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THE
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Rail Road News.

Railway Accidents in Britain for the last six Months.

By an analysis of the of the official returns, it appears that of the ninety-six persons killed and seventy-five injured on all the railways open for public traffice in Great Britain and Ireland during the halfyear ending 30th June, 1849, there were—

Five passengess killed, and thirty injured, from causes beyond their own control.

Seven passengers killed, and two injured, owing to their misconduct or want of caution.

Twelve servants of companies or of contractors killed, and nine injured, from causes beyond their own control.

Fifty-one servants of companies or of contractors killed, and thirty injured, owing to their own misconduct or want of caution.

Twenty trespassers and other persons, neither passengers nor servants of the company, killed and four injured, by improperly crossing or standing on the railway.

One suicide.

Total, ninety-six killed and seventy-five injured.

The number of passengers conveyed during the half-year amounted to 28,761,895.

From the above who can doubt the safety and economy of Railway travelling on well managed lines. We have no hesitation in saying that five times the number of accidents would have occurred in stages conveying the same number of passengers.

Michigan Southern Railroad.

The receipts upon this road for the three months ending 1st of November exceed $40,000 which is a handsome increase upon the receipts of the same months for previous years. The results indicate a total income for the year ending Aug. 1, 1850, of $160,000, which after deducting one-half for expenses, would pay a dividend of 10 per cent, upon the existing stock of the Company. If in the present unfinished condition of the road it can earn and pay 10, or even 8 per cent per annum to its stock-holders, it is evident that when completed in Chicago upon the direct route now contemplated, it will prove one of the most productive roads in the country.

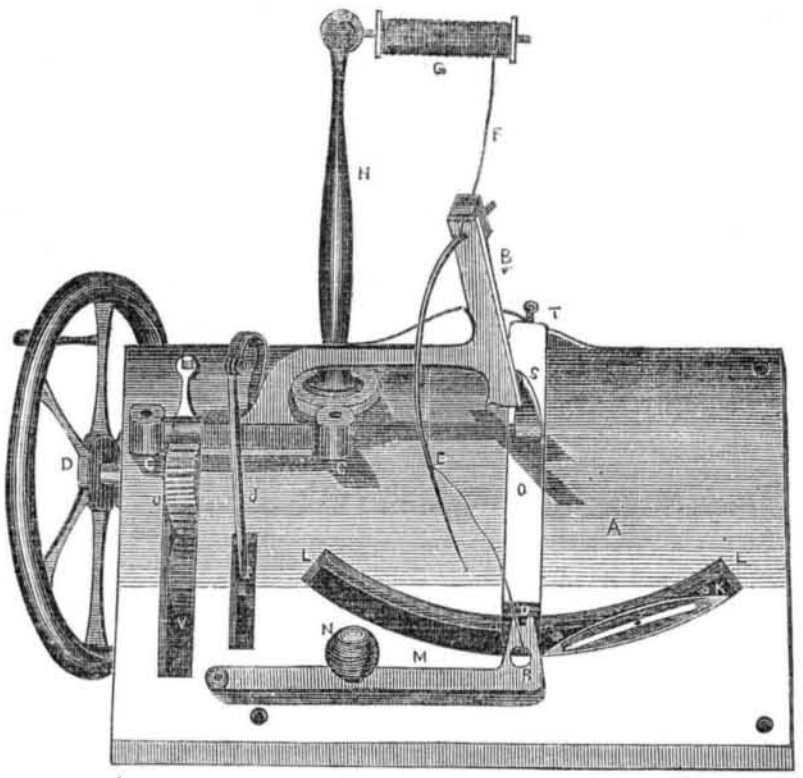
Wilmington and Roanoke Railroad.

A recent report gives the statistics of this road for the present year as follows :—Receipts $317,397; expenditures $245,998 58; profits $64,698 42; number of through passengers 11,207; number of way passengers 27,575. As compared with last year, this shows a diminution of receipts, expenditures, and passengers, and increase of the profits.

The great Tunnel on the Georgia Railroad between Dalton, Ga. and the Tennessee River has been completed. It is 1577 feet long.

A locomotive on the Rutland and Burlington Railroad, Vt., has run at the rate of 80 miles per hour

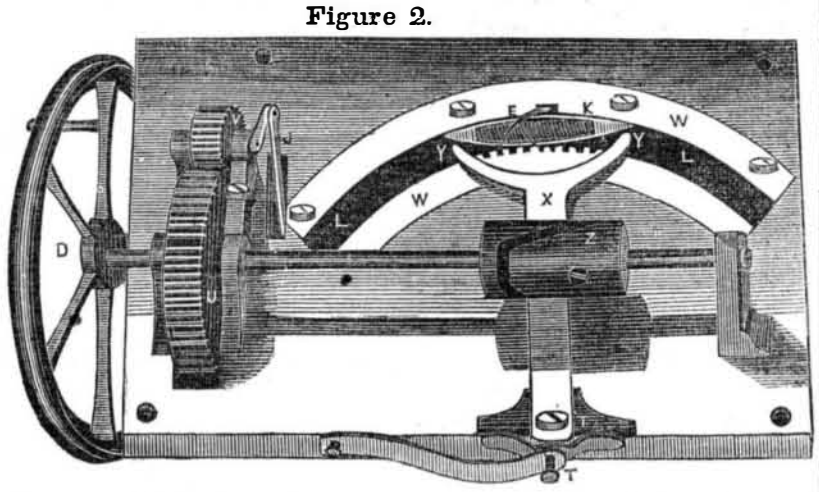
WILSON'S SEWING MACHINE.---Fig. 1.



