

J. T. TODD.

TRACER.

APPLICATION FILED FEB. 5, 1912.

1,061,643.

Patented May 13, 1913.

4 SHEETS—SHEET 1.

Fig. 2.

Fig. 1.

Witnesses:
W. W. Thomas Jr.

J. F. Johnson

Inventor

John T. Todd

By: Arthur Hopkins

Attys

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4 SHEETS-SHEET 2.

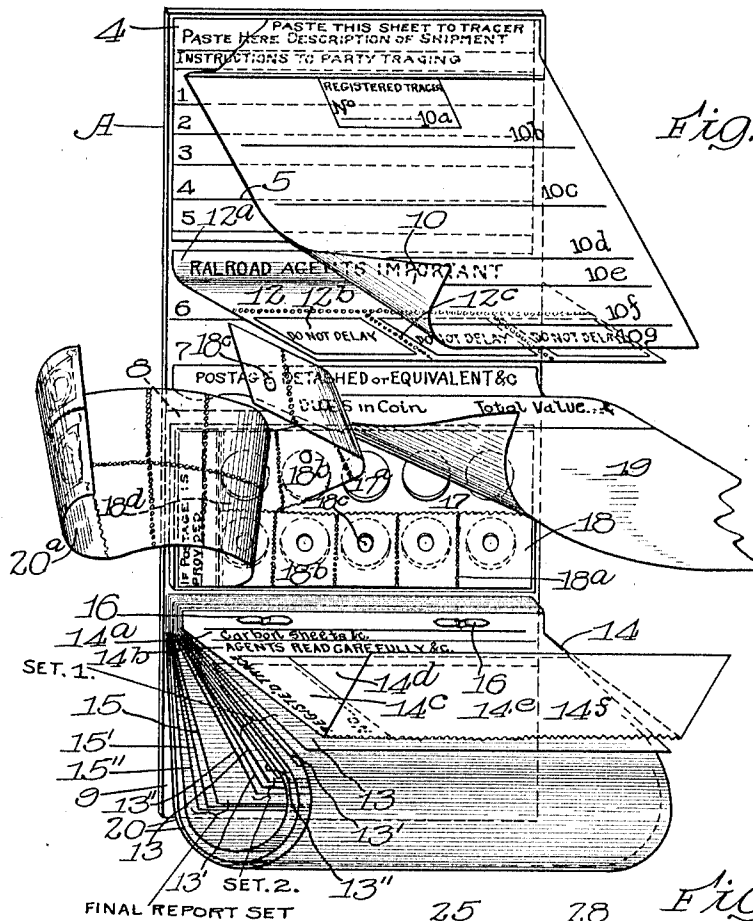


Fig. 3.

Fig. 10.

FINAL REPORT SET

REGISTERED SET (Numbered on Cover and Post Cards)	CARD	Date _____ 191_____ Senatorial District No. _____
		GEORGE DOE, Secy., Initiative and Referendum League of Illinois, AND REFERENDUM LEAGUE OF ILLINOIS INITIATIVE
		I hereby agree to pay therefor the sum of _____
		date _____ years; payable
		Remaining REGISTERED SETS delivered by me this date to
		_____ address _____
		<input type="checkbox"/> ACTIVE <input type="checkbox"/> CHARTER <input type="checkbox"/> SUSTAINING <input type="checkbox"/> SUBSCRIPTION
		Name _____ Street _____
		Town _____ County _____

Witnesses:
W. W. ...
J. J. ...

Inventor:
 John T. Todd
 By: *W. W. ...* Attys:

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4 SHEETS—SHEET 3.

FIG. 5.

PASTE THIS SHEET TO TRACER on inside of cover as per instructions

DESCRIPTION of SHIPMENT

Registered Tracer No. 100

SHIPMENT PARTY TRACING

CONSIGNEE 100

Destination. 100

Car No. Initials 100

ARTICLES 100

SHIPPERS NAME } Confirmed on reverse side
AND ADDRESS } 100

BILL OF LADING } Issued by. Ry date. 100
OF } Signed by. Agent
LADING } At. State. 100

RAILROAD AGENTS read instructions underneath this sheet relative to shipments over taken by this tracer. 109

FIG. 6.

