Scientific American.

THE ADVOCATE OF INDUSTRY, AND JOURNAL OF SCIENTIFIC, MECHANICAL AND OTHER IMPROVEMENTS.

Vol. 3.

New York, December 4, 1847.

No. 11.

THE SCIENTIFIC AMERICAN:

PUBLISHED WEEKLY
At 128 Fulton Street, New York (Sun Building,) and
13 Court Street, Boston, Mass.

By Munn & Company.

The Principal Office being at New York.

TERMS—\$2 a year—\$1 in advance, and
the remainder in 6 months.

Poetry.

THE MAGNETIC TELEGRAPH.

BY JAMES G. PEABODY.

What mean the miles of gleaming wire,
Stretched out afar o'er hill and plain,
As if to string some massive lyre,
To ring out earth's redeeming strain?

It is a lyre, whose every string,
Shall vibrate to the praise of man;
Such tribute to his genius bring,
As ne'er was made since time began.

It is the masterpiece of earth—
The climax of all future might—
Where man, forgetful of his birth,
Infringes on Jehovah's right.

It is the path where lightning's fly,
Obedient to man's lordly will,
Who forced them from their native sky;
And chained them down on every hill

Once they were messengers of God
And flashed through heaven's remotest span,
But now they've left their high abode,
To herald out the ways of man

No more we'll trust the carrier dove,
Or iron steed, or lagging gale,
But call the lightning's from above,
To spread the news and tell the tale.

They far outspeed the rolling Earth,—
And put the oar of time aback.—
Before the future has its birth,
'Tis past upon the spirit track.

That track—the great highway of thought—
Where distant nations converse hold;
Ere word is said, or deed is wrought,
'Tis whispered round and round the world,

From east to west—from pole to pole—
Wherever man has pressed the sod—
The every thought of every soul,
Is omnipresent like as God.

It binds the nations all in one,
And thrills its pulse throughout the union,
Till every kingdom, tribe and tongue,
Shall live and act in full communion.

THE VOICE OF LOVE.

Ox? never speak with angry tone
To one within this erring world;
Let no vindictive look be shown,
Nor be thy lip with passion curled;
For man at best is frail as dust,
And God alone is truly just

Be kind to all, and thus fulfil
The first great duty here below:
Let words of love their sweets distill
To mitigate thy brother's woe,
For though in pride and guilt he dwells,
His heart its own deep anguish tells

Speak kindly to the little child,
Lest from his heart you drive away,
The light of Love whose visions wild
Are opening like the dawn of day;
Force not one cloud across the heaven
A God of Love to him hath given.

In the deep chambers of the soul
To guilt there's no approving sound,—
But ever heard, with fearful roll,
Stern truth's rebukes are echoing round
And ever deeper is their moan,
As conscience feels the vice her own.

ROWE'S UNIVERSAL PULVERIZING PRESSURE ORE MILL.

Mostly all the machines that are employed for pulverising ores and minerals, are constructed to grind by the weight of that part of the machine which rolls upon the material to be pulverized. Broad heavy iron rollers have been most commonly used for this purpose, the grinding or pulverizing being effected by their gravity. The above machine is constructed upon a different principle, as the gravity is employed along with lever power, thereby combining both weight and power in a very simple and effectual manner.

EXPLANATION.—The machine is simply two rollers moving in a circle, shaped like the outer part of a saucer with a cone in the middle, the rollers being intended to be propelled by horse power, are moved by the lever shafts A A, which are attached to the centre of the cone G, by a strong iron shaft D, which runs through the moveable beams, or levers B B, on the cross beams of the levers combined with and part of A A. F F, are the moveable rollers attached to the cross beams by upright shafts keyed on the axles of the rollers. L L and K, represent the frame or base on which the mill is built.

OPERATION.—This Mill can employ from 1 to 100,000 pounds of pressure, as there is a scaffold above the cone or centre support G, which can be laden with stones and exert any

desired weight upon the rollers F F. These rollers are convex face, made of chilled iron and only about two inches broad. In this consists the great merit of the machine, as there is but a small grinding surface, but an immense power exerted upon that surface, grinding all kinds of ore in a wonderful short space of time. The inventor says he can pulverize of the hardest ores a thousand bushels in twenty four hours. The cup, or hollow race on which the rollers move, has numerous cross projections on it, so that the ores never slip from the face of the rollers and no action is lost. There is no fear either of breakage to the machine, by the rollers rising over the projections or large pieces of ore, as the shaft D works in a gudgeon and the whole frame accommodates itself by rising and sliding down on the said shaft.

This Mill is also a good Corn Mill. It will pulverize six bushels of unhusked corn to fine chop in one hour. The whole machine is of very simple construction, easily erected and kept in repair, as there is no fine machinery about it. Mr. James Rowe, of Cincinnati is the inventor and patentee. A. B. Allen & Co. No. 187 Water street, this city, are agents, and it can now be seen at Madison Cottage, 23d street

An Honest and Peaceable People.

