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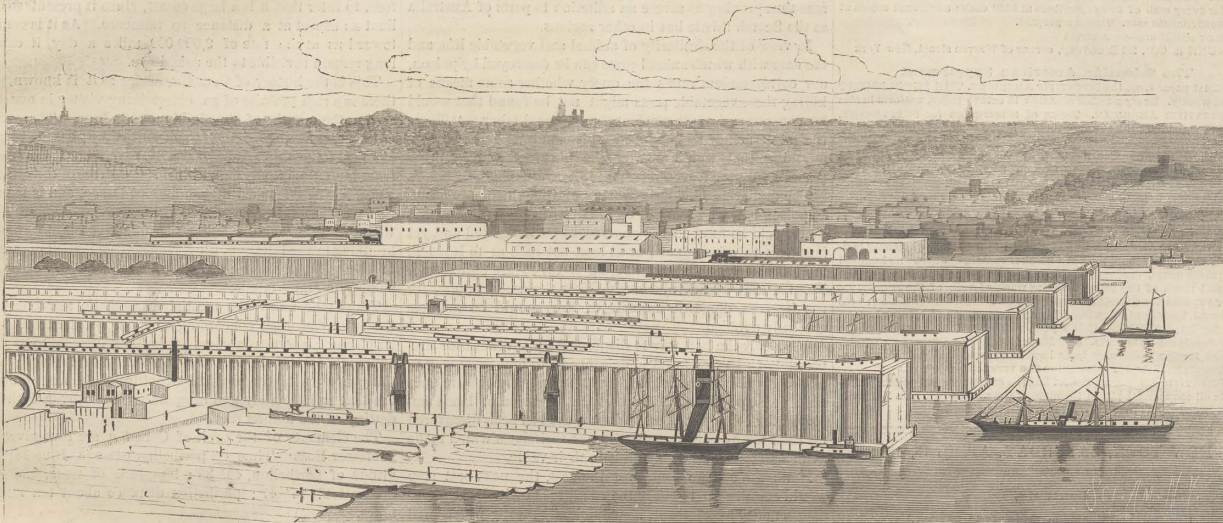


Fig. 1.—BIRD'S EYE VIEW OF COAL PIERS AND DOCKS HOBOKEN.

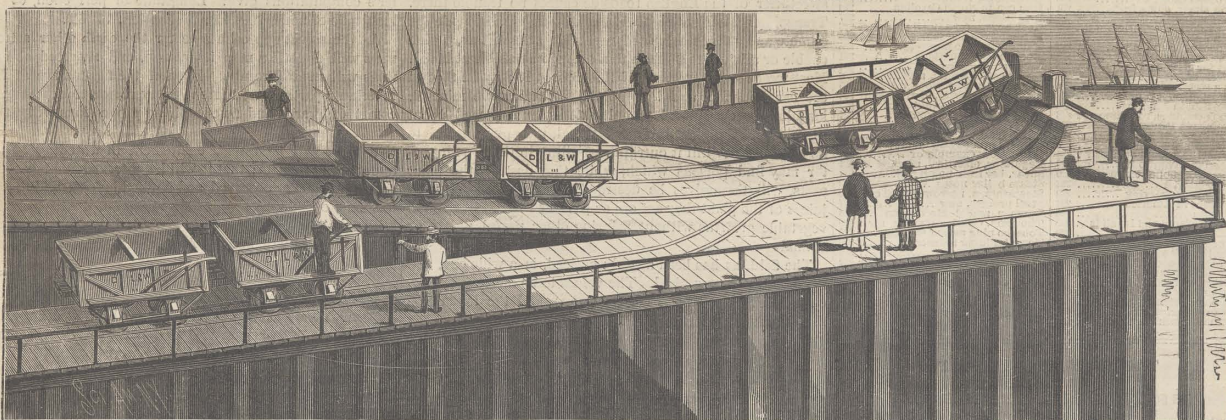


Fig. 7.—RETURN SWITCH, RIVER END OF THE PIER.

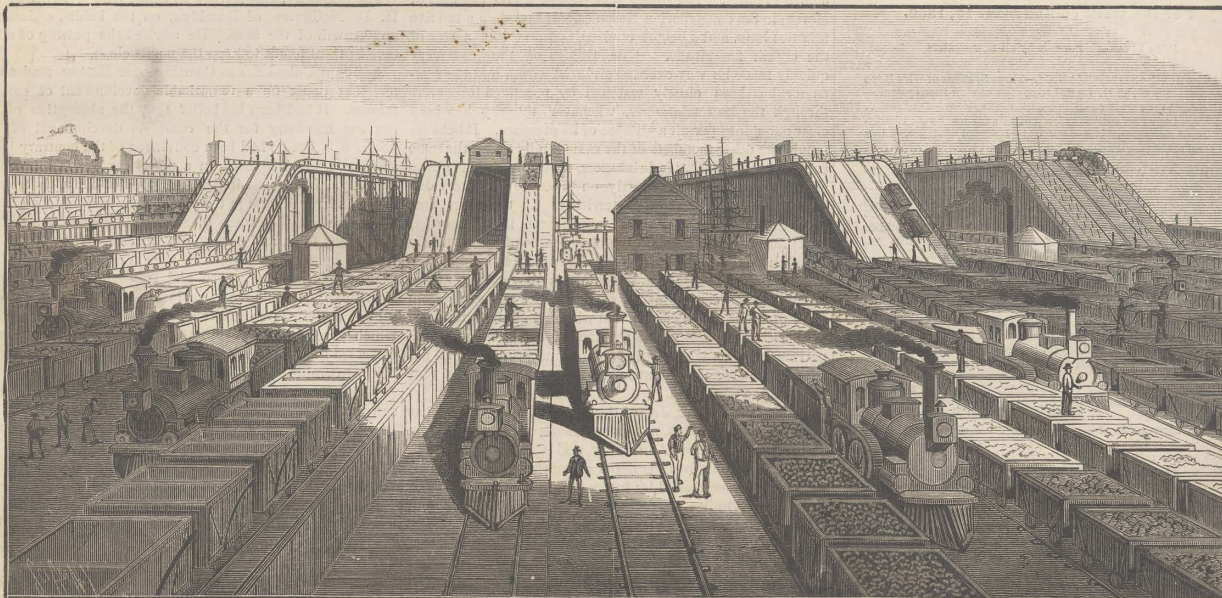


Fig. 2.—VIEW OF TRACKS, INCLINES, AND PIERS, FROM SHORE SIDE.

