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## RAIL-ROAD NEWS.

### A Tunnel at Albany.

A Bill for the incorporation of a Tunnel Co., to be constructed underneath the waters of the Hudson, at the good old city of Albany, is again before the people there. The capital of the company is to be \$500,000, to be divided into shares of \$100 each. Robert H. Pruyn, Henry H. Martin, Franklin Townsend, Peter Cagger, and Hamilton Harris are commissioners, th solicit subscriptions. The work is to be commenced within ten years, and when \$200,000 shall be paid in. It is projected to construct the Tunnel of sufficient size to lay down [a double track, and with carriage and foot-passenger ways. The Bill is now before the Railroad Committee of the Legislature. We presume the gentlemen composing it will have the estimates laid before them for constructing such a tunnel for half a million of dollars. The work, we suppose, is intended to be constructed on the most economical principles, so economical, indeed, that we humbly believe the question of expense has been but very superficially considered. A railway tunnel, under any river, always involves, the expense of an incline at each side. This question of a tunnel at Albany is an old hobby; it will be a long time before it is constructed.

### Railroad Accidents.

The New York Daily Times, in a long editorial on the subject of railroad accidents, respecting which the editor has had an abundance of sad experience in witnessing quite a number, he thus concludes his opinions respecting the causes and his remedy for the same:—

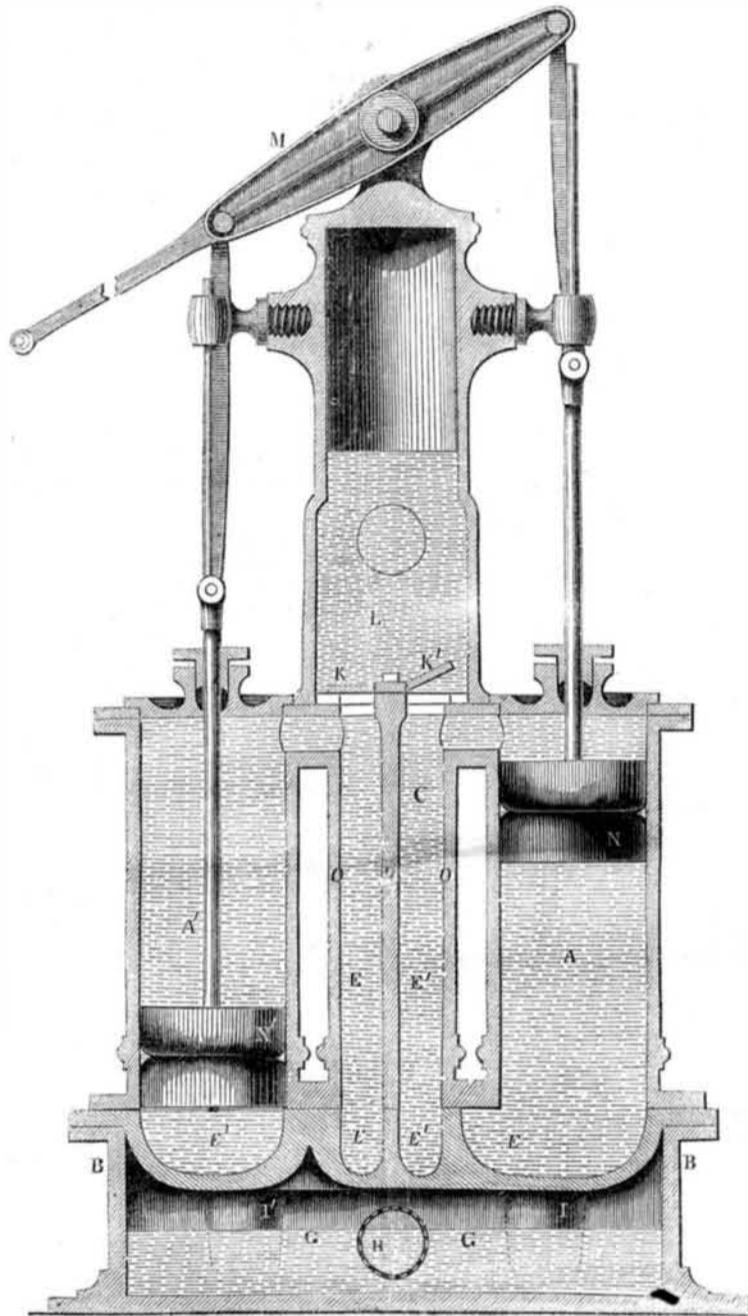
"In every case of railroad disaster, so far as we know—the catastrophe has not been an 'accident' in any just sense of the word. It has been produced by distinct, adequate, and easily foreseen causes—such causes as it is the duty of the railroad companies to foresee and remove. And the companies are directly to blame for all these disasters. They are guilty, morally and actually, for all loss of life and property that may occur. And while under existing circumstances and laws, it is impossible to hold them properly accountable, damages may be, and ought to be, recovered.

It is clear that the only remedy for such disasters—the only way in which they can be effectually prevented—is by employing a higher, more intelligent, and more responsible class of men, in all departments of railroad management, from the highest to the lowest."

### Railroad Fares.

At the annual meeting of the Vermont and Massachusetts Railroad Company, held last week, President Whittemore declared it "as his settled conviction that the railroads of New England must combine to raise the prices on all the roads, in order to save themselves." He said that, "if the present rates were doubled, the interior roads might possibly divide 6 per cent.

