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Knowledge is Democratic.

The few remarks which we are now about to make, are applicable to men of every age and in every condition of life. "Knowledge is power." wealth is only desirable because of those things which it can purchase to gratify the desires, but there are some things which cannot be purchased with wealth, and knowledge is one of them. Wealth can purchase houses, lands, adherents, and bauble honors, and a man may sit down and enjoy these things at once. An heir to an empire may be born, he may be the legal successor to thrones, armies, and navies; over all these he may exercise dominion and be their possessor, but no man was ever born an heir to knowledge. An idiot may be born a prince or lord, a fool among beggars, while the son of a beggar may be more than a prince among kings and more than a titled lord among magnates. Books, teachers, and money may be lavished to procure knowledge, but the individual cannot obtain it from teachers or books, without personal effort. Knowledge can only be obtained by labor, and without this no man can obtain it; and however poor a man may be, if he labors to acquire knowledge, he cannot fail of success according—yes according—to the amount of labor he expends in the search of it. The nobles and magnates of European nations are well aware of the "power of knowledge." This is the reason why they have endowed splendid colleges to which they send their sons to labor as any plebian's sons must labor, in acquiring knowledge. Knowledge therefore, is democratic; it is true that more time and means may be at the command of the rich than the poor, and in this respect, the former have the decided advantage; but they are brought to the same level in one respect, they must work. One acquires knowledge faster than another, all have not the same faculties, but talent is in the mass. The majority of great men have sprung from the people. Shakspeare, Newton, Franklin, Watts, Burns, Fulton, &c., were men of the people, the workers—plebians born, but kings of mind, while crowned monarchs beside them are but kings of mud.

There is another wrong notion abroad respecting "a learned man." Some suppose that a man cannot be learned unless he is a great astronomer, or can speak twenty or thirty languages, and so on; and others that a man must be profoundly acquainted with all the sciences. There are very few who acquire a profound knowledge of more than one science, as a single science requires a lifetime of study. Such men as Humboldt and Henry are exceptions; but although a few men become eminent in a number of sciences, the fact is beyond dispute, that a man must pursue continually one branch of science to become profoundly versed and eminent in it.

We talk of this and that influence, levelling the mass of men upwards, but the great elevator and democratic reformer is knowledge. The well behaved intelligent man is respected although he may be poor, and we wish this fact to be spread far and wide, and to be felt by every man. The possessor of knowledge who enjoys the simple pleasure of reading, is more rich strictly speaking, than the rich ignorant man and he feels conscious that he has the means of gratifying a desire—of enjoying an enjoyment (tautological though the expression be) of a more pleasurable nature than any which can be enjoyed by the most wealthy barbarian who cannot say his A B C.

New York Gas Lights.

Our corporation authorities are great philosophers. Whatever progress others may have made out of the common well-beaten track of old common sense, they exhibit a patriotic spirit of conservatism, for which each member deserves more than a civic crown, or the equivocal honor of being supposed to be caponlined, when wearing the heraldic honors of ex-alderman &c. To the honor of our corporate authorities be it spoken, they alone seem

to preserve that deep respect for almanacs (as almanacs of moonlight) which seems in this sceptical age to have departed from all the world beside. Thus when a contract with a gas company to supply our streets with gas light, (gas was not made to light our streets with light, but to supply the city with gas, mind that), the moon in her usual course has always been brought in to fulfil part of the contract. Now this would have been very wise, had the moon been a primary luminary, but no matter. Well it so happened on the nights of Wednesday and Thursday of last week, that the moon failed according to the almanac, to fulfil her share in the contract, and consequently our city was without light. The streets during the storm were so dark, that even "a lantern dimly burning," would have been an object of delight to cheer the lonely traveller on his darksome way. The fault was in the moon not fulfilling the part allotted to her in the contract. As for the almanacs wherein that part of the moon's contract is specified, why we don't know what our philosophic aldermen may make out of it, unless it be to pass some penal statute, to force the nightly luminary into future obedience. As a people we are far in advance of other nations in some things, but not in municipal management—that's a fact, more especially in the manner of illuminating our streets.

Atlantic Mail Station on the West of Ireland.

