

No. 724,539.

PATENTED APR. 7, 1903.

E. C. BOURNE.  
MINNOW PAIL AND SHIPPING CAN.

APPLICATION FILED JUNE 16, 1902.

NO MODEL.

Fig. 1.

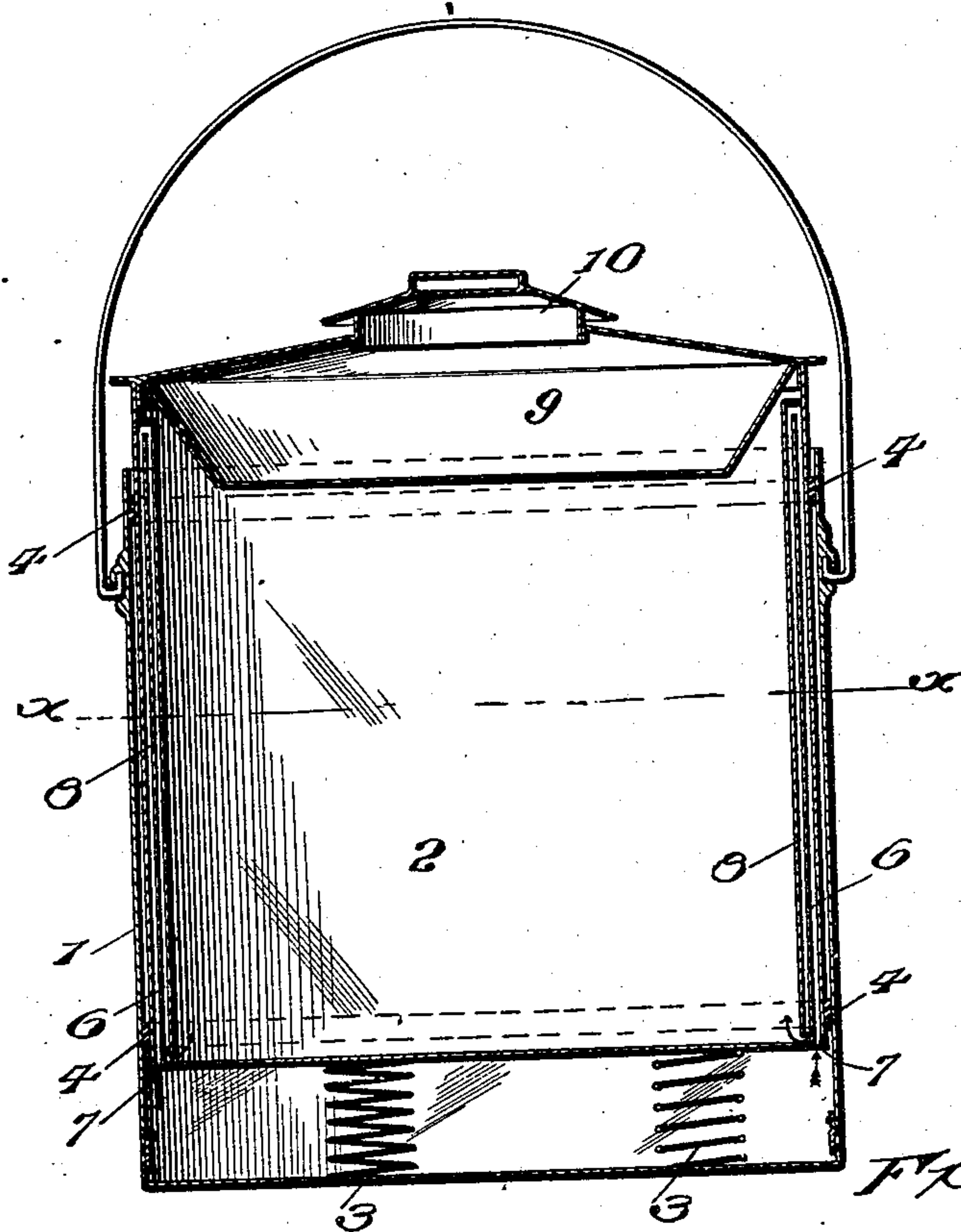


FIG. 2.