RAILROAD AGENTS IMPORTANT

Shipments overtaken by tracer may be prevented further delay by agent at station where overtaken by detaching one of the "DO NOT DELAY" stamps and applying to way bill covering shipment.

DO NOT DELAY

This Shipment is followed by a REGISTERED TRACER.

DO NOT DELAY

This Shipment is followed by a REGISTERED TRACER.

FIG. 7.

STATION FINAL REPORT

CAR NO. ARRIVED. NOTIFIED. DELIVERED. UNDELIVERED.

STATE. PRO. NO. INITIALS.

DATE. POSTAGE remaining in tracer when mailed.

REGISTERED TRACER

By Agent (per) Date

Witnesses:
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4 SHEETS—SHEET 4.

Fig. 8.

14^a
14^b

CARBON SHEET For use of AGENTS IN FILLING OUT SETS, is under LAST SHEET

READ CAREFULLY Instructions on REVERSE SIDE of THIS Agents and following RECORD SHEETS of each SET

14^d REGISTERED TRACER

Will indicate below any desire Party tracing for reports from any specified intermediate division station of Railroads of considerable length, also any request to specific agent as to holding tracer for reconsigning instructions, etc.,

14^c

14^f REGISTERED TRACER No. _____

14^e covers this shipment

TRACER ADDRESSED TO { _____ } 14ⁱ

POSTAL CARDS ADDRESSED TO { _____ }

(AGENTS see other side) DATE FILED _____

Fig. 9.

14^g

This memorandum to be detached by agent at originating station of shipment and applied to station records

14^h

INSTRUCTIONS TO AGENTS

14ⁱ

The space above is provided for imprint of Agents office stamp Showing date tracer received by office filling out set below

14^j

Witnesses:
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J. F. Zochman Jr.

Inventor:
John T. Todd
By: M. W. Hopkins
Attys:

UNITED STATES PATENT OFFICE.

JOHN T. TODD, OF SPRINGFIELD, ILLINOIS, ASSIGNOR TO THE REGISTER TRACER SYSTEM, OF SPRINGFIELD, ILLINOIS, A CORPORATION OF ILLINOIS.

TRACER.

1,061,643.

Specification of Letters Patent.

Patented May 13, 1913.

Continuation of application Serial No. 482,166, filed March 8, 1909. This application filed February 5, 1912. Serial No. 675,439.

To all whom it may concern:

Be it known that I, JOHN T. TODD, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Tracers, of which the following is a specification, reference being had to the accompanying drawings, in which similar reference letters and characters designate like parts in the several views.

This invention relates to improvements in tracers, particularly adapted, though not necessarily limited in its use for continually locating in transit, at any point, any specified shipments of goods over a railroad or railroads, or over water routes, or rails and water routes, and this application is a substitute for my original application Serial Number 482,166, filed March 8, 1909.

One of the objects of the invention is to furnish to the consignor or party issuing the tracer, or to any other person interested or concerned in the transaction, a report as to the condition of the affairs concerning which the tracer was issued, and if issued in connection with a shipment, to afford means whereby delay at any stage during the transportation may be located, in order to expedite the transmission of the shipment and apprise the issuer of the tracer or any other interested person, of the condition of the shipment at all points to which it is billed or at junction or division points through which it passes during the transportation from the consignor to the consignee, to determine the carrier responsible for the delay.

Figure 1 is a diagram showing the arrangement of matter on the outside of the extended cover. Fig. 2 is a diagram showing the arrangement of matter on the inside of the extended cover and the coin holder attached to the cover. Fig. 3 is an isometric projection of the extended device with the leaves spread apart, to show the relative location of the several parts. Fig. 4 is a diagram showing the construction and matter of the sticker. Fig. 5 is a diagram of the description of shipment, attachable to the tracer. Fig. 6 is a diagram of a combination agent's record form. Fig. 7 is a diagram of an agent's final report showing the arrangement of matter thereon. Fig. 8 is a diagram of the face of the special request

form showing the arrangement of matter thereon. Fig. 9 is a diagram of the reverse of the special request form. Fig. 10 is a diagram of another form of tracer blank.