"We learn from Ireland," says the Tribune, "that the advantages which the harbors on the Western coast of the Island, and especially Galway, offer to American commerce, are about to be set forth in a memorial to the President and Congress of the United States, which will bear signatures of great respectability from Dublin and other parts of the Island. It is contended that the voyage would average at least forty hours less than to Liverpool, and might be accomplished with greater safety and with less delay from unfavorable winds. The memorial will ask to have the U. S. Mail Steamers stop at Galway instead of going to Liverpool. We have no doubt its petition will be respectfully considered, and that such action will be taken on it as on mature consideration shall be found most advantageous to the interests concerned. If it is a fact that the transit between Europe and America can be made more quickly and safely by way of Galway, that must eventually be the route."

It is all a piece of nonsense to suppose that either the American or British Governments will pay the least attention to the unreasonable notions of Irish corporations or any other corporations. The payability of mail routes is the first question, not the practicability. The route between Halifax and England is shorter than between Liverpool and New York, yet it was one of the wisest moves ever made by the British Government, in allowing the Cunarders to come direct to New York. If Galway was a shipping port of any consequence, —if it would pay to carry freight and passengers there direct, then their requests would be reasonable, if backed up with the home authority. What if the American mails were carried to Galway, without any provision by the British Government to make that a mail station? Why the mails might be there for a month without reaching the London Post Office. The best way the Irish people can do is not to go round the world begging for an Irish Atlantic Mail Station, but to jump in and invest their funds in steamships and make Ireland a commercial country. Let Dublin, Galway, and Cork look to Belfast, and take an example from her in respect to commercial enterprise. It would be more reasonable for the people of Boston to petition for the departure of the American Mail Steamers from that port, it being at least one day's sail nearer to England, but would not the idea be laughed at? Why? Because the mail contractors are a New York Company, and they have rights which cannot be annulled by the government. It is the same with the Cunard vessels, but the Irish corporations seem to think that governments should do every thing for that people and the people nothing for themselves. The people make the country, not the government.

The Cunard steamships are owned by a Scotch company; why not an Irish one? Scotland pays about as much taxes, has only one half the inhabitants, her soil is poor to a proverb, her nobles are continually in England, and yet one single company, in one city, owns more steamboats than all Ireland. Ireland has the same advantages. Let Irish gentlemen stop talking and go to work and do something for themselves. Ireland has noble rivers, a rich soil, and a good climate, and yet what do we see? Only one city in progress in all the island (Belfast), and that one in a barren part of the country compared with Dublin or Cork. Those who dare not tell the Irish the truth are not the true friends of Ireland.

Painting.

The time is at hand when houses will be painted to restore the worn out coating, and old paint, dingy, but of sound surface, will receive the force of the scrub brush. When we take into consideration the preserving nature of paint, it may be said "it costs nothing." It is very unwise to allow the paint of houses to fade or be worn off to a certain point of abrasion, in order to save a little—the intended saving is an extra expense. Well do careful captains of ships take advantage of every opportunity to put on the paint, they know that economy lies in following the old maxim "a stitch in time saves nine." Almost all our farmers do their own painting, so do our mechanics who reside in the rural districts. White paint is that which is most generally employed, and there is no other kind so universally applicable, both for the outside and inside of buildings. In the mixing of paint, let us give a few words of advice, and first of all, the cheapest is not the cheapest in the true sense of the word. White zinc is stated to be a good substitute for white lead, we do not speak thus personally about it. Use only the best white lead if you use any, and employ the best linseed oil boiled. A little turpentine is used in the mixture, and here is where we wish to give the caution, use but very little of it. It is well known that turpentine makes the paint dry much quicker, but it fulfils the old adage "soon ripe, soon rotten." The turpentine reduces the oil into a saponaceous compound, therefore, if much turpentine is used, the paint will wash away with heavy rains. Those who have seen one paint last three times as long as another will now be able to tell the reason. Boiled linseed oil, when dry, has a hard yet elastic skin; in this consist its preservative and enduring qualities. Rosin varnishes are liable to crack and blister, not the linseed oil varnish.

