

Scientific American.

THE ADVOCATE OF INDUSTRY, AND JOURNAL OF SCIENTIFIC, MECHANICAL AND OTHER IMPROVEMENTS.

VOLUME 6.]

NEW-YORK, FEBRUARY 8, 1851.

[NUMBER 21.

THE
Scientific American,
CIRCULATION 16,000.

PUBLISHED WEEKLY

At 128 Fulton, street, N. Y., (Sun Building,) and
13 Court street, Boston, Mass.

BY MUNN & COMPANY,

The Principal Office being at New York.

A. T. Hotchkiss, Boston.
Dexter & Bro., New York City.
Weld & Co., New Orleans.
Stokes & Bro., Philadelphia.
Barlow, Payne & Parken, London.

Responsible Agents may also be found in all the principal cities and towns in the United States.

TERMS---\$2 a year---\$1 in advance and the remainder in 6 months.

Rail-Road News.

American Railroad Iron.

The Brady's Bend Iron Company, says the Pittsburg Gazette, "are now rolling rails for the Ohio and Pennsylvania Railroad. Their works are situated on the Allegheny river, about sixty five miles above Pittsburg, and they have a contract to supply three thousand tons of rails, weighing sixty pounds per yard, for our Western Railroad. Several hundred tons of rails have already been rolled, and the mill is turning out about forty tons a day. A new rolling-mill has been erected for the express purpose of rolling these rails. Each bar is twenty feet long, and weighs four hundred pounds. We are informed by a gentleman who has recently visited the works, and who is familiar with the manufacture of railroad iron, that rails are exceedingly well made, and highly creditable to the manufacturers. The delivery of the rails will be commenced in a few days, so that there will be no delay in laying the track from this city to New Brighton for the want of iron. It is pleasant to have at least a part of our road laid with American iron, and we are gratified to understand that it is extremely probable that the contracts will be made with the same company for the manufacture of the rails for the extension of the road west of Massillon."

Railroad Accident.

On Friday, last week, one of the cars on the New York and Erie Railroad was thrown off the track by the breaking of the rail, caused, it is said by the severe frost which succeeded the previous mild weather. The car was precipitated down a steep bank into the Delaware near Equinunck, and but for the water, all inside would have been killed. No one, we believe, was killed, but a number were severely wounded, and we regret to say that the one most severely injured was Gideon Hotchkiss, of Windsor, Broome Co., N. Y., the well known inventor. He is now, we hear, out of danger.

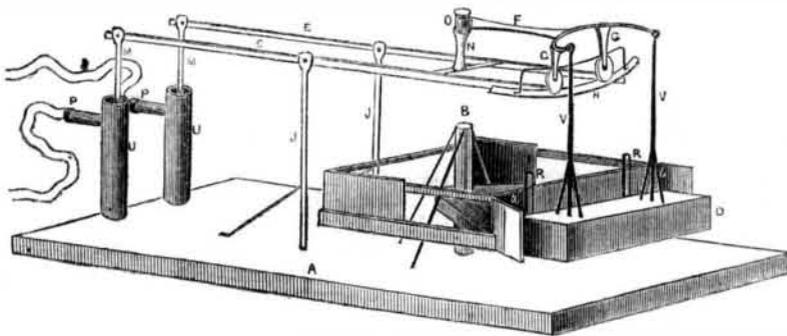
Cumberland Valley Railroad.

The Cumberland Valley Railroad has reduced its fare to 60 cents from Harrisburg to Carlisle, and \$1,65 from Chambersburg to Harrisburg.

The Indiana Legislature have passed, by a constitutional majority, in the face of the veto of the Governor, previously exercised, an act authorizing the Terre Haute and Richmond Railroad Company to issue bonds at any rate of interest they may agree upon, and to sell the bonds at any price. Two-thirds of the grading of the road is completed, and the iron and locomotives purchased. Further subscriptions to the stock of \$38,391 are required to prepare the road for iron.

The Virginia House of Delegates have, by a vote of nearly two to one, rejected the Bill which had for its object the completion of the Virginia Central Railroad.

MACHINERY FOR OBTAINING POWER BY THE FORCE OF WAVES AND TIDES.---Figure 1.



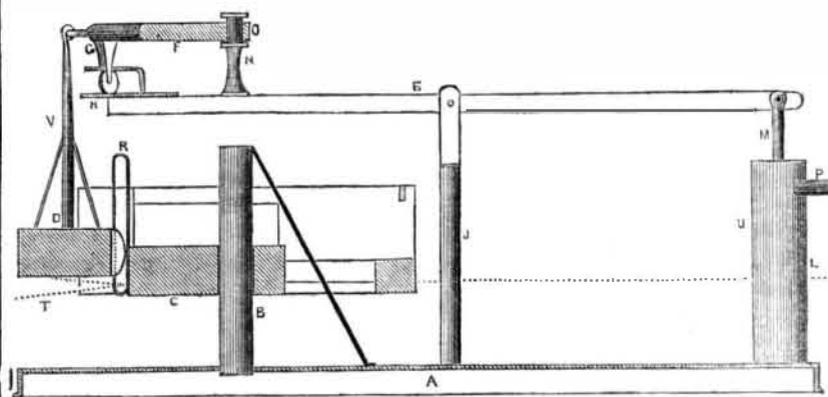
This is an invention of Mr. John T. Denniston, of Lyons, Wayne Co., N. Y., who has taken measures to secure a patent for the same. Figure 1 is a perspective view, and fig. 2 is a longitudinal section. The same letters refer to like parts.