The cover A is of tough paper or pliable bristol board of sufficient strength to support the attached part of the tracer, and is adapted to be folded preferably twice transversely to bring on the outside of the cover the address part of the tracer, when it is folded, for return to the party issuing the tracer, so that all of the other parts will be encompassed thereby or contained therein.

The outside of the cover A preferably comprises, when employed as a railroad shipment tracer an address section 1, a registration section 2 having a blank 2^a for the number of the tracer, a space 2^b showing the capacity of the tracer as to the number of railroads, or transportation companies, a space 2^c showing the number of intermediate reports and a notice space 2^d, for information indicating the origin of the tracer, and advising agents and transportation companies as to promptness in handling the tracer. The outside cover also comprises a section 3, comprising a space 3^a, addressed to the shipper, a space 3^b advertising the capacity of different tracers and indicating the notation thereof. Obviously the general information may be varied to suit the several uses to which the tracer is put, and all of the information or data on the outside of the cover A may be arranged to suit the fancy or convenience of the party or parties issuing the same, and for the convenience of the uses for which it is employed.

In addition to furnishing information to the issuing party and other interested, at the different stages of the progress of the tracer, the invention, in the form shown in Figs. 1 to 9, contemplates means for providing the prepayment charges such as postage on all correspondence relating to the tracer; means for reporting at each stage of the progress of the tracer the amount of postage or coin remaining in the tracer; means enabling the party tracing to receive a report from intermediate division stations passed by the tracer. Means for preventing duplication of information unless a second tracer is specifically authorized. And means for classifying the matter contained in the agent's record blanks so that the record blanks of the same form may be used by the forward-

ing agent, or by an agent delivering to a connecting line, or by an agent at an intermediate division point of the road making the next preceding report.

5 The inside of the cover A as shown in Fig. 2, comprises a description section 4, reserved for the attaching of the description of shipment 10, illustrated in Fig. 5 and hereinafter described; an instruction section 5, containing instructions to the party tracing, a
10 sticker section 6 for the attachment of the gummed perforated sticker 12 illustrated in Fig. 4 hereinafter described. A postage division section 7, for the attaching of a
15 postage advise form 19, containing information as to the use of unattached postage or equivalent coin, with which the tracer is equipped; a coin or stamp holder section 8 equipped with a coin holder 17 provided
20 with a cover 18 as shown in Figs. 2 and 3 and hereinafter described, and a record and report section 9 adapted to accommodate a set of final reports 15 illustrated in Fig. 7
25 and hereinafter described; a plurality of sets of combination agent's record forms 13, carbon copies of same and a post card copy of same, illustrated in Fig. 6 and hereinafter
30 described; a special request form 14 shown in Figs. 8 and 9 and hereinafter described, and a plurality of carbon sets 20 shown in Fig. 3.

The description of shipment 10 (Figs. 5 and 3) comprises a section 10^a for the serial number of the tracer, a section 10^b for the name of the consignee, a section 10^c for the
35 destination, car number and initials; a section 10^d for the list of articles; a section 10^e for the shipper's name and address; a section 10^f descriptive of the bill of lading; and a section 10^g instructing agents relative to
40 shipments overtaken by the tracer. On the back of the description of shipment 10 is additional space for the listing of articles and the reference to the instructions for starting tracer. The sticker 12 preferably
45 comprises a permanent section 12^a gummed to the section 6 of the inside of the cover and having printed matter thereon advising agents as to the use of the detachable "Do not delay" tickets 12^b forming part of the
50 sticker. The "Do not delay" tickets 12^b are gummed on the back and are preferably separated by rows of perforated or weakened lines 12^c so that the tickets may be torn off and applied to the way-bill of the
55 shipment overtaken *en route* in order that all parties interested may have due notice and expedite the shipment.

