



**LIST OF PATENTS.**  
ISSUED FROM THE UNITED STATES PATENT OFFICE,

For the week ending July 10, 1849.

To Samuel J. Seely, of New York City, for improved arrangement of sections in a Life Preserving Hammock. Patented July 3, 1849.

To William B. Waldran and G. Hargitt, of Shelby Co. Tenn., for improvement in Brick Presses. Patented July 10, 1849.

To Thomas A. Chandler, of Rockford, Ill., for improvement in Mills for Grinding. Patented July 10, 1849.

To John W. Hoffman, of Philadelphia, Pa. for spring and tackle Sash Stopper. Patented July 10, 1849.

To C. C. Dow, of Windham, Conn., for improvement in Pressing Bonnets. Patented July 10, 1849.

To Charles A. Krechler, of Stockholm, Sweden, for improvement in Distilling Apparatus. Patented July 10, 1849.

To Jacob Stroop, of Philadelphia, Pa., for improved Window Shutter Fastener. Patented July 10, 1849.

To Abraham McDonough, of Philadelphia, Pa., for improvement in Portable Cot Bedsteads. Patented July 10, 1849.

To Rufus Porter, New York City, assignor to Richard Van Dyke, of the same place, for improvement in the arrangement and method of working the valves of auxiliary Engines for Feeding Boilers. Patented July 10, 1849.

To Charles K. Tisdale, joint inventor and assignee of James and Thomas Keane, of Fishkill, N. Y. for improvement in machinery for Spinning Cotton. Patented July 10, 1849.

**Circassia.**

Circassia is a mountainous, but very fine and beautiful country, bordering upon the Black Sea at its Eastern extremity. It is also contiguous to the Russian Territory lying toward this extremity of the Euxine and interposes its lofty mountains and fertile valleys between the clutch of Russia and those more level and less wild countries toward the Euphrates and the Tigris. It is the aim of this ambitious power Russia, to become possessed if it can, of all the realms contiguous to the Black Sea, on all sides. On one side "the Wolf" has already laid his paws on the Danubian Provinces, Moldavia, Bulgaria, Wallachia, and is, on this side, therefore, fast advancing toward Constantinople. But before it can enslave the tracts lying on the southern coast of the Sea, it must subdue and pass the fine people who hold Circassia—a race, in physical requisites, the finest specimens of men now to be found on this globe, and of courage and activity unsurpassable. Against these noble but unoffending people the Muscovite serfs have now, for many years, been carrying on, cruelly, bloody, but fruitless wars. No quarter is given; and the amount of lives lost is not known, excepting that generally, it is very great. It is believed that, taking battle, sickness, fatigue, altogether into account not less than 200,000 Russian serfs have left their bones among the wild passes and this without gaining any ground that is tenable. The Czar, in furtherance of this murderous conflict tries to stop all access by sea to Circassia.

**A Female Prophet.**

There is a young girl near the Philadelphia Pike, in Brandywine Hundred, who imagines herself in a trance, and that she can prophecy and hold conversation with the Lord. She is constantly pretending to hold conversation with the Lord in Latin. She got religion at Mount Pleasant; she then stated that about this time she would be able to prophecy.—Some of the Brandywine physicians went to see her, and took down some of her Latin conversation. Crowds are there in carriages and on foot to see her—and many appeared astonished at what they consider her true relations.

For the Scientific American.

**The History of Steam Navigation.**  
ROBERT FULTON, AND HENRY BELL.

From the moment that Fulton's steamboat left the foot of Cortlandt Street, in the city of New York, steam navigation has not ceased for a single day—its progress has been onward and to the praise of Robert Fulton, (however deeply we may respect the memories of other steam navigators) we are indebted, for the perfect establishment of steam navigation—The Clermont made successful trips to Albany, and her first voyage so astonished the inhabitants on its banks, that many fled to the hills thinking it was some monster, while others believed it to be some terrible sign of the approaching judgement.

Many attempts were made to run the Clermont down by captains of sloops who thought their trade would soon be gone. Stringent laws had to be made to protect him, the same as had to be at a later day to protect the telegraph wires. Fulton was a man of the most remarkable perseverance. His character rises more grandly before our mind, the more we contemplate him. Behold him day after day, with his model under his arm endeavoring to enlist the French Court in his enterprise—Consider the many rebuffs he got, and last of all, behold him sneered at by his own countrymen when he came home; some calling him knave, fool and enthusiast; brave Fulton lived all opposition down, and from the first stroke of the Clermont's wheel on the Hudson, steam navigation has never receded, but like God Terminus of the Romans, it has gone on, and will go on with an all conquering energy.