The nature of this invention consists in having a float boat (or any number of such floating vessels) acted upon by waves or tides, so that, by its rising and falling, a motion will be produced to operate machinery for elevating water above its natural level, and transmitting it to any required distance, either for the storing of such water, or to use it for working machinery by a wheel, or otherwise.

A represents the bed plate, or it may represent the bottom of a tidal river or bay of a lake; B is a vertical shaft firmly secured in the bed of the river, and stands above the level of the water at its highest level; C is a floating platform that works smoothly on the said shaft, B. This platform rises and falls with the waves or the tide; it is made with a plate having a wing or leaf, b, on each side. These leaves project at any required angle, and serve the purpose of rudders; D is a minor float boat, with guide rollers in its back part, which run in the guides, R R, of the lar-

ger float. V V are connecting rods properly braced and attached to the boat, D. E E are working beams, with their working joints or bearings on the top of the posts, J J. N is a vertical fixed spindle, having a collar, O, between which, and round the spindle, an arm, F, works. This arm is made with forked branches, G G, which are attached at their extremities to the connecting rods, V V, of the boat, D; these connecting rods have rollers on their under ends, which travel on the segment plate, H, which plate is connected with the working beams, E E. This plate has a curved guard running over the top of the rollers. U U are pumps; M M are the rods of the same; P P are the spouts and hose leading from the pumps. The suction inlets must always be lower than the water line, L. Supposing the line L to represent the water line, and A the river bed, the floating platform, C, will be partly immersed, with the minor boat, D, seated on the water, or it may be partly immersed. The wings, b, of the floating platform will always present the boat, D, in an opposing direction to the flow of the current, &c. As the floating platform is made and secured on the shaft, B, it will be observed that it can swing round and always accommodate itself to assume the right position opposed to

Figure 2.



the current, &c. The boat, D, therefore, will move to every side with the floating platform, C, and will rise and fall with the rise and fall of the floating element, thus giving the beams, E E, a reciprocating motion, and working the pumps. As the waves come in with the tide, a vertical motion is given to the boat, D, both by floatage and the percussion of the waves, for the waves, as they strike against the front plate, a, when the boat, D, is raised (it being more buoyant than the platform), the consequence of the action of the wave is the re-action thrown on the bottom of D, as shown by the dotted lines at T, fig. 2, thus giving to it a higher rising and falling action, and consequently a greater pumping effect. This machinery may be working all night to store up a supply in a dam for working water wheels, &c., during the day.

More information may be obtained by letter addressed to Mr. Denniston, at Lyons.

Our friend and correspondent, General Chas. T. James is elected United States Senator for six years, from Rhode Island.

The railroads of Massachusetts appear from late reports to be in a healthy and good condition.

The engineers of the Michigan Central Railroad are surveying a route for a railroad from Chicago, Ill., to the State line of Indiana.

Our thanks are due to Hon. J. P. Walker, U. S. Senator, for a copy of his interesting speech on the bill to cede the public lands to the States in which they lie, upon condition that they shall be conveyed to actual settlers.

Iodine as an Element of Animal and Vegetable Substances.

An account has just been published by M. Chatin, of Paris of a series of experiments on animal and vegetable substances, with a view to ascertain the amount of iodine that enters into their composition. All vegetables appear to contain more or less of this element, and it abounds in water-cresses. Wine is much more rich in iodine than water, milk richer in the element than wine, and asses' milk more rich in this respect than that of cows. Eggs contain a large portion of iodine. A hen's egg, weighing an ounce and a half, was found to contain as much iodine as a quart of milk from a cow.

These experiments are important, as indicating the kind of food proper for patients whose diseases are of a nature to be treated by iodine. In cases of glandular affections, this distinction of food might be of great benefit.

A Fine Black Varnish for Coaches and Iron Work.

Take two ounces of bitumen of Palestine, two ounces of rosin, and twelve ounces of amber; melt them separately, and afterwards mix them together over a moderate fire. Then pour upon them, while on the fire, six ounces of clear boiled linseed oil, and keep stirring the whole from time to time; take it off the fire, and, when pretty cool, pour in twelve ounces of the essence of turpentine.

A Varnish to Imitate the Chinese.

Put four ounces of powdered gum-lack, with a piece of camphor about the size of a hazelnut, into a strong bottle, with a pound of good spirits of wine. Shake the bottle from time to time, and set it over some hot embers to mix for twenty-four hours, if it be in winter; in summer time, you may expose it to the sun. Pass the whole through a fine cloth, and throw away what remains upon it. Let it settle for twenty-four hours, and you will find a clear portion in the upper part of the bottle, which you must separate gently, and put into vial; and the remains will serve for the first layers or coatings.

Receipt for Chapped Hands.

In your paper of last week was a receipt for making camphor balls. This is no doubt a good article, but as some of its component parts are not readily obtained in the country, I send you another, which is more simple, less expensive, and, I think, equally efficacious: I have used it with success for years. —Melt together equal parts of tallow and white-wax; to this add as much olive oil as will give it the consistence of shaving cream, when cold. A few drops of the oil of roses will greatly improve it.

The Wheeling Bridge Case.

Accounts from Washington state that the Supreme court has intimated that a decision in the Wheeling bridge case will not be rendered this term, as the court adjourns about the 10th of March, and the record from which to elicit a comprehensive brief is too voluminous. A copy of the testimony must go into the hands of each of the judges, and as the evidence will constitute a volume of one thousand pages, it is preposterous to hope for an opinion until the term, commencing in December next.

The Canada arrived at Halifax, last Monday, at M., after a stormy passage of 16 days. She brought no tidings of the Atlantic. We have no hope of hearing of her again.

The war in Germany Holstein is terminated. Peace now reigns in Europe. Liberty has no greater foothold in it now than before the last French revolution.