Each tracer comprises a plurality of sets of agent's record forms 13, shown in Figs. 6 and 3 numbered, sets 1, set 2 and 3, etc.,
60 and each set comprises a permanently attached agent's record sheet 13, one or more exactly similar thin detachable sheets 13' containing the same information as the permanent agent's record form, and for such
65

use or distribution as may be required by the rules of the company which the agent represents; and a detachable post card 13'' of exactly the same form, containing the same information as the permanent sheet 13 and the
70 detachable thin sheet 13'. The agent's record form 13 comprises a section 13^a having the name of the agent, the railway, the place to whom the tracer is forwarded; a section 13^b
75 for the insertion of the set number of the report; a section 13^c for the number of the tracer; a section 13^d for a showing of the line from which it is received and the date; a section 13^e for a description of the way-bill, date, consignor, consignee, car number
80 and initial, train, date and time; a section 13^f for a showing of the line to which delivered, the date of delivery, pro number, pro date, car number and initials; a section 13^g for a statement or unattached postage and
85 a section 13^h to contain the name of the railway and agent furnishing the information and the date. Each of the final report forms 15 comprises a section 15^a to contain the station, State, pro number, date, car number
90 and initials; a section 15^b to contain the dates when arrived, notified and delivered; a section 15^c to contain the number of the tracer; a section 15^d to contain a statement of the postage remaining in the tracer; a
95 section 15^e to contain the name of the agent and the railway furnishing the information and the date thereof.

A special request sheet shown in Figs. 8 and 9, comprises a body portion 14, an attachable slip 14' and perforations 14^f between the parts 14 and 14' and has on its
100 face a section 14^a, calling attention to the attached carbon sheets; a section 14^b calling attention of agents to the matter on the reverse side of the sheet; a section 14^c in
105 which may be written or printed any special request for report from any specified intermediate division station of a line of considerable length or any special request to
110 any agent as to holding tracer for re-consigning instructions, etc., or any other request relating to the shipment or the tracer; a section 14^d for the tracer number; and a section 14^e containing a brief description of
115 the tracer and the shipment. The section 14^e is separated from the section 14^c by perforations 14^f and is gummed on the back; so that the section 14^e may be gummed to the agent's permanent record. The reverse
120 side of the special request sheet (Fig. 9) comprises a section 14^g containing printed instructions to agents as hereinafter stated; a section 14^h for the agent's dating stamp and a section 14ⁱ containing directions for
125 affixing the stamp. Each tracer also contains a final report set comprising a permanent sheet 15, of the form shown in Fig. 7, one or more exactly similar thin detachable sheets 15' containing the same information
130

as the permanent sheet for use as may be required by the holders of the company reporting; and a detachable post card 15" of exactly the same form. The sheets 14, 13, 13', 15, 15' and the post cards 13", 15" and the carbon sheets 20 are all connected with the cover A preferably by suitable fasteners 16. The sheets 13' and the cards 13" and 15" are preferably perforated lengthwise near the parts thereof which are attached to the cover A so that said perforated sheets and cards may be readily detached. The matter of the "Instructions to agents" printed on the reverse side of the sheet 14, the sheet 13 of the first set of agent's record form; the sheet 13 of second set of agent's record form and the sheet 15 of the final report set; is arranged reversely of the matter on the face of said sheets, so that the sheets which contain the instructions relating to the agent's record, will, when turned up to be above the sheet on which the record is to be made, be directly in front of the person making the record, in order that the user may read the instructions without turning the sheets.

The coin holder 17 may be of any suitable construction but is preferably formed of a block of straw board secured to the cover A and having a plurality of pockets 17^a adapted to contain coins. The cover 18 is a strip of paper gummed on its under side with one end attached to the holder 17 and having lengthwise and transverse perforations or weakened lines 18^a dividing the cover into a plurality of members 18^b so arranged that each member will cover one of the pockets 17^a and each of the members 18^b has a hole 18^c through which the contents of the pockets 17^a may be seen. The cover 18 also has a section 18^d to which the end of a strip of postage stamps 20^a may be attached in the event stamps are used instead of coins for the prepayment of postage.