THE GRAVITY COAL PIERS OF THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO., HOBOKEN, N. J.

Heavy Keel for a Small Yacht.

A thirty-three ton lead keel was cast, March 30, by Mr. Henry Pipegras, of Brooklyn, for a cutter which he is building for Mr. Archibald Rogers, of the Seawanhaka Yacht Club. The heaviest keel previously cast in this country was for the cutter Oriva, and weighed twelve tons. The heaviest cast in England is said to be that of the sloop Valkyr, weighing twenty-four tons.

The casting of the keel was performed in the following manner: The oak keel was turned upside down, and a wooden mould constructed upon it of the exact size and shape of the proposed keel of lead. Then two furnaces of brick were constructed alongside of it, which sustained the pots in which the lead was melted, these pots being sufficiently elevated to allow the lead to flow from their bottoms into the mould. The two pots were needed in this instance, because of a doubt whether the melted lead would flow freely for the full length of the mould, about thirty-five feet. It is necessary that the melted lead shall be only raised to a temperature high enough to permit of its free flow, as, if it is made too hot, there is danger of its burning the wood. It was therefore necessary, after liquefying the first lead thrown into the pots, to cool the mass by constantly adding pigs of solid lead. The desired shape being that of a rocker, the ends of the mould would of course fill first, and unless restrained would overflow. Men were stationed along the whole length of the proposed keel, with pieces of heavy plank, ready to spike them on as soon as the lead reached the top of the mould. So promptly was this done that scarcely a particle of the molten metal overflowed until the extreme top of the arch was reached and filled. Mr. Pipegras will soon cast the keel of another cutter, to weigh twenty-one tons. In casting keels heretofore the bolts were first placed in position through the wooden keel, and the lead run in around them, but it was found that, as the lead cooled, it shrank away from the bolts and made the job an imperfect one. The plan followed by Mr. Pipegras is to bore the holes for the bolts through wood and lead together after the casting; then to drive the bolts and secure them with nuts and plates on top of the keel. The keel is then turned over and the work of fitting the frames goes on.

An Arctic Ocean Cable.

The project of connecting Europe and America by telegraph cables passing over Greenland, Iceland, and the Färöe Islands, entertained as far back as 1853, is again revived. At a recent meeting of the Danish Geographical Society, Mr. E. L. Madsen, an eminent telegraph statistician, read an interesting paper on the subject. The scheme of Mr. Madsen differs from that devised by Colonel Talliferro P. Shaffner, who was the first to propose a North Atlantic cable, inasmuch as the line from the Färöe Islands to Norway was abandoned, the far shorter and more important line to Scotland, and another from Scotland to Norway, being substituted. Further, he would use almost exclusively submarine cables, while Shaffner in his plan included as many overland lines as possible. The essential reasons for avoiding long overland lines were the difficulty in keeping them in working order in the desert and impassable regions of Labrador, Iceland, and the Färöe Islands, and again the frequent appearance of the aurora borealis. Mr. Madsen explained that his landing places were selected so as to protect the cable against the waves of the ocean. At Iceland he would land it twenty miles south of Reykjavik, running it underground to that city. Thence it is to go south of Cape Farewell to Julianshope, Greenland. Quebec would be the American terminus of the North Atlantic cable, whence connections would be established with all American telegraph lines.

MISCELLANEOUS INVENTIONS.

A novel cattle car, patented by Mr. John G. Klett, of Brooklyn, N. Y., is provided with standards on which gates are hung, having at the top and bottom spring latches fitting in apertures in the top and bottom of the car, whereby the gates can be locked at any desired inclination to form stalls for the animals. The standards are connected by transverse bars carrying hay racks and a water pipe, and also carrying longitudinal rails on which troughs slide.

Mr. Martin Sedlacek, of Troy, Mo., has patented an im-

provement in riding saddletrees. This saddletree is made of two or more thicknesses of leather moulded into the form of a saddle and secured together, and provided with the front stay, inserted and secured between the layers of the leather.

A novel double acting bellows for milk aerators has been patented by Mr. Norman G. Stebbins, of Rome, N. Y. This is a device by means of which a continuous current of air may be forced into and through a body of milk for cooling the milk and for driving off the animal odors. The invention consists of double-acting bellows formed with a chambered central partition, into which, through valved openings, air from both chambers of the bellows is forced, and from thence, through a suitable conduit, into the body of the milk.

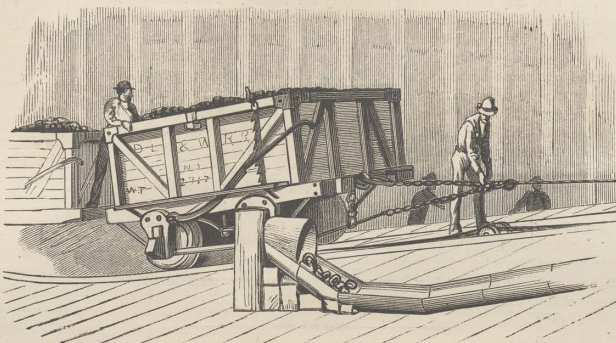


Fig. 4.—CONNECTING WITH THE CABLE SYSTEM.

A combined blacking-box holder and foot rest has been patented by Mr. Jacob Rees, of Cleveland, Ohio. This invention consists in hinging the blacking-box holder under the foot rest, and in constructing the foot rest and cover of the box holder, and combining the same in such manner that the cover will be automatically opened and closed upon the withdrawal of the box holder from and returning it under the foot rest.

An improvement in ornamental chains has been patented by Mr. Salomon Davidson, of New York city. This invention relates to links of ornamental chains, which have heretofore been made by the combination of interlaced rings or loops covered by tubing and bands of ornamental character, the general object of such construction being to dispense with the use of solder for connecting the parts. This invention consists in a cap or band applied as a finish or ornament to the ends of the links and retained in place by a shoulder on the cap.

THE GRAVITY COAL PIERS AT HOBOKEN.

Among the peculiar conditions of the enormous traffic in coal carried on at this port there are two which are chiefly instrumental in determining how the work must be done.

