



LIST OF PATENTS.

ISSUED FROM THE UNITED STATES PATENT OFFICE,

For the week ending September 4, 1849.

To P. O'Neil, of Philadelphia, Pa., for improvement in Spring Mattresses. Patented September 4, 1849.

To James Taylor, of Macon, Geo., for improvement in Bedstead Fastenings. Patented September 4, 1849.

To John J. Flack, of Juliet, Ill., for improvement in Axles of Carriages. Patented September 4, 1849.

To Horace T. Robbins, of Lowell, Mass., for improvement in Brakes for Rail Road Cars. Patented September 4, 1849.

To Alfred C. Hobbs & John Brown, of New York, N. Y., for Machine for Crushing Ice. Patented September 4, 1849.

To Simon Holton, Jr., & W. R. Harris, of Middlebury Vt., for improvement in machines for weaving Harness for Looms. Patented September 4, 1849.

To William Johnson, (Assignee of Alonzo Gilman,) of Troy, N. Y., for improvement in machines for Cutting Paper. Patented September 4, 1849.

To Charles J. Gardner, of Northern Liberties, Pa., (Assignee of Andrew Allen,) of Wilmington, Del., for improvement in apparatus for operating Shuttle Boxes for Looms. Patented September 4, 1849.

To D. O. Ketchum, (Assignee of George Scott,) of Albany, N. Y., for improvement in Moulds for Making Glass Pipes. Patented September 4, 1849.

To Samuel Keene, Jr., of East Bridgewater, Mass., for improvement in machines for Cutting Welts. Patented September 4, 1849.

To Lewis B. Page, of Hartford, Conn., for improvements in the Eccentric Sash Fastener. Patented September 4, 1849.

To J. H. Schomaker & Martin Kuermerle, of Philadelphia, Pa., for improvement in machines for turning leaves of books. Patented September 4, 1849.

To C. M. Miles, of Brockwayville, Pa., for method of Reversing Re-acting Rotary Engines. Patented September 4, 1849.

To C. S. Bishop, of Easton, Pa., for improvements in Street Sweeping Machines. Patented September 4, 1849.

To David Johnston, of Amsterdam, Ohio, for improvement in Cooking Stoves. Patented September 4, 1849.

RE-ISSUE.

To Joseph Battin, of Philadelphia, Pa., for improvement in the machine for Breaking Coal. Patented October 6, 1843. Re-issued September 4, 1849.

To Edwin G. Ripley, (Administrator of Edwin Wesson, deceased,) of Hartford, Conn., for method of connecting the hammer with the cylinder of Revolving Fire Arms. Patented August 28, 1849.

Important Discovery.

A surgeon of Gottinger has discovered a complete antidote to arsenic. It is peroxyde, or redoxyde of iron, 12 parts of which neutralize one of oxyde of arsenic. Experiments with this antidote have been tried upon rabbits and other animals with complete success. One advantage of it is, that no injury can be done by too large a dose. In cases where large quantities of arsenic have been taken, it has been found useful first to encourage vomiting.

[We cut the above from one of our exchanges; and we have seen it in quite a number. The antidote mentioned is nothing new in discovery. It can be found in all the latest chemical works on poisons, and we described it long ago in the Scientific American. But let no man presume upon its perfectability—no perfect antidote for arsenic, has yet been discovered.

The Cholera has about ceased its direful attacks upon our citizens. The late weather has been beautiful, and the city is healthy.

Ship Building and Navigation.

The Newburyport Herald has the following interesting information concerning European and American ship building, navigation, &c.

"The best British built ships, built in England and Scotland, cost about \$97 a ton. In the United States, our best ships cost about \$65 a ton; Baltic built ships cost \$58 a ton, and in the British North American provinces they are built for \$40 a ton. The British built ships are rated at Lloyd's as A No. 1 often till they are twenty years old, while the American ships are only rated thus for nine years, and the Province built ships only six years; so that in reality, the difference apparent in one or the other is not so great as it seems, though for the first five years the cheap ship will obtain freight about as readily as those of higher cost.

The greatest advantage which the English ship owner has over the American, is that which is common to him and the manufacturer; and indeed to all other men competent to carry on business which employs a great amount of both capital and labor, that is, a low rate of interest. Reckoning the interest in England at four per cent, which it seldom or never exceeds, and in this country at six per cent, which it seldom or never falls below, it will be found that a British built ship at \$97 a ton, is no dearer than an American built ship at \$65.