If coins are used they may be placed in the pockets 17^a respectively, the gum on the back of the cover 18 will be moistened and the cover will be stuck on the holder to keep the coins in place. Each person taking out a coin or coins to prepay postage will detach the members of the cover covering said coin and will note in column D of the agent's record form the value of the coin remaining in the holder; or if he uses postage stamps he will note in the same column the value of stamps remaining affixed to the coin holder. The postage advice sheet 19 has printed matter on its face stating the number, kind and total value of stamps affixed to the coin holder, and agents handling the tracer will write on this sheet the value in cents of the unattached postage remaining in the tracer at the time of forwarding the tracer to the next agent.

Tracers having a capacity to accommo-

date one transportation company which would necessitate a forwarding report and final report, contained in set 1, are also supplied with a second set, designated set 2; which is identical in form with set 1. The purpose of the inclusion of set 2, being that the capacity of the tracer adapted for a one railroad shipment, may be sufficient to admit of securing a passing report at an intermediate division station, should a request therefor be made by the party tracing, or be deemed advisable by the forwarding agent on account of the unusual length of the transporting line. The purpose in providing one set extra in the tracer, adapted for railroads, or transportation company is to make it possible to furnish an intermediate report. In the larger size tracers, special stress is not laid on the provision for intermediate reports; for the reason that in the three-railroad tracer, there are five sets that are identical in form and equally applicable for use of a forwarding, passing or delivering agent, and likewise in the tracer of five-railroad capacity there are nine sets numbered 1 to 9 inclusive of the same form as are used in the five sets of the tracer of three-road capacity just described. In other words set 1 may be used by forwarding agent; set 2 by reason of special request of party tracing, or for other reasons may be used by agent at an intermediate station on the originating road, for record of the passing of the shipment at such station.

If the party tracing should ask for a passing report from two intermediate stations on the same road, the agent at the second designated intermediate station on the originating road may use set 3 for his record of the shipment and may forward the tracer to the next agent of the same road at the junction point for the showing of the delivery to the connecting road at the junction point and said agent at the junction point may use the proper sections of set 4 and deliver the tracer to the agent of the connecting line, who would use set 5 for showing the record of the forwarding of the shipment in question over such junction point, and the agent of the second or connecting line at the junction point would dispose of the tracer by forwarding it to the agent at destination for final report. From the foregoing it is obvious that a tracer of three-road capacity may be used for obtaining the records at the forwarding station, two intermediate division stations and a delivery to a connecting line station all on the originating road, and the forwarding on the second or connecting line, with final report at destination; using in all six sets of tracers, and by reason of two intermediate division station reports being furnished a tracer of three-road capacity will be completely used up on the two-road shipment. No two

tracers in the same series have identically the same number and the numbering of each tracer indicates the capacity of the tracer.

During the manufacture of the tracers they are numbered serially, the numbers of each series beginning with 1, and preferably running successively to a number not exceeding six digits and affixed to each serial number is the designation -1, or -3, or -5; as the case may be, indicating the capacity of each tracer as to the number of lines involved in the transportation, so that the user may by glancing at the serial number determine the number of lines which may be accommodated by a given tracer, and which tracer is best adapted for use in each particular case.

A tracer which is designated as of five-road-capacity comprises ten sets of agent's record forms of which nine sets are combination agent's records and one set is a final report to be billed by the agent as destination; the same tracer, however, if used in case that reports from intermediate division points are requested, would be available for use on a less number of roads, according to the number of supplemental or division reports asked for.

In case the agent of the road at the place at which the bill of lading originates receives the shipment from a belt line or from a switching road which does not bill the shipment, the agent at the originating station will note in the column A of set -1 the date and name of the belt line, or switching line, from which he receives the shipment, in order that the tracer may show the time at which the shipment was received by the billing agent.

