout below the open door, it will frequently happen that the transfer takes place at some distance from the particular one of the twenty elevator legs by which the grain is to be lifted to the top of the bin. In this case it will be allowed to fall through onto a broad traveling belt of the kind shown in our illustration, upon which it will move swiftly until it reaches the spot at which it is to be delivered or "tripped." Here the belt will pass over a set of pulleys arranged above one another in such a way that the grain can be shot off the belt for such further handling as may be desired. In this particular case it will be delivered to the boot of the elevator, carried up, and discharged to its own particular bin.

Time saving is a great consideration in these huge warehouses, and one of the most interesting features is the system of swinging distributing spouts, intervening between the receiving and weighing bins at the head of the elevators and the huge honeycomb of storage bins below. One of our views shows these spouts, hinged below the floor of the top story of the building and capable of being swung around and over the top of the particular bin to which the grain is to be delivered. This arrangement is one of many ingenious arrangements by which the enormous mass and weight of grain can be received, weighed, placed in its own particular bin, drawn away therefrom, lifted, transported horizontally, and finally delivered to car or steamship in the least possible time, with unfailing accuracy, and at the minimum of cost.

In the above description we have traced the grain from a farm in the Middle West to the hold of the steamship that would carry it to Europe. As regards the general system of receiving, selling, and distributing the grain, the same methods apply to the wheat which is consigned to the great flour mills, say, of Minneapolis, or to any of the centers in which it is prepared for the consumption of the masses.

CHICAGO AND THE RAILROAD SYSTEM OF THE MIDDLE WEST.

(*Continued from page 447.*)

000 passenger station, that will be ready for occupation early in 1910. With one exception it will be the largest passenger terminal in the United States. Over thirteen acres of ground will be occupied by the station and station tracks. The approaches cover thirty additional acres, fifteen acres being used for the north and the west approaches. The present station, with capacity for handling fifty thousand passengers per day, is now overtaxed; the new terminal will be capable of taking care of a quarter of a million people every twenty-four hours.

The plans call for an elevated terminal, reached by two elevated approaches of four tracks each, and a train shed 800 feet long and 320 feet wide, that will contain sixteen tracks, each with a capacity of fifteen cars. The area of the basement is over two acres; the street floor of the station building covers one and three-quarters acres; the train shed, six acres. Altogether there will be practically ten acres of floor space devoted to public use. One of the most important features is the treatment of the train shed. This structure will not have the usual long black expanse of sooty roof that offends the eye. The sixteen long tracks which will occupy the shed will be covered by what is known as the "Bush roof," in which the curve of the roof over each pair of tracks is broken by a concrete slot or duct, running the length of each track, and so placed that the locomotive funnels will discharge through it into the open air.

The electrification of Chicago steam railways inside of the city limits is at

(*Continued on page 454.*)

