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Note.—Throughout this Gazette the names in Italics within parentheses are those of Communicators of Inventions.

Complete Specifications.

Patent Office, Perth,
26th February, 1904.

NOTICE is hereby given that the undermentioned Applications for the Grant of Letters Patent, and the complete Specifications annexed thereto, have been accepted, and are now open to public inspection at this Office.

Any person or persons intending to oppose such applications must leave particulars, in writing, in duplicate (on Form D), of his or their objections thereto, within two calendar months from the date of this Gazette. A fee of Ten shillings (10s.) is payable with such notice.

Application No. 4390.—GEORGE SMITH MORISON, of White Hills Road, Bendigo, in the State of Victoria, Australia, Tramway Manager, "*Improvements in Steam Engines.*"—Dated 21st April, 1903.

Claims:—

1. In combination, a cylinder, a main shaft set across same, a crank on the main shaft within the cylinder, connected pistons within the cylinder, and sectors loose on the crank pin and bearing upon the inside faces of the pistons substantially as and for the purposes described.
2. In combination, a cylinder, a main shaft set across same, a crank on the main shaft within the cylinder, connected pistons within the cylinder, sectors loose on the crank pin, cycloidal plates connected with the sectors and friction-bearing plates for the sectors, forming also guideways for the cycloidal plates, substantially as and for the purposes described.
3. In combination, a cylinder *b*, a main shaft *c* set across same, a crank *g* on the main shaft within the cylinder, pistons *a* connected by rods *e* having spiral spring connections with the pistons, sectors *h* loose on the crank pin, cycloidal plates *h* connected with the sectors *h*, and friction-bearing plates *j* for the sectors, forming also guideways for the cycloidal plates, inlet and exhaust valves at each end of the cylinder and means for actuating same substantially as and for the purposes described.

Specification, 5s. Drawings on application.

Application No. 4667.—LESLIE HARLING McHARDY, of Blackhead, in the Provincial District of Hawkes' Bay, in the Colony of New Zealand, Sheep Farmer, "*An improvement in Wire Fencing Standards and Droppers.*"—Dated 28th October, 1903.

Claim:—

The improvement in T angle-iron fencing standards and droppers hereinbefore described and illustrated in the accompanying drawing—that is to say drilling through the face and back-rib of the standard or dropper two divergent holes for the reception and secure retention of each staple essentially as described and illustrated.

Specification, 3s. 6d. Drawings on application.

Application No. 4800.—WILLIAM POWELL, of Greenfields, Greenhill Road, Allerton, near Liverpool, in the County of Lancaster, England, Merchant, "*Improvements in or connected with Paving Blocks and vulcanizing and preserving timber.*"—Dated 9th February, 1904.

Claims:—

1. The herein described vulcanized and solidified timber, namely, timber with the interstices or pores filled with solidified sugar, constituting a hard solidified vegetable mass; substantially as described.
2. The process of vulcanizing and solidifying timber, consisting in first impregnating it with sugar syrup or liquor containing sugar, and subsequently artificially heating it, and solidifying the sugar; substantially as described.
3. The process of vulcanizing and solidifying timber, consisting in boiling the timber in a solution of syrup of sugar, or sugar liquor, then heating such timber saturated with the syrup or liquor by hot dry air at temperatures such as specified, and driving off the moisture and solidifying the sugar therein, as set forth.

Specification, 4s. 6d.

Application No. 4802.—RICHARD SPARROW, of Perth, Western Australia, Patents Agent (*George Westinghouse*), "*Improvements in Air Brakes.*"—Dated 10th February, 1904.

Claims:—

1. A fluid pressure brake apparatus having a release valve device for controlling communication from a main reservoir of the apparatus to the train pipe, which release valve is electrically governed through a circuit controlled by the motorman or engineer, for the purpose specified.
2. A fluid pressure brake apparatus of the kind described, in which communication between a main reservoir and the train pipe is controlled by a switch operated by the driver's brake valve, substantially as described.
3. In a fluid pressure brake apparatus of the kind described, an electrically governed release valve device for controlling communication between a main reservoir and the train pipe constructed and operating substantially as described with reference to the accompanying drawings.

Specification, 4s. Drawings on application.

R. G. FERGUSON,

Registrar of Patents.

Renewal Fees paid on Patents registered from 13th to 20th February, 1904.

Fee payable before the end of the seventh year in respect of the seven following years:—

No. 1564.—Walton, F.

Fees payable before the end of the fourth year in respect of the three following years:—

No. 2875.—Tatham, J. E.

No. 2888.—Sulphides Reduction (new process), Ltd.

No. 2963.—Parker, W.

No. 2964.—Parker, W.



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Trade Marks