There is a general opinion that the English ships are navigated at a lower cost than the American ships. We have paid some attention to this subject, and think that the opinion is not correct. Though the English ships generally pay somewhat lower wages and keep their men on rather poorer fare, yet they have more men in the ship. The higher wages of American merchantmen have gradually drawn the best of the British, Swedish, Danish, and Norwegian sailors into our service, while the major part of the crews of the British ships are composed of Irish sailors whom the American shipmasters will not take when they can obtain them from England, Scotland, or the Northern European nations.

Poison of Rusted Wheat.

It is stated that in some portions of the State, people have been made sick, and hogs died of eating the wheat of the season, which has been shrunk by the rust. This is not incredible. It is, we believe settled, that the disease in wheat known as rust, is occasioned by its being attacked in a certain stage of its growth by a parasitic plant of the cryptogamous or fungus species. These plants of which the edible mushroom is one variety, and the mosses and moulds are others, are mostly poisonous; and many of them produce a poison of an exceedingly active character. In fact there are very few of them that are not more or less dangerous, if taken into the system; and even the edible mushroom, at certain seasons, has been known to affect the health of those who make free use of it. We hope the subject will be investigated before the wheat is allowed to enter into general consumption.

[The above is from the Columbus (Ohio) State Journal, and we cannot but think that there must be some mistake in the matter. We therefore coincide with the latter clause of the above, in the hope that the subject will be further investigated.

Cold Plague in the West.

A correspondent of the St. Louis Republican, writing from Quincy, Illinois, August 2d says:

About the year 1826, the people of the western country were visited by a disease called the Cold Plague. From what I have heard concerning it, it was a most fatal disease—taking off its victims in a few hours, or days at most. Sixteen years after, 1832, we had our first visitation from cholera; and precisely sixteen years after 1832, which brings us to the latter period of 1848, we have another visitation from cholera. What these awful facts are intended to teach us, if any Providential anger is really connected therewith, we should endeavor to learn. If there is any natural cause for it—if it is not purely accidental, it might also be of importance to the philosophic among us to learn.

The Wheeling Bridge Case.

Last week, in the U. S. Circuit Court Philadelphia, Judge Grier made a very able and important decision on the motion of an injunction requested by certain citizens of Pa., to restrain the building of the great Bridge over the Ohio at Wheeling Va.

He held, 1st. That the Wheeling Bridge is not such as was authorized by its charter.

2. That the Company are bound strictly by their charter, and cannot subject navigators to trouble, expense or delay. It is no excuse that the encroachment upon navigation is a small encroachment, or a little nuisance, nor is the additional cost and expense of properly constructing the Bridge any excuse.

3d. That as the State of Virginia has not authorized this Bridge, she is not a necessary party to this proceeding.

4th. That the present application is not too late, because there was no reason to anticipate that the defendants would violate their charter.

5th. That the right of the State of Pennsylvania, to proceed for an injunction against a nuisance to her citizens without her own territory, is a new question; but if she could not, on that ground, yet by reason of the injury to her own public works, it is probable she may proceed in this Court.

6th. That the question being new, and involving jurisdiction, an injunction will not now be granted, because their jury apprehended is not imminent or irreparable, before the sitting of the Supreme Court; the Company and its individual members are liable for all damages that may be done, and they will gain no advantage by delay; for if a decree goes against them, they will have to take the bridge down at their own expense. The cause will have precedence on the list, and on the first Monday of December, the complainant will have an opportunity of moving the Court for an injunction on bill and answer.

It will thus be seen that, so far, the object of Pennsylvania in bringing about this important suit, has been gained. The final result will be looked for with great anxiety, particularly by the business community of our Commonwealth.

A Great Water Spout.

A Water Spout, of immense size, occurred on Thursday, the 2d inst., near Alpine, Chattanooga county, Ga. It is said to have made an impression in the earth thirty feet deep, and forty or fifty feet wide, and that it eradicated the largest forest trees, and removed rocks weighing several thousand lbs. Not long since one of considerable size fell on the same mountain, not far from what is called Stephens' Gap, that did considerable damage to the timber, that made a hole in the ground about three feet deep, and eighteen or twenty feet in diameter, and what is more astonishing, the sides of the depression are as perpendicular and smooth as if the work had been done with a spade.