The quantity of the material delivered in any unit of time is comparatively very great; and the value of the coal, compared in bulk or weight with other commodities, is very small. Hence the necessity of employing broad, cheap, and rapid methods of handling large quantities at once, with the least outlay of mechanical power and manual skill.

A typical illustration of the means which have been devised for meeting the larger necessities of this great traffic may be found in the docks and piers of the Delaware, Lackawanna, and Western Railroad Co., at Hoboken. This

corporation, as our readers are aware, is one of the half dozen great coal mining and transporting companies of the country. The Eastern or New York terminus of its road lies just south of Ferry street, Hoboken, occupying a large block of the made land which covers what was once a broad shallow bay between the Hoboken ferry landing and the slips of Jersey City ferry. The property outside the old shore line comprises eighty-five acres, and is divided about midway by a basin or dock, running back to near the line of the original shore, something over half a mile from the present river front. South of this basin lie the tracks, piers, wharves, and docks used in the coal traffic. A fair idea of the extent of these appliances for the delivery of coal may be obtained from an inspection of the larger illustrations herewith. The method of handling the coal, or, to speak more exactly, of delivering it without handling it, will need perhaps a more extended description. Standing at the point of view

of Fig. 2, and looking riverward over the sea of coal cars, some full, some empty; some moving, some at rest; and, whether rolling toward the delivery piers or returning empty, nearly all pursuing their course unattended and for the most part without visible means of propulsion, it is hard to realize that the vast movement is under perfect control, and with all its seeming complication is in reality very simple.

A little closer inspection will discover that the grade of all the tracks carrying loaded cars descends slightly toward the river, so that the long trains are, as it were, eagerly pushing riverward for deliverance, urged on by their own gravity. At the further end of the line car after car is seen to leave the press and (still without visible means of propulsion) to climb the steep grade to the top of the elevated pier and then roll forward along the higher level to the point of discharge.

We change our point of view to the foot of the slope. Here we find a weighing shed and an engine house, in which

is a stationary engine operating a cable system by means of which the cars are hauled one by one up the slope to the top of the pier. The hitching of the car to the cable, and, after weighing, its passage up the slope, are shown in Figs. 3, 4, and 5.

We climb to the top of the pier, some sixty feet or so above the water. The pier carries four tracks, two descending at a slight grade toward the river end of the pier; and other two (for the return of empty cars shoreward) descending from the river end toward the original starting point over half a mile inland, the viaducts for return passing at an easy grade far to the rear of the foot of the more steeply ascending slopes.

From the top of the ascending slope the pier extends a thousand feet into the Hudson, flanked on both sides by docks, in each of which float a varied fleet of canal boats, barges, schooners, square rigged vessels, and other shipping, receiving coal or waiting their turn to haul alongside the delivering chutes for the reception of a cargo. From forty to fifty vessels find berth room in each of the docks between the five coal wharves, and perhaps as many as in all of them together in the long basin first mentioned.

As soon as a place is vacant at one of the chutes the brakes are loosened on three or four cars, and they move forward, as of their own volition, to the openings over the place of discharge, where they are arrested by an application of the brakes. The car has scarcely come to rest before two workmen attack the lock which holds its movable bottom in place. A sharp blow or two upon the fastening, a turn of a wrench, and the halves of the car bottom fall apart like two hinged doors, and the coal drops into the screening box leading to the iron chute which projects at a low angle from



REAR VIEW OF PIERS.—RETURN INCLINE.

Mr. William H. Ertel, of New York city, has patented a portable trunk rack, with which a trunk can be readily moved from one room to another, however large and heavy the trunk may be. With it there is no danger of injuring the carpet or floor; when desired it may be adapted to be used as a table by simply removing the trunk and placing the center piece or top in the space formerly occupied by the trunk.

An improved draught equalizer has been patented by Mr. Joseph M. Langston, of Waverly, Ill. The invention consists principally of intermediate bars pivoted centrally upon the ends of the main doubletree, to the inner ends of which the lead-horses are to be attached by means of a rod or suitable chains, the wheel-horses being attached to the outer ends of the bars.

the side of the pier over the open hold or the hatchway of the vessel to be filled. At the lower end of the chute a man stands holding the end of a plank which serves as a cut-off to regulate the flow of coal by arresting its motion, so that it will fall regularly, neither overshooting its mark nor entering the hold with a momentum likely to do injury to the out and analyzed. Passing over the accounts of sublimity posed to heat for some days. The contents were now taken with a hinged segment that retains the blotting paper in blotting roller provided with a balanced handle, and formed Townsend, of New York City. The invention consists in a novel blotter has been patented by Mr. Thomas C. Townsend, of New York City.

A novel blotter has been patented by Mr. Thomas C. Townsend, of New York City. The invention consists in a blotting roller provided with a balanced handle, and formed with a hinged segment that retains the blotting paper in place. Pipes from water boilers are usually coupled to screw rings or spouts which are attached to the boiler head. Such spouts have been attached by riveting them to the boiler, but they are apt to get loose and leak at the joint. Mr. John Truesdell, of New York City, has patented an improved method of connecting spouts to boilers, so that the joint will be perfectly water-tight.

In the class of electric lamps employing the electric arc as a source of light, a common cause of flickering or unsteadiness in the light is the fluctuation of the electric arc by draughts of air. Mr. Henry B. Sheridan, of Cleveland, Ohio, has patented an improvement in electric lamps designed to prevent the flickering due to this cause, and thereby avoid the principal objection to the arc lamp. In carrying out the invention the inventor surrounds the arc and adjacent points of the carbon rods with a small transparent globe provided with a movable support and capable of being closed at the bottom sufficiently to prevent draughts of air. Mr. Henry B. Sheridan, of Cleveland, Ohio, has patented an improvement in electric lamps designed to prevent the flickering due to this cause, and thereby avoid the principal objection to the arc lamp.

By this gravity system, from the time a car enters the yard loaded until it stands in line with its empty associates ready to be joined to a train returning to the mines, its circuit of a mile or more calls for human intervention only where it is attached to the cable to be hauled up the slope, and at the delivery chute where its load is almost automatically discharged. At every other point it moves unattended, rolling on a down grade by its own weight. On each side of each pier there are provided perhaps half a dozen chutes whereat vessels are discharging their loads of coal. Each pier has thus a capacity for discharging four hundred car loads of coal a day, or two thousand car loads may be delivered at all five piers; this with a working force, men and engines, that would be entirely inadequate by any other system.

