(No Model.)

P. F. SCHMIDT.

PROPELLER.

No. 546,712. Patented Sept. 24, 1895.

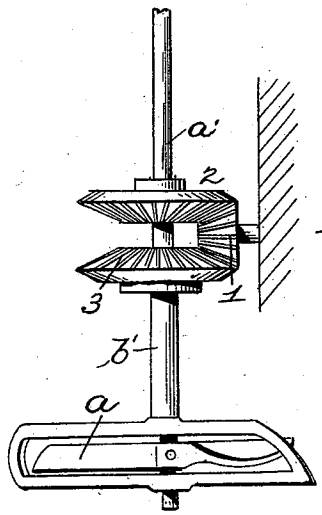

Fig. 1.

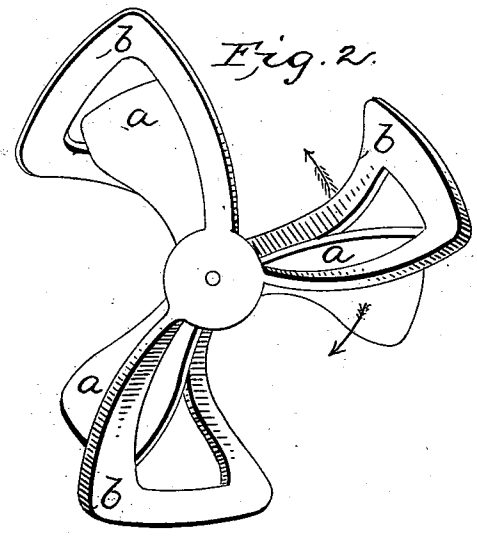

Fig. 2.

Attest
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UNITED STATES PATENT OFFICE.

PAUL FRÉDÉRIC SCHMIDT, OF LEVALLOIS-PERRET, FRANCE.

PROPELLER.

SPECIFICATION forming part of Letters Patent No. 546,712, dated September 24, 1895.

Application filed February 19, 1894. Serial No. 500,938. (No model.) Patented in France April 13, 1893, No. 229,351; in Belgium October 10, 1893, No. 106,694; in Switzerland October 10, 1893, No. 7,580, and in England November 11, 1893, No. 21,510.

To all whom it may concern:

Be it known that I, PAUL FRÉDÉRIC SCHMIDT, electrician, residing at Levallois-Perret, (Seine,) near Paris, France, have invented new and useful Improvements in Propellers; and I do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings.

The invention has been patented in France April 13, 1893, No. 229,351; in Belgium October 10, 1893, No. 106,694; in Switzerland October 10, 1893, No. 7,580, and in England November 11, 1893, No. 21,510.

Figure 1 is a side view of my improved propeller, and Fig. 2 is a perspective view of the propeller shown in Fig. 1.

The drawings show the inner propeller with three blades *a* of ordinary form on the shaft *a'* and embraced or inclosed by the outer blades *b* of the second propeller portion on the hollow shaft *b'*, the blades *b* of this second propeller portion being formed with openings through which the blades *a* work. The shaft *a'* extends through the hollow shaft *b'*, and said shafts are driven by any suitable means in opposite directions, as by the gears 1, 2, and 3.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

1. A compound propeller comprising a divided hub, the outer propeller having front and rear connection with the sections of said divided hub, and the inner propeller rotating between said hub sections and front and rear connections, substantially as described.

2. A compound propeller comprising the outer propeller having the blades with openings therein leaving outer portions held by inner and outer arms to the driving shaft, and an inner propeller working in the openings in the blades of the outer propeller, substantially as described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

PAUL FRÉDÉRIC SCHMIDT.

Witnesses:
CLYDE SHROPSHIRE,
D. T. S. FULLER.