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Steam Navies.

It appears that some of the English newspapers have got into an awful agony about the invasion of old Albion by Bonaparte the Second. Many of our newspapers, and some of our orators, have also descanted tremendously upon the subject. It has even been said, by some of them, that the despotic powers of Europe might unite together, make a descent upon England some fine morning, with an army of whiskered pandors and fierce hussars, and, after Frenchifying and Russianizing her, eating up all John Bull's roast beef, and supping up all Sandy's kail brose, would make direct for Manhattan Island or Chesapeake Bay, and soon make short work with our Republican Johnny-cakes and hommony. They really appear to be afraid of our Model Republic,—afraid that the despots will submerge England and then swallow up our continent, Bunker Hill and all that. It is really grievous to us, whose hours are so often taken up in plowing through statistics and acquiring unassailable facts, to see so much ignorance displayed by many of our distinguished countrymen in respect to foreign powers. All the powers of Europe united, could not make an impression upon our coasts, if we except England with her tremendous navy. If they should come here, we would give them a welcome, and a grave beneath the waters of our seas, before they could set foot upon our shores. It appears to us that the people of England, who are making such an ado about being invaded from France, are not well acquainted with the power of their own country. The navy of England is the largest in the world, and next to her in power is that of the United States.

By the recently published report of the Secretary of our Treasury, it is stated, that we have of steam vessels, 1391—some of them steamships of great power; and the Collin's line of steamers, are the largest in the world; they can be turned into war vessels in a very short period. We have 96 marine steamships, 15 of which, compared with 15 of the largest belonging to England, exceed them by 5,000 tons; and then to these we can add 382 steam propellers, some very fine and large ships. France and Russia combined have not a steam mercantile marine equal to ours; and as for the other powers on the continent of Europe, their steamships are about as numerous as dromedaries on our prairies. At the present moment there are, in the New York docks, five or six new steamships, of the largest class, almost ready for sea. Our steam marine is now very powerful, far more so than we are liable to suspect: it has grown up, as it were, "in a single night."

The inland steam ships and boats of the United States number 766; the tonnage of these, in the aggregate, amounts to 204,613 tons; the tonnage of our marine, amounts to 212,500 tons—total 417,113 tons. Our mercantile steam vessel tonnage is the largest in the world. Our government navy, however, is exceedingly small, and of no great strength, but with it and the mercantile new steamships, which can be easily transformed into powerful war vessels, we have not the least occasion to fear the united forces of all the despotic powers of Europe; our pancakes are safe, and if we do not destroy our own liberties, we have no fears of them being destroyed by foreign powers, even although England was Frenchified and Cossackized to-morrow.—But there is a most lamentable general ignorance of the power of England, both among the people there and our people here. This we judge from the statistical facts respecting her steam navy and mercantile steam marine. Her steam navy is really terrific: being no less than 147 vessels, besides three new 80-gun propellers ready to be launched. One half of these, only, are in commission, but then she has 75 steam vessels, ready for war at any moment, the average tonnage of which is 800 tons each: some of them are very small and some very large, but the very smallest is fit to cross the Atlantic. The commercial steam marine of Britain numbers 1184 steamships and steamboats: the city of London

alone has 333 steam vessels, with a tonnage of 102,000 tons. The city of Glasgow has 88 steamships, all fitted for sea, with a tonnage of 34,000 tons. In Liverpool there are 99 steam vessels with an average tonnage of 21,059 tons. Thus, in three ports, there is a tonnage of steam vessels amounting to 157,059 tons. There is a statement in the last Franklin Journal making the merchant steam tonnage of Great Britain to be only 142,080 tons. It is right that we should be well informed about the power of foreign countries. It is our opinion that the policy of England always has been to hide her strength. It may be wise policy, and it may not—we have no occasion to discuss that point now, we only wish to present facts, for true information to our people. We have presented the tonnage of the steam vessels of three British cities, and we have rather under-rated it. If we allow an average tonnage of 200 tons to all the mercantile marine there, it will amount to 236,400 tons.

We have seen a statement in the Cincinnati Gazette, about so many English steamboats being below 100 tons burden, and that we had no such class here. This is true, but every one of them are under-rated; and for all, the very smallest is fit for sea. One single Glasgow Company (the Cunard), has seven Atlantic steamships with a tonnage of 13,100 tons, and this force is to be increased about 6,000 tons. There are at least 100 steamships of 1000 tons burden, each of which, upon an exigency, could be drafted into the British navy, and, in a few days, armed and equipped, not for defence, but offensive operations. The statements that England may be invaded from France, is all sponge cake and Cologne water. Whenever her dockyards are active all the European powers shake; they are vulnerable to her. She is able, in two weeks, to blockade all the ports of Europe, and defend her own at the same time.

