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See advertisement on last page.

Poetry.

WHAT IS LIFE ?

The day grows pensive at its close,
And wears a sober grey,
And on its face the langour shows,
Of autumn's yellow ray;
Soon night will spread its sable pall,
The day is dying fast,
How ghost-like are the shadows tall,
That on the ground are cast !

Like pilgrims to the shade of night,
The shades are hast'ning on,
To where the brightest grows the light,
When day begins to dawn :
A deeper, softer sadness shows,
In gentle evening dew,
And night o'er every feature throws
A sad and sombre hue.

And now the sound of streams and floods,
Becomes a hollow moan ;
The rushing of the trees and woods,
Hath now a wailing tone,
And plaintive through the air is heard,
The night-hawk's piping call,
There's not a leaf by zephyr stirred,
But hath a dying fall.

An emblem of our life below,
In every passing day,
More thoughtful at its end we grow,
When we are growing grey,
Like pilgrim shadows in the shades,
We soon shall hence be gone ;
But when life's day the soonest fades,
A brighter day will dawn.

The darkness of the silent tomb,
To which we are consigned,
Will cast a sad and solemn gloom,
O'er those we leave behind,
And tears will then bedew the cheek,
And fall upon the bier ;
And sad will be the words they speak,
To friends who loved us here.

WAITING AND WATCHING.

Be waiting and watching
The signs of the times,
And daily keep thundering
At prevalent crimes :

The evils will lessen
With every stout blow ;
The brighter the weapon
The weaker the foe.

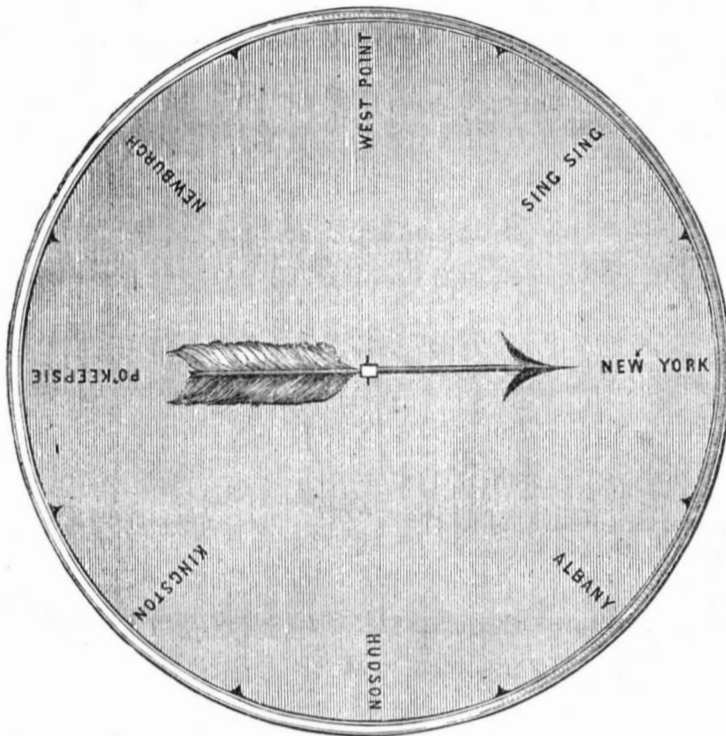
Till totter and crumble
The pillars of Wrong ;
'Tis Justice that maketh
Weak instruments strong.

The Right ! it must prosper,
Whatever oppose ;
However malignant
Or stout be her foes ;

Like the steps of the morning,
Majestic and free,
She'll onward and triumph,
How gloriously !

ELY'S RAILWAY STATION INDEX.

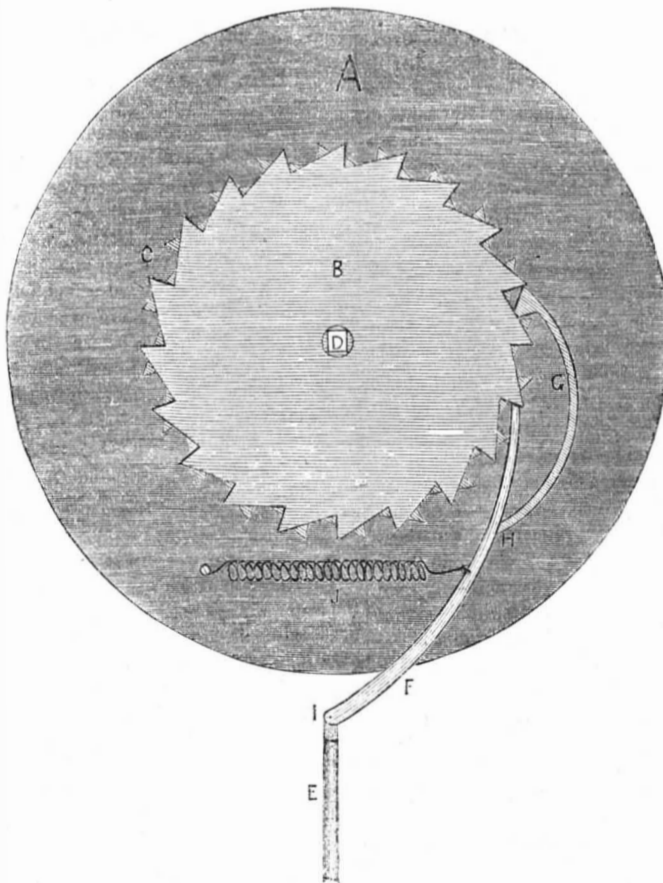
Figure 1.



