



The Fair of the American Institute.

No. 6.

PREMIUMS AWARDED.

SILVER MEDALS.

Utica Globe Mills, Utica, N. Y. Lawrence, Trimble & Co. Agents, 35 Broad-st. for 2d best Black Broadcloth from American wool.

Seneca Woolen Mills, Seneca Falls, N. Y. Fisher, Howe & Hamilton. 21 Broad-st for 2d best Black Cassimeres made from American wool.

Platner & Smith, Lee, Mass. Lord & Snelling, Agents, 12 Exchange-place, for 2d best Fancy Cassimeres.

Gilbert & Stevens, Ware, Mass. Thomas & Dale, Agents, 53 Exchange-place, for White Flannels.

Conestoga Steam Mills, Lancaster, Pa. Lord Warren & Salter, agents, 41 Broad-st, for the best Brown Sheetings.

Portsmouth Manufacturing Co. Portsmouth, N. H. Stone, Swan & Co. Agents, 48 Exchange place, for Printed Lawns

New-York Mills, Whitestown, N. Y. Fisher, Howe & Hamilton, agents, 21 Broad st for Cottonades.

W. H. Plummer, Paterson, N. J. for Black and White Prints.

B. Marshall, Troy, N. Y for Superior Ginghams.

Lancaster Quilt Co. Lancaster, Mass., for Lancaster Quilts.

W. B. Leonard, New-Windsor, N. Y. for Satinet Warp.

H. H. Stevens & Co. Webster, Mass. for Linen Diaper and Crash.

Miss Mary Train, New-Lebanon, N. Y. for Home-made Diaper.

Phoenix Mills, Paterson, N. J. for best Hemp Duck.

Rockport Steam Mills, Rockport, Mass., for best Cotton Duck.

G. W. Billings, N. Y. for the best Hemp.

James Maull, Philadelphia, for Patent Seam Canvas for Sails.

John Frees, Marblertown, N. Y. for Ladies' Sole Leather.

E. Thorne, 18 Ferry-st for Hemlock-tanned Sole Leather.

George Kellogg, Winsted, Ct. best American Sheep and Lamb Skins.

Luman Foote, Canaan, Ct., for the best Baisils and Skivers.

David Hubble, Glastenbury, Ct. for Hog Skins.

American Hemp and Flax Co for superior Flax.

H. P. Graves, 156 W. Seventeenth-st. for Goat and Kid Morocco.

Schoonover & Klein, Mystic, Ct. for Finished Calf-skins.

J. H. Grovesteen, 117 Grand-st, for 2d best Piano-Fortes.

J. W. S. Smith, 146 Wooster-st. for best Silver Plating.

John Locke, 47 Ann-st, for best Chamber Bath.

Stillwell & Montrofs, 112 Fulton, for best clothing.

J. D. Cromwell, 247 Grand-st for best Boys and Children's Clothing.

Benedict & Burnham, Waterbury, Conn. for Gilt Buttons.

T. Oliver, 157 Broadway, for a Tailor's Philosophical Transfer.

Eoff & Phye, 5 Dey-st. for a Silver Pitcher.

S. W. Shaw, Ga. best Oil Painting (Portrait from life of Gen. Taylor.)

J. A. McDougall, 251 Broadway, for best Miniatures.

J. Whitfield, 311½ Broadway, for best Cameo Cutting.

H. W. Herbert, Newark, N. J., for Pen and Ink Sketches.

S. Ellis, Broadway, for best Medallion Likenesses.

C. C. Wright, 60 Nassau-st., for a medal of the Art Union.

Speed of the Locomotive.

Twenty three years ago the utility and usefulness of this invention were doubted by the most practical and scientific men of the age. In 1814 the speed of George Stephenson's Kilnworth Engine was 4 miles per hour. In 1825, only twenty-three years ago, Mr. Wood in his treatise on the railway system takes the standard speed at six miles per hour, drawing on a level a load of 40 tons. Within the last seven years the directors of the London and Birmingham Railroad in England, considered that the speed of twenty miles an hour was enough, and if they had been free from competition they no doubt would have adhered to that rate, from a conscientious conviction that a higher speed was incompatible with economy and safety. The vigor of the broad gauge advocates, and the necessity of proving the capabilities of that system, have led to pushing the narrow gauge lines which have been forced to follow. Thus, the enterprise of directors and the ingenuity of engineers have been kept on a stretch to carry on the rivalry.