These are our views on the subject, and the conclusion which we draw from them is, that our navy should be increased with four or five new steamships of the first class, as soon as possible, not for fear of the Cossack or Frank, of Europe, but to protect our fast-growing trade on the Pacific.

History of the Re-Issue of the Woodworth Patent.

It is well known that a re-issue of the patent of William Woodworth, for improvements on Planing Machines and for tonguing and grooving planks, was passed by the Patent Office on the 8th day of July, 1845, but it is not generally known how that re-issue was brought about, nor the history of the agents as connected with that affair and the Woodworth Patent. In December, 1828, William Woodworth obtained his patent, and it was renewed for fourteen years, once, by special Act of Congress, for the benefit of Woodworth's heirs and executors, after its first term had expired (Dec., 1842). Two years after the Act to extend it had passed, and five years, we believe, after the inventor was dead, namely, the 18th June, 1844, the son of the inventor, W. W. Woodworth, surrendered (as is the custom to do when re-issues are applied for) the original patent, and prayed the Commissioner of Patents, H. L. Ellsworth, Esq., to re-issue it in three distinct patents, for so many combinations,—never claimed by old Mr. Woodworth,—that is, to make three patents out of the old one, embracing claims not sought for in the original patent. Dr. Jones was the agent in this affair; Mr. Ellsworth refused, and said if he was urged to a decision, he would decide against it, and withhold the patent. The application and old patent were then hastily withdrawn. Mr. C. M. Keller was then the Chief Examiner, and he it was who examined the application, and, as was his duty to do, he no doubt wrote the letter of refusal, which Mr. Ellsworth signed. After Mr. Ellsworth was superseded by the Hon. Edmund Burke, on the 5th of May, 1845, Mr. Keller resigned, and Mr. Fitzgerald, his assistant, was appointed in his place. Mr. Burke being absent in New Hampshire, Mr. Keller, who had become a patent agent, presented, on the 7th July, two months after he resigned, an application for the re-issue of the Woodworth patent. This application was examined, passed by Mr. Fitz-

gerald, in one day—the next after it was presented. Mr. H. A. Sylvester was the acting Commissioner of Patents, who knew nothing about Mr. Ellsworth's decision, nor the previous history of the patent; and neither Mr. Keller nor Mr. Fitzgerald, as it was the duty of the latter, especially, to do, gave him the least information on the subject. The re-issued patent is the one now used in our courts as the invention of William Woodworth, and it is the one sought to be extended by the present Congress. It will not expire until Dec., 1846. The claims are entirely different from those of the original patent.

This history, we have obtained from a pamphlet by the Hon. Edmund Burke, ex-Commissioner of Patents, who was not himself acquainted with them until he left the Patent Office, and was employed, in the course of his profession, to examine the Records of the Patent Office, in relation to the re-issued patent.

This strikes us as being one of the most extraordinary transactions that we ever heard of being perpetrated by Government officials in any country. It should be rigidly investigated by the Patent Committees of the Senate and House of Representatives. In view of these facts, there is but one course open, we think, to the gentlemen composing these committees, and they do not require us nor any other person to tell them what it is.

Mind your Business.

It is really vexing to us to read, as every man should, some of the speeches of our Senators in Congress. We have read the remark by two of our Senators, at least, stating that however much they sympathized with the oppressed nations of Europe, they never would join in an alliance with tyrannical England. All right. Has such an alliance been proposed? We have not been able to come across any account of the proposals. It would be well for people to stick to their legitimate business—discuss the affairs of their own country: "mind their business," that's their duty. In looking over the Resolutions that have been introduced into the present Congress, we really feel ashamed of the conduct and ignorance of some of the honorable gentlemen in both branches, but more especially do we feel chagrined at the impertinent interference in the affairs of other nations, to the neglect of our own. A resolution is introduced about interference in the affairs of other nations, and, lo-and-behold! a dozen long speeches are made, every one travelling round about European history, and ending without the least resemblance of anything like "minding your own business." Another introduces a resolution about Exiles from Ireland, and lo! as many patriotic speeches are made, and not a soul of them can tell anything about the facts of the case. Many of our Senators, men with a reputation for law knowledge, are exceedingly ignorant of the laws of foreign countries, and with this ignorance they have the foolish habit of "not minding their own business." We see a necessity for speaking thus, for while we see flaming patriotic speeches made about liberty, tyranny, &c., the important business of American patents is but merely noticed in the telegraphic reports. It is a shame to our country, that our Senators and Representatives should pay so much attention—and all of no use whatever—to discuss business quite foreign to their legal duties, and neglect the important concerns of their own country. Gentlemen, will you take Franklin's advice, "mind your own business." Look into the Patent Law strictly, and see if it requires to be amended, and if it does, do it quickly. Look into the question of extending the Woodworth monopoly, and see if the application for it does not require some of the invective so freely dealt out to the governments of other nations.