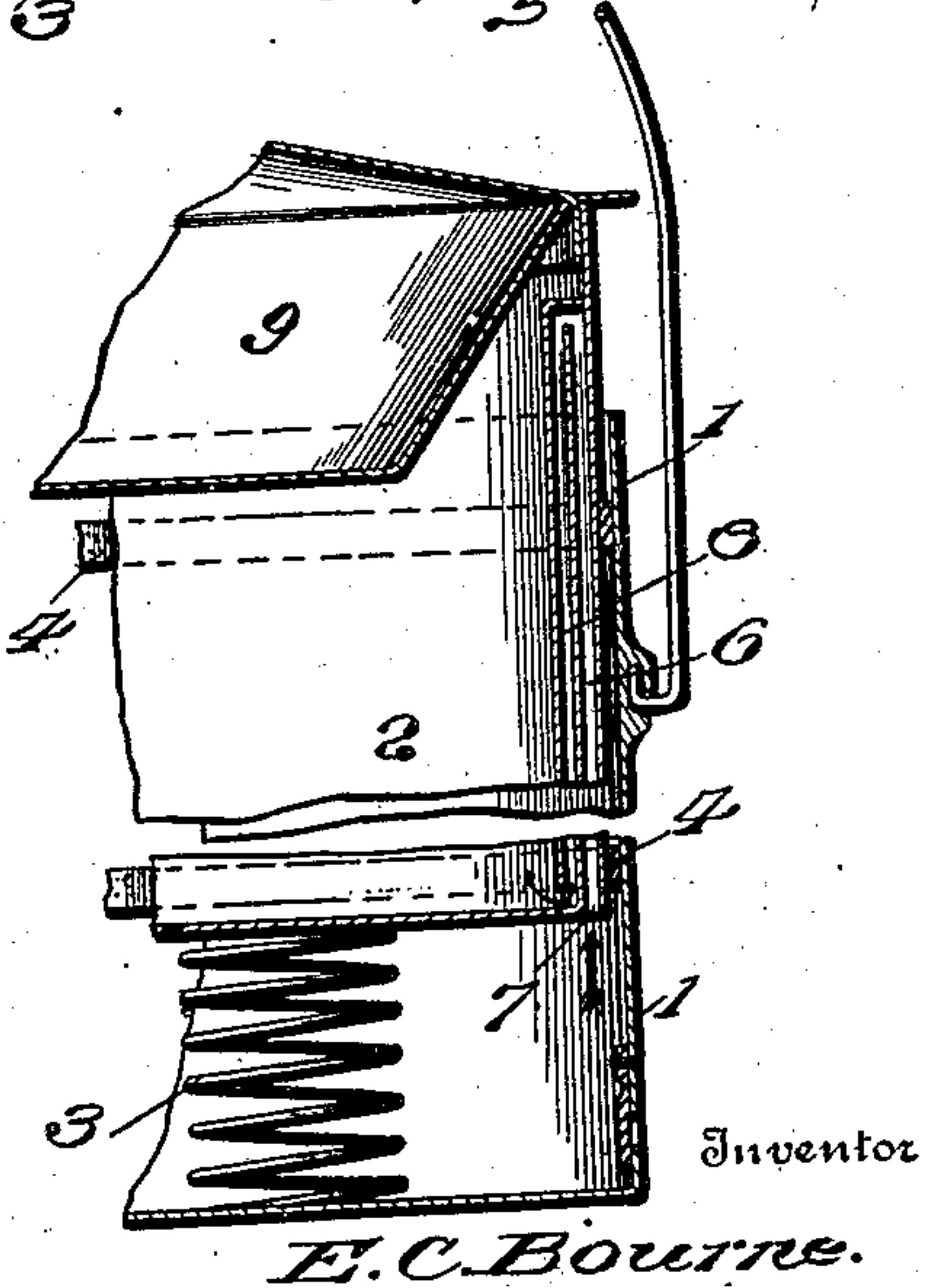
