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Poetry.

CHARACTER OF A HAPPY LIFE.

How happy is the born and taught,
That serveth not another's will;
Whose armor is his honest thought,
And simple truth his honest skill!

Whose passions not his masters are,
Whose soul is still prepared for death;
Untied unto the worldly care
Of public fame or private breath;

Who envies none that chance doth raise,
Or vice, who never understood
How deepest wounds are given by praise;
Nor rules of state, but rules of good;

Who hath his life from rumors freed,
Whose conscience is his strong retreat;
Whose state can neither flatterers feed,
Nor ruin make oppressors great;

Who God doth late and early pray
More of his grace than gifts to lend;
And entertains the harmless day
With a religious book or friend:

This man is freed from servile bands
Of hope to rise, and fear to fall;
Lord of himself, though not of lands;
And having nothing, yet hath all.

GROWING OLD TOGETHER

You have promised that through life
We shall journey heart united,
Husband fond, and faithful wife,
And I trust the vow thus plighted:
Hand in hand, and side by side,
Through life's storms and sunny weather
We will our one fortune bide.
And at last grow old together

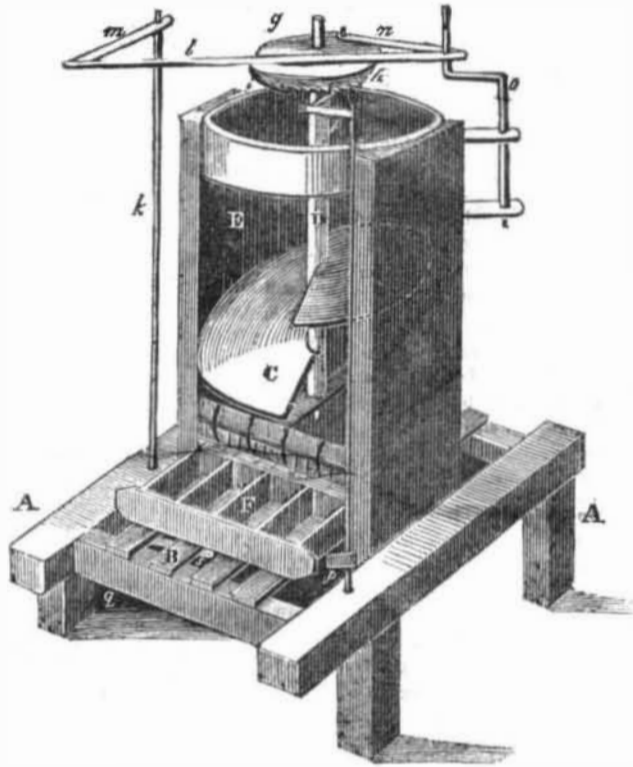
What if times unsparing wing
Of some pleasures has bereft us!
Let us not by murmuring
Lose the many that are left us,
What though youth, and bloom depart
Swift as birds of lightest feather?
Why repine with feeble heart?
Shall we not grow old together?

Few, indeed, have been our years,
Yet enough our hearts to bind, love;
And to show how many tears
In life's brightest cup we find, love!
Since, in our united youth,
We twain sported on the heather,
Dearest, it is meet, in truth,
That we should grow old together?

Ancient Painting.

The paintings found in the tombs of Egypt though they have been buried in caverns for more than two thousand years, are still fresh and bright. The wife of Solomon is found there just as she was painted on the eve of her departure from her father's house to share the throne of Judea.—Not only is the color of her garments preserved, but the bloom is still on her cheeks and lips, and the lustre in her eye. There are paintings too, as far back as the time of Moses, a portrait, supposed to be of Nico, the Pharaoh who pursued the Israelites to the Red-sea, the colors which are are perfectly preserved.

ADAMS'S MACHINE FOR MOULDING BRICK.



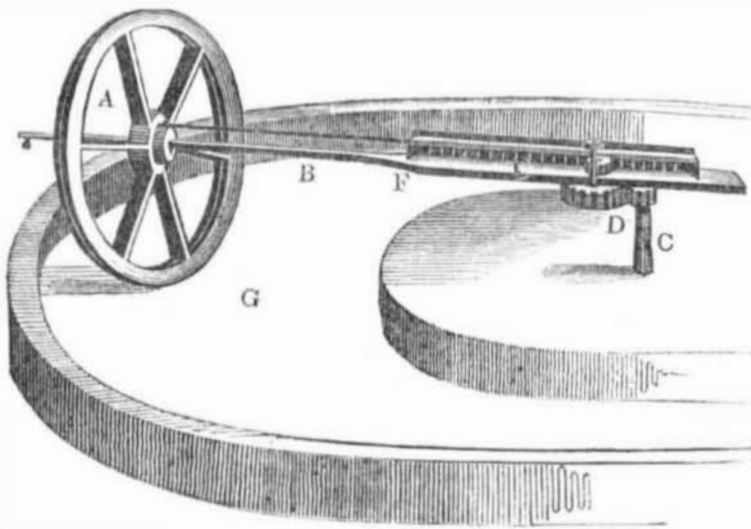
This machine has been highly recommended by those who have used it. The inventor himself is a practical brickmaker, and the machine has been fairly and severely tested with the most gratifying results. It has moulded eighty thousand bricks in one day, but its average is fifty thousand per day. This is a vast amount of bricks by one machine, being no less than 4,166 every hour, for twelve hours labor.