In case a shipment from an originating line is transferred at a junction station to a second or forwarding line, the agent of the originating line will note in column C the delivery to the connecting line; and the forwarding agent of the second line will note in the column A of the next set the name of the originating line and the date on which received. If the notations in the two sets agree as to date, the time of delivery cannot be questioned; if they disagree as to the date and time of delivery, the discrepancy may be investigated and the facts ascertained by the parties interested.

If delivery is accomplished by means of a belt line or other intermediate agency, the road making the delivery to the forwarding line at the junction point will note at the top of the report the name and address of the agent of the connecting line, and will note in column C of the same report the date of delivery and the name of the belt line or other intermediate agency; and the agent of the connecting line will in column A of the next set note the date received, and the name of the belt line or other intermediate

agency and the difference between the date shown in column C of the first report and the date shown in column A of the second report will disclose the length of time that the shipment was in the hands of the belt line or other intermediate agency.

From the foregoing it will be seen that the matter contained in the column A, is a check on the matter of column C of the different sheets of a set of agent's records and reports, and the matter contained in column C is in like manner a check on the matter of column A. The column D always shows the state of the postage or coin account and the column B always shows the original way bill number, date, consignee, car number and initial, train number, date and time.

The party starting the tracer indicates at the outset, by writing on the address blank on the outside cover of the tracer and on the post cards, the name and address, or addresses, of the person or persons who is or who are to receive each or all of the different reports to be made in response to the tracer. Next preceding set 1 of each tracer is a permanent special request form 14 having a detachable slip 14' bearing the number of the tracer, the name of the person to whom the post cards are addressed, and the name of the person to whom the return tracer is addressed, so arranged that the agent at the originating station may detach said numbered strip and apply it permanently to his station record covering the shipment, so that the slip will thereafter at all times indicate to anyone looking up the record that the shipment had been previously traced and reported upon; and if it was the policy of his company, in order to lessen work and avoid duplication of records, the agent would be in position to advise anyone making a second request for information as to that particular shipment, that such information had previously been furnished, to the person originating the tracer, by a tracer bearing the given number.

A practical advantage of using in each set a plurality of thin detachable report sheets is: that the agent, at any stage of the progress of the tracer, in addition to making the ordinary reports, may tear off the thin detachable sheets of the agent's record, which he has filled in, and may forward said detached sheets to his superior, to advise him of any important facts contained in the tracer, in which his company may be specially interested. Another feature of great practical utility is that the combination agent's record blanks are adapted for the making of reports by the forwarding agent, or intermediate station agents, or the agents at junction stations showing delivery to the connecting lines.

In the form shown in Fig. 10, the blank 21 is similar to the blank or form 13, but is

adapted for a different purpose. This blank 21 comprises a section 22 for the name of the party to whom the tracer is delivered or forwarded; a section 23 for the insertion of the set number of the report, and a section 24 for the number of the tracer. There is also provided a sectional portion 25 for the date and a description of the territory to which it relates or is affected, as well as a section or portion 26 containing information indicating the specific nature of the report. A sectional portion 27 is also provided to contain the name of the party furnishing the information. Similar to the form 13, the forms 21 are arranged in groups of two or more, which are all fastened together and connected to a suitable cover similar to the cover A. One of the blanks 21 is in the form of a postcard, while another is of thinner material, the faces of the two being so arranged that a carbon sheet 20 may be inserted therebetween for duplication purposes. These forms, and especially the postcards, are provided with a weakened line 29, by means of which it may be detached for mailing purposes. In the event of the tracer being employed for the purpose as indicated by the form of the blank shown in Fig. 10, the forms shown in Figs. 4 and 5 would not be employed but it is obvious that in their places would be provided data explaining or concerning the proposed use. Also the blanks shown in Figs. 8 and 9 would be substituted by sheets giving detailed information as to the handling of the tracer.