Nearly contemporaneous with Fulton in America were the efforts of Henry Bell in Glasgow, Scotland, to establish steam navigation there. Some have endeavored to pluck a flower from Fulton's chaplet by saying that he was mostly indebted to Henry Bell for his correct knowledge of constructing a steamboat. In a biography of Robert Fulton a book found in our common schools, they have introduced some passages, which if true, would most effectually rob Fulton of his honors, but they are introduced through ignorance, to give Fulton all the greater honor, by saying, that "among the mechanic's sent out by James Watt, there was a young mechanic named Bell who assisted to put up Fulton's steam engine, and who afterwards introduced steam navigation into Europe." Had this been true, it would have been strong evidence that Henry Bell had come over to give Fulton some insight into the matter, as it is well known that Henry Bell was not by trade an engineer but a carpenter—certainly a very ingenious one. We have endeavored to find whether Henry Bell ever was in America or not, but have not been able to arrive at a correct conclusion. He claims to be the first inventor of the steamboat and there is an extract in the Report of the Committee of the House of Commons which says that he gave Fulton the model of his steamboat and went over and assisted him to build and fit her up. Mr. Stewart denies the correctness of this statement and from an examination of the subject, we are inclined to believe that he is correct. Henry Bell in his letter to the Manchester Guardian, in 1825 asserts his claim to be the first inventor of a successful steamboat. It is to be regretted that every discoverer and inventor is too passionately fond of the child of his mind, to allow any other to compare with it. To Henry Bell we would willingly accord great praise, we believe him to be as original an inventor as Fulton, and no doubt he was the first man who established steam boat navigation in Europe, but we have shown that neither Robert Fulton nor Henry Bell were the first inventors of the steamboat, yet to them great honor is due, but not all the honor, for they undoubtedly learned much from the very failures of their predecessors. We would willingly say a word to the honor of Mr. Bell—he was a mechanic and a self taught engineer. When he proposed to navigate his native Clutha by a steamboat there was no rich person like Robert Livingston who came forward to assist him, but speedily although but a mechanic, he contracted with a shipbuilder "John Wood" to build a boat after his own plans, and with an engine of three horse power

er he launched his small steamboat of only 40 feet keel, and boldly faced the sea with her. It was perfectly successful. This was in 1811, at that time the steamboat was so well known in New York, that a book on architecture published by Pope at that time, has a steamboat on the frontispiece, crossing from Jersey to New York. In 1811 a Mr. Dawson an Irish gentleman built a boat and propelled it with a high pressure engine, and what is very singular, although he and Henry Bell knew nothing about the experiments of one another, yet it so happened that they named their boats with the same name "The Comet." Henry Bell was a man of wonderful energy. He built several steamboats and opened up quite a number of steamboat stations. He sold the first steamboat that went to London and the first one that went to France. After he had established steam navigation, there were plenty of wealthy men who took it up, men who with wealth built large and powerful boats and of course reaped all the benefits of the keen capitalist at the expense of the poor inventor, who was reduced to poverty by his experiments—He was a man of great sagacity. He laid out the track and the steam Mail route from London to India 20 years before it was established and in his famous letter to the Manchester Guardian, he makes this wonderful statement, "I will venture to affirm that history does not afford an instance of such rapid improvement in commerce and civilization as that which will be effected by steam vessels, one sees it already, he says, in the meeting on board of them of the gathering of all nations to harmony, unity and concord."

The build of the European and American steamboats have been very distinct. Here, we have till within three years, built them for speed on smooth waters, in England they were all built to stand the tempestuous waves that dash upon those stormy coasts, and so very beautiful and perfect was the model of Henry Bell's first boat only 40 feet long, that it actually crossed the Irish Channel, weathered a most terrific storm and navigated along the English coast amid the breakers of the stormy Atlantic, so perfect was the model and construction of that little vessel, that it has been a pattern to all the British vessels since—and except in a finer finish and vessels of great size, those splendid vessels which are now making such remarkable voyages across the Atlantic to this port, there is very little difference in them from the Comet—Henry Bell's first boat.

