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THE  
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**Poetry.**

**THE MIDNIGHT WIND.**

BY WM. MOTHERWELL.

Mournfully! O, mournfully  
The midnight wind doth sigh,  
Like some sweet plaintive melody  
Of ages long gone by :  
It speaks a tale of other years—  
Of hopes that bloomed to die—  
Of sunny smiles that set in tears  
And loves that mouldering lie !

Mournfully! O, mournfully  
This midnight wind doth moan ;  
It stirs some chord of memory  
In each dull heavy tone ;  
The voices of the much loved dead  
Seem floating thereupon—  
All, all my fond heart cherished  
Ere death hath made it lone.

Mournfully! O, mournfully  
This midnight wind doth swell,  
With its quaint pensive minstrelsy,  
Hope's passionate farewell  
To the dreamy joys of early years,  
Ere yet grief's canker fell  
On the heart's bloom—ay! well may tears  
Start at the parting knell!

**THE STAR OF LOVE.**

Now darkness veils the gilded skies,  
And shrouds a slumbering world;  
And night looks down with thousand eyes,  
Her banner wide unfurl'd.

Still as the silent halls of death,  
Tired nature takes her rest,  
Hush'd is each lingering zephyr's breath  
That fann'd her peaceful breast.

Amid the radiant orbs that deck  
And concave as they roll,  
Not one has light enough to break  
The gloom that haunts my soul.

Shine on my soul thou star of love,  
While that revolves round thee,  
And wheresoever thou dost move—  
Ther's shall its orbit be.

Though darkness veil the gilded skies,  
Yet still there's light from thee ;  
Night darkens not thy beaming eyes—  
Thy smile is day to me.

**The Paths of Life.**

Two paths hath life, and well the theme  
May mournful thoughts inspire,  
For ah, the past is but a dream—  
The future a desire.

**True Politeness.**

Never ridicule, or point the finger of scorn  
at a person because he is less wealthy than  
yourself. Many a great man and brilliant ge-  
nius have been the victims of poverty, while  
accident has raised simpletons and even idi-  
ots to stations of affluence and power. The  
true principle is to treat every person with  
proper respect, no matter whether he be rich  
or poor.

The Flemington, N. J. Copper Company  
have, it is said, recently struck a rich vein of  
ore, yielding 58 per cent of pure copper.

**ELECTRIC IMPROVEMENTS.**

Figure 1.

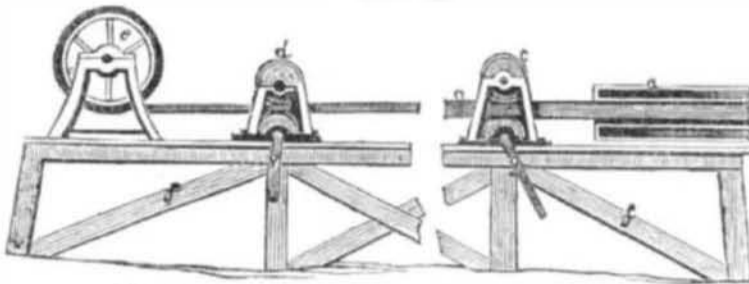
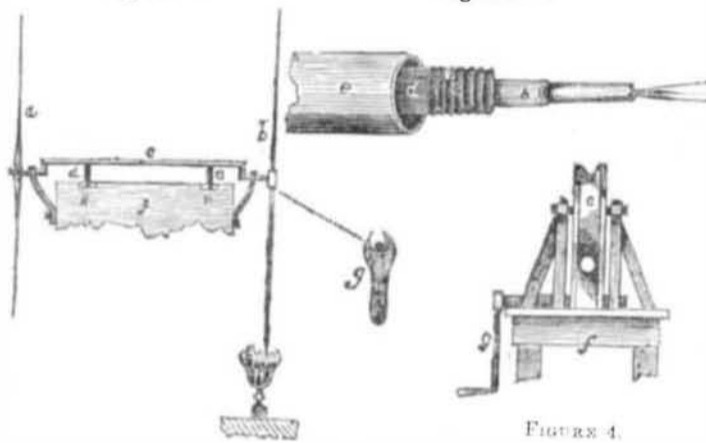


Figure 3.

Figure 2.



This is an invention of Mr. C. Hill, of Lon-  
don, for improvements in the Electric Tele-  
graph apparatus, and relates to enclosing the  
conducting wires in tubes of lead and drawing  
the tubes with the wires in them to an extreme  
fineness. The wires are dipped in rosin be-  
fore they are enclosed in the tube. The tube  
isthen filled with hot rosin, pitch and tar, and  
while these materials are hot the leaden tube  
is passed through a series of rollers, repre-  
sented by Fig. 1. The pipe is run through a  
chamber, A, full of hot water to keep the  
non-conducting materials hot. The tube O,  
passes through the centre and then enters be-  
tween rollers c, an end view of which is seen  
Fig. 4. f, is the frame, and g, the handle.  
These rollers have semi-circular grooves in  
their peripheries which by their junction  
form a circle about one-eighth of an inch less  
than that of the external diameter of the tube.  
These tubes, or tube, being made to pass be-  
tween the rollers by their being driven by hand  
or otherwise, the lead pipe is reduced in dia-  
meter, but increased in length, and then goes  
through another set of rollers d, to reduce  
the tube still more until it is drawn closely  
round the wires, when it is received on e, a  
drum. (The tubes might be drawn through  
draw plates and would answer the same pur-  
pose as between the rollers.) The whole is  
then covered with coarse yarn. Fig. 2, repre-  
sents the wire at different parts during the  
different stages. The tube b, is exhibited as  
being wrapped round with the cord c, after  
which it is plunged in a bath of hot pitch and  
while the pitch is hot it is rolled in sand and  
rubbed with the hand, filling up all the inter-  
stices between the strands of the rope as  
seen at d, and the whole is then further pro-  
tected by laying it in a cast iron pipe e, so  
that it can carry wires across rivers, lakes or  
seas. Fig. 3, represents an improvement in  
steading the needles used in telegraphs and  
the means of bringing them to a state of rest,  
after having been moved to the right or the  
left. a b, are the needles supported on a bent