While in the present exemplification of this invention the return medium which contains a duplicate copy of the information, is shown and described as being in the form of a postcard, it is obvious that any other form of return medium adapted for the purpose may be employed instead of the postcard. If it is found advisable to maintain secrecy as to the handling of the information which the return medium contains, any other form of return medium which is detachable from the tracer and which will serve this purpose may be employed; such for instance as the ordinary and well known combined letter-sheet and envelop which may be secured into the tracer instead of the post-card and in such position with respect to the remaining sheets of the respective sets, that the information may be duplicated upon the letter sheet in the same manner as it is duplicated upon the post-card, and when the letter-sheet is detached the latter may be folded and sealed in the manner well known in devices of this character.

What is claimed as new is:

1. In a shipment tracer, the combination of a pliable cover adapted to be folded twice transversely to inclose a gummed sticker sheet and an agent's report form attached to

said cover and comprising a reference to the way bill covering the shipment which is being traced, said gummed sticker sheet being secured to the inside of said cover and comprising a number of separately detachable stickers separated by perforations, and said agent's record form being also secured to the inside of said cover and comprising a reference to the way bill to which is attached a sticker detached from said sticker sheet.

2. In a tracer, the combination of a plurality of sets of records secured together, and a cover connected with said sets for protecting them, said records being arranged one over the other to form a series and bearing identical printed matter which is in registration when the sheets are superposed, all of which records have a common series designation, said sets also having an individual set designation, each set comprising two or more records, one of which is adapted to be detached from the tracer to form a return medium, each of the records of the respective sets also being provided with data embodying the name of the sender, the name of the party to whom sent, and a statement of one of the parties to the transaction with reference to the matter concerning which the tracer was used.

3. In a tracer, the combination of a plurality of sets of records secured together, a cover connected with said sets for protecting them, said records being arranged one over the other to form a series and bearing identical printed matter which is in registration when the sheets are superposed, all of which records have a common series designation, said sets also having an individual set designation, each set comprising two or more records, one of which is adapted to be detached from the tracer to form a return medium, each of the records of the respective sets also being provided with data embodying the name of the sender, the name of the party to whom sent, and a statement of one of the parties to the transaction with reference to the matter concerning which the tracer was used, and means connected and carried with the tracer whereby prepayment charges may be made.

4. In a tracer, the combination of a plurality of sets of records secured together, a cover connected with said sets for protecting them, said records being arranged one over the other to form a series and bearing identical printed matter which is in registration when the sheets are superposed, all of which records have a common series designation, said sets also having an individual set designation, each set comprising two or more records, one of which is adapted to be detached from the tracer to form a return medium, each of the records of the respective sets also being provided with data em-

5 bodying the name of the sender, the name of the party to whom sent, and a statement of one of the parties to the transaction with reference to the matter concerning which the tracer was used, and a holder connected and carried with the tracer for holding coins for payment charges.

10 5. A shipment tracer comprising a main cover; agent's record sheets attached to said main cover and setting forth the name of the agent, the railway, the place to which the tracer is forwarded, the set number of the report, the number of the tracer, the line from which received and the date, a description of the way bill, the date of the way bill, 15 the name of the consignor, the name of the consignee, the car number and initial, the train date and time, the lines to which delivered, the date of the delivery, the pro number, the pro date, the car number and initials, 20 a statement of unattached postage, and the name of the railway and agent furnishing

the information and the date; a final report for setting forth the station, State, pro number date, car number and initials, when arrived, notified, and delivered, the number of the tracer, a statement of postage remaining in the tracer, the name of the agent, and the railway furnishing the information and the date thereof; and a special request sheet containing a request relating to the shipment, the tracer number, a description of the tracer and shipment, and comprising a gummed strip detachably connected with said special request sheet and a space adapted to receive the impressions of the agent's dating stamp. 25 30 35

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 27th day of January, A. D. 1912.

JOHN T. TODD.

Witnesses:

WILBRA W. SWETT, Jr.,
D. G. CAMPBELL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
