

The Plattsmouth Weekly Herald.

KNOTTS BROS., Publishers & Proprietors.

Strange Uses of Paper.

One of the most remarkable uses of paper is the building of paper boats, under the patent, recently expired, of E. Waters, of Lansingburg, near Troy, New York. These boats are made of an ordinary Manila paper of good quality, usually in five thicknesses, in all only one-sixteenth of an inch thick, except in parts where there is the re-enforcement of one or two extra strips. The process of making them is simple. A mold of soft pine is made the full size of the boat, the bow end being of two pieces which can be detached. The paper is delivered in long rolls; the model is turned upside down on a long frame; one narrow strip of paper and then a second are first laid on where the keel would be, and then one, two, three, four, five sheets are successively laid along and moulded close to the model, each as it is put on being coated with shellac and with glue to attach the next sheet closely to it. Thus done up in paper, the models are taken to a drying-room, where a heat of about 150° F., continued for five days, consolidates the glued paper into a solid mass. The movable pieces of wood at the bow are unscrewed and taken out, and with this place for a start, it is easy to peel the boat off the model, as a peach-skin comes off a fresh peach. A keel is now fastened inside the boat, several extra layers of shellac are put on outside and inside, a strip of wood if fastened in for a gunwale, and the shell is presently ready for its fittings, seats, and outriggers. They are mostly racing shells, from single-scul up to eight-oar, but one boat has been built as large as 42 feet long by 4 feet 4 inches beam, to hold forty-two persons, this, of course, being stayed by wooden ribs; and a steam-launch 19 feet long, worked by one-horse-power oil engine, boat and engine together weighing but 430 pounds, was last fall successfully run at a speed of about ten miles per hour on the upper Hudson. The cost is something above that of wood. The single-scul, 21 1/2 feet long by 10 1/2 inches beam, costs from \$65 to \$100; the eight-oared shell, about 60 feet long by 24 inches wide, costs \$400. It is an interesting fact that the racing shells of Harvard, Yale, and Columbia in 1886 were all from the same model from this shop, so that the contest was entirely one of skill on even terms.

Not only is travelling by water indebted to paper, but travelling by land. A paper car wheel seems even more a contradiction of terms than a paper boat, yet it is now generally acknowledged to be better, safer, and longer-lived than one altogether metal. It was the invention of Richard N. Allen, a locomotive engineer, afterward master-mechanic of the Cleveland and Toledo Railroad, who took for his aim in life the production of a better car wheel than those in use. His first set of paper wheels was made at Brandon, Vermont, in 1869, and after much scoffing he was graciously permitted the use of a wood-car on the Central Vermont road, under which they were tested for six months. The Pullman Palace Car Company in 1871 gave the first order for a hundred wheels; ten years after, the Allen Paper Car-wheel Company, with great shops at Hudson, New York, and Pullman, Illinois, produced and sold thirteen thousand in a single year. One of the set first experimented with under a "sleeper" is shown at Hudson, with a record of 300,000 miles travel.

It is the body of the wheel only which is of paper. The material is a calendered rye-straw "board" or thick paper made at the Allen Company's Mills at Morris, Illinois. This is sent to the works in circular sheets of twenty-two to forty inches diameter. Two men, standing by a pile of these, rapidly brush over each sheet an even coating of flour paste until a dozen are pasted into a layer. A third man transfers these layers to a hydraulic press, where a pressure of five hundred tons or more is applied to a pile of them, the layers being kept distinct by the absence of paste between the outer sheets. After solidifying under this pressure for two hours, the twelve-sheet layers are kept for a week in a drying-room heated to 120° F.; several of these layers are in turn pasted together, pressed, and dried for a second week, and still again these disks are pasted, pressed, and given a third drying of a whole month. The result is a circular block, containing from 120 to 160 sheets of the original paper, compressed to 5 1/2 or 4 1/2 inches thickness, and of a solidity, density, and weight suggesting metal rather than fibre.

The "paper wheel" is made up of this disk of compressed paper, surrounded by a steel tire, and fitted with a cast-iron hub, which is bored for the axle; wrought-iron plates protect the paper disk on either side, and all are bolted together by two circles of bolts, one set passing through a flange of the tire, the other through a flange of the hub, and both through the paper centre and its protecting plates.

The real service of the paper is in interposing a non-vibrating substance between the axle and tire, so that the vibrations, which in some unknown way rearrange the atoms of metal so that it brittles and breaks after long wear, are prevented. Nature always provides some way of wearing things out, whether it be man, lest he lag superfluous on the stage, or "the everlasting hills" themselves, but in the case of compressed paper, art seems to have got ahead of nature, for it seems not to wear out at all. The steel tires of these wheels do wear down, and are then re-turned in a lathe to smaller diameter; but when they are gone and taken off, the paper blocks appear again as good as new, and ready for a new tire. The paper wheel has the one disadvantage of greater cost, but its longer life and greater safety are in its favor.

"Straw lumber," so called, is a similar application of paper for building purposes; it is used, not for posts and beams, but in place of lath and plaster, for sheathing, etc. An ordinary "straw-board" paper is made on the cylinder machine—the refuse bedding of stables being very largely utilized as the material—and is run through a vat of resin and other water-proofing material heated to 350° F. A number of sheets are then placed together between metal plates, and subjected like the car wheels to enormous pressure in a hydraulic press. The result is a very hard and solid blackish board, about three-sixteenths of an inch thick, which can be cut with a saw or chisel, and is marketed in slabs 12 feet by 32 inches, at a price of about \$40 per thousand feet. This is now in use also for the interior of railway cars and for perforated chair seats. "Building paper" of the ordinary sort is a coarse paper of straw or waste used for sheathing or lining wooden houses. It was put to good use immediately after the Chicago fire, when a Western paper company lined the 10,000 houses, 16 by 20, which were run up to accommodate the homeless, with material, at a cost of \$5 for each house.

