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Poetry.

MOUNTAIN STREAMS.

What time the fern puts forth its rings,
What time the early thrush sings,
I love to fly the murky town,
And tread the moorlands bare and brown ;
From greenest level of the glens
To barest summit of the Bens,
To trace the torrents where they flow,
Serene or brawling, fierce or slow,
To linger pleased, and loiter long,
A silent listener to their song.

Farewell, ye streets ! Again I'll sit
On crags to watch the shadows flit ;
To list the buzzing of the bee,
Or branches waving like a sea ;
To hear far off the cuckoo's note,
Or lark's clear carol high afloat,
And find a joy in every sound
Of air, the water, or the ground ;
Of fancies full, though fixing nought,
And thinking—heedless of my thought.

Farewell ! and in the teeth of care
I'll breathe the buxom mountain air,
Feed vision upon dyes and hues
That from the hill-top interfuse.
White rocks and lichens born of spray,
Dark heather tufts and mosses grey,
Green grass, blue sky, and boulders brown,
With amber waters glistening down,
And early flowers, blue, white and pink,
That fringe with beauty all the brink.

Farewell, ye streets ! Beneath an arch
Of drooping birch, or feathery larch,
Or mountain ash, that o'er it bends,
I'll watch some streamlet as it winds :
Some brook whose tune its course betrays,
Whose verdure dogs its hidden ways—
Verdure of trees and bloom of flowers,
And music fresher than the showers,
Soft-dripping where the tendrils twine,
And all its beauty shall be mine.

Ay, mine to bring me joy and health,
And endless store of mental wealth—
Wealth ever given to hearts that warm
To loveliness of sound and form,
And that can see in nature's face
A hope, a beauty, and a grace—
That in the city or the woods,
In thoroughfares or solitudes,
Can live their life at nature's call,
Despising nothing, loving all.

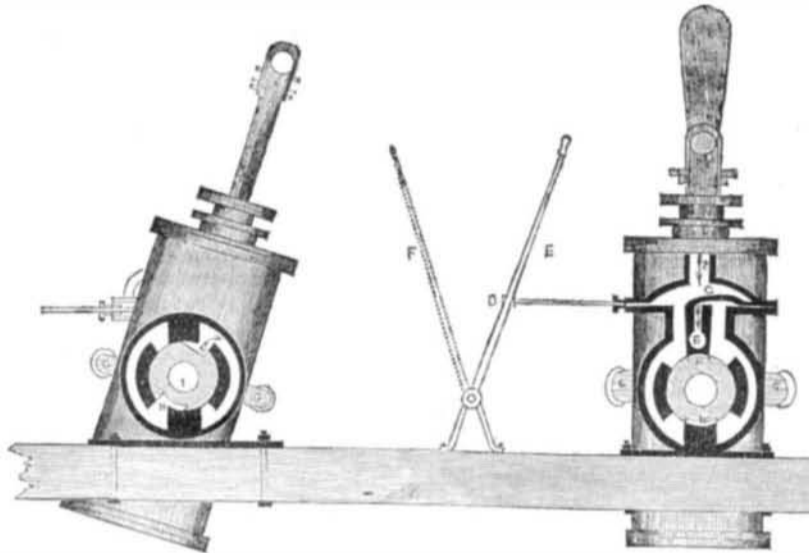
Sweet streams, that over summits leap,
Or fair in rock-hewn basins sleep,
That foaming burst in bright cascades,
Or toy with cowslips in the shades,
That shout till earth and sky grow mute,
Or tinkle lowly as a lute,
That sing a song of lusty joy,
Or murmur like a love-lorn boy,
That creep or fall, that flow or run—
I doat upon you every one.

For many a day of calm delight,
And hour of pleasure stol'n from night,
For morning freshness joy of noon,
And beauty rising with the moon ;
For fancies fair and waking dreams—
I love ye all, ye mountain streams.

OSCILLATING ENGINE.

Figure 1.

Figure 2.



This kind of Engine is now becoming general. The difference between the oscillating and reciprocating engine lies in the accommodation of the former to the motion of the crank by the cylinder being fixed to oscillate upon trunnions and thereby obviate, as will be observed, some gearing, they being more simple in the piston head connection. The objections against these engines have been the want of a sufficiently rapid escape of used steam and also their inability to apply the cut off, as may be desired to use the steam expansively, yet this objection is but one of degree, for while the crank is passing the centres the steam port in the cylinder is contracted and the piston is moving the slowest while the steam continues passing into the pipes G G, until there is an equilibrium of pressure between these pipes and the boiler, and during the quicker parts of the stroke the steam acts expansively on the piston, the admission into the steam chest being contracted by the partial closing of the valve C. Where fuel is plenty and cheap and the working of steam expansively would be of but little saving, this kind of engine from its simplicity will be found to be cheap, snug and durable. The first person who constructed an oscillating engine, is said to be Mr. Rennie of London. It is a kind of engine that is coming into general use in England and a few have been erected here. It is then an object of some interest to our mechanics, and accordingly we present two views of Biram's patent, Fig. 1 an end elevation when the engine is at half-stroke and the greatest angle of oscillation, and Fig. 2 an end elevation when the crank is upon the centre. The same letters refer to like parts on both figures. S, fig. 2, (somewhat blurred in the engraving) at the downward pointed arrow, is the steam pipe. E, is the eduction pipe, and C, the slide valve. D, is a rod for moving the slide valve by means of A,