Among the various attempts which have been made to improve on the Bessemer process, not the least noteworthy was the idea of using a fixed converter. Such a converter would permit the slag to be run off at an early stage in the blow, by which many advantages might be gained. Hitherto it has been found impossible to prevent the metal from escaping through the tapers.

A patent has been taken out by Mr. Giff this which promises to get over this difficulty. A trial took place on Friday last at the works of Messrs. Nutes, Redbrook, Monmouth, with a small low pressure fixed upright converter capable of holding about one ton, and the steel produced appears to be of good, and the steel produced appears to be of excellent quality, soft and ductile. We have not yet tested its tensile strength, but this we hope to do in a few days. Some of the steel was worked and welded in the presence of those present. We may mention that worked into bars, sheets, and tin plates. No splintering has been seen, the only addition being a little over 1 per cent of iron-manganese. The advantages claimed by the patentee for the process are its simplicity and small cost of plant, and that no skilled labor is required to handle it. It can be worked by an ordinary blowing engine which will give a maximum output of 5 lb. per square inch of blast. A 2-ton converter working ten hours per day ought to make 120 tons of soft steel per week, thus placing a steel-making plant in the hands of small manufacturers. These converters can be worked in duplicate to any extent. An important point in this converter is that it can be worked with four or six tapers fixed horizontally. By a simple mechanical arrangement the converter is that it can be worked with four or six tapers fixed horizontally. By a simple mechanical arrangement the converter is that it can be worked with four or six tapers fixed horizontally.

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Fig. 3.—IN THE WEIGHING ROOM. A novel blotter has been patented by Mr. Thomas C. Townsend, of New York City. The invention consists in a blotting roller provided with a balanced handle, and formed with a hinged segment that retains the blotting paper in place. Pipes from water boilers are usually coupled to screw rings or spouts which are attached to the boiler head. Such spouts have been attached by riveting them to the boiler, but they are apt to get loose and leak at the joint. Mr. John Truesdell, of New York City, has patented an improved method of connecting spouts to boilers, so that the joint will be perfectly water-tight.

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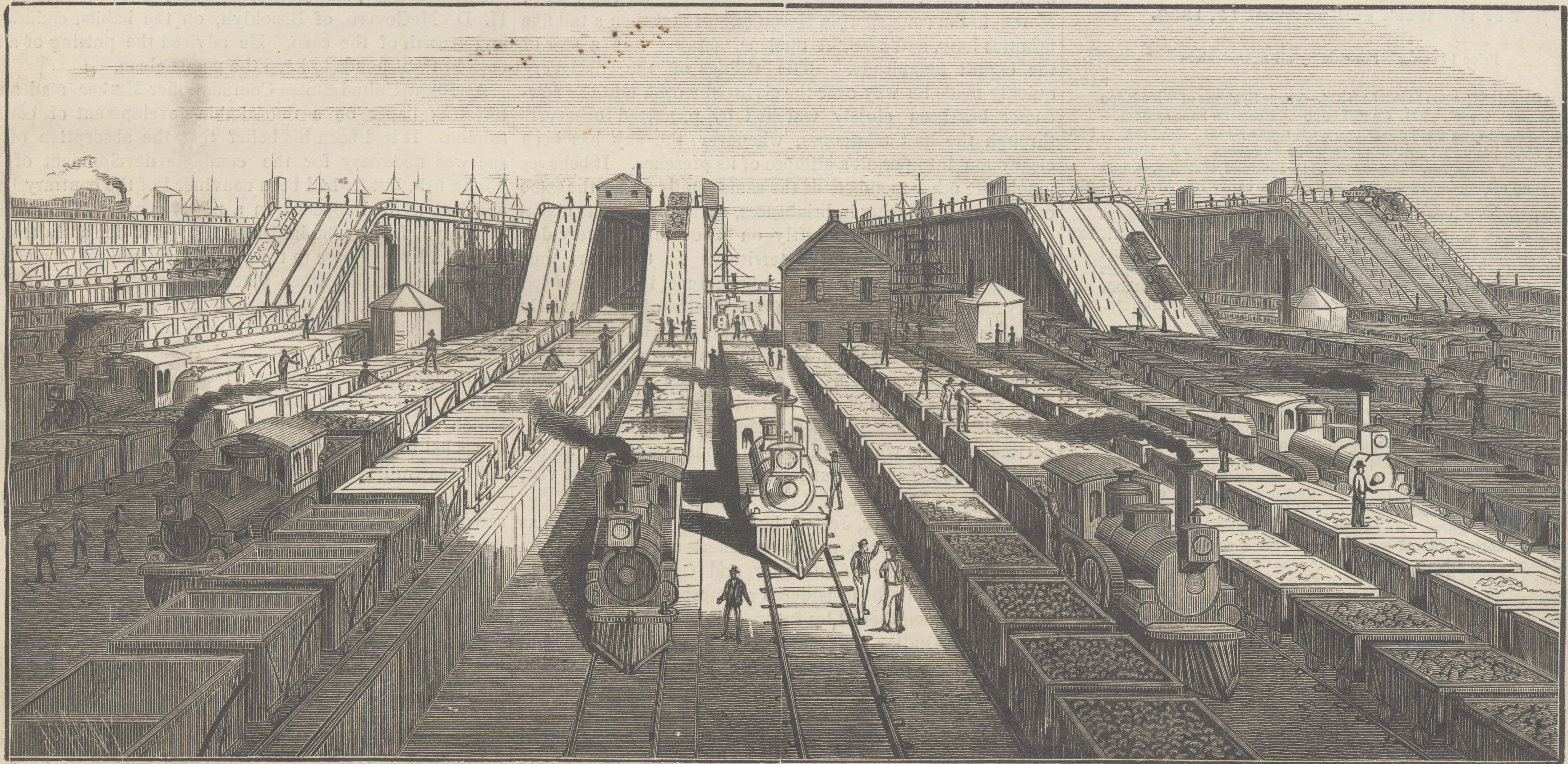


Fig. 2.—VIEW OF TRACKS, INCLINES, AND PIERS, FROM SHORE SIDE.