The non-conducting quality of paper has caused a curious development in America of the paper-box industry, so that the lover of oysters may "take home a fry in a box" to keep it hot, or a brick of ice-cream to keep it cool. The Chinese and Japanese are said to make paper clothes, and their handkerchiefs and napkins are well known to us, but American achievements in this direction have been confined chiefly to paper collars, cuffs, and "bosoms," sometimes with a backing of cloth, which may be pasted on after making, but which is conjoined with the paper at some mills by reeling the cloth off parallel with the web of paper, and pressing the two permanently together between the rollers. The use of paper bags and paper boxes by shopkeepers has reached enormous proportions, and the latest product of American ingenuity is a "self opening bag," completed automatically from the web of Manila paper by a machine on which its owners had been at work for eight years. This is folded flat as it comes from the machine, but a single dexterous flap with the hand opens it into an absolutely square-cornered bag which will stand upright on the grocer's counter to be filled. Paper buckets, barrels, and other household utensils are either made by joining the edges of a flat sheet into a cylinder, or by stamping out the form from paper pulp, which last was the basis of the papier-mache of old days, which was moulded soft into the desired shape, coated with successive layers of asphalt varnish, and polished down. Paper pulp is also used in one process of stereotyping to make a matrix for the type-metal.—R. R. BOWKER, in Harper's Magazine for June.

Enjoy Life.

What a truly beautiful world we live in! Nature gives us grandeur of mountains, glens and oceans, and thousands of means of enjoyment. We can desire no better when in perfect health; but how often do the majority of people feel like giving it up disheartened, discouraged and worn out with disease, when there is no occasion for this feeling, as every sufferer can easily obtain satisfactory proof, that Green's August Flower will make them free from disease as when born. Dyspepsia and Liver Complaint are the direct causes of seventy-five per cent. of such maladies as Billiousness, Indigestion, Sick-headache, Costiveness, Nervous Prostration, Dizziness of the Head, Palpitation of the Heart, and other distressing symptoms. Three doses of August Flower will prove its wonderful effect. Sample bottles 10 cents. Try it. (1)

—This piece of sound philosophy is from Puck, and thousands of men the country over would do well to paste it in the front of their hats: "Fortune knocks once at every man's door; but she don't go hunting through the beer saloons for him if the man happens to be out."

—The quality of the blood depends much upon good or bad digestion and assimilation; to make the blood rich in life and strength giving constituents, use Dr. J. H. McLean's Strengthening Cordial and Blood Purifier; it will nourish the properties of the blood from which the elements of vitality are derived. 8-m3

An End to Bone Scraping.

Edward Shepherd, of Harrisburg, Ill., says: "Having received so much benefit from Electric Bitters, I feel it my duty to let suffering humanity know it. Have had a running sore on my leg for eight years; my doctors told me I would have to have the bone scraped or leg amputated. I used, instead, three bottles of Electric Bitters and seven boxes Bucklen's Arnica Salve, and my leg is now sound and well."

Electric Bitters are sold at fifty cents a bottle, and Bucklen's Arnica Salve at 25c per box by F. G. Fricke, & Co. (5)

—A cross old bachelor suggests that births should be announced under the head of new music.

—In the decline of life, infirmities beset us to which our youth and maturity were strangers, our kidneys and liver are subject to derangement, but nothing equals Dr. J. H. McLean's Liver and Kidney Balm as a regulator of these organs. 8-m3

—Alexandria Herald: As Dakota is the greatest territory so, in time, will she be the greatest state.

—If you suffer pricking pains on moving the eyes, or cannot bear bright light, and find your sight weak and failing, you should promptly use Dr. J. H. McLean's Strengthening Eye Salve. 25 cents a box. 8-m3

—As free passes disappear the price of railroad tickets goes up. This is not logical, but is a fact. What are the people going to do about it?—Philadelphia Record.

Ride in wagons and carriages and visit less and walk more, attending closer to business, meantime.—Lincoln Journal.

—Electricity in a bottle will cure the worst cases of catarrh. Ask your druggist for it. 11-4

—Thick with white bells, the clover-hill swells High over the full toned sea. —The Sea Fairies.

—Faults of digestion cause disorders of the liver, and the whole system becomes deranged. Dr. J. H. McLean's Strengthening Cordial and Blood Purifier perfects the process of digestion and assimilation, and thus makes pure blood. 8-m3

—Some women never want to marry until they think they are too old to do so.

English Spavin Liniment removes all Hard, Soft, or Calloused Lumps and blemishes from horses, Blood Spavin, Curbs, Splints, Sweeney, Stiffes, Sprains, Sore and Swollen Throat, Coughs, etc. Save \$50 by use of one bottle. Warranted by Fricke & Co. druggists, Plattsmouth. 34-1yr

—Never allow a child to use a short slate pencil or lead pencil. It spoils the handwriting.

—We are agents for the Iowa State Register, and we will furnish it with the Herald for one year for \$2.25.

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