

Miscellaneous.

Georgia Railroads.

LA GRANGE, Nov. 23, 1850.

MESSRS. EDITORS—The Railway system of Georgia is more comprehensive than that of any other State in the Union, and differs materially from that of the other States, in having not only its own lines, but their feeders from other States, concentrated within its own limits,—so near to the centre of population as to be accessible, within twenty-four hours' time, to near seventy thousand of its voters. Elsewhere, diverse and antagonistic interests have aimed at concentrating trade at different points; but here, by the policy of the Georgia Legislature, at a point nearly equidistant from the Atlantic, the Mexican Gulf, and the great Mississippi Valley, we have located the city of "Atlanta," from which point, as a common centre, the greatest Railway system of the world diverges. Four great lines radiate in the following directions: north, via Dalton, to Chattanooga and Nashville, Tenn.; also via Knoxville, Tenn., a line is under contract to Lynchburg, and Richmond, Va. East, via Augusta, to Charleston and Columbia, S. C.; also lines are under contract to Raleigh and Wilmington, N. C.—South, via Macon, to Savannah, and to the south-western counties of our State, a section unsurpassed in the exuberant fertility of its soil and its adaptation to the culture of long cottons and sugar cane. These lines are proposed to be extended—one to Pensacola and the other, via Columbus, to Mobile. Indeed, contracts are let on both roads. West, via La Grange, to Montgomery, Ala., which line is in process of extension to the Mississippi, at Vicksburg; also, via Rome or Chattanooga, to Memphis, Tenn., the construction of which line is now reduced to certainty. When this line is completed, one-third of the distance between the Atlantic and the Pacific, will be traversed by the locomotive. These lines combined, sum up a grand total of nearly three thousand miles, and a majority of them are in full and profitable operation, having been built and equipped in the short period of 13 years, and representing near fifty millions of dollars capital. Of the above lines, the following lie entirely within the State, and are exclusively owned here, with the exception of \$250,000 of Macon and Western stock:—

Georgia Railroad and Banking Co., 210 miles long, capital \$4,000,000, built in 9 years—12½ per cent. net profit.

Central Railroad and Banking Co., 191 miles long, capital \$4,000,000, built in 8 years—10 per cent. net profit.

State Railroad, 135 miles long, capital over \$4,000,000, built in 12 years.

Macon and Western Railroad, 101 miles long, capital \$750,000, built in 12 years—17 per cent. net profit.

South-western Railroad, 100 miles long, capital about \$1,200,000.

Atlanta and La Grange Railroad, 87 miles long, capital \$1,000,000, built in 3 years (estimated)—12½ per cent. net profit.

Augusta and Savannah Railroad, say 85 miles long, capital about \$1,200,000, built in 18 months.

Hiwassee R.R., 25 miles long, capital \$300,000.

Milledgeville and Gordon R. R., 20 miles long, capital \$180,000.

Memphis Branch R. R., 18 miles long, capital \$175,000, built in 2 years—9 per cent. net profit.

Columbus Railroad, 50 miles long, capital \$1,000,000.

Total miles of Railroad, 1,022; capital, \$17,805,000,—comprising eleven roads, besides some unimportant branches. In the above condensed statement there may be some inaccuracy, as I quote entirely from memory, but I am very nearly correct.

If suddenness of transit, quickness and cheapness of transport, facility of travel, and convenience of market, have any influence in building cities, then is Atlanta destined to become the Queen City of the South. The eye of the political economist can clearly detect, in the signs which surround her, the prestige

of a proud destiny, of which only the folly of her sons can rob her.

Having daily communication with 8 degrees of latitude, and as many degrees of longitude, by means of railways which concentrate in her market, the fruits and breadstuffs of the Mississippi Valley, the minerals and ores—coal, iron, copper, silver, lead, gold, &c., of the mountainous region; the great staples, cotton, rice, tobacco, and sugar, of the low country,—she holds the central position, where the producers and consumers of these great staples can meet and exchange in her market, on the most advantageous terms,—for railway freights at the South are not subject to insurance, drayage, wharfage, pilotage, storage, commission, or loss of interest, by means of exchange. In these items lie the great want of railway success. The same enterprise which has advanced our railroad interests has been felt in other branches of industry: we have one hundred factories, such as cotton mills, iron-works, a variety of works for wooden ware, foundries, flouring mills, and machine shops. Education has more than kept pace with the progress of industry. There are five chartered colleges for the education of young ladies, and several standard institutions, privileged to grant academic honors to young men. The U. S. Marshal states that the population of our State will not fall short of a million of souls. The yield of our cotton, rice, and lumber, will not fall much short of forty millions of dollars:—a fair comparison with the whole export north of Mason and Dixon's line. Besides these staples, we have provisions and manufactured articles enough to support us. With regard to morals, there has never been a single white person hung west of Flint River, in Georgia; our jails are nearly all without occupants; there are very few (in some counties none) criminal prosecutions, and, for two years, I have known but one sale of property for debt. Indeed, we do not believe that the world can show another community of a million of souls, with an equal amount of moral, mental, and pecuniary elevation, as the people of the State of Georgia. It cannot be denied that Georgia "has borne her honors meekly," but we all look forward to the time when the "Youngest Sister of the old Thirteen" shall contest the title of the Empire State of the Union. W. F. FANNIN.

