

Scientific American.

THE ADVOCATE OF INDUSTRY, AND JOURNAL OF SCIENTIFIC, MECHANICAL AND OTHER IMPROVEMENTS.

Vol. 3.

New York, March 4, 1848.

No. 24.

THE SCIENTIFIC AMERICAN :

PUBLISHED WEEKLY
At 129 Fulton Street, New York (Sun Building,) and
13 Court Street, Boston, Mass.

By Munn & Company.

The Principal Office being at New York.

TERMS—\$2 a year—\$1 in advance, and
the remainder in 6 months.
See advertisement on last page.

Poetry.

THE SAW-MILL.

BY WILLIAM C. BRYANT.

In yonder mill I rested,
And sat me down to look
Upon the wheel's quick glimmer,
And on the flowing brook.

As in a dream before me,
The saw, with restless play,
Was cleaving through a fir-tree
Its long and steady way.

The tree through all its fibres
With living motion stirred,
And in a dirge-like murmur,
These solemn words I heard :

Oh, thou who wanderest hither,
A timely guest thou art !
For thee, this cruel engine,
Is passing through my heart,

When soon, in earth's still bosom,
Thy hours of rest begin,
This wood shall form the chamber,
Whose walls shall close thee in.

Four planks—I saw and shuddered—
Dropped in that busy mill ;
Then, as I tried to answer,
At once the wheel was still.

Yankee Phrases.

"As sound as a nut on the plain,"
I of late whistled "chock full" of glee,
A stranger to sorrow, and pain,
"As happy as happy could be."

"As plump as a partridge," I grew,
My heart being "lighter than cork,"
My slumbers were "calmer than dew,"
My body was "fatter than pork!"

Thus happy, I hop'd I should pass,
"Slick as grease" down the current of time ;
But pleasures are "brittle as glass,"
Although "as a fiddle, they're fine."

Jemima, the pride of the vale,
"Like a top" nimbly danced o'er the plains,
With envy, the lasses were pale,
With wonder, stood gaping the swains.

She "smiled like a basket of chips"—
"As tall as a haypole," her size—
"As sweet as molasses, her lips—
"As bright as a button," her eyes.

Admiring I gazed on each charm,
My peace that would trouble so soon,
And thought not of danger or harm,
Any more than "a man in the moon."

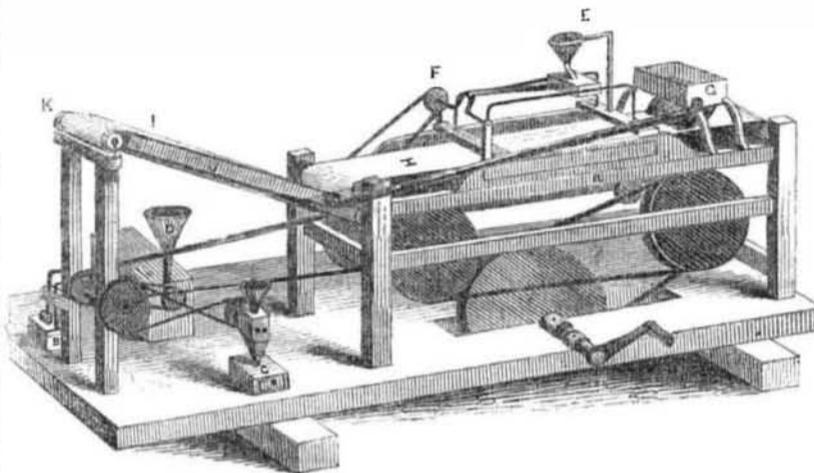
But now to my sorrow I find,
Her heart is as "hard as a brick ;"
To my passion forever unkind,
Thought of love I am "full as a tick."

I sought her affection to win,
In hopes of obtaining relief,
Till I, like "a hatchet grew thin,"
And she, "like a haddock grew deaf."

Unless the un pitying fates,
With passion as ardent shall warm her,
As "certain as death," or as "rates,"
I soon shall be "dead as a hammer."

MACHINE FOR MANUFACTURING SAND PAPER.

Figure 1.



This Machine is the invention of Gilbert Gorrie and William Lucas, of Troy, Rensselaer Co. N. Y., and it is a complete and very finished apparatus. Nothing appears to be overlooked. The whole machinery is combined and connected together in the most compact, simple and economical manner. Sheets of paper are placed upon an endless broad web, they are sized with glue by a brush, carried forward, sanded by a rocking sieve, and then passed over a hot steam-heated cylinder and are dried and finished in the most rapid manner.

We present two side elevation views of this

machine, to exhibit it in all its parts. Fig. 1, shews the side where the power is applied, and similar letters represent the like parts on both engravings. A, is the frame. B, are beetles or pounders, to pound the glass or emery, from which it is conveyed to C, the grinder and from thence to D, the sifter or screen.—E, is the sand dusting box, operated by crank and pulley F. H, is the carrying or endless web, (the letter here is a little marred.) J, is the steam drying cylinder, heated by a pipe entering at K, and passing out at the near side goes through the glue box G, and keeps it hot. I represents the web passing over the dryer.

Figure 2.