Legal Notices

Bearing for trough conveyers, etc., roller, H. Bentley	941,972
Bearing, roller, H. Hess	941,636
Bearings, means for introducing balls into ball, E. Geschke	941,632
Bed, folding, L. B. Jeffcott	941,879
Bed, folding, J. H. Edmonds	941,982
Bed, invalid, J. H. Comer	941,620
Bedstead mount buffing machine, J. F. Gail	941,706
Belt, drive, A. G. Kolbe	941,786
Bench dog, E. A. Schade	941,816
Bill holder, I. H. P. Colleen	941,559
Binder, G. P. Wigginton	941,481
Binder, Wigginton & Hodges	941,482
Binder attachment, self, E. Pennington	941,945
Binding post, L. Steinberger	941,893
Blind stop, H. L. Beadle	941,552
Boat, C. Hoffman	941,923
Bobbin holder, S. W. Wardwell	941,595
Boilers, engine setting for horizontal, G. W. Morris	941,460
Book, manifolding copying, Whyte & Rau	942,023
Boot and shoe forms, holder for, T. F. McCann	941,723
Bottle caps, device for removing, Forsyth & Wallace	941,865
Bottle closure, Richards & Ahnfeldt	941,651
Bottle neck protector, V. Durand, Jr	941,769
Bottle, non-refillable, E. B. Barner	941,551
Bottle, non-refillable, Jenssen & Weitzel	941,994
Bottle receptacle, milk, A. G. Brodhead	941,853
Bottle stopper, D. Landau	941,788
Bottle, telltale, Midbo & Gulbrandson	941,890
Bowling alley pin setting mechanism, L. A. Brigel	941,611
Box or container, J. F. Byrne	941,356
Brake apparatus, fluid pressure, M. Corrington	941,914
Buckle, L. H. Fishel	941,702
Building block, E. Chapman	941,617
Building block and wall, F. J. Schuster	941,656
Buoy, automatic locating, Marcou & St. Peter	941,377
Bushing and check valve, combined reducing, W. S. Jacobs	941,713
Bushing for pulleys, gears, and the like, H. G. Wolf	941,602
Cab signal circuit, P. J. Simmen	941,541
Cabinet, envelop, H. K. Smith	941,756
Cableway, T. S. Miller	942,038
Calculating machines, index plate for, J. Graber	941,774
Calendar, E. C. Mahon	941,719
Camera, I. O. Perring	941,688
Camera, H. W. Conner	941,696
Can cap dropper, E. M. Cobb	941,357
Can closing device, J. H. Pelletier	941,533
Can heading machine, J. Brenzinger	941,755
Canceling machine, letter, L. Blessing et al.	941,848
Candy pulling machine, H. S. Brewington	941,610
Cane, wax-like product obtained from sugar, A. Wynberg	941,401
Canopy frame having doors, W. S. Davidson	941,765
Canopy, ventilating, J. N. Moody	941,685
Car, E. S. Bucknam	941,855
Car bolster, C. H. Anderson	941,691
Car controlling system, electric, A. B. Stitzer	941,391
Car coupling, C. H. Tomlinson	941,965
Car, dump, S. Otis	941,381
Car fender, J. D. Wright	942,027
Car fender, air actuated street, J. M. Clancy	941,497
Car fender, street, A. L. Mazzanovich	941,527
Car fender, street, G. J. Fleissner	941,984
Car for transporting ore or other material, W. C. Carr	941,405
Car, hand, J. D. Kerr	941,420
Car heater, J. F. McElroy	942,040
Car, passenger railway, L. E. Paden	941,807
Car seats, wear strip and retainer for securing coverings to the frames of, F. H. Henry	941,875
Car wheel, motor, G. B. Winter	942,025
Cars or the like, system of precooling fruit, A. Faget	941,443
Carbureter, A. H. Warmsley	941,393
Carbureter, J. H. Cooper	941,406
Carbureter, C. G. Leonard	941,424
Carriage, folding baby, A. W. Loshbough	941,374
Carrier. See Stereopticon slide carrier.	
Cash register, W. H. Muzzy	941,378
Cataloguing system, R. T. Close	941,499
Cement block for wall structure, W. L. Davidson	941,624
Cement, process and apparatus for artificially aging or seasoning Portland, T. A. Edison	941,630
Chair, Berzon & Goldberg	941,555
Chair, C. L. Greilick	941,919
Check controlled mechanism, F. C. Kainer	941,716
Chocolate confections, machine for the manufacture of, A. H. Savy	941,537
Churn, D. Rees	941,948
Cigar, self-lighting, D. G. Vale	941,966
Cigarettes, etc., machine for packeting, E. L. Bracy	941,490
Clamp, D. A. Ducharme	941,504
Clod crusher, C. G. Stelzer	941,740
Clothes line hanger, G. T. Van Riper	941,898
Clothes rack, suspended, B. B. Bosworth	941,909
Clothes wringer, A. Lovett	942,001
Clutch, G. W. Brubaker, Jr	941,973
Coal, briqueting, C. E. Hite	941,454
Coating machines, holder for liquid, R. A. Beausejour	941,607
Coin collector, A. M. Farnsworth	941,509
Coke drag, S. Richter	941,385
Coke oven door, W. O. White	941,398
Collar, H. C. Miller	941,795
Comb, M. E. Purdy	941,586
Composing and casting machine, typographical, Pearce & Billington	941,384
Concentrator slime feeding device, J. B. Green	941,918
Concrete building construction, R. V. Woods	941,837
Concrete construction, metal tie for, E. Chapman	941,616
Concrete mixing machine, R. G. Leverich	941,998
Concrete pavements, laying, F. S. Lamson	941,886
Concrete pile, reinforcer, T. Stedman	942,018
Concrete wall mold, D. A. Marshall	942,004
Containing can, W. H. Hoyt	941,781
Conveyer, F. Eberhart	941,364
Coop, poultry, J. A. Emert	941,507

(*Continued on page 454.*)