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USEFUL RECEIPTS.

Cure for Rheumatism.

The following recipe for rheumatic inflammation has been lately presented to the French Academy of Sciences, by a retired army surgeon of Paris, as possessing extraordinary curative properties in the above painful affection. Dr. Poggioli, the discoverer, states that in seventeen cases of rheumatism the complaint yielded immediately on the application of this new remedy.

RECIPE—A salt of morphia (hydrochlorate), distilled water, extract of belladonna (atropine), ointment made of the buds of the poplar tree, leaves of black poppy, belladonna, henbane, and nightshade; animal fat macerated in datura leaves, q. s. The composition to be scented with essence of lemon or cherry laurel water.

In many instances mentioned by the discoverer, one rubbing was sufficient with the application of linseed poultices afterwards to effect a perfect cure; it may, however, be sometimes expedient to apply it for a week at the utmost. The proportional quantities of the prescription must be regulated according to the constitution of the patient as well as the nature and extent of the malady.

The inventor, in his account to the Academy, states it to be the result of several years' labor and experience. With regard to its efficiency we cannot say anything, but give it as translated from the "Lumiere," (Paris).

Cure for Erysipelas.

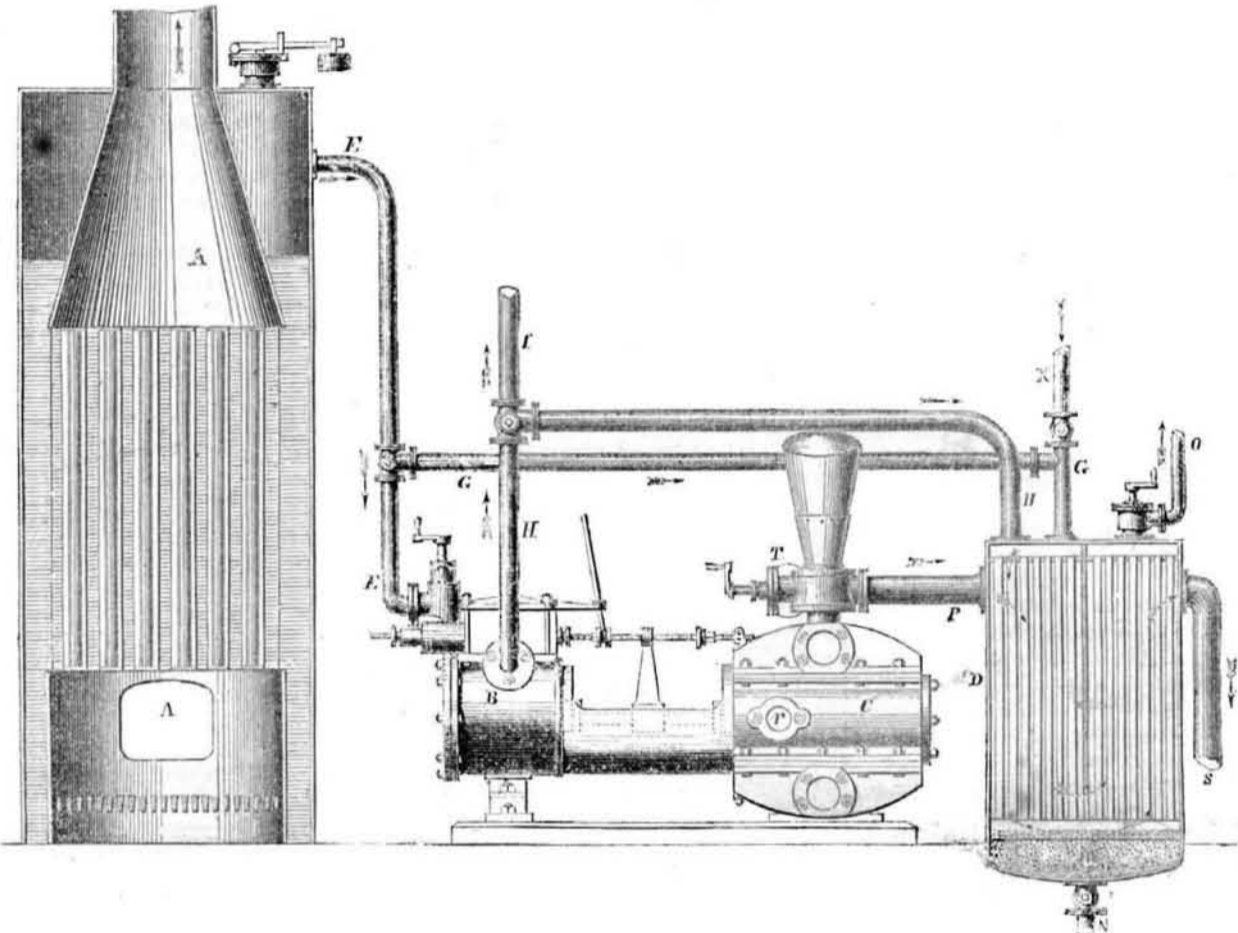
The editor of the "Salem Observer" gives a public cure for this disorder, from which he has been a great sufferer. He says:—"A simple poultice made of cranberries, pounded fine, and applied in a raw state, has proved in my case, and a number also in this vicinity, a certain remedy." In this case the poultice was applied on going to bed, and the next morning, to his surprise, he found the inflammation nearly gone; and in two days he was as well as ever.

