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Rail-Road News.

Interesting to Railroad Corporations.

A suit has been pending in the County Court of Baltimore for several days,—the action was brought by Mr. Branden against the Baltimore and Ohio Railroad Company, for damages in said company refusing to transport a certain number of hogs (alive), for the said Branden, to Baltimore. It appears that the plaintiff, in consequence of the delay in transportation, lost considerable, the price of hogs having depreciated before he could get them to market. It was alleged that the Railroad Company had agreed to forward the swine at a given time, and failed to do so. The jury returned a verdict of \$1,150 for the plaintiff.

Whitney's Pacific Railroad.

We have received the printed Report of the Committee of the Senate, Mr. Bright chairman, on the subject of a Railroad to the Pacific. They recommend the plan of Asa Whitney, Esq., of this city, as being the most feasible, and one which is held to be necessary at the present time, to chain our Pacific and Atlantic possessions together. Mr. Whitney's plan was published in Vol. 2, Sci. Am.

Utica and Schenectady Railroad.

A meeting was held on the 15th inst. by the Utica and Schenectady Railroad Co., wherein it was resolved to increase the capital from \$3,500,000 to \$4,500,000.

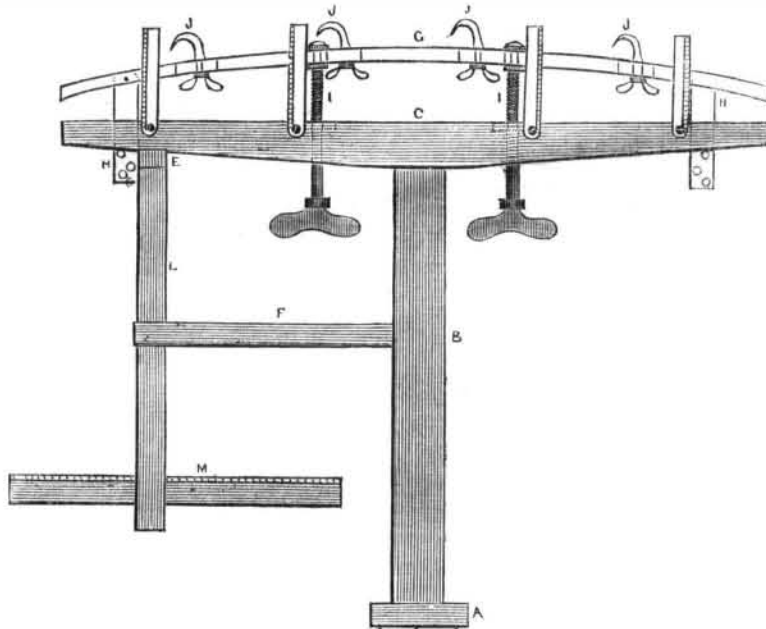
Two engines ran together and were smashed at the Worcester junction, last Friday. This accident delayed the train from Boston to Springfield, and made the express train several hours behind its time.

Telegraph to France from England.

The telegraph wire across the straits of Dover having been broken, we learn by the last news from Europe, that the telegraph owners are now understood to have completed such final arrangements as were pending with the authorities at Paris on the subject, and to be now prepared to promote the establishment of the communication in a permanent manner. A specimen of rope, or rather coil of iron wire, has been constructed, which it is affirmed will be of sufficient strength to resist every cause of accident to which it is liable, whether arising from rocks, anchorage, or otherwise. The cost of this would amount to about £50,000, of which one-half is proposed to be raised in Paris and the remainder in London. A few months, it is said, will suffice for its construction, and it is therefore contemplated that it should be laid down early in the spring of 1851. The concession obtained by the company gives them the exclusive privilege of communication between the two coasts for a period of ten years.

According to Bouguer's experiments, light is weakened after a passage on the ocean of 192 feet, in the proportion of 1 to 1,487.8.

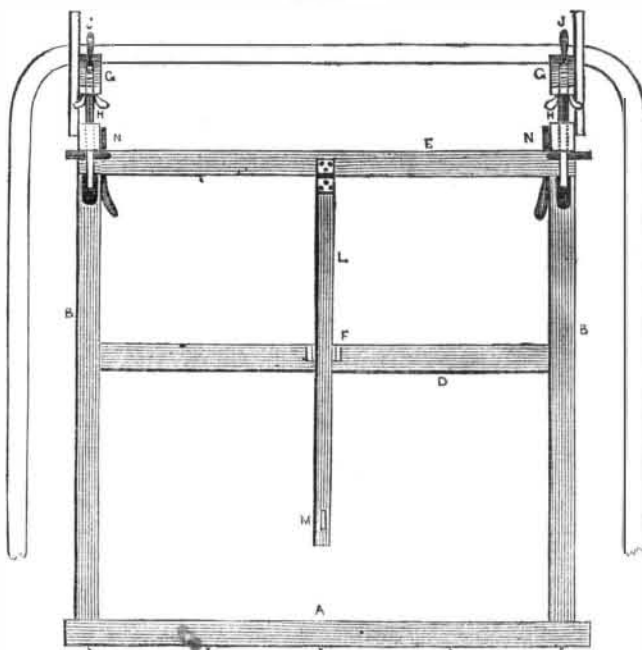
McKINNEY'S IMPROVED MODE OF REGULATING THE SETTING OF BOWS IN WAGON TOPS.—Fig. 1.



