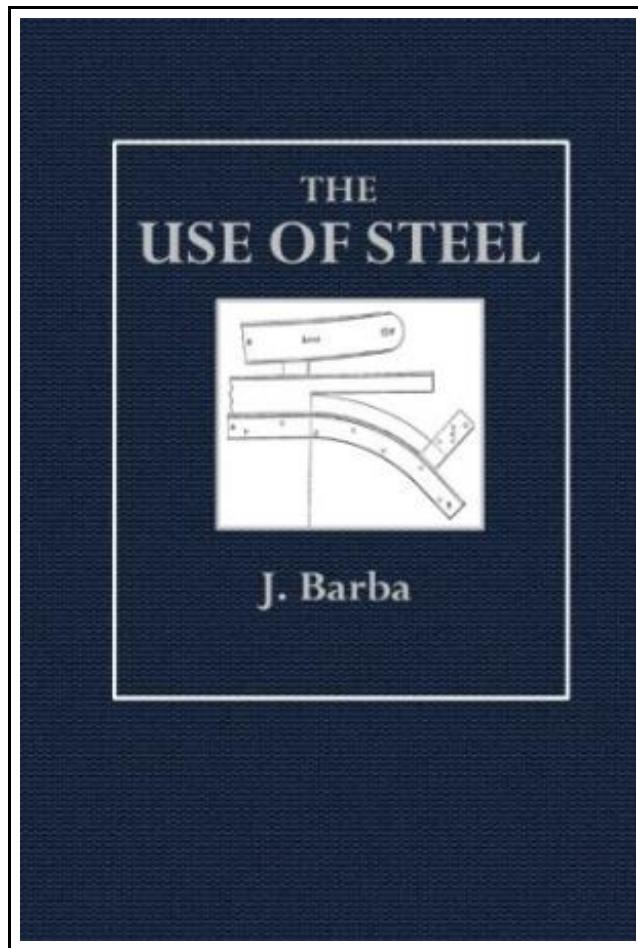


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Createspace, United States, 2014. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book ***** Print on Demand *****. From the Preface. THERE are two groups of facts regarding the modern steel business, which especially concern the American manufacturers and users of this material. 1st. Three French men-of-war, built out of Bessemer and Martin steels, were so successfully constructed in 1873 that three more large ships were ordered in 1874, to be built from the same materials. Several Bessemer works in England are running exclusively on a general merchant product having a large range of grades and uses, and taking the place of both crucible steel and wrought iron. The Continental works are turning probably a third of their Bessemer product and nearly all their Martin product into other forms than rails. All the late locomotives-many hundreds-on the London and North Western Railway are built of Bessemer steel, excepting only the wheels and necessary castings. Everywhere, abroad, Bessemer and Martin steels are more and more extensively and satisfactorily employed for ship and boiler plates, beams, channels and angles for ships, bridges and other structures, railway tires and axles, general shafting, agricultural implements and the multitudinous forms of machinery bars, and forgings. In the railway and machine shops, the bridge works and shipyards of Europe and of France especially, the method of treating steel-of heating and shaping it and building it successfully into machinery and engineering structures, has become, what it must everywhere become, before this material can be employed to the best advantage, a distinct and highly developed art. 2d. In the United States, out of a Bessemer product of 350,000 tons per year, probably less than 6000 tons are used for other purposes than rails. Very few Bessemer works have any machinery for producing the various...

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