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Poetry.

THE ARTIZAN.

BY WILLIAM D. GALLAGHER.

The day is past;—the quiet night
Toward its midhour weareth on;
His work-shop has been closed for hours—
A good day's labour done.
The toil is hard that brings him bread;
And sometimes scant supply;
When drops awhile his manly head,
And glistens his full eye.

Yet from the trial shrinks he not,
For he has youth, and strength, and will;
And though his toil is ill repaid
Bends daily to it still.
He sometimes murmurs,—but his pride
Checks his expression at its birth,—
That blessing to his class denied
Surround the drones of earth.

His calling sometimes takes him where
Wealth, worth, grace, beauty, all unite;
And lovely tones arrest his ear,
And lovely looks his sight;—
And much he thinks—and half he sighs—
Yet ere his welcome work is done,
He longs for home, and Mary's eyes,
And for his prattling son.

His labor hath been slight to-day;
And wife and child before him sleep;
And he had passed the half-spent night
In study close and deep.
The lamp burns dim—the fire is low
The book is closed wherein he read;
But wildly swell the streams of Thought
Its fountain-pages fed.

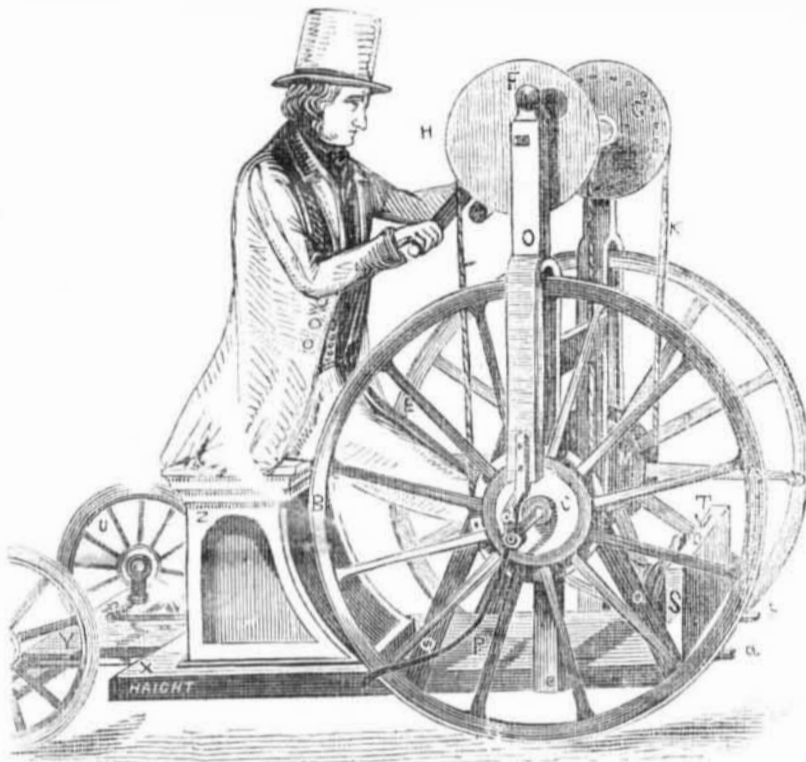
With eyes fixed calmly on the floor,
But varying and expressive face,
He cons the lesson o'er and o'er—
The history of his race:
And much he finds of word and deed,
Whose virtue is example now;
But more that makes his bosom bleed,
And darkens o'er his brow:—

But chiefly this it is that fills
The swelling volume of his mind:
The countless wrongs and cruelties
That have oppressed his kind:
But as he reads Life's riddle still,
He feels, with sudden change of mood,
The stern, the indomitable will,
That never was subdued.

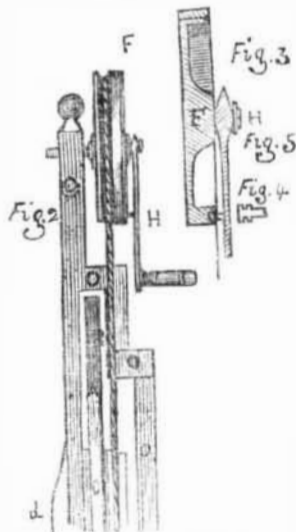
The will, not to destroy, but build!
Nor the blind Might, of old renown,
Which took the pillars in its grasp,
And shook the temple down—
But that whose patient energy
Works ever upwards, without rest,
Until the pierced and parted sea
Rolls from its coral breast.

In the dim firelight, for a while,
His tall form moveth to and fro;
Then by the couch of those he loves,
He stops, and bendeth low.
Oh, holy love! oh, blessed kiss!
Ye ask not splendor—bide not power—
But in a humble home like this,
Ye have your triumph-hour!

PEDEMOTIVE CARRIAGE



Many plans have been tried to propel carriages without the use of horses or steam. Stevens the celebrated Dutch Engineer was the first to propel carriages by sails on the level roads of Holland. Spencer, of Lithgow, Scotland, was the next to construct a very good hand power carriage, but still it was defective. The objections to all of these machines have been in the difficulty experienced in turning them. The one represented in this engraving, for an account of which we are indebted to Messrs. Barlow, Le Capelain and Payne, Civil Engineers, of London, and proprietors of the Patent Mirror, is the invention of Lewis Gempertz, and may be useful for our plank roads. This is the reason why we have got up this engraving in order to call the attention of our ingenious mechanics to the subject, as we know they but require a hint to put their inventive powers on the right track and something altogether superior is sure to be the result.