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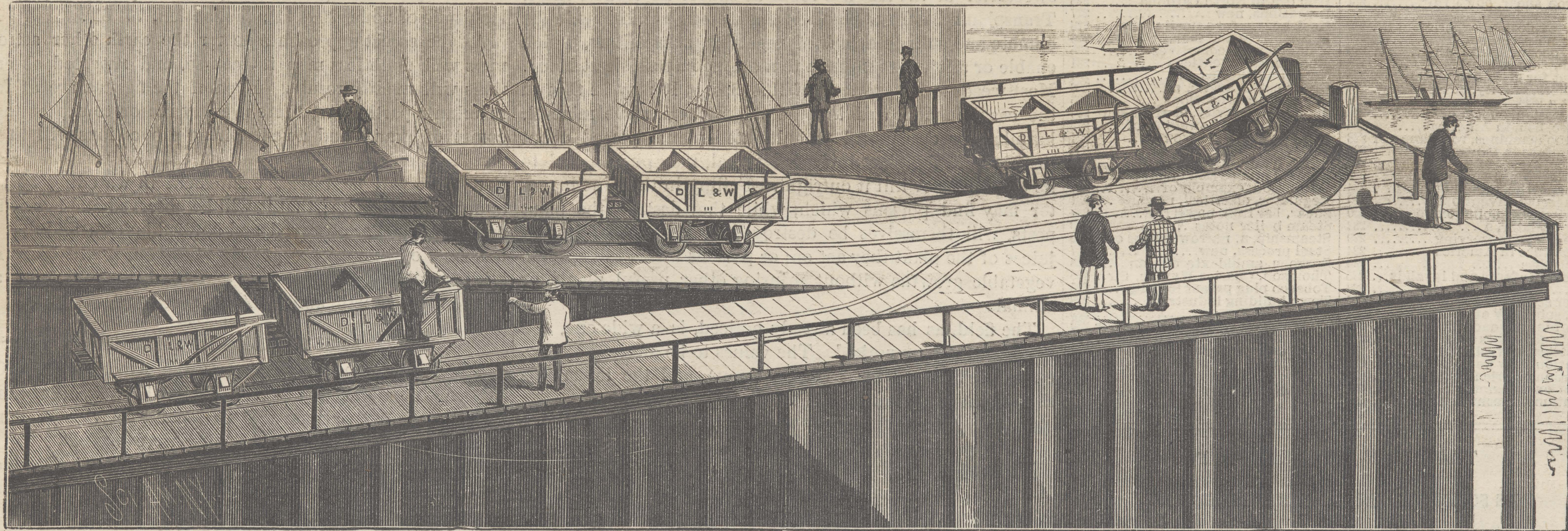


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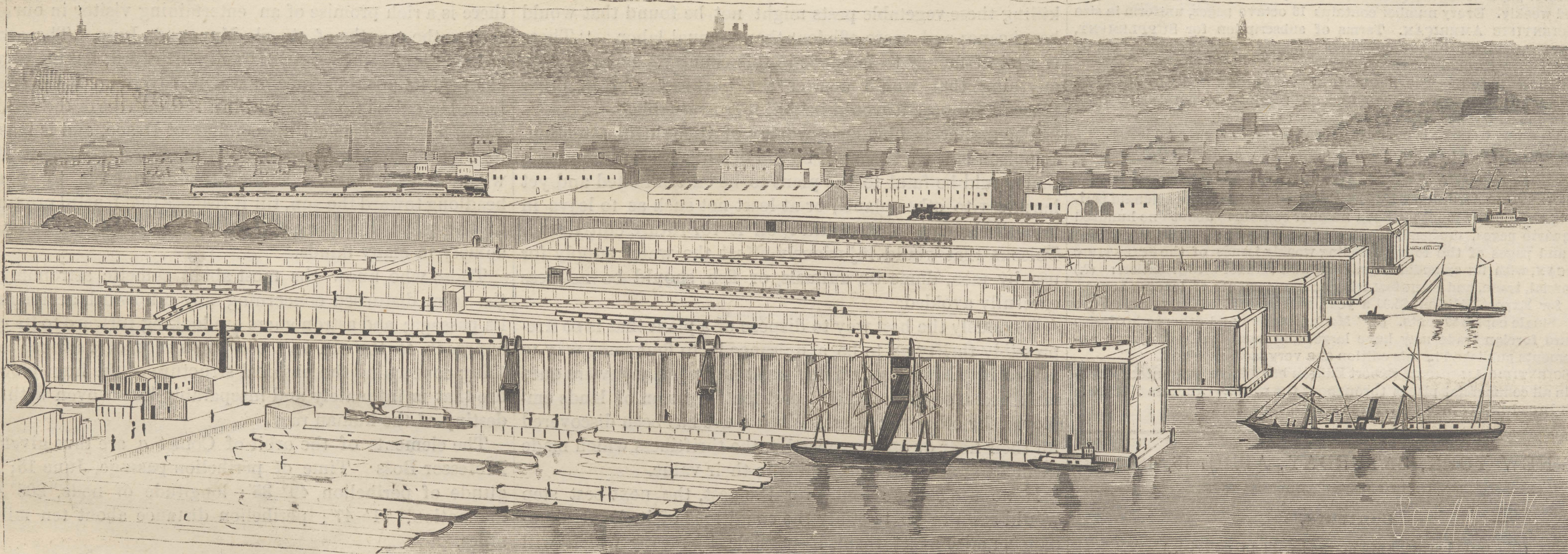