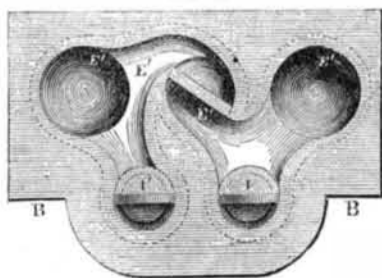
**BROWN'S FORCE PUMP.—Fig. 1.**



This pump is one for which a patent was secured recently in England, by Mr. Robert Brown, of Liverpool. The arrangement and combination of its parts are peculiar. As pumps are so universally useful and necessary they are important machines, and are subjects of interest to all our citizens. This is the reason why we present an engraving of it. Two double acting pumps are so arranged that one inlet and one outlet valve for each are sufficient to maintain the action of both pumps.

Fig. 1 is a vertical section, and fig. 2 is a plan view of the base plate on a smaller scale

FIG 2



A A' are two double-acting pumps, which are bolted on the plate, B B, so as to cover the cavities in that plate; and also the channels forming the different connections thereto. A third cylinder, C, is placed between the pump-barrels, which is divided vertically, by

a partition, D, into two channels, E E', communicating with the channels, F F', in the plate, and form the inlet passages to the pumps. The cavity, in the base, G G, is supplied with water from a perforated pipe, H, by which it is kept at an uniform height: I I, are the inlet valves, which are covered by suitable bonnets on the plate, B, which may readily be removed in the event of any derangement of the valves. The water, forced by the pumps, passes up through the outlet valves, K K', into trunk, L, from which it is conveyed by pipes, to its destination. The trunk, L, also sustains the beam, M, from which the pump-buckets, N N', are worked, together with guides to maintain the parallelism of motion of their rods; all well understood, being in ordinary use. The action of the pump is this; during the upward stroke of the bucket, N, the water contained in its cylinder, above it, will be forced through the passage at the top, up through the valve, K', into the trunk L; while at the same time, a vacuum will be formed, below the bucket, N, causing water to flow in by the suction-valve, I, from the vessel, G, below. While the up stroke of N is taking place, the down stroke of N' is effected; the water contained in the cylinder below it, being forced by the channel, E, in communication therewith, up through the outlet valve, K'. The suction of the cylinder, A', is also simultaneous with

that of the other cylinder, A, by the passage, E; which, by reference to fig. 2, it will be seen, is in communication with the valve, I, thus the valve, I, serves, simultaneously as the inlet or suction-valve K', as the delivery valve. Again, during the up stroke of N', and the down stroke of N, I' will be the suction-valve for both, and K the delivery valve.

### Hatching Salmon.

At one of the late sessions of the Academy of Sciences, Paris, M. Coste took occasion to remark to the society that he had succeeded in hatching salmon and trout from eggs brought from a distance. He exhibited a glass globe, half-filled with water, with a bed of sand at the bottom. A multitude of reddish, half-transparent creatures, were darting with extreme vivacity from one side of the bowl to the other. Each one was about as big as a hemp-seed. Two almost imperceptible black points seemed to be the eyes, and a slight, though remarkably active excrescence, the tail. The eggs from which these embryo salmon were produced, were sent to the College de France from Mulhausen, where they were packed by the engineers of the Rhone Canal. They were placed in a tin box, wrapped up in a mass of moist aquatic plants, and sent by diligence. M. Coste received them forty hours after they were taken from the waters of the Rhone, and immediately placed them in a basin through which he caused a steady current of water to flow. A few days after they gave birth to numerous hearty young salmon; their health was so good as to enable them to pay a visit to the Academy at a very early period of their existence.

### Statistics of Strikes in Britain.

In 1836, the operatives of Preston, to the number of eight thousand, struck work for thirteen weeks, and the loss in a mere monetary point of view, to the town and trade of Preston, was calculated at no less a sum than £107,196 whilst from twenty to thirty thousand individuals were reduced at once to starvation. In the same year the cotton spinners of Glasgow struck for a period of seventeen weeks. The total loss to Glasgow amounted to £194,550. In 1834, the result of the combination of colliers in Lanarkshire, and the two adjoining counties, was equivalent to a tax on the inhabitants of £489,000 for a period of eighteen months, besides a loss to the colliers themselves, their employers, and others, during a strike of six months, of £189,000. In this strike it is also calculated that between forty and fifty thousand human beings were rendered destitute. By multiplying these figures by 4'85, we will have the amount in dollars and cents. Trade strikes have always proven injurious to the country in which they have occurred.

### Curious Effect of Trying a Cannon.

On a recent trial of four 56-pounders, at the arsenal at Woolwich, Eng., one gun went off before the rest and burst, and a piece struck the gun beside it and turned it round so as to point in the direction of the town, when off its ball went, scaling the chimneys in fine style. By good fortune no person was hurt.

### Poisonous Adulterations in Cider.

In consequence of the sickness of numbers of people in a quarter of Paris where cider is much used as a drink, an inquiry has been instituted, which has lead to the discovery that sulphate of lead is put into the cider, to make it clear and sparkling.

News from California represent the Mormons at the Great Salt Lake to be in a state of independent uproar; that is that they have declared their independence of the United States. We wonder who can believe all the thousands-and-one stories which are afloat about the Mormons.