To every county in the United States we would say, read the following and go ye and do so likewise.

At the semi-annual term of the Court of Common Pleas for Barnstable county, Mass., though there was an able judge present in the form of Judge Ward, a suitable posse of officers, headed by the energetic sheriff, Hinkley; the full complement of grand and petit jurors, without a missing man of the panel; a melodious crier, in the person of the prompt Mr. Blish, to open the Court; a learned clergyman, Mr. Palfrey, to make the prayer in conformity to the pious usage of our ancestors; and a bar full of lawyers qualified to maintain either side of any cause, yet, after all, not a case, civil or criminal, was found for the juries. In six months not two men could be got to law with each other, and nobody had committed a crime that required a verdict of guilty or not guilty. The like cannot be said for any like number of forty thousand civilized people in the world. It is one of the good fruits of the principles planted by the Pilgrims who first landed at Provincetown on the end of good Cape Cod.

Tea Trade of China.

The Friend of China of the 22nd ult. gives the following comparative statement of the

quantity of tea exported in 1846 to the under-mentioned countries; To England, 53,448,349 lbs. United States, 18,886,287 lbs; Holland, 2,548,540 lbs; Hanse Towns, 1,071,560 lbs; France 226,700 lbs. The quantity exported from France in preceding years was 364,550 lbs. Among other articles exported last year from China to America, were 18,685 boxes of fire-works. The Ashburton arrived on the 21st August at Hong Kong from Boston with a cargo of ice.

Selling Baggage at Auction.

"Fourteen seventy-five! Fourteen seventy-five!" roared the porter as he was calling off the baggage at the Boston and Worcester Railroad station upon the arrival of the Western train a few evenings since. A countryman, who had been sometime loitering about the premises in expectation of "seeing the Elephant," hereupon made his way through the crowd and exclaimed, "Oh, come now mister, that's a pretty considerable good looking trunk to go for that price, *Ill bid fifteen dollars on it!*"

A Bull.

The following address to the public by the editor of a Dublin paper:—"We have too many apologies to make to our readers for the many typographical errors and omissions that have appeared in our journal of late."

RAIL ROAD NEWS.

New Route to the Pacific.

A writer in the Washington Union says a railroad 600 miles long from Presidio, de Rio Grand to Guayamas in the Gulf of California would secure a continuous steam communication from the Atlantic to the Pacific. He thinks it much preferable to the route by the Isthmus of Tehuantepec, or that of Darien. The expense would be slight compared with Mr. Whitney's project of a railroad across the continent.

Inclined Planes and Tunnels of American Rail Roads.

There are 19 roads with inclined planes, requiring stationary engines, and on the Postage Road, over the Alleghany Mountains in Pennsylvania, there ten inclined planes in a distance of 30 miles.

There are 15 tunnels on 12 different roads the longest being on the Long Island Road under Atlantic street in Brooklyn, which is more than half a mile in length. There is a tunnel 700 feet long through solid rock on the Harlem Road, near New York. On the Reading Road there are three tunnels, 960, 1600, and 1993 feet long. This road though only 92 miles long cost \$10,335,540.

Investments in Railroads.

In seventeen years 5,000 miles of rail road have been constructed in the United States, at an expense of \$120,000,000.—This is unprecedented in the History of Civil Constructions. It demonstrates, beyond any other fact the gigantic growth, the unceasing industry, and cumulative power of Capital in this new and vigorous nation.

The present Annual Investment, in Rail Road Constructions is about \$15,000,000. The actual saving in the expenses of transportation, probably greatly exceeds this. In this way rail roads on good routes, (and in our new country nearly all are good) thus act as Savings Banks.

A number of very interesting facts relating to Railways are to be found in Dogget's Guide, a valuable work.

Buffalo and Mississippi Rail Roads.

The Toledo Blade says that negotiations are now pending which promise a speedy commencement and vigorous prosecution of this important thoroughfare. The determination to build it, is, as we are informed, decided. It is not improbable, that the route will intersect the Erie and Kalamazoo Rail Road at some point; but we hope no difference of opinion, as to the choice of routes, will disturb the union of effort necessary to commence and complete the work.

Rapid Travel.

The cars now run through from Baltimore to Philadelphia in the short space of five hours and a half. Should ever there be a railroad bridge across the Susquehanna, this of course will be greatly exceeded.

Canal Across Florida.

The Apalachicola Adv., contains a communication, setting forth the feasibility of uniting the waters of the Gulf with those of the Atlantic. The writer says a ship canal 47 miles long, connecting the Wathlaochee river on the Gulf side, with the St. John's which flows into the Atlantic, will accomplish the object. The expenses of such an undertaking is estimated at \$500,000. There can be no question as to the advantages of such a work.

Plank Road.

It is proposed to construct a Plank Road from Schenectady to Saratoga Springs, by way of Ballston. Books of subscription will be opened on the first of December. Such a road cannot fail to be advantageous to the business interests of that city, as well as to the towns through which it may pass, and a good investment to the stock-holders.