This is the invention of Mr. A. McKinney, Montgomery, Orange County, N. Y., and was patented on the 13th day of last August. Figure 1 is a side elevation, and figure 2 is a back view. The same letters refer to like parts. The nature of this invention consists of a frame provided with certain adjustable rules and hold-fast bolts, whereby the frame is secured to the seat of the wagon, the hoops set at the required height and distance from each other, plumbed and squared to the adjustable rules, and held by the hold-fast bolts until they are secured to the body of the wagon. The usual mode of setting up the bows of wagon tops, is to set up the back one, and after having plumbed it and set it at the re-

quired height, to set up the others separately by measuring from the first or back one. This is a task which occupies considerable time, and generally employs two persons; but in setting up the bows by Mr. Kinney's apparatus, it is only required to set the adjustable rules in the required position, and to set the bows by the measurement marked on the rules, which may be accomplished in a very short period by one person. The frame is of wood; A is the bed piece; B B are two uprights; C C are longitudinal bars; D and E are cross-ties, and F is a bar; G G are rules of the same length as the longitudinal bars, C C. These rules are divided and graduated in feet and inches on their upper sides, and are at-

Figure 2.



tached by pins to the flat rods, H H, which pass through slots near the ends of the longitudinal bars, C C. The rods, H H, are each provided with a series of holes, through any one of which a pin may be inserted under the bars, C C, for the purpose of adjusting the ends of the rules, G G, at any required height; I I are adjusting screws, fitted into nuts in the bars, C C, and they are secured to the rules, G G, for the purpose of giving any required arch to the said rules; J J are hold-fast bolts, having square shanks passing through slots in the rules, G G, and having their lower ends screwed and fitted with thumb-nuts; these bolts are for securing the upper part of the bows to the rules, G G, and are capable of being moved a convenient distance in the slots according to the distance required between the bows; the rules may be provided with any required number of hold-fast bolts, but as four bows are generally the amount employed, no more are represented. There are four graduated short

rules, one for each bow; these are represented as standing vertical, but they are jointed by pins to the bars, C C. These short rules are for setting the rules, G G, at any required height, to give the required arch from the back to the front; L, is a swinging rod jointed by a hinge to the cross-piece, E; it is capable of swinging backwards and fitting in a fork in the end of the arm, F; this swinging rod has a slot, also, in its lower end, to allow the sliding rule, M, to move in it freely.

OPERATION.—The bed-piece, A, having small pins on its bottom, is secured by a handscrew to the seat of the wagon. The bars, C C, are set in line with the sides of the wagon, and the finger plates for receiving the ends of the bows are secured in their required places on the sides of the wagon. The small vertical rules are then turned up (as represented) and then the rules, G G, are set by these small rules to the required height, and arched to the proper curvature for the cover. The backbow is then placed across the rules, G G, and set at any required distance from the back rail of the seat of the wagon, which is measured by the small back rule, and is plumbed so that its sides are set vertical, and its upper part set to corresponding measurements on the rules, G G, so that it must be square with the sides of the wagon. It is then held tightly down to the long rules by the hook bolts, J J, which, by their nuts, screw down the bow on the longitudinal sides rules. The other bows are then set in their separate places in the same way, at the required distances from the back bow, and their lower ends secured in the finger plates, and thus the bows are rapidly and correctly set, after which the hook bolts may be unscrewed and the frame released, leaving the bows ready and appropriately fitted and fixed. A small slot may be made in the side rules, G G, to allow the bars, B B, and the arm, L, to be moved up and down a short distance. The bars, B B, are fastened by inside nuts, N N, (seen in fig. 2.)

This apparatus can be used for setting up the bows of fixed or folding covers; for folding tops, jointed finger plates are used, and the bows being set perfectly parallel and square, will always fall on each side without breaking the leather or other material of the covering.

This apparatus commends itself to all carriage makers; it has been appreciated as a most excellent invention by every carriage maker who has seen it, and we are sure that this illustrated description of it will convey a perfectly correct idea of its operation to those skilled in the art, and its merits will at once be acknowledged. Carriage-making is a universal trade in our country—no other nation can exhibit within 90 per cent. such a general diffusion of those things considered by the old world luxuries—we mean neat and genteel carriage equipage. Every invention, therefore, which can cheapen and facilitate the construction of carriages is a grand republican benefit.

Information about the sale of rights, &c., may be obtained by letter addressed to the inventor and patentee, and directed to the place mentioned above.

Fire and Water Proof Cement.

Pour a pint of vinegar into a pint of milk; when the latter has fully coagulated, clear it of the lumps, and let it settle, then mix the whole well together; now sift into the liquid quick lime, till upon stirring the whole we obtain a thick paste. This cement will permanently unite marble, earthenware, china, &c.

The annual value of the whole produce of Great Britain is equal to £514,000,000 sterling.