(To be continued)

**Dyeing in China.**

Dobel in his "Residence in China" says, "The perfection of the mechanic arts in China cannot be denied in certain instances; but this is evidently not the result of a regular combination of scientific improvements. It appears to be the effect of the labored experience of ages, brought slowly and difficultly to a certain point, where it is stationary, and cannot advance further, until science shall dispel the prejudices of habit and the clouds of ignorance. There is certainly a superiority in several of their silk manufactures, as it regards the loss and the fixing of the colors, and the rendering them so bright and permanent; but this is not produced by any secret mordant or process unknown to Europeans. I was once present at the dyeing of silks; and, on examination, found the process conducted in the simplest manner, with the commonest mordants used in England.—They know very little of the chemical agents, the use of which has become so common in Europe; and the brightness and permanency of their colors must be derived from a great experience of the application of the mordants the climate, and other favorable and concurring circumstances. Owing to the cheapness of labor, a very large number of hands are employed; therefore the work goes on with a rapidity almost beyond conception, and the silks are immediately hung out to dry, during the prevalence of the north wind, called by them Pak Fung. Certainly, in other climates and under different management, more time would be required, and that circumstance would suffice to alter very much the appearance of the colors.

The Chinese never attempted to dye any fine silks with rich colors until the Pak Fung commences, which generally happens towards

the last of September, or by the beginning of October. This wind is so remarkable in its effects, and so immediately felt, that should it begin at night, even when all the doors and windows are shut, the extreme dryness of the air penetrates into the house immediately, and the furniture and floors begin to crack, with a noise almost as loud as the report of a pistol. If the floors have been laid down in summer, when the air is damp, or if the planks be not exceedingly well seasoned, and secured with iron cramps, they will open an inch at least when the north-east monsoon commences. The Chinese will not even pack tea or silks for exportation in damp weather; that is to say unless they are hurried to do it by the strangers who have business with them and wish to get their ships away sooner than ordinary. I have known a ship detained three weeks longer than the captain wished at Canton, because the security machine would not pack the silks which formed part of her cargo, until the weather became favorable. This will account, in some measure, not only for the permanency and beauty of the dye, but likewise for the care which is taken to preserve it. The Chinese say that if newly dyed silks be packed before they are perfectly dry, or in damp weather, they will not only lose the brightness of the color, but will also become spotted.

**The first Saw-Mill.**

The old practice, in making boards, was to split up the logs with wedges; and inconvenient as the practice was, it was no easy matter to persuade the world that the thing could be done in any better way. Saw-mills were first used in Europe in the fifteenth century; but so lately as 1555, an English ambassador, having seen a saw-mill in France, thought it a novelty which deserved a particular description. It is amusing to see how the aversion to labor-saving machinery has already agitated England. The first saw-mill was established by a Dutchman in 1663; but the public outcry against the new-fangled machine was so violent, that the proprietor was forced to decamp with more expedition than ever did a Dutchman before. The evil was thus kept out of England for several years, or rather generations; but in 1763, an unlucky timber merchant hoping that after so long a time the public would be less watchful of its own interest, made a rash attempt to construct another mill. The guardians of the public welfare, however, were on the alert, and a conscientious mob at once collected and pulled the mill to pieces. Such patriotic spirit could not always last; and now, though we have nowhere seen the fact distinctly stated, there is a reason to believe that saw mills are used in England.

**Knowledge is Power.**

It is not the calling which makes the man, it is the man who gives character to the calling and the reason why the professional man stands higher in the social scale is, that by the fortunate circumstances of his life, his opportunities for knowledge have been greater, and his understanding is more improved. It is an eternal and immutable law of our nature, that superiority should claim our deference. The boy pays homage to the man, the ignorant to the educated, and the weak to the strong minded. Knowledge always has been, is now, and always will be, power; and the only way in which the working classes can place themselves on an equality in the social scale with the highest grades of society, is by improving their moral and intellectual condition.

**Abuse of Magnesia.**

People should be very careful in the use of Magnesia. It is a very dangerous substance to use, and there are too many, we believe, who use it for the stomach for "heart burn," who do not know the dangers attending its employment for that purpose. The use of it has been the cause of many cases of "stone," and it has been discovered that the terrible disease in Switzerland called Goutre, is due to the action of magnesian salts on the system of the inhabitants—the salts being found in solution with the waters of the Swiss valleys.

The Locusts in the western part of Pa., and eastern part of Ohio, are on the increase.