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Device for Clearing Snow from Street Railways.

Those who habitually use the facilities offered by the street railway cars in our cities are frequently annoyed in the winter season by the occasional gliding of the car from the track, and the managers of these lines of communication are subjected to great periodical expense to free their tracks from accumulations of snow. During and after the late snow storms in New York city, travel by these lines was rendered difficult, and in some cases interdicted; relays of men, assisted by immense snow plows being required to free the track so that ordinary travel could be resumed. Except when a sudden fall of very heavy snow occurs, it would seem that some ready means might be employed to keep the track clear so that the cars could run without being thrown from the

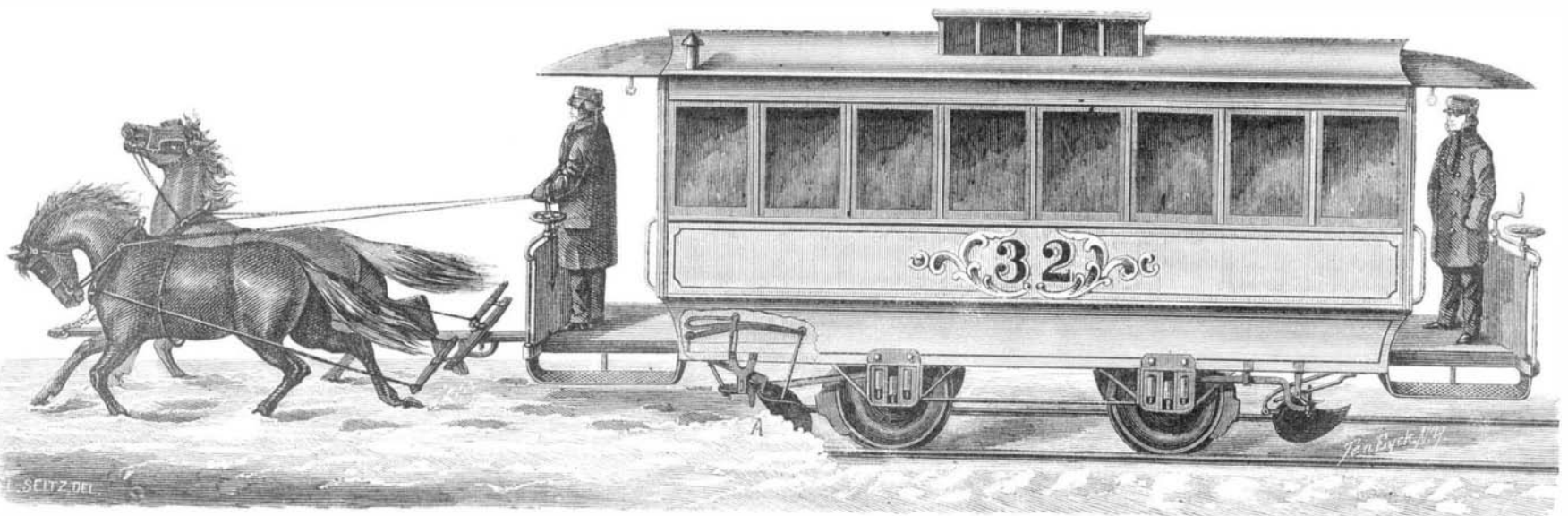
ing rights to use, or manufacture, should be addressed to the American Snow Plow Company, Providence, R. I.

The Spruce Gum Business of Maine.

A correspondent of the *Lewiston Journal*, in a letter from Byron, Me., says: "The spruce gum business of this region is quite large. I am told that a merchant of Weld purchased in a single year \$5,000 worth. A large number of men are engaged in gumming during the fall and winter months. Five and seven dollars a day is a common day's receipt. With such a stimulus the gum gatherer goes forth, equipped with a knapsack and hatchet. He commences his work, and by night, if he be expert, he will return to camp with fifty pounds of what is called hatchet and chewing gum. The

liable to slip, and in a short time contracts a permanent wrinkle, which ruins the fit and speedily destroys the shoe. B is the metallic stay which is the subject of this invention. It is inserted into the shoe in the process of manufacture, the upper portion overlapping the upper edge of the shoe, a yoke embracing the sides of the heel, and a foot passing under the heel. C exhibits an overshoe thus improved, the dotted lines showing the position of the stay and the outline of the boot. This appliance will not only prevent the slipping off of the rubber, but keep the shoe always in shape. Its cost is trifling, while its advantages are real, and obvious to all. It is quite an aid to the removal of the rubber, and can be applied to any style of shoe.

It was patented through the Scientific American Patent



SNOW PLOW FOR HORSE CARS.

rails. This is the object of the snow plow shown in the engraving as attached to a street car.

The invention consists in mounting the plow forward of the wheels at each end, in such a manner that when in a position to operate it will adapt itself in respect to position and elevation from the track to the load in the car at the time; so that whether the car be empty or heavily loaded, the plow will be held in a proper position, and at a suitable distance above the rail. The plow is made of wrought and cast iron, with steel points, the form being suitable for lifting the snow and throwing it to one side of the track. It is made to fit all varieties of rail.