hand lever attached the rod. G G, are the pipes forming the communications with the corresponding divisions of the two steam chests. H H, are steam ports on each side of the cylinder forming a passage for the steam between the tops of the trunnions and bottom of the cylinder, each of full half the usual area of steam ports. These communicate alternately with each section of the steam chests by the oscillating motion of the cylinder, and if constructed according to the proportions in the engravings would be open equal to the area of the ports when the piston rod had moved one-third of its angular distance from the centre. The trunnions should be made to fit truly into corresponding sockets in the steam chest which form also the support of the cylinder. The steam chests are screwed on to bearings of metal or timber, and they should be made so as to be secured or tightened up from time to time upon the trunnions to preserve them steam tight as they wear.—The arrows show the direction in which the steam would move when the handle and valve are in the position shown in Fig. 1. The supply of steam would be reduced, or cut off, and the engine thereby eased or stopped by placing the handle more perpendicular and the direction of the engine would be reversed by inclining the handle towards the position of F. Generally to start the engine, it is only necessary to incline the handle one way or other, and to stop by placing it perpendicular, and this allows them to be set in motion and stopped at will, some distance from the engine by lengthening the rod D, making it very well adapted for working of mines. A fly wheel should be balanced to overcome the weight of the crank and neutralize the tendency of the engine to rest upon the bottom centre, whence it could not be started without the fly being set in motion first.

Remarkable Calculation.

A Mr. Abraham Haganan, of Brighton, Monroe county, New York, performs multiplications of twelve places of figures, by twelve places, by the mental process alone, or, in his head, as the phrase is. Mr. H. has given his attention mostly to mathematical studies for more than thirty years, in solving abstruse and difficult questions in the various branches of mathematics, though it was but very recently that he commenced his mental operations. Having not long since seen published an account of a remarkable boy, in Vermont, who, it is said, could multiply five

places of figures by five places, induced Mr. H. to try his mental powers: the result of which is seen in part above.

In Western Virginia, it is advertised that a man of family, who will move on, can have 60 acres of land for nothing. The settler to have the privilege of buying from the owner one hundred or more acres adjoining at one dollar per acre, payable in two three and four years.

At Norfolk a company has been formed to distill alcohol from tomatoes. The plan has been tested.

RAIL ROAD NEWS.

Sunday Disasters.

If any person will take the trouble to observe strictly the great proportion of accidents that occur on Sunday in proportion to the number that occur on other days of the week, he will become thoroughly convinced of a moral government of the universe for the benefit of the workingman. On last Sunday week quite a number of fatal accidents occurred on the railroads between Albany and Buffalo, where Sunday travelling is allowed.—Two men were killed by the collision of a passenger and freight train between Schenectady and Utica on the 30th April, and on that day between Utica and Buffalo, four different engines ran off the track. It is time the engineers and other hands on all the railroads had one day of rest in the seven, as well as other working people.

Air Line Railroad.

Various plans are on foot to defeat the construction of this Rail Road, chartered by the State of Connecticut, to construct a road nearly in an air line from New Haven through Middletown to Boston. The Legislature of Rhode Island, refused the right of way through a corner of that State, which may compel the "air line" to crook a little around the corner of Rhode Island, making the distance some four or five miles more than the straight route. The distance from New York to Boston by this "air line" Railroad is 211 miles, or 217, if compelled to avoid Rhode Island.

Ohio and Pennsylvania Railroad.

Active measures are now instituted to carry out the project of this Railroad. The citizens of Pittsburg have subscribed liberally and the Pennsylvanians are determined if possible not to let New York engross all the carrying trade of the West.

The citizens of Cleveland, Ohio, have authorized by an almost unanimous vote, the subscription of \$100,000 to the stock of the Pittsburgh and Cleveland Railroad.

The Boston and Lowell Railroad Company have determined to reduce their fares, on and after the 1st of June, to fifty cents between Boston and Lowell and to corresponding rates for less distances.

Irish Engine.

The largest steam engine ever made in Ireland, was recently shipped at Belfast for the Pacha of Egypt. It is one of a number to be erected on the banks of the Nile for pumping water to irrigate the land. The cylinder is 62 inches diameter, with a ten foot stroke; and the pump will throw up 10,000 gallons of water every minute.

Mob Rockets.

We notice in the English Press that the greatest activity is manifested in the departments at Woolwich, in preparing rockets of a peculiar description, suitable to street warfare. These destructive missiles, when thrown amongst a mass of persons in confined places, are certain to produce the most frightful results. We understand that they are being prepared to meet the outbreak in Ireland, and a great quantity that are completed, will be shipped off for that country immediately; the same specimen of rocket was used with fearful effect in the recent Carlist contest in Spain.

Glass bottles are made with great rapidity. A workman, with the assistance of a gatherer and a blower, will begin and finish one hundred and twenty dozen quart bottles in ten hours. This is two and a half per minute. In some establishments, the hands are restricted to two per minute, to prevent slighting the work.