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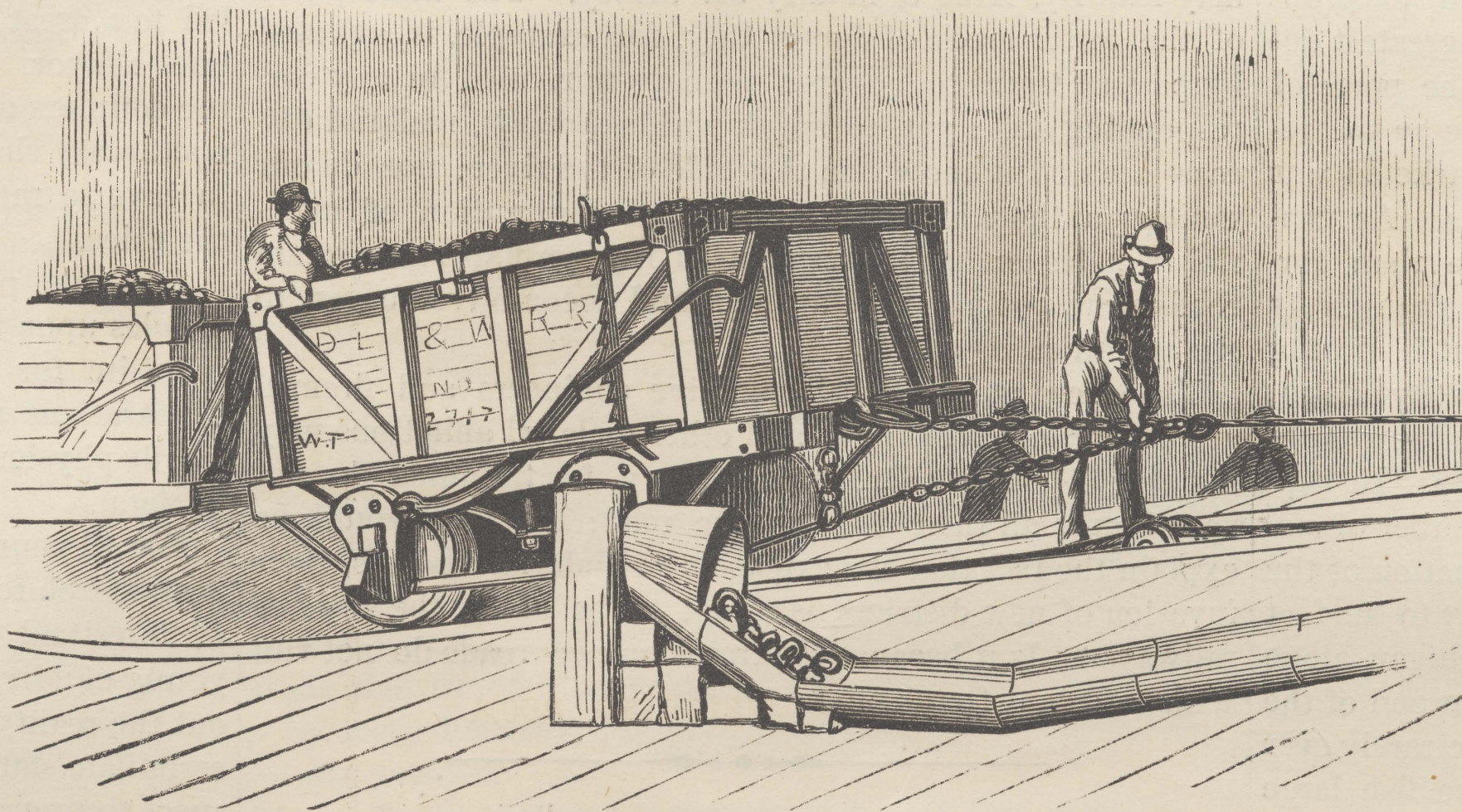


Fig. 4.—CONNECTING WITH THE CABLE SYSTEM.