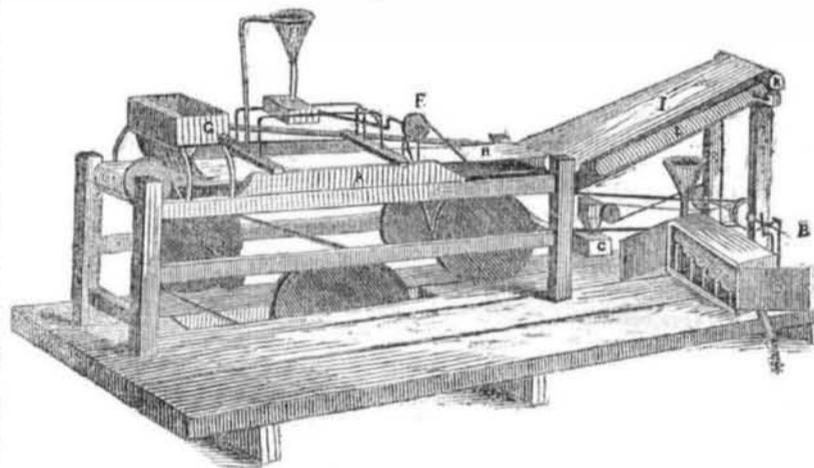


FIG. 2.—As the same letters represent like parts described in Fig. 1, we only refer to D, the screen or bolter, which sifts the sand by a rotary motion. The sand is put into the tunnel and is bolted through the wire gauze which is placed on a shaft on an incline. K, exhibits where the steam enters into the dryer, which is a flat copper cylinder. The paper is placed upon the canvas or web near to G, and it is carried on the web forward and covered with glue by a brush as broad as the web, which is connected to the size box G, and kept wet with the glue. Passing forward from the brush under E, the paper is sprinkled with sand by the rocking of the dusting box, the bottom of

which is perforated with holes. The paper is carried on the canvass web to the dryer I, I, and is dried as it passes over it. This machine can be worked by hand, or by horse power. It has turned off 16 reams of finished sand paper in one hour—reams in their full size, grinding stuffs and all. It will be perceived that its motions are beautiful.

The inventors have taken measures to secure a patent and well they deserve one as it is the most perfect sand paper machine in existence, and they have judiciously arranged their machinery so that the sand and emery and glass can be ground in an open space out doors thus securing the health of the operators.

Determination.

"Resolution," says a writer, "is omnipotent." And, if we will but solemnly determine to make the best and the most of all our powers and capacities; and if to this end, with Wilberforce, we will but "seize and improve even the shortest intervals, of possible action and effort," we shall find that there is no limit to our advancement.

Out of 400,000 children in Kentucky 160,000 are without school advantages.

Hyalography.

The art of engraving on glass, has of late years greatly advanced in Europe, and it is asserted, that the process has now become as easy and complete as engraving on steel and copper.

Windmills.

Nine thousand windmills are constantly employed in draining the marshes of Holland.—The cost of each mill is about \$14,000, and the expense yearly to keep one up, is about \$300.

RAIL ROAD NEWS.

Liability of Railroads.

In the Supreme Court, this State, held two weeks ago in the case of Stoddard, & Lovering, of Boston, vs. the Long Island Railroad to recover damages sustained in 1846, by four cases of silk goods sent from New York by Adams and Co's Express, in the Steamboat New Haven, belonging to the defendants, and injured by the Express crate containing the goods being accidentally thrown into the dock at Allyn's Point. Judge Vanderbilt held that the defendants were not liable as common carriers, the goods being under the exclusive care of Adams & Co., but that the jury might pass on the question of neglect or carelessness on the part of the agents of the Railroad company. The jury gave a verdict for the plaintiffs, of \$1,436, being principal and interest.

Troy and Boston Railroad.

The bill now before the Legislature of this State, for the charter of the Boston and Troy Railroad it is supposed will be passed. It provides for building a road from Greenfield, Massachusetts, to Troy. At Greenfield the Fitchburg Road would then connect Troy with Boston, making an opposition route to the Western Railroad via Springfield. The route from Troy to Greenfield is said to be very favorable, excepting that a tunnel of four miles in length must be constructed at a cost of seven or eight hundred thousand dollars.

Tennessee Railroad.

The Bill to loan the bonds of the State of Tennessee to the amount of \$500,000, to the Nashville and Chattanooga Railroad, and \$320,000 to the Hiwassee Railroad, passed the House of Assembly by a vote of 37 to 35. It had already passed the Senate. Tennessee will now rank with the first States of the Union in wealth and population.

Cochecho Railroad.

The Dover Enquirer says, that the directors of the Boston and Maine Railroad have voted unanimously to recommend to their stockholders to hire the Cochecho Railroad, when the same is in readiness for use. This will insure the completion of the road at an early day. The first section from Dover to Rochester will be located and put under contract soon.

Wabash Railroad.

Books are opened at Wabash, Indiana, for additional subscriptions to the Railroad across that State from Richmond to Terre Haute.

The Directors are calling in the stock of the Chicago and Galena Railroad—\$5 on the 15th day of February, and \$5 on the 5th day of April.

The Hudson River Railroad has advertised for contracts for grading, masonry, piling, and bridging the 20 miles of the road between Break-Neck Hill and Pokeepsie.

Wagon Lines to Pittsburg.

To show how old things becomes new, we notice the fact of the establishment of a five day wagon line to Pittsburg, by Messrs. Oak & Cauffman, of Chambersburg, which has been for some time in operation, and the Philadelphia Ledger learns that Messrs. Leech Harris, and Co., of that city have just completed arrangements for another five-day line. The route is over the Cumberland valley road and the Chambersburg and Pittsburg turnpike.

There are thirty-two cotton factories in operation or in progress of construction, in Georgia, in which \$2,000,000 are invested. From 18 to 20,000 bales of cotton were consumed last year, and the amount of manufactured goods produced was equal in value to \$1,500,000.