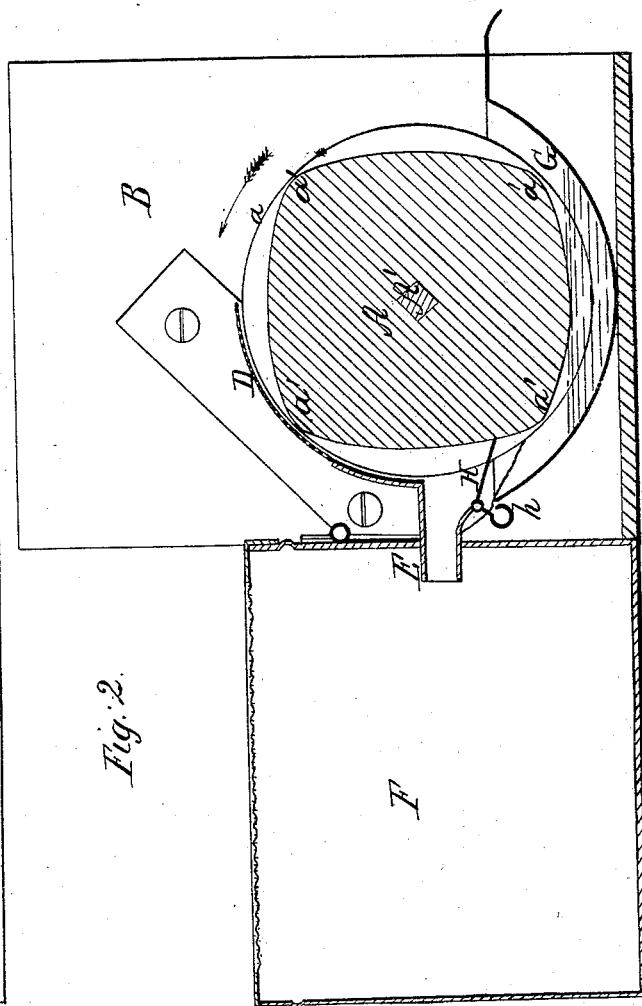
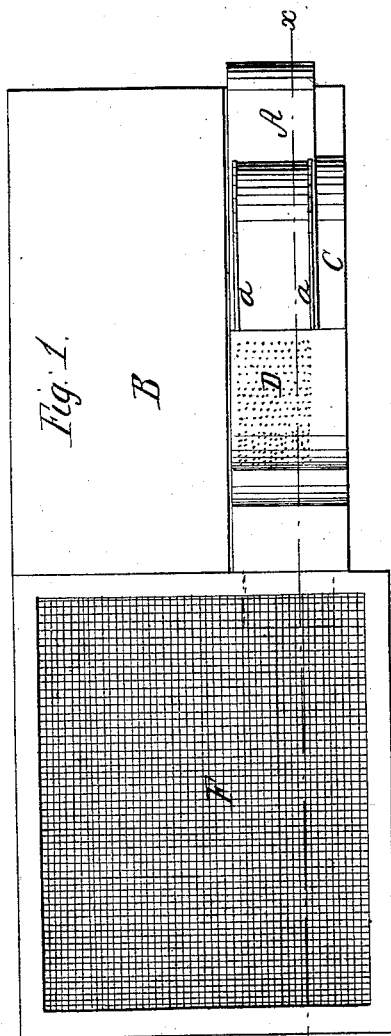


D. Lake,
Fly Trap,
No 45,839, *Patented Jan. 10, 1865.*



Witnesses;
E. D. Smith
James H. Gidley

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UNITED STATES PATENT OFFICE.

DAVID LAKE, OF SMITH'S LANDING, NEW JERSEY.

IMPROVEMENT IN FLY-TRAPS.

Specification forming part of Letters Patent No. 45,839, dated January 10, 1865.

To all whom it may concern:

Be it known that I, DAVID LAKE, of Smith's Landing, in the county of Atlantic and State of New Jersey, have invented a new and useful Improvement in Fly-Traps; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan of a fly-trap embodying my invention. Fig. 2 is a vertical section of the same in the line *x x*.

Similar letters of reference indicate corresponding parts in the several figures.

The subject of my invention is a fly-trap in which a wheel of peculiar construction is arranged to rotate above or within a trough containing the molasses or other bait, and in which a gate, pivoted and weighted in the novel manner hereinafter described, is employed to cause the flies to leave the rotating wheel and enter the receiver.

To enable others skilled in the art to which my invention appertains to fully understand and use the same, I will proceed to describe its construction and operation.

In the accompanying drawings, A represents a wheel keyed upon and rotating with a shaft, A', which is driven by suitable clock mechanism within the box B. The bottom of the box B is extended at one side, and at the edge of the extended part is erected a frame, C, the top of which is rounded off coincidentally with the flanges *a* on the wheel A. A perforated cap, D, covers or extends over about one-fourth of the periphery of the wheel A, the said cap being fastened to the frame C and to the side of the box B, and joined to a passage-way, E, leading into receiver F. Beneath the wheel A is placed a trough, G, adapted to contain a quantity of molasses or other material to attract the flies. As the wheel A rotates, its lower part is always in the trough, and hence its entire periphery is kept constantly baited. The trough G is of curved form, and may be readily taken from beneath the wheel A and replaced, to admit of its being cleaned, or for any other purpose. The wheel A has angles *a'*, four in number, or as many as circumstances may dictate. These angles, being farthest away from the center of rotation of the wheel A, are adapted to move in very close proximity to the cap D, while between the intermediate parts of the periphery of the wheel A and the cap D a

sufficient space exists to contain a number of flies without danger of intimidation.

H is a gate pivoted just below the passage E, and weighted at *h*, so as to be always held in contact with the wheel A. The gate, being pivoted, moves readily to accommodate itself to the contour or shape of the wheel A, and its office is to prevent flies when upon the periphery of the wheel A from being carried into the trough G.

The manner in which the flies are entrapped and caused to enter the receiver may be explained as follows: A fly lighting upon an accessible part of the wheel A is carried beneath the cap D, where an abundance of light is admitted through the perforations of the cap D. As the fly approaches the passage-way E, feasting upon the sweet thing on the wheel A, it has an additional inducement to remain by perceiving the light which shines through the passage-way E from the receiver F, the latter having a perforated top. If the fly is not disposed to enter the receiver F as soon as it reaches the passage E, but remains on the wheel until it reaches the gate H, it will be brushed from the wheel by said gate and pass into the receiver F, where light most prevails; but if the flight of the fly should be directed toward the cap D, it cannot escape in that direction, inasmuch as one of the angles *a'* is always between the passage and the upper terminus of the cap D.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. The angular wheel A *a'*, operating in connection with the cap D and passage E to conduct the flies in an undisturbed manner to a point from which it will be impossible for them to regain their freedom, substantially as set forth.

2. In combination with the aforesaid angular wheel, the circular trough G, adapted by its form to be readily inserted and removed, in the manner and for the purpose described.

3. In combination with the said angular wheel, the pivoted gate H, weighted as and for the purpose described, and employed to cause the flies to leave the wheel A and enter the receiver F, in the manner explained.

DAVID LAKE.

Witnesses:

CAROLINE INGERSOLL,
ROBERT CRISSY.