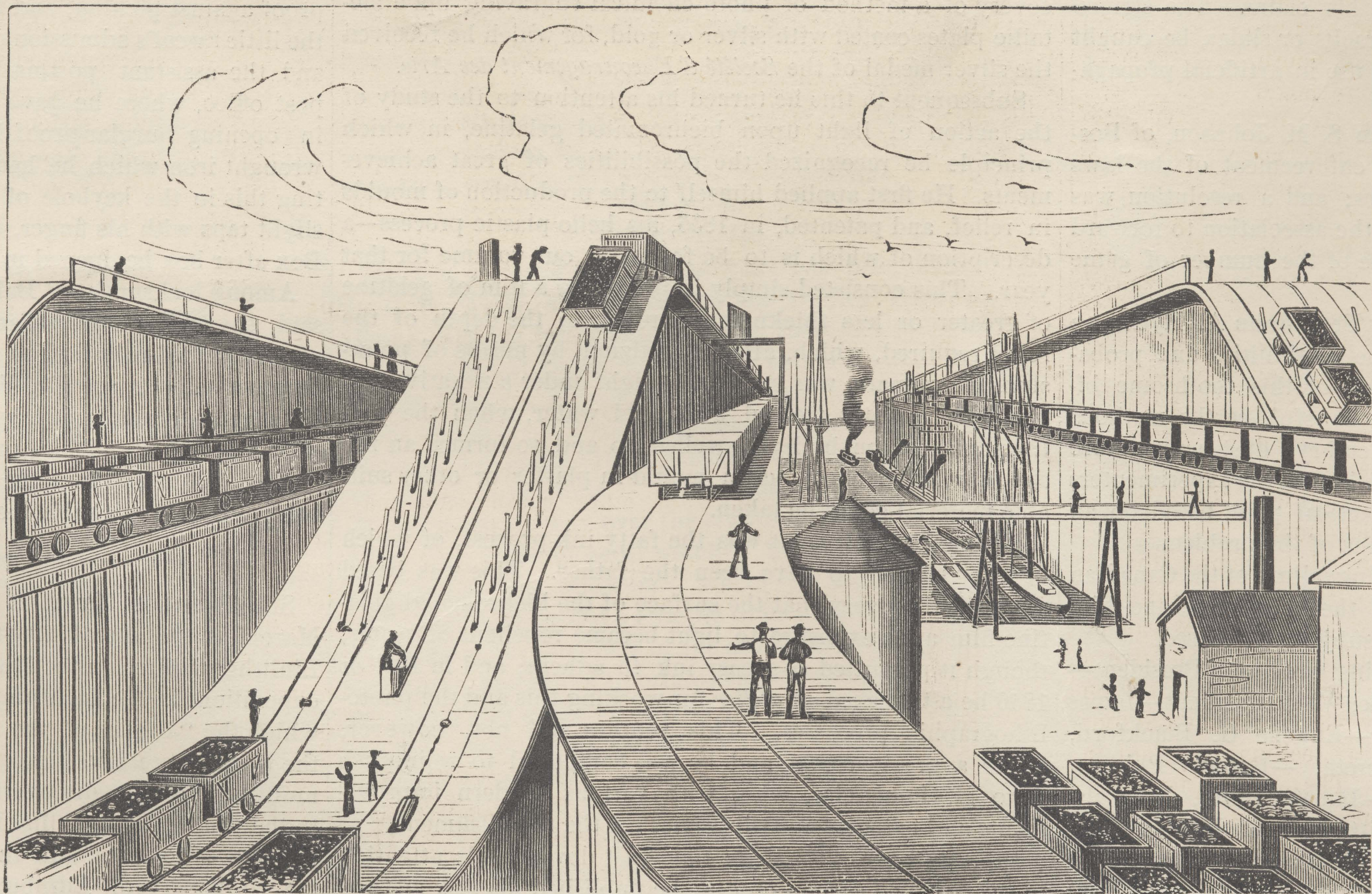
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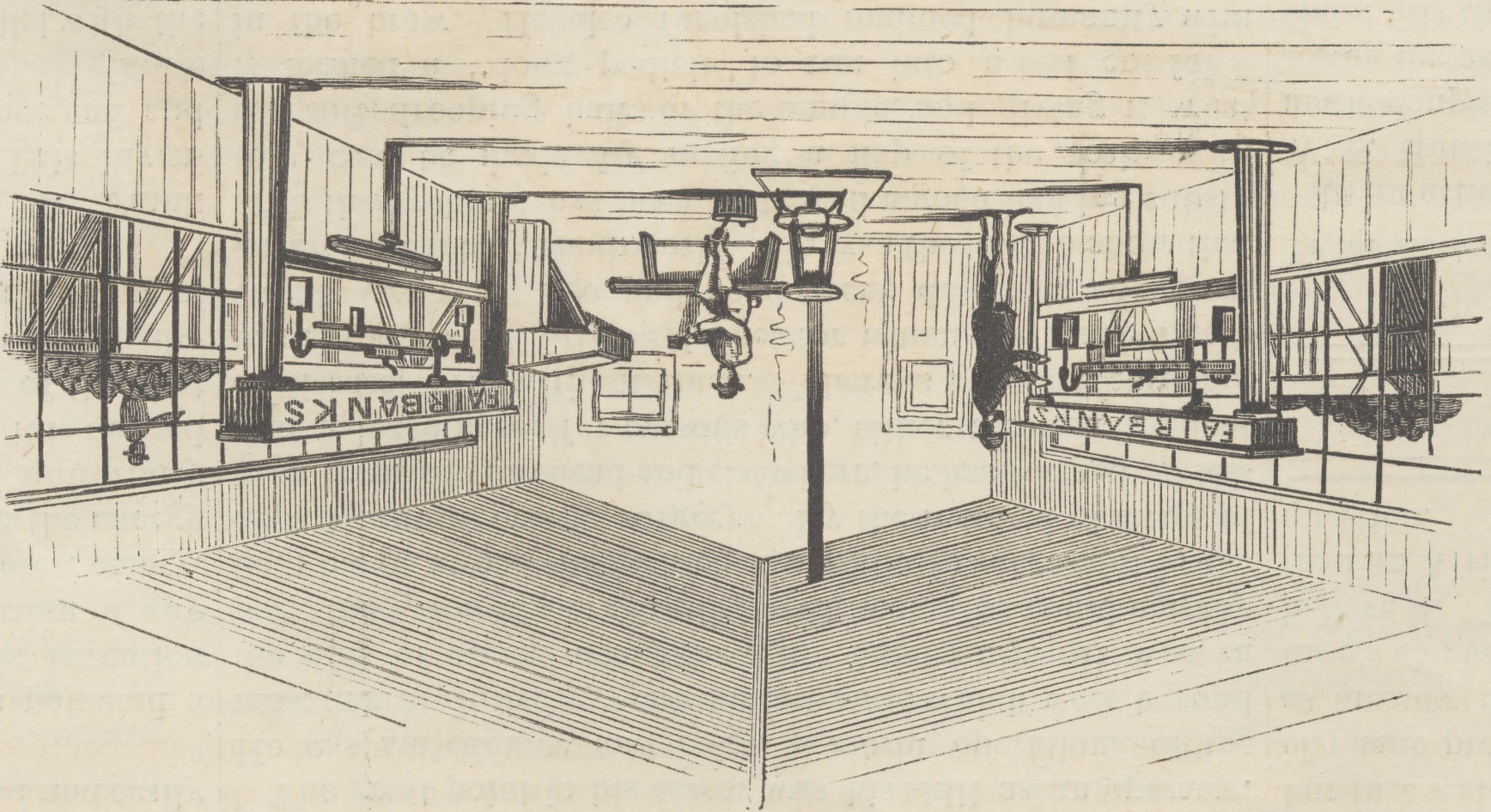


REAR VIEW OF PIERS.—RETURN INCLINE.

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Fig. 3.—IN THE WEIGHING ROOM.