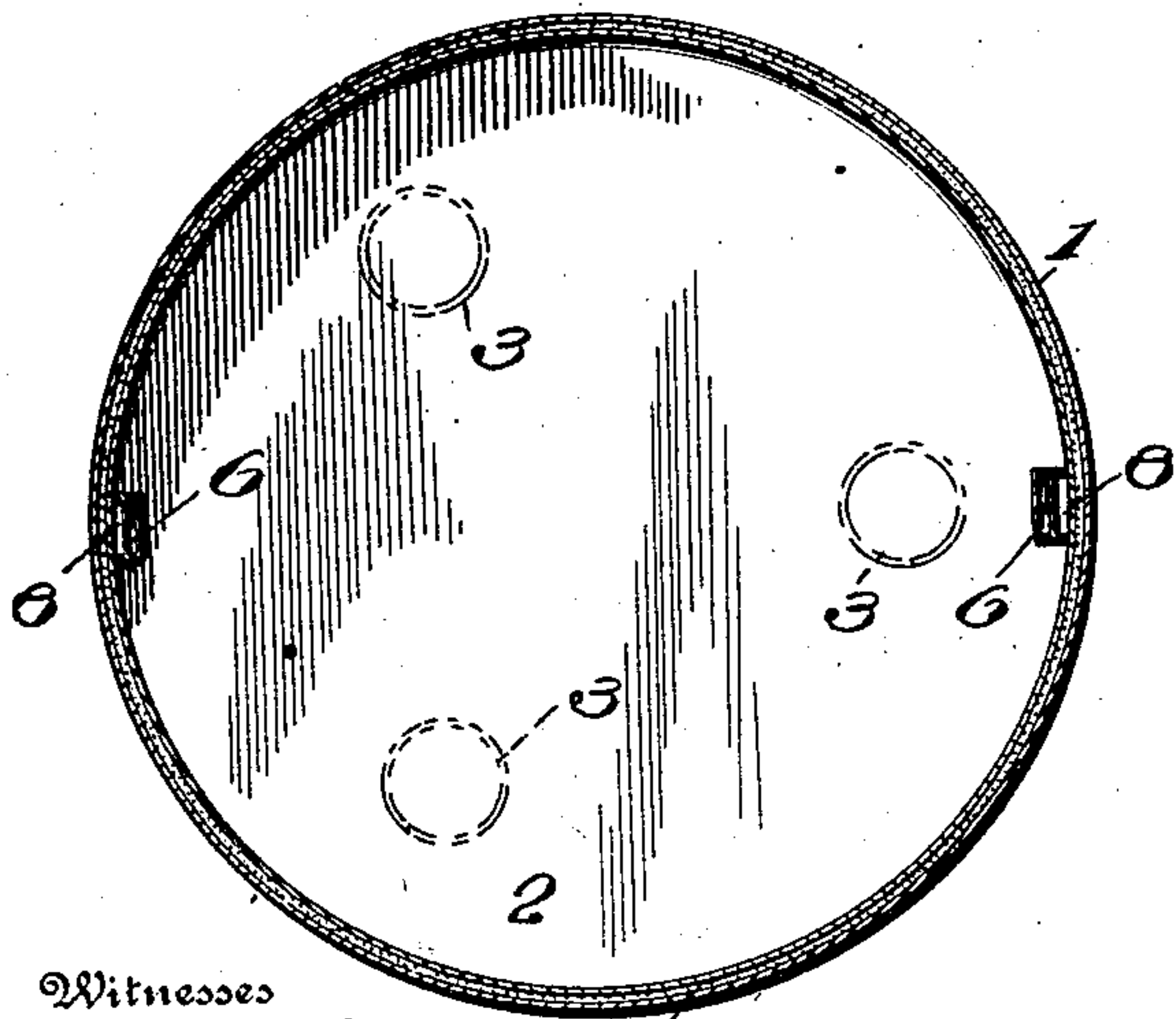