The engraving is on a scale of an inch to a foot. It has four wheels, A B and D E being two large ones in front, and W and U two small ones behind. P is the floor of the carriage; and O and I are two upright pillars, strengthened by the pillars O O O O, shown in a side view in Fig. 2; A B C being an end view of the front wheel, which as well as its fellow has a small wheel on the nave; this wheel being concave on its periphery, round which a band K, well rosined, winds twice

so as to get a firm grasp and on the top of the pillars are two similar wheels, F and G, round which the band also winds twice.— These wheels have each a handle by which they are turned, and thus turn the carriage wheels. The three elbows O O O, in the pillars, must be to a nicety, so as to leave room for the carriage wheels, also the upper wheels F G, and the handles and hands of the rider. Near P, fig. 1, is a strengthening iron fixed to the crooked iron Z, at the bottom of the pillar, the other end being attached to the carriage floor; and Z is the seat. The hind wheels U and W are placed on the cross piece Y, which does not, as in a common carriage, turn about the middle, but is a fixture; each end of it having a perpendicular axle, on which works a tube or box attached to the nave of each hind wheel, the nearer the better; or if the hind wheels be dished inwards into a kind of recess, the tubes can be placed directly over the peripheries. By this means the obstacles of the road do not tend to throw the wheels out of their course, and the carriage is secured from upsetting. In order then for these wheels to be guided by the rider, there are two rods X and Y, fig. 1, which are jointed on a projecting piece f, attached to the tubes, the other ends of these rods a b, being jointed to a footboard T S, which turns horizontally on a long perpendicular axle V; the rider then placing his feet against this board, can turn it either way with ease, so as to guide the hind wheels, which act as a rudder. The heels of the rider may either rest on the floor while his feet move on the ankle joints, or the board may have a ridge for the heels to rest on, so that the legs move instead of the ankle joints. But as in turning a corner, one front wheel must unavoidably move more than the other, the relative positions of the handles would become wrong were the handles affixed on square axles, they are therefore made with round holes, which work on round axles of the wheels; and in order to enable these handles to turn the wheels, the wheels have a number of long taper holes made in them in a flat iron ring, with a vacancy between it and the wheel, and the handles have a pin made, as in fig. 4, which can be placed in any hole and there fix the handles in any position, these handles having a swell at the back as in fig. 5, but being straight the other way, so that while they can be turned in and out of

the holes they are still steady. In order to tighten the bands, they each have a loop at their ends, and through which a wire is attached, which can be twisted tight without removing the band.

RAIL ROAD NEWS.

Hudson River Railroad.

By the Report of the Hudson River Railroad which has been published, detailing the progress of that work, the directors account for the increased estimates of the road, first by the exorbitant claims for land damages, and secondly, the change of route from the interior to the river, involving an increased cost of \$538,663. That nearly the whole \$3,000,000 originally subscribed will be paid in, the directors see no good reason to doubt. It is the intention of the directors to urge the completion of the road, and to put it in operation from New York to Poughkeepsie in the month of May or June 1849; and in the meantime, to commence with the more difficult sections, those that will require the longest time to complete between that place and Hudson, so as to prepare the remainder of the road for opening in the year 1850 or earlier, if possible, and they are happy to state that the progress of the work is such as to afford every reasonable assurance that this will be accomplished. Independently of the \$3,000,000 subscribed, the company, have authority, by the amended charter, to borrow \$3,000,000, an authority which it is not necessary for the Board to exercise until the \$3,000,000 subscribed has been expended on the road. The line has been definitely located from New York City to Poughkeepsie, 74 miles. The general location has been settled from Poughkeepsie for superstructure authority which it is not about five miles of the line there is no curve less than 3000 feet radius. The grade from New York city to Greenbush, a distance of 138.45 miles, has a total rise and fall of 213.5 feet. The plan for grading is, to provide for a double track to Poughkeepsie and a single track thence to Albany. For superstructure of a single track throughout, with 25 miles double at the depots, and for the meeting of through train, the estimate is for grading and superstructure \$6,235,748. Expenses for land with depots, engines and cars necessary to commence business, will cost probably a million more. There now about 3000 men at work on the line. It is expected there will be at least 4000 men on the line in the course of a month.

London and South-Western Railway.

The York Road Extension of the London and South-western Railway, England, was opened recently. The construction of the line has been most expensive, the two miles of railway having cost no less than a million and a half of money. It has occupied about two years and a half in its construction. This Railway extension may be deemed to surpass any other in the world for expense of construction. It appears almost incredible that such a sum could be expended on two miles of railroad.

Railroad Tunnel.

The project of passing through Hoosic Mountain, near Adams, Mass. by a tunnel four miles long, and thus securing an almost level Railroad from Greenfield on the Connecticut river to Troy, N. Y. (one of the most hilly and apparently impracticable sections to be found in New England,) has excited considerable attention, but which we think will end in the abandonment of the project.

A good route for a Railroad track can be found up the Green Mountain from Troy, on a grade of 45 feet to the mile, and no Tunnel; this road would cost, say \$3,000,000. It would be built and fully pay for itself, before the Adams tunnel could be done.