The result has been that it has trebled the power of locomotives, and the speed of sixty miles per hour is common. In 1829 the highest speed attained was 29 miles per hour—working speed 10. In 1848 the highest speed attained is 75 miles—working speed 55. How striking the contrast. In 1829 the maximum load of the Locomotive Engine was nine tons—in 1848, less than 20 years, it is 1200; the highest speed then 15 miles, now 75, and in one instance 84 miles per hour.

American Lard.

The quantity of lard made in this country, makes one feel greasy just to think of it. In no part of the world is this business reduced to such perfection as at Cincinnati. As a sample of its magnitude, we would state that one house last year tried out thirty thousand hogs. To carry on this immense business, it has seven large circular tanks of sufficient capacity to hold fifteen thousand gallons each. These receive the entire carcass, with the exception of the hams, and the mass is subjected to steam process under a pressure of seven ty pounds to the square inch, the effect of which operation is to reduce the whole to one consistence, and every bone topowder. The fat is drawn off by cocks, and the residum, a mere earthy substance, as far as made use of, is taken away for manure. Besides the hogs which reach this factory in entire carcasses, the great mass of heads, ribs, back bones, tail pieces, feet, and other trimmings of the hogs, cut up at different pork houses, are subjected to the same process, in order to extract every particle of grease. This concern alone will turn out this season three million six thousand pounds of lard, five-sixths of which is No. 1. Nothing can surpass the purity and beauty of this lard, which is refined as well as made under steam processes. Six hundred hogs per day pass through these tanks one day with another.

Subterranean Lake Recovered.

On the Michigan Railway it became necessary to carry a grading or embankment of fifteen feet high across a low piece of ground, containing about 100 acres, nearly dry enough for plowland. When they had progressed with the grading for some distance, it became too heavy for the soil to support, the crust of the earth broke in, and the embankment sunk down into seventy nine feet of water! It appears that the piece of ground had been a lake, but had collected a soil of roots, peat, muck, &c., on its surface, apparently from ten to fifteen feet thick, which had become hardened and dry enough for farm purposes. Mr. Brooks thought it would have supported the road, and the fact might never have been discovered that it had rested on the bosom of a lake.

Cunard Steamers.

The new steamer Canada is advertised to leave Liverpool for New York, November 25th. In the winter arrangement of the line we perceive the old vessels—the Caledonia, Acadia, Britania and Hibernia, are withdrawn. In December the semi-monthly arrangement commences with the departure of the *Parra* for Boston on the 3d December, after which day a vessel will sail from Liverpool every second Saturday, alternately for New York and Boston.

Depression of Manufactures.

There are at the present time, says the Pawtucket, (R. I.) Gazette, "more spindles stopped, and more operatives out of employment, in our town, than we have known at any time since 1829. Our manufacturers have been disposed to keep their wheels moving as long as they could without heavy losses to themselves. As to profit, one of our citizens said to us a few days since—"The only account I have been able to keep without any degree of certainty, for some time past, is on the loss side of the book." The mills which have been stopped, are in most cases owned by men perfectly solvent, and who are now able to discharge any liabilities resting upon them, but who were perhaps doubtful as to their continuing able, if they continued to manufacture goods and sell them at ruinous prices, or lock them up in a store-house.—What the final result of this stagnation will be we are not able to predict."

When we take into consideration that the British Factories, have been almost on half time during the past year, and a number of our own factories not working full time, we may conclude that there are at present enough of factories to make enough of clothing in one year, to supply the world for two, for at present the markets are still glutted.

The Great Sea Serpent.

When the *Dædalus* frigate, Capt. M'Quar, arrived at Portsmouth, England, was on her passage home between the Cape of Good Hope and St. Helena, her Captain and most of her officers and crew, at 3 o'clock one afternoon, saw a seaserpent. The creature was twenty minutes in sight of the frigate, and passed under her quarter. Its head appeared to be about four feet out of water, and there was about 60 feet of its body in a straight line on the surface. It is calculated that there must have been under water a length of 30 or 40 feet more. The diameter of the exposed part of the body was about 16 inches, and when it extended its jaws, which were full of large jagged teeth, they seemed sufficiently capacious to admit of a tall man standing upright between them.

Singular Freak of the Ocean.

Letters from Bonavista, (Newfoundland,) state that on the 24th Sept. the water in the harbor suddenly ebbed 10 or 12 feet, leaving the fishing boats high and dry in some places. In about ten minutes it ran in again, and rose much above the ordinary level. This phenomenon was repeated at short intervals nearly all the afternoon. It was also observed, in a less degree, at Halifax and other eastern ports. This sudden rising and falling of the ocean has sometimes taken place during the occurrence of disastrous earthquakes in distant countries, as in the great convulsion which destroyed Lisbon, in 1755. In the present instance, however, we have no intelligence of any such occurrence to account for the phenomenon.