Fig. 3.



Witnesses

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# UNITED STATES PATENT OFFICE.

EUGENE C. BOURNE, OF SANDWICH, MASSACHUSETTS.

## MINNOW-PAIL AND SHIPPING-CAN.

SPECIFICATION forming part of Letters Patent No. 724,539, dated April 7, 1903.

Application filed June 16, 1902. Serial No. 111,978. (No model.)

*To all whom it may concern:*

Be it known that I, EUGENE C. BOURNE, a citizen of the United States, residing at Sandwich, in the county of Barnstable and State of Massachusetts, have invented certain new and useful Improvements in Minnow-Pails and Shipping-Cans; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention aims to provide a can for transporting, carrying, or shipping fish which will be free from the objectionable feature of necessitating change of water or the forcing of the air into the water, said can being of novel formation and of such construction as to automatically force air into the water, the force being derived from the jar, jolt, or movement incident to handling or transporting of the can.

The invention comprises, essentially, an inner and an outer vessel, means for yieldingly supporting the inner vessel, and a system of air valves and passages for the admission of air into the inner vessel when the can or package as a whole is either in transit or is being handled.

The improvement consists, further, of the structural details and novel combinations of the parts, which hereinafter will be more particularly set forth, illustrated, and finally claimed.

In the drawings hereto attached and forming a part of the specification, Figure 1 is a vertical central section of a can or package embodying the invention. Fig. 2 is a detail view, on a larger scale, showing more clearly the air valve and passages. Fig. 3 is a horizontal section of the can about on the line X X of Fig. 1.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The shipping can, pail, or package comprises, essentially, an outer vessel 1 and an inner vessel 2, the latter being freely movable within the outer vessel and yieldingly supported therein, preferably by means of springs 3, interposed between the bottoms of the two vessels. A band 4, of rubber or other

suitable material, encircles the inner vessel near its upper and lower ends and is designed to prevent rattling or shaking about of the inner vessel and to provide an approximately tight joint between the two vessels to prevent the escape of air and insure forcing the same into the body of water contained in the inner vessel. An inwardly-opening valve (or valves) is provided at the lower end of the vessel 1 for the purpose of admitting air into the said vessel upon the upward movement of the inner vessel 2 and to close so as to prevent the escape of the air upon the descent of said inner vessel. The number and position of the air-valves are unimportant so long as provision is had for admitting air into the vessel 1 and forcing it through the inner vessel upon downward movement of said inner vessel within the outer vessel. An air-passage 6 is provided, preferably at one side of the inner vessel, and its lower end is in communication with an opening 7 in the bottom of said inner vessel. A second air-passage 8 is in communication at its upper end with the air-passage 6, and its lower end opens into the bottom portion of the vessel 2. The air-passages 6 and 8 are preferably located within the inner vessel and at one side thereof and are formed within a flattened tube, which is soldered to the inner side of the vessel 2. Within the purview of the invention any number of air-passages 6 and 8 may be provided, and, as shown, each can will embody two sets of air-passages located at diametrically opposite points, so as to aerate both sides of the water contained in the inner vessel at the same time. The inner vessel projects above the outer vessel and is closed by a hollow cover 9, which is adapted to receive a cooling medium, such as ice, access being had to the space inclosed within the cover 9 by means of a cap 10, closing an opening in the top side of the cover.

The can is designed for carrying or shipping minnows, fish, and other aquatic creatures in a live state and obviates the necessity of changing the water or charging the same with air by means of air-bulbs, pumps, or like devices requiring manipulation. The inner vessel is supplied with water, and the fish to be transported are placed therein. The inner vessel being mounted upon springs



or yieldingly supported within the outer vessel in any way is susceptible of vertical movement or play by the slightest jar or motion incident to the handling or carrying of the can. As the inner vessel moves upward it draws air into the outer vessel through the air valve or valves, and upon its descent the air valve or valves close and confine the air, which is forced upward into the passage 6, thence through the passage 8 into the water, which is aerated automatically, as will be readily appreciated.

Having thus described the invention, what is claimed as new is—

1. A shipping-can for fish and the like comprising an outer vessel, a second vessel yieldingly supported within the outer vessel and provided with an air-passage in communication with the lower portion of both vessels, and means for admitting air into the outer vessel, the parts being combined so as to draw air into the outer vessel upon the upward movement of the inner vessel and to force said air into the inner vessel upon the descent thereof, substantially as set forth.

2. In a can for carrying fish and the like, inner and outer vessels, means for yieldingly supporting the inner vessel within the outer vessel, a band interposed between the two vessels to prevent rattling and the escape of air, and means for admitting air into the outer vessel and forcing it into the inner vessel by

the vertical play of the latter, substantially as set forth.

3. In a can for shipping fish and the like, an outer vessel, a second vessel yieldingly supported within the outer vessel, an air-passage applied to the inner vessel, an opening through the bottom thereof and extended upward therein to near its upper end and a second air-passage connected with the first-mentioned air-passage at its upper end and having its lower end communicating with the lower portion of the inner vessel, and means for admitting air into the outer vessel upon the upward movement therein of the inner vessel, substantially as specified.

4. A can for shipping fish, the same comprising an outer vessel provided at its lower portion with an inwardly-opening air-valve, a second vessel movable within the outer vessel, a spring-support between the two vessels, and an air-passage applied to the inner vessel and communicating at one end with the lower portion thereof and in communication at its opposite end with the lower portion of the outer vessel, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

EUGENE C. BOURNE. [L. S.]

Witnesses:

AUGUSTUS R. POPE,  
CHARLES E. BRADY.