Chloroform is being used to remove bees from the honey comb. The hive is placed above a chamber, having a glass window at one side, and a small hole pierced at the other. The chloroform is put in a small bottle having two tubes through its cork, only one of which is allowed to come into immediate contact with the chloroform. The tube which does come into immediate contact with the chloroform is inserted into a small hole in the side of the box, and by blowing into the other the chamber is soon filled with the gas, and they tumble out in a box below.

How to Make Old Oak.

The appearance of old oak may be obtained by exposing any article of new oak to the vapors of Ammonia. Every variety of tint may be procured, according to the duration and temperature of the volatile compounds. A new oak carved arm-chair, exposed to the vapors of the ammonia, will, in about twelve hours, have all the appearance of having been made 200 years before

STEAM PUMP AND FRESH WATER CONDENSER.



The annexed engraving is an elevation partly in section, of a boiler, Worthington & Baker's steam engine pump, and a condenser, combined and arranged in such a compact manner by Charles W. Copeland, engineer, of this city, as must commend the same to the general attention of all concerned.—For ships it is a most commendable apparatus, and should be employed in every one that sails on the ocean; no whaling ship, at least, should be without such apparatuses.

The boiler, A A, is of the ordinary vertical construction. The only noticeable peculiarity in it is, that no part of the tubes is left uncovered by the water, and the smoke-box, or take-up into the chimney, is constructed so as to give a better amount of steam space than usual.

B is the cylinder of the auxiliary engine, and C is a double acting pump; D is the condenser.

The steam-pipe, E, conveys steam from the boiler to the engine, or when the power of the engine is not required, it may be led by means of the branch pipe, G G, directly from the boiler into the condenser.

The exhaust steam of the engine is conveyed by the pipe, H H, to the condenser, D; or when the distilling apparatus is not required, it may be blown into the chimney by means of the pipe, I.

The condenser, D, is cylindrical, and is divided in a portion of its depth by a vertical partition. The steam to be condensed passes through the tubes, and the fresh distilled water produced passes through the filter, m, by the pipe, N, to the tank placed in any suitable part of the ship. Any steam which may avoid condensation escapes through the pipe, O. The pump, C, draws water by the pipe, r, from the sea, and delivers it through the pipe, P, into the condenser, where it passes outside the tubes (condensing the steam in them by its refrigerating powers), and through a space left at the bottom of the partition, by the course shown by the dotted arrows, and finally escapes overboard by the pipe, S.

When the pump is used as a fire-engine the water is shut off from the condenser, and pumped through one or two hoses attached to the flange, T.

One only other pipe remains to be noticed. We have hitherto spoken of the apparatus as applied to a sailing vessel; but as it may be applied with equal advantage to steamers, a pipe, X, is then provided, by means of which steam from the large boilers may be conducted to the condenser, and the distilling go on without getting up steam in the auxiliary boiler.

A great advantage in having an auxiliary boiler is, that when in port, or if from other circumstances the large engines are not employed, steam may be got up in a very short time, and with very little trouble and expense, and the engine set to work to pump out bilge water, to fill the large boilers, or to act as a fire-engine.

This steam pump is coming into very general use; for feeding a boiler it is the best, and applied as here represented its importance is incalculable, especially for ships going to San Francisco and Australia. We like Miller's condenser better than this one; although it is more expensive it will last longer. These pumps are manufactured in this city.

These steam pumps, we hope, will soon be used in conjunction with every steam boiler, not only in our own land but all others. Indeed, we understand that it has met with the commendation of eminent engineers in England, and is now in successful operation in that country. The pump itself on board of a ship might be attached to a small boiler in the cook's galley, and no more room would be occupied by the whole apparatus here represented, than by the half of a common cooking galley. This simple means of obtaining a supply of fresh water from the salt sea should certainly be embraced as a necessary ship's appendage. In stormy weather many ships are detained at sea for a long time beyond the average length of a voyage. The passages this winter have been very tedious and stor-

my on the Atlantic; and in ships where there have been a great number of passengers, much suffering has been experienced for want of a proper quantity of fresh water. It conduces greatly to the health and comfort of passengers, to have a plentiful supply of fresh water at sea; it is not easy to carry a tremendous cargo of water casks, hence the water is measured out to them with great care. Here is an apparatus which at once commends itself as an adjunct to the happiness, comfort, and necessities of every passenger on every ship that navigates the ocean.

Coal in Ireland.

The reason why England and Scotland have advanced so rapidly in manufacturing in comparison with Ireland was owing to the very limited supply of coal in the latter country. This, it would appear, will happily be no longer a drawback to (a portion at least) Ireland's advancement. The "Banner of Ulster" says:—

"We announced on Tuesday last, the discovery of coal at the Marquis of Downshire's salt mine, at Duncrue, near Carrickfergus, and we have now to add that a seam of the valuable mineral has been reached fully five feet in thickness. This, we believe, is the largest bed of coal hitherto discovered in the north, and competent judges declare its quality to be very superior. The depth now obtained is rather more than 1,000 feet—800 feet of shaft, and 230 feet of bore. A new shaft is about to be made in the immediate neighborhood of the present one in order that operations may be commenced without delay, to make the rock salt available as an article of commerce."

Basket Willow.

Five millions of dollars' worth of basket willow are annually imported at a cost of from \$100 to \$250 per ton. It can be produced here, it is said, for \$50 a ton. Several species are used for baskets, but the *Salix viminalis* (basket osier), is considered the best.