Paine's Light.

GENTS.—"When an announcement is made in your journal of a proposed undertaking, or of a supposititious discovery, comments thereon, anonymous or otherwise, pro or con, are naturally looked for, and justly made. But when a party over his own proper signature, makes a positive statement, (without backing the same by demonstration,) that he has discovered some new law or property," that person is justly held responsible by every member of the commonwealth, and every reader of the Scientific American, as courting singular notoriety, or sporting with truth. In last week's Sci. Am., Mr. Paine publishes a letter in reply to one that I wrote the week previous. He consigns me to the shades, along with the Scientific Committee, for using an anonymous signature. I have nothing to do with Mr. Paine, personally; I have nothing to say to him as a man, for I do not know him intimately, but his statements are public property, and any man, under any signature, has a right to deal with them in a fair manner; I have no such penchant for notoriety, as to write my name, like him, under the full glare of his "electric light;" it was at his own suggestion that I adopted the signature I now use, and he is the last man in the world who should find fault with it. Mr. Paine holds that no man in the world, under an anonymous signature, has a right to deny a positive statement, made by another, about some grand discovery, like his light. Well, the Scientific Committee used no fictitious signatures, so it is very spleenish in friend Paine to consign the members of it to the shades. As for myself, I won't stay in the shades, Mr. Paine; I am too much of a Knickerbocker Yankee to go things blind—I won't take a man's word for making an assertion that he can convert a piece of chalk into cheese, just because he chooses to say so,

and exhibits a cheesy-looking lump of something. No, no; I want to examine the professed chalk cheese, and not only the professed chalk cheese, but the manner of making it, to see if the process set forth by the discoverer really produces such wonderful results. The public feel just in this way about Mr. Paine's light—an intelligent American public will not submit to the *ipse dixit* of any man. Mr. Paine has not kept his word with the public—his promise has not been fulfilled, and until he fulfils it, he may consider himself consigned to the shades along with myself; so we will have a fine time of it. I have no doubt, however, of being able to get out, although I have strong doubts about him, unless he does as I do—namely, trust to good old

CARBURETTED HYDROGEN.

New York, 7th Dec., 1850.

Causes of Idiocy.

The near relationship by the blood of the parents seems to be the cause of, or at least it is the precedent fact to, many cases of idiocy. We do not suppose that this connection is, of itself, the cause of idiocy. But if there are any weaknesses, or defects of body or mind, or tendencies to dissipation or oddities, in the family, they may be overpowered or cease to appear in the next generation, if those who have them marry with strangers, and mix their blood and life with those who have not these peculiarities—and thus the children may escape these imperfections or liabilities that otherwise might have been entailed upon them. But when two persons of the same blood and character unite together in marriage, their peculiarities are doubled in power by being combined in their children; and the odd or weak traits, which were subordinate in the parents, may predominate in the offspring. The parentage of 359 idiots was ascertained. In seventeen families the parents were near blood-relations. In one of these families there were 5 idiotic children born; in five, 4 each; in three, 3 each; in two, 2 each; and in six, 1 each. In these seventeen families 95 children were born; 44 idiots, 12 scrofulous and puny, 1 deaf, and 1 a dwarf, 48 in all of low health or imperfect, and only 47 of even tolerable health.—[Winslow's Psychological Journal.

New Telegraph Experiment.