It is the general custom upon most of our Rail Roads, for the conductor of a train on its arrival at a station, to call out through each car the name of the place reached, in order that passengers destined to any particular station along the route, may know when to

leave the cars. Two or three minutes only is the usual stopping time at each place, barely long enough for passengers to get in or out of the cars, and then the train proceeds. In the bustle and confusion caused by the arrival of a train at a station it frequently happens that

Figure 2.



passengers misunderstand, or cannot hear the conductor's voice, and ignorant of the place reached are carried beyond their destination, thereby suffering a most vexatious and oftentimes expensive delay. Others likewise, from the same cause, frequently leave the cars too soon, and suffer the same inconvenience, while accidents of a serious nature are not of rare occurrence where passengers through mistake of the station, endeavor to get on or off from the cars while in motion. The great

convenience and utility of the invention which we now present to our readers will be at once apparent to every one. It consists [Fig. 1.] of a large dial having the names of all the different stations of the route, plainly marked thereon, with an arrow, or other suitable pointer to indicate a given place. One of these dials is placed at each end of the car. They are so made to operate that on the arrival of a train at any station, a gong behind each dial is

(Continued on page 4.)

RAIL ROAD NEWS.

The Ogdensburg Railroad.

This road is in such a state of forwardness that it is expected will be ready for travel in the fall of 1849. The engines and cars, of the most approved kind, are in the hands of the makers. The distance between the lake and the river St. Lawrence is 118 miles ; the rails are of the same description as those on the Portland road, and the cars will be enabled to pass over them with great rapidity.— Before long this road will be linked with others now in progress, and form an uninterrupted chain to the city of New York.

Vermont Central Rail Road.

This great Railroad is now open to Roxbury, about eight miles this side of Northfield and sixteen from Montpelier. It will be opened to Northfield in October. The rails on the Windsor division are now about to be laid. About forty-four miles are now run daily, with good business.

Georgia Rail Road.

Very few railroads in this country can show greater per centage of increase in their receipts for the last six months than the Macon and Western Railroad, Georgia. From a statement just published, it appears that the total receipts for August 1848 were \$12,476, 59 ; for August 1847, \$9,440,95, showing an increase of \$3,035,64 in favour of the former month.

Railways in England.

The extent of railways open for public travel in Great Britain and Ireland on the 1st of July last was 3,830 miles, and the total produce of traffic upon them within the first six months was £4,477,000, averaging £1,169 per mile. The length of all the roads open on the first of July, 1847, was 3,150 miles, and the produce for the six months about four millions or £1,270 per mile, showing a diminution of income per mile of about 9 per cent, but an increase in the aggregate of 11 per cent

The reduced rate of increase is attributed in part, to the depressed state of the trade of the country, and in part, to what must have been anticipated, that the newly constructed roads, consisting in great part, of branches and extended lines over parts of the country of comparatively small population and business, are far less productive, and continue to be so, than the routes which were first occupied.

It does not follow from this view of these improvements, that they may not be extremely useful, although their promise of remuneration to the proprietors is less flattering.

A Great Rope.

A new rope has been manufactured for the inclined plane of the Columbia, Pa. Railroad, which is eight inches thick, over a mile in length, and required more than thirty thousand pounds of hemp for its manufacture. It was made in five parts, and, of course, is to be put together at the plane. There is, in the manufacture of such a rope, beside the large amount of material used, a vast deal of labor, and, altogether, it is a piece of work, which, without machinery, could never be accomplished.

Another Diving Bell.

A correspondent of the Easton, Pa., Sentinel says that a company of gentlemen from Boston are now at work near Grand Menan, with an apparatus invented by a gentleman who belongs to Boston. The operator has to descend to the depth of one hundred and twenty feet from the surface, where he is enabled to remain one hour, or longer.

The British government have established a regular line of mail steamers between Singapore, in the East Indies, and Australia.