In painting rooms we have noticed some grand mistakes, and they are not uncommon. In the choice of color, much, yea, everything, depends on situation. A room that is much shaded should be painted a lively color, and one that looks to the north should be painted a warm color, one looking to the south may be painted a moderately cold color. We have seen rooms looking to the north painted light blue, they always looked cold and cheerless. The same care should be exercised in selecting paper for rooms, so as to have the colors harmonize with the situation. Carpets should be selected with the same regard to the association of feelings. Houses facing the north side of streets, when painted dark brown, really look as if they were "done up" brown.

Quarrels of our Countrymen in London.

Our correspondent merely hints at a misunderstanding among the exhibitors from our country, who are now in London. There has been a dispute, and we are sorry for it—all proceeding from the floundering and blundering certificates granted at Washington, to M. C. F. Stansbury and Mr. Riddle. It seems that Mr. Stansbury received a commission to see all the goods safely on board the St. Lawrence, and safely delivered at the Exhibition, when his powers were to cease, after which Mr. Riddle's were to commence, and to wind up with the termination of the Exhibition. Well, it seems that Mr. Stansbury got himself introduced as the Commissioner, and was introduced to the Queen as such, when lo! who should arrive but Mr. Riddle, and his certificate is at once recognized by the Commis-

sioners of the Exhibition. The American exhibitors have held two meetings, and our friend Mr. Macdaniel stated that he saw the Commissioners hand back Mr. Stansbury's certificate and place Mr. Riddle's on file. A vote was taken to recognize Mr. Riddle as the Commissioner, and adopted unanimously.

It seems that the certificates for Stansbury and Riddle were very carelessly made out—just like the way they do business, sometimes, at Washington. But after it is well known that Mr. Riddle is the sole commissioner, Stansbury, by the last reports, had refused, formally, to deliver over the goods to him, and there the goods of our exhibitors were lying piled up in heaps.

Our government is great for appointing scuffy men to minor offices—men who, by such conduct, bring disgrace upon our country. Others will think we are a set of disorganizers in word and deed. Well, it is a good thing that we have men, and many of them, too, who stand above such petty doings—men who are honored in every land. We hope that our exhibitors will yet stand high in the scale of competitors, and bring honor upon themselves and their country.

The Exhibition will continue open about four months.

Patent Cases.

U. S. Circuit Court, New York, April term. Judge Nelson, Thursday 17th April.

Alfred Hall vs. John Wiles—For alleged infringement of patent for the manufacture of brick presses. Verdict for plaintiff \$1,000.

This case has occupied the court for more than one session; it has been a long trial, and in one instance the jury did not agree. The patent claimed to be infringed is a brick press.

On the same day, before Judge Nelson, the following cases were decided:

John Brown vs. Leonard Johnson and Richard W. Trundy—For infringement of patent for gaff of vessel, the improvement being in a means to prevent its chafing the mast. No defence offered. Verdict for plaintiff for \$5 (for one gaff); amount trebled by the court.

Similar suits, with like results, were tried against Jas. Nesmith and Jose Maria d'Mello.

[The patentees, it will be observed, in these cases, were successful. We like to see infringers real, self-known infringers, put through. This does not always happen.]

Notice to Correspondents.

Those who have any business to communicate with the Editor, he desires them to do so by letter in as few words as possible. Write, and re-write, so as to condense and clarify:—this will be found to be of great benefit to those who write. We have many correspondents who can and who do this, in a commendable manner. We do not address this to them. Thoughts are more easy to condense on paper than by tongue, so every man should also write to us clearly and in a compact style. We have received a number of communications, lately, which have been laid aside. We want short but comprehensive and clear articles.

Young Children in Factories.

The Providence (R. I.) Post states that there are young children working in some of the Rhode Island mills, of such tender ages that they appear to be more fit for cradles than working in a factory. During the past winter they have been employed from half-past five in the morning till 8 o'clock in the evening. We do not know anything about the positive correctness of the above: it appears too terrible to believe. What are the Quakers of Rhode Island about?

Shortest Passage Ever Made Across the Atlantic.

The American Republican Mail Steamship "Pacific" arrived at this port on Saturday at 10 A. M., after a passage of 9 days and 20 hours from Liverpool, the shortest on record. The Pacific has made the two shortest passages ever made across the Big Pond.

When news of the Pacific's arrival was announced at the Exchange, three cheers were given for the Collins' Line.

It is expected by many now living that they will yet cross the Atlantic in seven days.