The Buffalo Republican is responsible for the following:—This morning the operators on the O'Reilly Telegraph line were unable to send messages, or communicate further west than Westfield. Beyond there, the wires would not distinctly operate. At length a person residing four miles west of Westfield, came into the village and informed the operator there, that he had been disturbed in his rest all night by the howling of dogs. On getting up in the morning he ascertained the cause. He found near his house two dogs tied to the telegraph wires, and they were performing sundry and divers capers, such as the canine race exhibit after having taken a good dose of *nux vomica*. Some wag had cut the wires and taken them out of several posts and tied a dog to each end by the tail, the electricity, at every manipulation of the operator, causing the dogs to howl out messages of war instead of love and business.

The Wine Culture in the West

A German agricultural periodical, published in Pittsburg, states that within a circle of 20 miles from Cincinnati, there are 734 acres of vineyards, planted with Catawba and Isabella grape; the imported vines have not succeeded, excepting in more southerly districts. In 1848 the average produce was 300 gallons per acre; in 1849, the most unfavorable year hitherto, 100 gallons per acre. New Catawba wine is worth 75 cents, and after fining, &c., readily fetches \$1.25 per gallon.

A house in Manchester, England, is preparing for the Great Industrial Exhibition of London, a fabric which is to be spun from a pound of cotton, and to extend in length two hundred and thirty-eight miles, and eleven hundred and twenty yards. There are eighty layers, of a yard and a half each, in the warp, with seven warps to the hank, and five hundred hanks in the pound of cotton.

Mechanics' Institute of New York.

This Institution, we are glad to learn, is advancing in prosperity and character. It is intended to hold a Fair next year, in this city, for the purpose of a Mechanical Exhibition exclusively. A large circular building, 200 feet in diameter, is to be erected with galleries running around inside. We have seen drawings of the building to be erected, and have been impressed favorably with the whole design, and the manner in which the Fair is to be conducted. The drawings were presented to the Institute by John T. Fisher, Esq., Chairman of the Committee on Fairs and Exhibitions. The floor outside circle is to be divided into shops for the display of different kinds of machines in operation, and various trades. The second concentric circle is to be devoted to the display of all kinds of manufactured articles and works of art. The Committee Rooms are to be in the very centre, with passages leading up to the gallery. The building is to be temporary, and will be erected in some convenient part of the city. It will be managed with ability, and will no doubt bring visitors from a great distance. The President will visit the World's Fair, and the Fair of the Institute will be held after that, during the first or second month of autumn. We wish it all success.

Drinking During the Holydays.

The National Temperance Society has sent us a circular, requesting us to say a few words, especially to young people, about drinking intoxicating liquors during the Holydays. A tract on the subject, by Charles Hoover, Esq., editor of the New York Organ, accompanies the Circular. The Circular is signed by John Falconer, Prest. Mr. Falconer is one of our wealthy merchants, who employs his money as a good steward, in doing good. He is a man of active benevolence, and does a great deal of good. There is one custom, in our home mercantile trade, which is a very bad one; we allude to the custom of some merchants having clerks, who are compelled to board at public hotels, to grab country merchants for customers, by treating them and attending them to public places of amusement and resort. This custom should be abandoned. The custom of drinking at Christmas and New Year is very pernicious, and should be broken up. Every lover of his fellow man must be pained to witness so many persons, and especially young men, reeling drunk in our streets, on New Year's Day.

Late News from California.

By the arrival of the Georgia and Empire City steamships from Chagres, we learn that the cholera had broken out at San Francisco. The steamboat Sagamore burst her boiler at San Francisco, by which accident 14 persons were known to have lost their lives. The Empire City brought \$2,000,000 in gold dust. On the 29th Oct. there was a grand rejoicing about the admission of California into the Union.

Silver Mine in Vermont.

A bed of silver and copper ore has been discovered about three miles southeast of the village of Brandon, Vt. The ore is incorporated with milk quartz and argillaceous slate. An average specimen analyzed by W. H. Shepard, mineralogist, gave 31.13 per centum pure silver, and 17.09 of copper.

Bituminous Coal.

An extensive bed of this mineral has been discovered in Chatham County, North Carolina, on the Cape Fear river, which is navigable for vessels off from 150 to 200 tons burthen, to within thirty or forty miles of the coal bed, where navigation is interrupted by rapids. The coal is said to burn freely, and to be entirely free from sulphur; and the company anticipate handsome profits from their enterprise.

Remedy for Horse Hoof Bound.

Mix equal parts of tar and some soft grease, having the foot clean and dry; apply it hot, but not boiling, to all parts, letting it run under the shoe as much as possible. In bad cases, the application should be made every day for a week, and then two or three times a week, till the foot becomes strong and smooth.