Communication through the Lakes with the Pacific.

Capt. Synge, of the English navy, has read two papers before the Royal Geographical Society, on opening up communication between the Atlantic and the Pacific, through the St. Lawrence and the Great Lakes. Sir Roderick Murchison thought it could be done, and compared the project to the uniting of the Black Sea and the Baltic, by Peter the Great of Russia.

Glass Dials for Public Clocks.

A new glass dial has been furnished for the City Hall clock, in the Park; well, there was much need of it. The new one is in one piece, transparent, without the dark seams that disfigured the old one, and which rendered an eye-glass somewhat necessary to distinguish the hands. The great benefit of glass dials for public clocks, is the rendering them transparent, so that when a light is placed inside, the hours can be distinguished at night as well as by day. The constructors of the dial were Messrs. Sherry & Byram, of Sag Harbor, Long Island.

We learn by "The Corrector," of Sag Harbor, L. I., that Messrs. Sherry & Byram have completed new glass dials for the clock in the City Hall of that village. Each dial is 7 feet in diameter, and made of one piece of glass, with the figures and minute marks of metal, secured to the glass by screws.

The Common Council of this city, we have been told, have contracted with the above gentlemen, for a new clock for the cupola of our City Hall, which is to be warranted not to vary two minutes in twelve months. It is to be a chronometer clock.

We are glad to see that transparent dials are becoming more common on public clocks. Every village should have one clock with a transparent illuminated dial. In any place where gas is employed for public illumination, it is so easy, and costs so little to maintain a light in a transparent dial, that we have no excuse for any village, town, or city, which does not maintain one. Before we had an illuminated clock in this city, we directed attention to the subject a number of times. Our remarks, we believe, did not fall like water on the flinty rock; and we hope the few we have now made will have some effect in extending the application of illuminated dials to all public clocks throughout our country.

Walking Like a Fly Head-downwards.

A Mr. McCormick has been rather astonishing some of the New Yorkers, during the past week, by walking on a polished marble slab, head-downwards, in one of our amphitheatres. It is somewhat frightful to see a fellow mortal perched up in mid-air, with his head to the ground—but a long way above it—and his feet to the roof. It is the first feat of the kind ever performed, so far as we are aware, and McCormick has been dubbed with the title of Professor, for his scientific performance.

The feat is performed upon well-known principles of science, by using air pumps, and working them step by step, to extract all the air under appendages on his feet, so that the outward pressure on one foot will exceed his whole weight. If he is 150 lbs. weight, it requires 10 square inches of atmospheric pressure to balance that, for the atmospheric pressure is 15 lbs. on every square inch of the earth's surface, therefore 10×15=150 lbs. This pressure must be on one foot, while the other is being moved forward. The courage required to perform the feat is not small, and the labor is very severe and tedious. It is needless to say, that although the polished marble slab is the greatest wonder to some, he could not perform the feat on rough porous boards.

Ventilation.

On our proper page there is an advertisement of Henry Ruttan, Esq., of Coburg, Canada, to which we wish to direct attention. He is desirous of an opportunity of superintending the erection, with his system of ventilation, of a good dwelling or school house in this city (New York). Our people should pay attention to this subject.

We learn from the Aurora (Ia.) Standard, that ground was to have been broken, and active operations commenced, on the Ohio and Mississippi Railroad, opposite St. Louis, on Monday, 2nd inst.

The ceremony of breaking ground on the Ohio and Mississippi Railroad took place at Illinoistown on the 7th inst. There was a very large attendance.

A train of six cars, on the Georgia and Central Railroad, took fire on the 12th inst., and were consumed with all their contents, consisting of two hundred and fifty bales of cotton.