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Serial: The Manufacturer and Builder Volume 0007 Issue 8 (August 1875)
Title: Kitchen Furniture [pp. 186-187]
Collection: Journals: Manufacturer and Builder (1869 - 1894)
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The Secrets of the Trades.

At the present day there are some secrets in different trades, but the cases are exceptional, and by no means compare with the customs prevailing in the eighteenth and former centuries, when almost everything a man discovered or invented in the arts was, as a rule, carefully concealed.



Fig. 1.—The Boat Complete.

were hedged in by thick-set fences of empirical pretensions and judicial affirmation. The royal manufactories of porcelain, for example, were carried on in Europe with a spirit of jealous exclusiveness.

The so-called Dresden porcelain—that exquisite pottery of which the world has never seen the like—was produced for two hundred years by a process so secret that neither the bribery of princes nor the garrulity of the operatives ever revealed it.

A Travelling Harbor of Quiet Water.

A CORRESPONDENT of an English journal, discussing the subject of the prevention of sea-sickness, suggests a novel plan of his own devising. We quote as follows: "I am astonished that amongst all the schemes for the prevention of sea-sickness that have been published,

water may be floated in the well with sundry and several advantages.

"1. To the sea-sick. 2. To the owners—the liberality of the victims is almost proverbial. 3. To the chronometers. 4. The engines will cause no vibration on board the inner ship. 5. Of advantage to the underwriters, because the external ship will never be deserted until she actually sinks. (I think this is rather a common occurrence.) 6. A ready-launched water-tight long boat to retreat to in case of danger from foundering.

These six advantages, and I doubt not a good many more, may be ensured by sticking to these two points: First, no bottom to the well; and secondly, the connection between the two vessels shall be slack and elastic. India-rubber straps will be found much cheaper, by the by, than Bessemer's elaborate gimbals.

How to Construct a Row-Boat.

Those who live near the water are quite sure to have a boat of some kind, if it be only a roughly-made skiff or "dug-out." Rowing is capital amusement and good exercise, and a boat is not only a source of pleasure, but is in certain localities of great use.

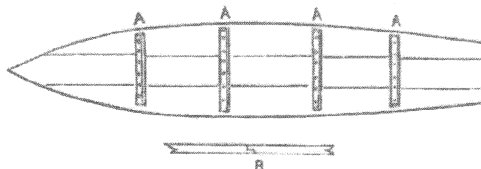


Fig. 3.—The Bottom of the Boat.

In selecting the material for a boat, we should advise the use of white cedar or pine, as either of these make a very light vessel, but oak is of course the most durable, and in the end would probably prove to be the cheapest. Fig. 1 gives a general view of a boat, which is intended to be 16 feet long and 3 feet wide.

ropes may be attached for the purpose of working it. It has two iron hooks D D to enable it to be hung to a strip A, Fig. 3, which is placed exactly in the middle of the stern, and is furnished with two iron eyes or screw rings to receive the hooks. Row-locks and seats are to be provided as in Fig. 1. The boat is now to be caulked, which is done by stuffing tow or oakum into every seam or crevice, and afterwards pouring melted pitch over them.

California Oysters.

The first business trains which crossed the Pacific Railroad contained cars freighted with oysters. As it was known that California did not possess any edible quality of this bivalve, Mr. A. Booth, of Chicago, undertook the transportation and planting of many thousand bushels of oysters on the Pacific coast.

In going south, the round shape of the shell is elongated until off the coasts of Georgia and Florida they assume a razor-shaped shell. In California our transplanted oyster loses its oval or round shape and lengthens out. The Northern oysters planted in San Francisco Bay are put out in four to five feet of water, and mature and fatten rapidly in from six to twelve months. In New York Bay this takes from two to four years.

There are some peculiarities as to the character or origin of the oyster to be transplanted. They always come from Egg Harbor, Raritan Bay, Newark Bay, and Long Island Sound. The more southern seed invariably dies. There appears to be a limit to the growth of any kind of Eastern oyster in the Pacific waters; after a certain period, a year and a half at the utmost, for some reason as yet not well understood—perhaps the meat becoming too large for the shell planted—the oysters die.

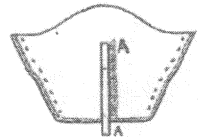


Fig. 4.—The Stern.

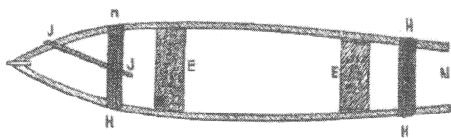


Fig. 2.--Shaping the Boat.

the possibility of taking a small harbor to sea seems to have been totally overlooked. This can easily be done by constructing a large well in the ship; around the center of gravity is evidently the best position. It is essential that this well should have no bottom or horizontal obstruction whatever, and the water in this opening will be at, and keep at, the main external sea-level, or rather a close approximation to it. This water will, on inspection, appear to be rising and falling in the well, but in reality the well will be sliding up and down the sides of the enclosed body of water. An internal ship or punt with a slight draught of

until the ends of the boards meet; now insert the out-water, which should be a strip 18 inches long, 3 inches wide, and 1 inch thick; twist the ropes until the out-water is held fast. Secure the stick so that the ropes can not untwist, and then bore several holes through both boards and the cut-water, and secure all three firmly with screws. The stern is shown in Fig. 4; it is 36 inches wide at the top and 18 inches deep, and is fixed firmly to the end of the boat by means of long screws. The bottom of the boat is made of three pieces, as in Fig. 3, the edges being rabbeted, as shown at B. The boards are held together by four pieces A A screwed on firmly. The bottom is secured to the sides by means of long slender screws, carefully put in, the cross-pieces being uppermost. The keel should be a strip 1 inch square, and firmly fixed along the bottom exactly in the center. The rudder is shaped as in Fig. 5, with a cross piece at the top, to which small

long, tightly secured by the screws, while the native oyster from Oregon is very small in size, and has the coppery flavor of the worst European bivalves.

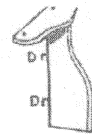


Fig. 5.--Rudder.

TO PRESERVE THE METALLIC LUSTER OF SODIUM.—Sodium is as white as silver, but this is only seen at a fresh cut, as it quickly tarnishes in the air, and even in the naphtha under which it is preserved. In order to make it bright when tarnished, the coating of caustic soda by which it is covered must be removed by strong alcohol, which dissolves it without igniting the sodium; (of course water cannot be used;) it is left in the alcohol until quite clean and bright, then it is placed in chemically pure naphtha ether, and finally in a concentrated solution of naphthalin in naphtha ether. In the latter solution the sodium may be kept in an unaltered condition.

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