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Poetry.

WASHINGTON'S MONUMENT.

BY G. P. MORRIS.

A monument to Washington ?

A tablet graven with his name ?
Green be the mound it stands upon,
And everlasting as his fame.

His glory fills the land ; the plain,
The moor, the mountain and the mart.
More firm than column, urn or fane,
His monument—the human heart.

The christian—patriot—hero—sage !
The chief that heaven in mercy sent ;
His deeds are written on the age—
His country is his monument.

“ The sword of Gideon and the Lord,”
Was mighty in his mighty hand :—
The God who guided, he adored,
And, with His blessing, freed the land.

The first in war—the first in peace—
The first in hearts that freemen own :
Unparalleled—till time shall cease—
He lives—immortal and alone !

Yet let the rock-hewn tower arise,
High to the pathway of the sun,
And speak to the approving skies,
Our gratitude to Washington.

LIFE.

Life is onward : use it
With a forward aim ;
Toil is heavenly : choose it,
And its warfare claim,
Look not to another
To perform your will,
Let not your own brother
Keep your warm hand still.

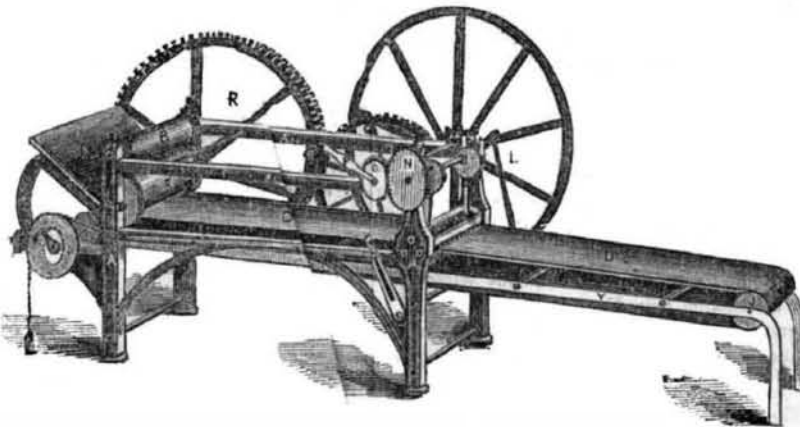
Life is onward : never
Look upon the past ;
It would hold you ever
In its clutches fast.
Now is your dominion,
Weave it as you please :
Bind not the soul's pinion
To a bed of ease.

Life is onward ; try it,
Ere the day is lost ;
It hath virtue,—buy it,
At whatever cost.
If the world should offer
Every precious gem,
Look not at the scoffer,
Change it not for them.

Life is onward ; heed it
In each varied dress ;
Your own act can speed it
On to happiness.
His bright pinion o'er you
Time waves not in vain,
If Hope chant before you
Her prophetic strain.

Life is onward : prize it
In sunshine and in storm ;
Oh ! do not despise it
In its humblest form.
Hope and joy together,
Standing at the goal,
Through life's darkest weather,
Beckon on the soul.

NEVINS' IMPROVED CRACKER AND BISCUIT MACHINE.



It is highly important where large quantities of biscuit are made for sea, either for the commercial or war marine, that there should be some machine for the speedy preparing of such kind of provisions, so as to preserve the flavor and quality of the flour, which we well know is not the case with all kinds of bread as some will not keep fresh longer than two or three days. The machine represented in the above engraving was patented some years ago by W. R. Nevins of this city, and although there have been a number of machines built for the same purpose as it, yet good judges have pronounced it to be the most superior machine of the kind in existence and in its present improved condition, without a rival. One of these machines was put up at St. Augustine during the Florida war, and was of great benefit to the troops there. It has been examined by commissioners of the British Navy and has met their entire approbation. The Brazilian Government has also requested one to be sent them, and there are orders from Norfolk, Va., and Louisville, Ky., to be supplied during the winter. Thus showing that it is no common machine.

DESCRIPTION.—A A A, is the frame ; B, are two feeding rollers, the dough being fed into them on the board C. D D, is an endless band the same width as the feed rollers. This band is for carrying the dough from the feed rollers to the cutters and forward of the cutters on the band frame Y, to be taken off after the dough is cut into the desired size and form. The frame Y, on which the band D runs over the roller C, can slide under the machine when the machine is not in operation, so as to occupy as little room as possible. P, is a crank for working the machine, and on the crank shaft is a cog wheel O, meshing into a larger cog wheel N. The cog wheel N moves the cutters, not in a rotary motion but up and down cutting the biscuit clean by the reciprocating motion ingeniously combined with the rotary by two eccentrics on the shaft, which will be observed between N and the larger, or fly wheel, on the other side of the

frame. While the cutters are moved by N, the shaft of O gives motion to the cog wheels on the other side of the frame and by the accumulation of power on the fly wheel, the whole apparatus is very easily worked.—The cog wheel G, meshes into the cog wheel R, for the purpose of giving the feed rollers a uniform speed, something very necessary, as bakers know, so that there may not be too much friction by the rollers, in which case crackers and biscuits are afterwards apt to split open and in warm latitudes soon spoil. The endless band is made to bring forward the dough by two cranks, one seen on the opposite side of the frame inside of the fly wheel, which works a pendulum shaft below the frame P, on which is a cord passing over a pulley at the end of the feed board C ; on the end of this cord is a weight which works by the pendulum the toothed pulley, on which is a clamp to slip and cut the exact distance the band is wanted to move for every cut of the cutters, for the band D, passes over the roller of the toothed pulley, on which is the cord, and round by C. There is a slot in the pendulum shaft, so that the pin can be moved up or down, for a long or short cut, and by the shifting or changing the tooth wheels O and N, the speed of the cutters will be increased while the rest of the machine keeps a uniform motion. It will be observed that the cutters do not fall or press down upon the canvass directly from the shaft, there is a plate between the canvass and the cutters, so that a fine clean cut is made through the dough.