Rich Mine.

We learn says the Corpus Christi Star, from one of the traders who recently arrived from beyond Laredo, that a mining company with a capital of \$400,000, were making arrangements to work the mines between that place and Monclova, and that some of the machinery had already arrived. The mine is said to be a very rich one, and has not been worked since the expulsion of the Spaniards.—we presume owing to the proximity of the Indian ranges. For years many of the poorer people have washed out the metal in small parcels, and more than \$100,000 thus procured has been brought to Corpus Christi, in exchange for goods. Now that the Indians will be kept in check by our soldiers, the company can pursue its labors uninterrupted.

Compliment to an American Artist.

Mr. John Banvard, with his panorama of the Mississippi and Missouri rivers, arrived at Liverpool in the steamship *Europa* on the 7th ultimo. We have seen a letter dated Liverpool, Oct. 12th, which says that the custom house authorities remitted the duties (£48) on his panorama—charging merely a nominal sum, one penny per roll. This act of the authorities was regarded in Liverpool as a high compliment to the artist and to the country which has produced the largest picture in the world.

Pictorial Directory of New York.

No. 2 of this unique work has just been published by Jones and Newman, Lithographers No. 125 Fulton st. N. Y. The object of this work is to exhibit in a continued series of colored engravings, all the dwellings, stores and public buildings fronting on the principal streets beginning with Broadway. On every page, there is a view of the buildings on both sides of the street, with the names &c. of the Hotels and stores. Price 25 cents.

Pictorial National Library.

We take pleasure in again calling the attention of our readers to this valuable Periodical. The November number is before us and fully sustains the reputation which the former numbers have given the work.—Published monthly at \$2 per annum, by Simmons & Co. No. 12 School st. Boston.

Boston Museum.

We never like to notice one paper at another's expense, but we must admit that the "Boston Museum" does excel all other literary papers with which we are acquainted. It is printed weekly on beautiful fine paper and in a suitable form for binding. One years numbers will make a book of 416 pages and will contain as choice matter as can be found in any of our leading Magazines of the day. Putnam & Mellen Publishers, Boston, Mass.

"The Scientific American."

This excellent publication is progressing well into its Fourth Volume. As a weekly chronicler of the latest inventions of Genius and the triumphs of mechanic skill, the American is widely known, and is as extensively patronized as its merits well deserve. We hope its high character and its large and hearty support will be fully and undiminishedly continued. (Published in this city at 128 Fulton-st.)—*New York Tribune* Nov. 11, 1848.

Size of New York in 1698.

Some idea may be formed of "the Empire City" a century and a half ago from the following extract from the ordinances of the city fathers published "In Common Council" Nov. 23d, 1698.

On the 20th of November the Board Resolved. "That four sober honest men, be appointed to keep a watch in this city every night until the 25th of March next, and that they hourly go through the several wards of the city during the said time to prevent irregularities."

Husk Beds.

An exchange says the husking season is the time to secure the best and most durable sort of under-beds. All the inner husks of the corn should be saved for this purpose. True it takes a great many to make a bed, but when once the sack is filled it is a bed for life, and is the lightest and softest thing of the kind that any one could desire. The husks curl up as they dry, and never mat down afterwards. Moreover, no insects ever lodge in them, as vermin do in straw. They are perfectly clean and being of strong and tough texture, they will not wear out for years.

Enormous Chain.

Probably the largest chain ever sent out of Storbridge, England, was manufactured by Messrs. Bailey, chain manufacturers, from whose warehouse it was removed on Tuesday week, to the wharf, consigned to a firm in Liverpool. It was a link chain, and intended for the use of an incline: its length was 2400 yards, or rather more than one and one-third of a mile, and its weight about 14 tons. It was removed to the wharf in a wagon drawn by eight horses.

A Distinction.

In a cigar shop in Parliament street, London, the following notice is posted: "Credit given to gentlemen, but cash expected from members of Parliament."

The coal mines in Illinois, opposite St. Louis have been purchased for \$20,000, by a company of miners, who can hardly fail to make a large fortune out of the speculation.

The Mary Somerville arrived in the Thames from Calcutta, has brought 800 sacks of East Indian flour, rather a novel importation from that part of the world.