

OUR BLUENOSE CLUB.

When we next assembled Mr. Cage, the mechanical superintendent of the colliery, introduced a new member, Mr. Rod, the master mechanic of the railroad.

"What do you find the best practice in dressing cold chisels, Mr. Rod," enquired Mr. Cage.

"I always draw them down to an edge and then cut off the thin edge before hardening and tempering, leaving it about one-sixteenth of an inch thick, or even more."

"What benefit is there in this method?"

"If you will take a piece of good, high steel, heat and forge it to a chisel point, harden and draw to a pigeon blue temper, you will find that a light tap with a hammer will break off the edge like a piece of glass. It seems that high steel cannot be hardened and tempered when drawn to a thin edge; there is not material enough left in a fine edge to sustain an edge after hardening and maintain an edge after tempering."

"As I was coming along just now," remarked Mr. Cage, "I met Black Joe, the fireman at the ash and door factory. 'Hulloa Joe,' I said, 'what was the matter up at the factory yesterday?' 'Well boss,' he said, 'you see the engine up there sometimes sticks on do centre; she tried it on yesterday an' do boss he got mad an' swo' he'd start her, so he got me pullin' down on one side ob do belt, an' he kep' liftin' up on do wheel, do engineer he got a scantlin' braced under do pitman and sat on do end, an' do fo'man he gub her steam; well, you see, when she do start she am bery apt to go quick, an' so she did yesterday, she started all on a jump, an' do boss he went over do wheel and out fru do back window an' lit on do shavin' pile; do belt carried me down into do wheel pit, an' when do pitman came roun' it struck do end of scantlin' and sent engineer up fru do roof like a sky-rocket. I stayed in do wheel pit till do fo'man got her shut off. I tell you what, boss, dere am a mighty pile 'lectricity in cno of do-m belts when she am runnin' away, it would make my har stan' on end.'"

We all enjoyed a good laugh at this, for the "boss" of the factory was no favorite for he was one of those men who try to run machinery with a \$10-a-week engineer, and pay up for it in coal and break-downs.

"I have just tried a new method for cleaning our water supply pipes," remarked Mr. Rod, "I clipped it from 'The Scientific American.' At Leipzig, last year, the pipes experimented on were those conveying water from the pumping station to the town reservoir. This main is about 15 1/2 inches in diameter, and 2 miles 1,444 yards long; and the incrustation was from one-half to one inch thick, and in some places still thicker. The operations lasted nine weeks; and during that period at intervals the pipe was filled with dilute hydrochloric acid eight times, with soda solution three times, and with a solution of chloride of lime once, (being washed out thoroughly with water, between the successive applications). It is stated 'that the incrustation was entirely removed; the practical effect of the cleaning being indicated by pressure gauge—a decrease of 1.8 to 2 atmospheres pressure at the pumps.'"

"Test tube, will you tell me how to take those out?" said the doctor, pointing to some acid stains on his coat.

"You can hardly get them out now," replied Test tube; they have been left too long, you should have put some ammonia on them at once, but you can try it still, it will improve them a little. Apply a little ammonia carefully and then a little chloroform, and it will bring the colour out all right. Plush goods and all articles dyed with aniline colours, faded from exposure to light, will look as bright as ever after sponging with chloroform. The commercial chloroform will answer the purpose very well, and is less expensive than the purified."

"How is pure beeswax made?" enquired Test tube.

"Pure beeswax," said the doctor, "is obtained from the ordinary kind by exposure to the influence of the sun and weather. The wax is sliced into thin flakes and laid on sacking or coarse cloth stretched on frames resting on posts to raise them off the ground. The wax is turned over frequently, and occasionally sprinkled with soft water, if there be not dew or rain sufficient to moisten it. The wax should be bleached in about four weeks."

"Here is a good suggestion I saw in the London Field," remarked Mr. Cage. "If a man wants a carriage or implement photographed so as to make a working copy to scale, all that is necessary is, when the photo is being taken, that a clear and distinct 3-foot rule be placed on the carriage; this is photographed with the carriage, and no matter what 'ho size of the print or negative, will always be a true scale. It enlarges and diminishes in exactly the same proportion as the carriage."

"I see," said Mr. Rod, "that a new style of quartz mill has been patented by J. G. Titus, of Elizabethtown, New Mexico. It consists of a tub having a circular trough in its bottom, a series of balls in said trough, a rotary plate or cover with a groove corresponding to the trough, and adapted to rotate on and with the balls, with a battery of stamps carried by the cover, and dies for operating the stamps as the cover is revolved, the mill being made of detachable sections for convenient transportation."

All kinds of ingenious contrivances have been brought forward at different times for the detection of fire-damp in mines, but most of them have been of a very complicated nature. The last of the series, however, is so simple that it seems astonishing that no one thought of it before. A child's india rubber ball with a hole in it is squeezed flat in the hand, and held in the place suspected of fire-damp while released, and allowed to suck in a sample of the air. The ball is now directed toward a safety lamp, and again squeezed, when the tell-tale blue flame will show if it contains any inflammable vapor.

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