One of these machines with cutters only for three biscuit in the breadth of the frame has cut as fast as one in use in the British Navy with fifty cutters, thus showing a great superiority, but the best recommendation comes from those who have them in operation, Mr. Statton, of Brooklyn, and Mr. Wilson, of this city, who speak in the highest terms of the qualities. This machine is the invention of Mr. W. R. Nevins, No 609 Greenwich street, this city, who manufactures them, or to 87 Eldridge st.

Natural Curiosity.

The Lehigh Reporter says that large pieces of crystallized copperas, apparently as pure as that sold in Stores,—is found in large quantities on the land of Peter Breinig, in upper Macungy township, Lehigh Co., Pa. Copperas ore was mined for a number of years on this tract by Mr. Whitely, but never before was the pure article taken out, and that in lumps varying from ten to fifty pounds.

Russia and Austria.

The emperors of these countries have forbidden all persons to erect magnetic telegraph unless by their special permission.

Those beings are only fit for solitude who like nobody, are like nobody, and are liked by nobody.

Sub-Marine Telegraphs.

The London Mining Journal for August 14, contains a project for laying down a Telegraphic line of communication between the west of Ireland and Nova Scotia, to be composed of stout copper wires twisted, enclosed in an india-rubber pipe. Suppose that it did not break in the middle, would not anchors, wrecks, &c, near the shore, interfere with its permanence ?

During Feat of a Fireman.

Mr. Richard Mosely, a member of the Plunrix Engine Company of St. Louis, entered a grocery while the counter was wrapped in flames, and took out from under it a keg and canister of gunpowder, and bore them to the street uninjured.

RAIL ROAD NEWS.

St. Lawrence and Atlantic Railroad.

When this road has been completed, it is calculated that a barrel of flour will be conveyed from Cleveland, Ohio, to Portland, Me., for one dollar and twenty five cents, whereas now it costs by coming round by this city about two dollars, and sometimes far more. Fifteen hundred thousand dollars have been subscribed for this road in Montreal ; this, however, is but a small portion of what is required to construct the whole road. A cargo of rail iron for this road arrived at Portland a short time ago, from Wales. It amounted to about 400 tons.

Hudson River Railroad.

This road is progressing rapidly and it is expected that it will be open from this city to Poughkeepsie by the Fall of 1848.

Indianapolis Railway.

A public meeting has been held at Winchester, Randolph County, Indiana, to forward a Railway from Indianapolis to Bellfontaine, Ohio, where it will intersect the road from Sandusky to Cincinnati. Great interest was manifested in the proposed route, and the opinion was expressed that the citizens of Randolph county alone, were able without cramping themselves, to construct a road through their County.

Rail Roads in Virginia.

Great interest is beginning to be felt in Virginia, on the subject of Railroads. Numerous meetings have been held at various points and great efforts are making to arouse public attention, held at Lynchburgh, the following among other spirited resolutions were adopted ;—

Resolved, That in the opinion of the convention, no improvement could be constructed in Virginia, which would tend more to promote the prosperity of every portion of the State, than the great thoroughfare between the East and the West proposed that in the act of Incorporation of the Richmond and Ohio Railroad company, and that such an improvement supported as it would be by the trade and travel of the West, would build up the seaports of the State, and the inland towns on the route and give a development to the agricultural and mineral resources of the commonwealth, which can only be conceived by witnessing the effect of similar improvements in our sister States.

Railroads in England and Scotland.

In England and Scotland there are finished and in operation at the present time, railroads to the extent of : 3,605 miles
In progress of construction, : 6,465 “
Incorporated in 1847-7, : 5,618 “

Total : : : 15,688 miles.
Area of England and Wales, 57,800 sq. miles.
Area of Scotland, : : 26,014 “

Total, : : : 83,814 sq. miles.

St. Lawrence and Champlain Canal.

It is contemplated to construct a canal between Lachine and St. John's, Canada, a distance of nineteen and a half miles, which will allow steamers to pass through from Lake Champlain to the St. Lawrence, and by enlarging the Northern Canal from Whitehall to Troy of the same size as the Canadian Canals (say 45 feet lock,) New York would have a Ship Canal to Chicago, and vessels, without discharging, could bring 4000 barrels or 17,000 bushels of wheat or corn, in the same order and condition as when first shipped at the mill or warehouse in the West.

Detroit and Chicago Telegraph.

The line between the two cities will be in lightning order by the first of December, if the work prospers properly. By the fifteenth of that month “ any how.”