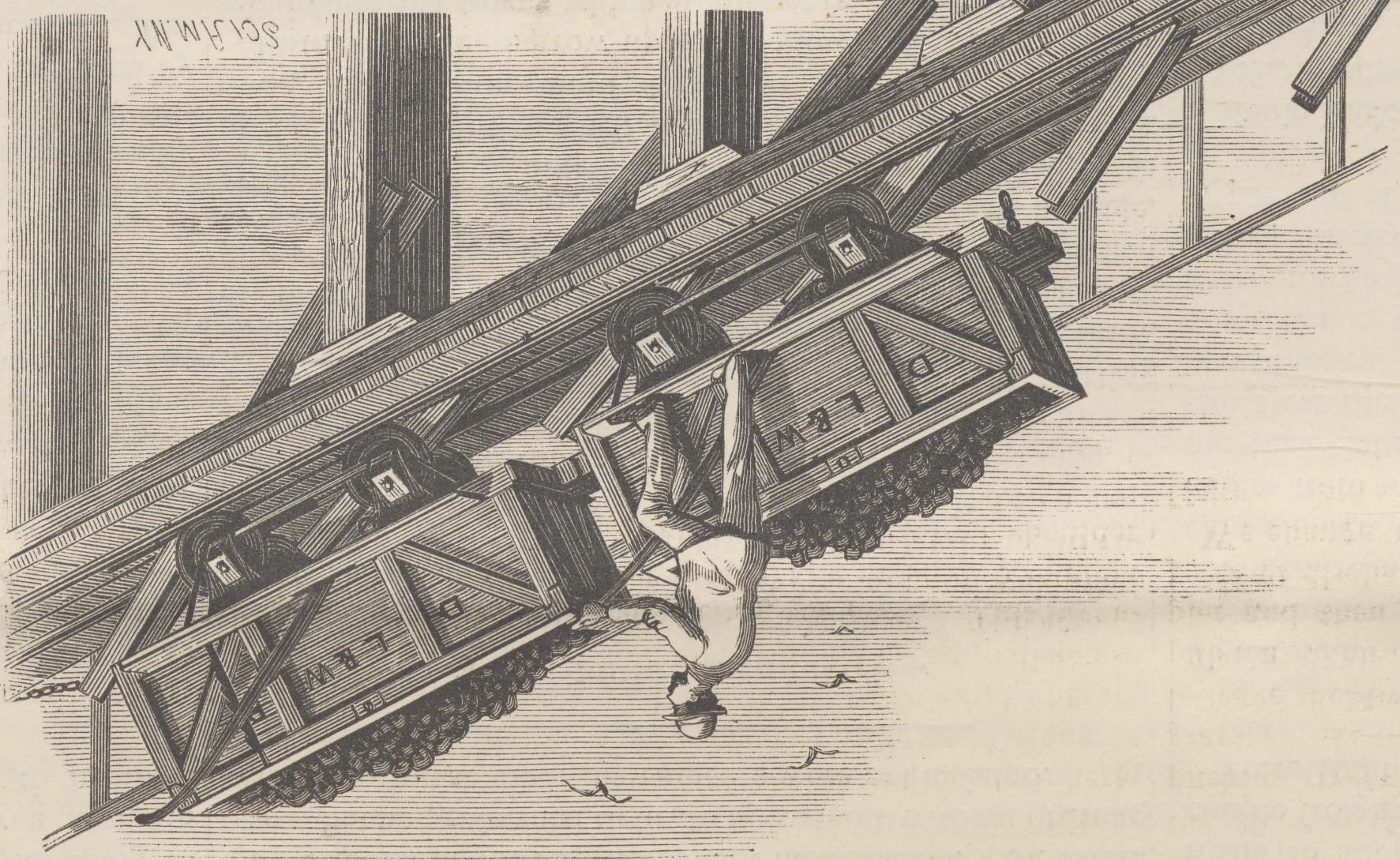


Fig. 5.—ASCENDING THE SLOPE.
—SAFETY CHECKS.

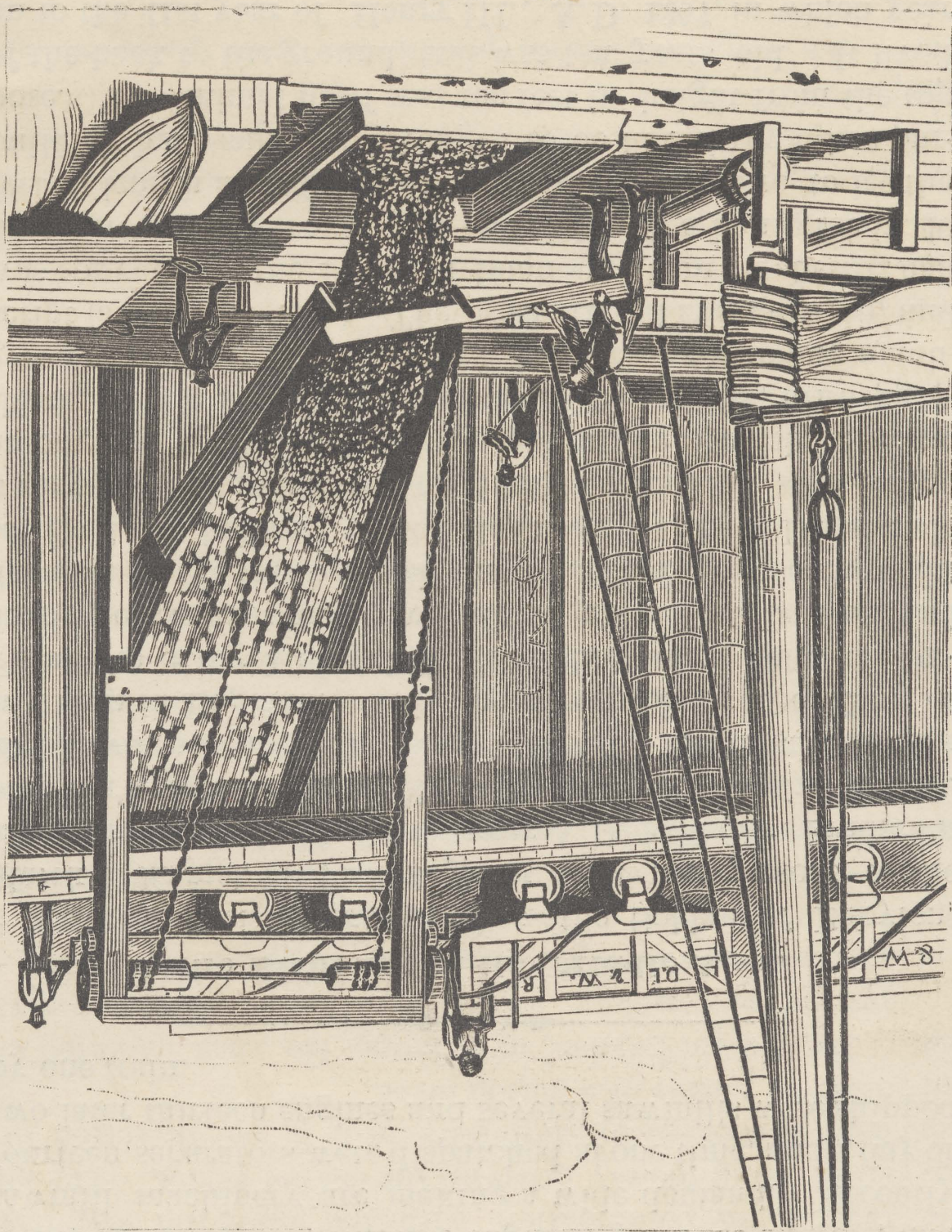
taining charcoal, shavings, or other suitable combustible material, the open end of the bag being twisted and then dipped into molten resin, paraffine, or other combustible material, which when hardened holds the twisted parts of the bag together and forms a very

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THE CHUTE.



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