We have already presented three different Sewing Machines to our readers; this is another one, and, as will at once be noticed by those who have seen the others, is very different from them all. The inventor is Mr. A. B. Wilson, of Pittsfield, Mass., who has taken measures to secure a patent. It employs two threads, one in a shuttle and the other in a needle, to form the lock stitch, which does not rip out. The shuttle has a reciprocating curvilinear motion, and a stitch is made during both the forward and back motion. This machine, the inventor states, can be made cheaper by one half than any other that has heretofore been produced.

Figure 1 is a top perspective view, and fig. 2 is a view of the underside—a reverse view to that of fig. 1. The same letters indicate like parts. A cavity is cut out in any table or block of wood, to receive the underparts of the machine, and the small brass plate, A, is screwed on to it, occupying no more room than a good sized pan-cake. B is the arm that carries the curved needle, E; this arm has a rocking motion up and down, to carry it with the thread through the cloth and through the small hole, R, to the inside, to be locked into the other thread by the shuttle, K. The rocking arm, B, is connected by a bridge (easily recognized) to a cross-bar that has two journals, which oscilate in bearings, C C, and to this bar, at the crook above, is connected a rod, J, that is attached to a crank under the plate—seen in fig. 2—the which crank is placed upon the axis of the pinion, V, which is geared to the larger wheel, U, fixed on the axis of the fly wheel, D. This explains how the rocking motion is given to the needle-arm; H is a post that supports the thread bobbin, G. F is one thread, passing through an eye at E,

Figure 2.



and through the cloth (no cloth shown) into the hole, R. L is the shuttle path, which is a curved slot in the plate, and on the underside, fig. 2, there are two curved steel plates, W W, screwed on the sides of the slot, projecting over the lip of it, into a groove on each side of the metal shuttle, thus snugly retaining it in its place during its movements. To give the shuttle a corresponding reciprocating motion to that of the needle, a small eccentric grooved cam barrel, Z, is secured on the shaft of the fly wheel. Into this cam barrel (but not seen, as it is below,) there is inserted a small pin, fixed on the vibrating bar, X. The bar, X, is secured on a vertical pivot axis, T 1, and therefore it receives a side to side motion, when the small barrel, Z, revolves. This bar is made to give the shuttle, K, its reciprocating motion, to coincide with the motion of the needle spoken of before, and shown in fig. 1, by two fingers, Y Y, of the bar, X, by each finger acting upon the shuttle, alternately, to push it from side to side, as the bar receives the same motion. The shuttle is now represented, in fig. 2, as passing through the top of the needle thread to lock the thread of the shuttle and the other together, then, when the shuttle is passed, (the thread in the meanwhile held in some of the notches between the fingers,) the thread is drawn back firmly to the cloth by the needle, then back the needle comes, and the shuttle back again—and so on continually, forming a stitch during both the forward and back motion. The cloth is placed under the metal plate, M, which is fixed on a pivot at one end, and is therefore slightly elastic. The cloth is placed over the opening, R, and along over the sliding bar, O, which has notches, O 1, under the bill of the plate, M. This sliding bar, O, moves in a grove in the plate, A, and it is secured to a bent spring, at the back edge of the plate, by the screw, T. By looking at fig. 2, it will be observed that the end of the bar, X, acts upon the spring at T, and gives the bar, O, a sliding motion. This feeds the cloth between the bill of M and the rack of O, and there is a small ratchet, S, on the back of the arm, B, that at every stroke acts upon the cloth below it, like a foot, to take away the sewed part from the action of the needle. The stroke of the needle and shuttle can be shortened for stitches of different lengths. N is just a small handle on the feed plate, M. From this description, it is believed, that with a little study, any of our readers will get a very good knowledge of this machine.

Useful Receipts.

To Remove a Mote from the Eye.

Noticing in a late No. of your paper directions for "removing a speck from the eye by licking it out with the tongue," I was surprised that you gave the modus operandi your commendation, even qualified as it is by the saving clause, that there are few who like to perform it. I am induced to notice the paragraph only with the view of recommending a way in all respects better, and certainly not so repugnant to good taste. It is this :—Let the patient close the eye gently, as in sleep, then with his thumb and forefinger take firm hold of the lash of the upper eye-lid, and pull the lid out from the ball, far enough to clear the edge of the lower lid, then pull the upper lid down on to the lower lid. Now, while the lid is held in this position, let him give the eyeball a rotary motion, from above in toward the nose. This will be best accomplished by keeping both eyes shut, and moving the ball of the affected eye first down, as if looking at the feet,—then out, then up and lastly toward the nose, repeating this motion until the mote is no longer felt in the eye, when it may be found in the inner corner of the eye, and may be removed by wiping it out with a clean handkerchief or the end of the finger. This process has the advantage in at least two respects over the "licking" operation. In the first place it may be performed by the sufferer himself, and in the second place it will remove objects which adhere slightly to the lid, and are concealed by them when the eye is open. The above direction, if understood and carefully followed, will save a vast amount of suffering, and frequently the necessity of applying to a surgeon or oculist. A PHYSICIAN.

Wayne Co., N. Y., Nov. 1849.

[We would state that we have seen the plan of licking out the mote prove successful when many other plans failed, and in two instances, with our own self, about twenty years ago, but we must candidly state, that the plan described by our correspondent, although first tried, was not so carefully nor scientifically performed as he describes it.

Murian in Cattle.

Many farmers are asking for curatives to arrest this almost incurable disease. Have any of them tried the juice of mandrake roots ?