DESCRIPTION OF PARTS.—A A, is the frame. B, the slides for the mould. C, the spiral-inclined plane. D, the vertical shaft in the clay box. E, the interior of the clay box. F, the

moulds. g, loose wheel. h, ratchet wheel. i, the dog. k, vertical shaft to move the moulds. l, shackle. m, crank. n, shackle attached to loose wheel g. o, the driving shaft. p p, regulator shaft. r, the valves to let out stones. s, end of the crank that forms the friction joint.

A number of brickmakers believe that this mode of pressing by the spiral incline plane gives a more even and regular pressure to the clay than by any other motion. It is not liable to get out of order as it has valves to let out stones without stoppage, and has a friction joint that makes it safe for the moulds.

MACHINE FOR KNEADING CLAY.



This machine is also the invention of Mr. Adams and is the companion of the Brick Machine.

DESCRIPTION.—A, the iron wheel. B, the shaft, C, the centre standard. D, the tooth wheel on the under side of the shaft. E, the rack. F, the point of the rack the pinion reaches. G, the bed of clay.

This machine is intended to operate upon clay, placed in a circular bed or pit, a wheel being made to revolve in this bed or pit, and by a shifting movement to pass in a spiral direction over the whole bed, to within a convenient distance from the centre—while, by

its weight and form of its circumference, it mashes the clay into a homogenous mass, of the requisite toughness and temper.

The advantages of this contrivance are the ease and facility of working the machine and tempering the clay. The above cut shows the operation of the machine, and it is only necessary to add that the ends of the rack being circular, it passes round the circle, and the pinion acts upon the other side, and thus reverses the motion without interruption.

This machine will prepare clay sufficient to make from 12 to 25,000 bricks in one bed or pit, in from 3 to 6 hours, according to the

toughness of the clay, with a power of from 2 to 4 horses.

For further information respecting these machines address the inventor, Nathaniel Adams, Canterbury, Orange Co., N. Y., or for reference J. F. Green, 74 Pine street, this city. A model can also be seen at the American Institute.

RAIL ROAD NEWS.

New York and New Haven Railroad.

The work of grading is going rapidly forward on the New Haven section. It is considered certain that the road will pass through a densely settled part of New Haven, in the bed of the Farmington Canal, side by side, with the Canal Railroad.

Housatonic and Western Railroad.

The Housatonic Cars are now performing their regular trips between Bridgeport and Albany.

So great has been the increase of business upon the Western Railroad that a double track from Worcester to Springfield, and the same portions of the line between the latter and Albany has been voted by the directors, and the Worcester Railroad Company have purchased in the vicinity of their depot in Boston, about one hundred thousand dollars worth of lands for the purpose of the enlarging their bounds.

Michigan Railroad.

A loan of \$1,100,000 has been recently made to Michigan Central Railroad by its stockholders, pro rata. The rate of interest was eight per cent, and the money was obtained without difficulty. Most of the stockholders we believe, are Boston men.

It is said that there are in Boston holders of \$15,000,000 of stock in rail road lines now building, for which calls to this large amount will be made this year.

Yankees and Rail Roads.

By the late arrivals from Vera Cruz, we notice that a meeting was held at the National Palace in the City of Mexico, about the first of December, composed of Americans, English and Mexicans, to deliberate in the expediency of building a Rail Road from the Capital to Vera Cruz. A Committee was chosen to procure information, and report at a subsequent meeting. One Mexican present stated he was authorized to pledge himself, should the security of the undertaking be made manifest, that nine millions of dollars of the stock would be taken at once.

The Hudson and Berkshire Railroad has been sold at Albany for debt. It was not able to compete with a rickety stage coach. A road to pay well must be built well.

The Erie Railroad runs now ninety-eight miles from New York, having reached Fort Ferris on the Delaware River.

One hundred and twenty gentlemen, representing thirty eight German Railway companies, were, at the latest accounts, assembled in congress at Hamburg, to deliberate on matters affecting the German Railways.

The Sandy and Beaver Canal has been completed. It commences at Glasgow on the Ohio river, distant about forty miles from Pittsburgh, and passing through the richest agricultural region of the State of Ohio, terminates at the town of Bolivar, on the Ohio Canal, seventy miles from the beginning.

Among the trophies taken in Mexico, are several complete suits of mail, captured in the battle of Chapultepec, by Capt. Wheat of the Tennessee cavalry. The average weight is 20 lbs. each, independent of the helmet, which weighs 6 lbs.

A Fire Engine built by Mr. J. Smith, of this city, of six and a half inch cylinder, has thrown a stream of water 149 feet high.