Home Search Help Bookbag Browse About Format image 4 Page no. 186 4 Page size 200% 4 Search this text Search Serial: The Manufacturer and Builder Volume 0007 Issue 8 (August 1875) Title: Kitchen Furniture [pp. 186-187]

collection: Journals: Manufacturer and Builder (1869 - 1894)

Table of contents | Add to bookbag

186

Corner conch

The Manufacturer and Builder.

[August.

The Secrets of the Trades.

Ar 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. Then the workmen were put upon oath never to reveal the process used by their employers. Doors were kept closed, artisans going out were searched, visitors were rigorously excluded from admission, and false operations blinded the workmen themselves. The mysteries of every craft two points:



Fig. 1.-The Boat Complete.

were hedged in by thick-set fences of empirical preten- | ine: First, you will say the punt will be knocking a sions and judicial affirmation. The royal manufactories of porcelain, for example, were carried on in Europe with a spirit of jealous exclusiveness. The King of Saxony was especially circumspect; not content with the oath of secrecy imposed upon his workpeople, he would not abate his kingly suspicion in favor of a brother monarch-neither king nor king's delegate might enter the tabooed walls of Meleson.

The so-called Dresden porcelain-that exquisite pottery of which the world has nover 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. Afterward other discoveries were less successfully guarded, fortunately for the world. The manufacture of tinware in England originated in a stolen secret; this tinwere is simply thin iron plated with tin by being dipped into the molten metal. In theory, it is an easy matter to clean the surface of iron, dip it into a bath of boiling tin, and remove it enveloped with the silvery metal to a place for cooling. In practice, however, the process is one of the most difficult in the arts. It was invented in Holland, and guarded from publicity with the utmost vigilance for nearly half a century. England tried in vain to discover the secret, until James Sherman, a Cornish miner, crossed the channel, insinuated himself master of the secret, and brought it home. The secret of manufacturing east steel was also stealthily obtained, and is now within the reach of all artisans.

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 foll

"I am astonished that amongst all the schemes for the prevention of sea-sickness that have been published, rope, as shown at II H in Fig. 2. Insert a strong rod

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 watertight 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

First, no bottom to the well; and secondly, the connection between the two vessels shall be slack and elastic. Indiarubber straps will be found much cheaper, by the by, than Bessemer's elaborate gimbals. As I am a slight distance off, I shall be unable to answer any objection to the above plan, so I will state the only two possible ones that have occurred to

hole in the side of the well; and then, just look at the increased area of the bottom for the friction and drag. In practice it will be found that the water which is in the well will move as part and parcel of the ship. This can be proved by dropping a fishing-line through the well of a mud punt when the doors are down."

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 but is in certain localities of great use.

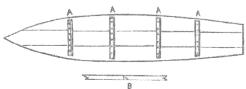


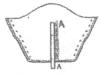
Fig. 3 .- The Bottom of the Boat.

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, Ten boards 16 feet long and 16 inches wide will be required for the sides; three boards of the same length and I foot wide will be needed for the bottom, besides material for the stern and other parts. The boards for the sides have two blocks, each 21 feet long, placed between them, and they are bound tightly by means of between the ropes at J, and twist it gradually

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 sents 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. If all has been thoroughly done, the boat will be water-tight, and may then be painted inside and outside of such color as may suit the taste.

California Oysters.

Tue 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 bi-



valve, Mr. A. Booth, of Chicago, undertook the transportation and planting of many thousand bushels of oysters on the Pacific coast. Similar changes which oysters undergo when transplanted along the Atlantic coast have already been proved to take place on the Pacific coast with the oysters coming from the Eastern regions.

In going south, the round shape of the shell is elongated until off the coasts of Georgis 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 Franexercise, and a boat is not only a source of pleasure, cisco 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. Every year some 500 carloads of small cysters are transported across the continent, to be brought up in the Pacific.

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 southers 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. A great deal of precaution is necessary in guarding these planted oysters. A feace of pickets six inches apart is placed around the California Oyster Park. The enemies of the oyster are the stingarses and star-fish; at low tide the oyster shepherd goes in and kills such marine wolves as may be devouring his flock. There is a small clam, a native of the California coast which is quite edible; further north, on Puget's

Sound, there are clams twelve inches

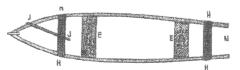


Fig. 2 .- Shaping the Boat.

the possibility of taking a small harbor to sea seems to screws. The stern is shown in Fig. 4; it is 35 silver, but this is only seen at a fresh have been totally overlooked. This can easily be done inches wide at the top and 18 inches deep, and is cut, as it quickly tarnishes in the air, a by constructing a large well in the ship; around the fixed firmly to the end of the boat by means of long center of gravity is evidently the best position. It is screws. The bettom of the hoat is made of three essential that this well should have no bottom or hori- pieces, as in Fig. 3, the edges being rabbeted, as shown zontal obstruction whatever, and the water in this at B. The boards are held together by four pieces opening will be at, and keep at, the main external sea. A A screwed on firmly. The bottom is secured to the level, or rather a close approximation to it. This ing in the well, but in reality the well will be sliding a strip I lach square, and firmly fixed along the bot-

now insert the out-water, which should be a strip 18 inches long, 3 inches wide, and 1 is very small in size, and has the copinch thick; twist the ropes until the cutwater is held fast. Secure the stick so that bivalves. the ropes can not untwist, and then bore several holes through both boards and the ent-water, and secure all three firmly with

sides by means of long slender screws, carefully put in, water will, on inspection, appear to be rising and fall. the cross-pieces being uppermost. The keel should be An internal ship or punt with a slight draught of in Fig. 5, with a cross piece at the top, to which small altered condition.

while the native oyster from Oregon pery flavor of the worst European

To PRESERVE THE METALLIC LUSTER. or Sonium.-Sodium is as white as Pus. 5.-Rudder. 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 ternished, 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 couup and down the sides of the enclosed body of water. tom exactly in the center. The rudder is shaped as the latter solution the sodium may be kept in an uncentrated solution of naphthalin in naphtha ether. In

Acres access

02013 Cornell University Library | Contact