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Government Retarding Improvements.

"ACROSS THE OCEAN IN SIX DAYS.—One of the greatest impediments to the improvement of steam navigation is in the great lines sustained by the aid of the government in this country and in England. The Journal of Commerce, which has always favored the 'protective policy' in its most odious form, as applied to the Collins' line, admits this in the following paragraph:

'Mr. Whitworth, who was one of the British Commissioners to our Crystal Palace, stated when he was here, that steamships would soon be built in England that would cross the Atlantic in six days, and that it would be done now, but for the reason that it would prejudice the interests of existing lines.'

We think it bad enough that government by its enormous gratuities should give one line of steamships advantages over all others and keep out the natural competition of unfettered trade. But here is something worse; the interference of the government not only does this, but keeps down the natural improvement of steam navigation, and the English government being committed to the same policy, we are put back or kept back in one of the most important agencies of civilization."

[The above is from the Providence "Journal;" we cannot conceive how any person of intelligence could make such a statement. How does government grants prevent vessels (that can) from crossing the ocean in six days? If any company can build a steamship that will cross the ocean in six days—that is, from New York to Liverpool, surely the government will not put an embargo on the project. Those who make the statement that a steamship can cross the ocean in six days, surely do not reflect that it would require an average speed of 19½ miles an hour to do so. This would be nearly equal to our swiftest steamboats on the North River. No man who has crossed the Atlantic in a steamship, and who is acquainted with the present state of engineering science, would speak so incautiously. The first steamship that makes the passage from New York to Liverpool, or from thence here, in nine days, will be looked upon as having achieved a remarkable feat. Let this be first done before we talk about a six day's voyage.

Silver at Lake Superior.

Hon. Truman Smith, in a letter to the "N. Y. Tribune," announces the discovery of silver in an unusually large proportion among the ores of the Lake Superior region. Mr. Smith has spent most of the summer on the Lake, and has brought with him specimens of the ore and of the silver extracted. The ores found at different mines yield as follows: From the Northwest mine, 56 ounces to the 100 pounds; from the Isle Royal mine, 26 ounces; and from Cliff mine, 12 ounces—a yield of four to six ounces being considered as paying all expenses of working. Mr. Smith is confident that the quantity of this valuable ore is large.

Wm. Root, Druggist, of Marietta, Geo., writes us that a few cloves added to a bottle of gum tragacanth solution (paste) will keep it sweet; he believes; they will also keep ink from becoming mouldy.

SWETT'S ELEVATED RAILROAD FOR BROADWAY.



No street in our city—in fact no street in any of the cities of the world—has been the object of so much solicitude as Broadway of New York. So envious, indeed, have some cities been of the attention which it has received, they have even changed the good old names of some of their streets into that of a Broadway, although some of them, funny enough, are more distinguished for their narrowness than breadth. This is particularly the case with a city not over three degrees farther north, namely, old Beverwyck—our Capitol—modern Albany. It had two streets named North and South Market, very respectable places of business, and part of one of them, fine, broad, and straight, while other parts of it, and South Market street, (which runs into it) are as crooked as a ram's horn, and not much wider than "Tin Pot Alley." It would have been more to the fame of Albany if the people had retained the old names of the streets mentioned; but they had a lingering regard for a "Broadway" name. Citizens of almost every city have projected plans to relieve New York Broadway of its bustle below, by endeavoring to elevate some of it above. No one who has anxiously waited for twenty minutes to cross Broadway in order to reach our office, and that at the evident risk of a collision with an omnibus, but has offered up a petition for some relief for that over-crowded thoroughfare. No city in the world, we believe, has such an over-

crowded street as Broadway, below the Park, with vehicles of every description. To remedy the evil, various plans have been proposed, but none have come so near being carried out as a railway in the middle of the street; the grant for which was given by our immaculate Aldermen, but averted by a legal injunction. Many, however, contend that no ground railway can afford relief to Broadway, hence ways have been devised to spread the travel, to divide the people, by allowing some to be traveling above, while others are traveling below. Among the many plans proposed, the annexed engraving represents the plan of James H. Swett, of Pittsburg, Pa., a well known inventor. It requires but little explanation, the engraving tells its own story, except the smoke of the locomotive, which the engraver, who likes a cigar, conceived to be an indispensable adjunct. No wood as a fuel is to be or would be allowed in Broadway on any engine; it might set fire, by a stray spark, to one of Stewart's bales of fine French muslins, and that would never answer. Coke alone must be used for fuel, it will neither emit smoke nor sparks; it will not dim the light of a single window in any of the noble buildings.—This railway, when adopted, is to be erected on arms branching out from strong single pillars.—The locomotive is to run on the rails, and carry a suspended car, which will pass between the spaces of the supporting arms. Elevated sta-

tions, as shown, will be erected at different cross streets, to let out and take in passengers. This road is to be high enough to be out of the reach of all vehicles below, and thus give no annoyance. The posts can be erected near the curb stone, so as to allow the track to occupy the least used portion of the street. With this explanation we need add nothing more; only that there will be no necessity for putting up on any of the crossings, "look out for the engine when the bell rings."

A Suggestion in Gas Lighting.

A writer in the London Builder suggests as a remedy for the great heat produced by the combustion of gas, and the effect which it has in diminishing the purity of the air—that each main gas pipe should be accompanied by another, conveying air from the external atmosphere, ramifying with all the pipes and discharging its contents by openings alongside of all those from which the inflammable gas issues. "If gas pipes were fitted up in this manner," he says, "so that every burner should draw its supply of oxygen from the external air, and not from that of the room in which it is burned, the air of the latter would not be much heated or so much diminished in purity."

[This plan, however, we consider, would be a useless expenditure, because the same objects can be obtained by admitting into any room the proper quantity of fresh air to supply combustion.