The Newfoundland Fisheries.

The importance of the Newfoundland fisheries was recognized long before the first permanent settlement was made upon the continent of North America, and vessels of several European nations resorted to the banks during the fishing season. The English asserted a sovereignty over the banks in virtue of the discoveries of SEBASTIAN CABOT; and the settlement of Newfoundland by Sir HUMPHREY GILBERT, fixed the title and confirmed the predominance of the British in that quarter. As early as the year 1578, the English vessels employed in the fishery were about fifty in number. About a hundred Spanish vessels, at the same time, were annually employed on the banks; as also fifty Portuguese, a hundred and fifty French, and twenty or thirty Biscayan ships—the last being chiefly engaged in the whale fishery. Towards the close of the reign of Queen ELIZABETH, the English fishing vessels frequenting the Newfoundland banks exceeded two hundred sail.

A Correspondent writes to the Intelligencer that he was lately shown the armorial bearings, in colors, of the Washington family, lately brought over from England. He was so struck with the resemblance to the arms of the United States, as to infer that the similarity was intended as a compliment to Washington.

There are some people in the world who eat great quantities of fruit, to give them an appetite, forgetting that fruit requires to be digested as well as other kinds of food. Everything is good in its place, to "use and not abuse."

LITERARY NOTICES.

Mechanic's Assistant.

Messrs. Appleton & Co., No. 200 Broadway, this city have just published a very neat volume with the above title. It is edited by D. M. Knappen, A. M. and is very useful as a companion to the mechanic and millwright, in the rules which it contains for solving a great number of problems, which come within the range of every day business in the arts. We expect that the public will get a treat when Messrs. Appleton issues their new work on American machines, edited by Proff. Byrne.

Signature Examiner.

C. S. Sloan, specie and exchange broker, 23 Wall St. has had a valuable work compiled embracing the fac-simile signatures of all the presidents and cashiers of the various banks in the United States. As an aid in detecting counterfeit bank notes it is a work of much value. For sale as above.

TO CORRESPONDENTS.

"O. A. J. of Vt."—We have received the receipt, and will try to obtain an allowance from the publishers as you desire—if we succeed, your wishes shall be attended to in regard to the disposal of the money.

"J. E. W. of Miss."—We know of no apparatus of the kind you mention, but are confident that the plan of exhausting the air from meat in the process of salting will be found highly beneficial, because the salt will be more readily admitted into the pores of the meat. The temperature to preserve meat must be at or below 50.

"Wm. A. W. of Ala."—Your wishes shall be attended to soon. We have sent you three numbers of the work you ordered, which are all that are at present issued and possibly all that will be issued.—We have given you credit for the balance as you desired.

"D. L. G. of N. H."—Your interest will be in no way affected by any delay that may be necessary in completing your arrangements.

"E. R. of N. Y."—The address of W. and B. Douglass, is Middletown Ct. and that of Mr. Gatchet, Cin. O. we think.

"L. T. of N. Y."—The letter to which you refer appears to have been written by a clerk in our office, who misunderstood some remarks we made in regard to your business—however it has done no harm.—You will find the notice you desired in another column of this number.

"D. and W. of Ct."—Your wishes shall be attended to.—You can proceed to manufacture now.

"C. R. of Vt."—The instrument about which you inquire can not be found in this city, to our knowledge, and we have made some inquiries concerning it, but without success.

"C. and B. of Mass."—Your model has been received together with the \$30, and your business will be attended to immediately, probably in two days after you receive this notice, the papers will be in your hands.

"R. C. D. of Ga."—Accept our thanks for the fine list of subscribers with which you have favored us, and assure your friends that we design and fulfil every promise which is held forth in the new prospectus.

We wonder who else there is that can procure us 30 subscribers out of a population of 500 inhabitants.

"M. N. S. of Pa."—There is no possible manner in which you can bring your invention before the public to so good advantage as to publish a description of it, accompanied with an engraving in the Sci. American.

It is a good invention and you only need to get it before the public to have it appreciated. Send us \$8 and if you do not realize hundreds of dollars by having a description of it in our journal we will return you the amount remitted.

"E. B. of Mass."—Your plan appears to be an improvement on the Kephart safe, but a patent could not be obtained for it, as the walls of buildings in many instances have been built with spaces between them for currents