axle c, and kept in a vertical position by the  
lower end being heavier than the upper. The  
axle is supported by two pins or points d e,  
one of which rests in a conical hole formed in  
a piece of agate e, or other hard substance in-  
serted in the brass frame work f, the other  
point resting in a groove cut in the other  
piece of agate k, in the direction of the length  
of the axle. The needles vibrating freely  
from the points d e, are prevented from be-  
ing jerked out of their position from any sud-  
den impulse of the electric fluid by forked  
arms—g, represents a correct view of these  
arms. These arms g, receive the crank axle,  
the same being in a line with the centre of  
motion. The foregoing is a plan for suspend-  
ing the needles which are brought to a state  
of rest by a small cup of oil placed in a po-  
sition so that when the needle is perfectly  
vertical, the point of it just dips in the oil,  
the friction of the point passing through the  
oil when it vibrates and its vibration thus ar-  
rested. This object, however, may be effect-  
ed by filling the cup with filings, the point of  
the needle coming in contact with them, or a  
small block of iron will answer just as well  
as the cup of oil.

As the science of Electro Telegraphing is  
but young and now engages much attention,  
there is something in every new patent to in-  
terest electro scientific men. Mr. Hill con-  
structs his magnets by winding his wire round  
a thin cylinder reel, then he introduces his  
soft bar of iron into the reel and applies his  
electrical current in such a manner as will  
tend to draw the soft bar through the centre of  
the reel. The usual way to make these mag-  
nets, is to wrap a coil of covered wire round  
a core of soft iron, which is magnetised by  
transmitting a current of electricity through  
it, the perfect filling of which depends upon  
the purity of the core. It will be understood  
that the magnet must be somewhat less in di-  
ameter than the cylinder or reel, in which it is  
to be enclosed.

**An Antique.**

A plain gold ring was found by workmen  
who were digging a culvert on Ferry wharf,  
Boston, a short time since, which had on it  
the following inscription : " J. Fitch, ob't.  
Oct. 26, 1739, Æ 27."

**Opposition to the Telegraph.**

The news of the Revolution in France was  
carried by an express locomotive from Lon-  
don to Glasgow, 472 miles in 10 hours. The  
average running time being fifty-two miles an  
hour.

**RAIL ROAD NEWS.**

The legislature of this State has passed a  
general Railroad law, under which capitalists  
may associate to construct railroads, without  
the right of eminent domain, however.

The Northern Railroad Company have late-  
ly applied to the Legislature for a bill autho-  
rizing them to bridge the outlet of Lake  
Champlain. It is highly probable that the  
request will be granted, and that the work  
will be immediately put under contract.  
The proposed bridge, when constructed, will  
establish a perfect connection between that  
road and the roads in Vermont.

**Atlantic and Pacific Railroad.**

Should the treaty with Mexico be ratified,  
we predict that not many years will pass, be-  
fore the two oceans will be connected by  
steam power, via the Rio Grande. Nature has  
done her part towards the improvement, and  
art will yet do hers. There are no great phys-  
ical obstacles to be overcome, as is the case  
further south, whether at the Isthmus of Te-  
huantepec or that of Darien.

From the Paso del Norte to the mouth  
of the Gila, on a direct line, is about 600  
miles. The best practicable route for a road  
from the most accurate information we have  
been able to obtain, will not exceed 800  
miles—making the whole distance from the  
Gulf of Mexico, via Paso del Norte, to the  
Gulf of California, 1300 miles.

The head waters of the Gila are directly  
west of Paso del Norte; second they are only  
distant 115 miles; third, that there is already  
a high road opened, not only to California,  
but also through the state of Sonora, to the  
lower end of the Gulf of California; fourth  
that the Gila is a rapid mountain stream, 30  
feet wide and in the shoalest places one foot  
deep, (and this at extreme low water, as we  
learn elsewhere,) and must therefore afford  
ample water for a large canal which might  
be made from this point down the Gila to  
the Gulf of California; fifth, that a Rail-  
road could be made without difficulty, con-  
necting Paso del Norte and the Gila. The  
mountains between the two oceans are not  
very high, they can easily be surmounted by  
American genius and enterprise.

**Quebec Railroad.**

A bill has been introduced into the New  
Brunswick House of Assembly which propo-  
ses the issue of £100,000 in Provincial scrip,  
bearing interest at 6 per cent, and redeemable  
in thirty, forty and fifty years, to be loaned  
to the Company formed for the construction  
of the St. Andrews and Quebec Railroad.

**Champlain Railroad.**

A meeting of the directors of the Ogdens-  
burg and Champlain Railroad was lately held  
in Boston and the most energetic measures ta-  
ken for the early completion of the whole  
work. Sixty miles of the road will be ready  
for the rails the early part of next autumn.—  
A portion of the remainder in the month of  
April following, and all by the first of July  
succeeding.

A Railroad is to be built between the towns  
of Lawrence and Manchester in N. H.

The Massachusetts Legislature have grant-  
ed a charter for a railroad between Salem and  
Lowell.

Mr. Ellett, the engineer and contractor of  
the Niagara Suspension Bridge has stated that  
by the 1st of June next the work will be so  
far advanced that he will be able to cross on  
horseback.

Several new Telegraphic lines are to be put  
up between Buffalo, Detroit, Chicago and oth-  
er lake towns.