The position of the plow is determined by a rocker and vertical crank shaft connected by a chain, which, by being wound up by means of a brake, throws the plow into the desired position with its point near the rail. By reversing the motion of the crank the plow is brought high above the rail, by means of a spring in the side of the body of the car. If the plow should meet an obstruction, as a high joint, spike, or anything immovable on the track, it would, by a simple arrangement, be swung rearward until the obstruction be passed, and then be returned automatically to place. The driver puts the plows of the forward end down when starting, and they require no more attention until arriving at the terminus of the route.

The proprietors mention some of the advantages of these plows as follows: "They are always at hand, and during or after a storm, constantly keep a clean rail for the wheels to run upon to and from each terminus. They are not only valuable for removing snow, but other obstacles that obstruct the track. On some roads which are not paved the tracks are frequently covered with sand, mud, or stones, causing a jolting in the car which is very unpleasant for the passengers, and also tends to increase the wear and tear of the cars, and oftentimes throws them from the track. These plows will remedy that, and leave a clean rail, thereby also decreasing the draft on the horses. They have been found of very great service after a thaw or a fall of snow or rain during the day or night, making the streets wet and splashy, and afterwards clear off cold and freezing; the cars running continually will remove the water as fast as it freezes, and leave a clear rail. They will also be found useful in preventing the numerous accidents which frequently occur by passengers falling from the cars under the wheels, thereby endangering both life and limb." They can be manufactured by the railroad companies themselves, and are quite simple, cheap, and easily attached. They have been introduced into the cities of Providence, Worcester, Hartford, New Haven, Philadelphia, Troy, and Albany, and have given good satisfaction to the managers and passengers of the roads, having been severely tested during the winter of 1866-'7. All communications respect-

former is worth nine or ten cents, the latter fifty cents, per pound; but a very small proportion is of the first quality. I have just met two men who have been on an eight days' cruise. They have gathered five hundred pounds; it will average ten cents per pound, netting them good wages, it will be seen. Some estimate the gum business of Maine at \$50,000 a year in the raw material. I think it much more than that. In Franklin and Oxford counties, a very large quantity is gathered annually. It is taken to market from this region with four-horse teams. Last winter gangs of men were hired at \$20 per month to gum."

WEIDENMAN'S PATENT STAY FOR RUBBER OVERSHOES.

Walking through mud and "slush" is always unpleasant, however well the feet may be protected; but when an overshoe parts company with the boot by reason of the persua-



sive influences of tenacious mud, it becomes decidedly unpleasant. This often occurs when the style of low rubbers, known as sandals, is used, and not seldom when the regular shoe is worn. The object of the device shown in the accompanying engraving is to prevent such annoyances. The figure marked A shows the ordinary rubber overshoe, as it frequently appears after the wearer has passed through a slough of mud, the dotted lines denoting the position of the boot. When once the overshoe has assumed this position it is more

Agency, Nov. 19th, 1868, by J. Weidenman, who may be addressed Box 431, Hartford, Conn.

The Latest Pirate Treasure Delusion.

A correspondent of the *Hartford Times*, writing from Hazardville, Conn., Jan. 1st, says that great excitement exists among the Spiritualists in Scitico and Hazardville. One of the greatest spirit developments of the age, they believe, is about to occur, revealing to mortal man the hidden wealth and treasure which for three centuries has quietly rested in the earth, on the premises of Mr. Thomas Barrett, in the village of Scitico. The circumstances are as follows: A. D. Putnam, a lineal descendant of the revolutionary hero, who says he has recently been sent here from the State of California, through the influence of the spirit of Benjamin Franklin, has vigorously set to work three sets of men, night and day, paying at the rate of \$3 per day, in digging a subterranean passage, which he claims to lead to a cave under a large hill, which hill is close to the bank of the Scantic river, a little west of the Scitico stockinet factory, where the spirit of Benjamin Franklin assures him he will find valuables in the shape of diamonds and bars of gold to the amount of five millions of dollars, (!) which was deposited by Spanish pirates three centuries ago, who, after being hotly pursued, burned their ships at or near the mouth of the Connecticut river, taking their small boats and coming up the Connecticut, being closely followed. They took the Scantic as far as Scitico Falls, calculating on taking an overland route to Massachusetts Bay, but being attacked by the Indians, and two of their number being killed, they deposited their booty in what was called a natural cave at that time, covering the mouth of the cave with stones. Mr. Putnam says he shall enter the cave, if filled with wolves, angels, or devils; and if he is successful in dragging from this subterranean vault the five millions as his great-grandfather was in unearthing a she-wolf, clairvoyant mediums will be above par in this place. There are a large number of persons visiting the spot daily, from far and near. Strangers, and those coming from a distance, will be furnished with a guide by calling at the shoe store of Mr. Thomas Barrett, the owner of the land. The disposition to be made of the gold is as follows: Mr. Barrett, the owner of the land, has one fifth; the Governor of the State, one fifth, to be used for educational purposes; a gentleman in Boston, one fifth, to be used for the Catholic Society, as the Spaniards were Catholics; one fifth to the Spiritualists, and one fifth to Mr. Putnam.

THE packing of bottles, filled or empty, says an exchange, is now performed more safely, closely, and rapidly than heretofore, by means of rubber rings slipped over them. The rings cost only once, and can remain on the bottle as long as it lasts.