There are two kinds, the common fish, since, while one of my men

balloon even against a head wind. I have

rapidly for

within
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MESSRS. EDITORS—It

the views of Prof.

ey because this is the standard of metal is used for that purpose; and therefore the nature of my invention can be made more clearly intelligible by supposing this to be the form of the springs used for the fire engine. But I do not restrict myself to any one form or material for these springs. They may be made of any shape and any material, so that they will arrest the whole momentum of the stroke, and re-set with energy in starting the succeeding stroke.

I claim constructing fire engines with springs, in any manner substantially the same as herebefore set forth, and for the purposes specified.

Ocean Postage.

An uniform rate of 6d has just been announced in Australia for England. Why cannot this be done between England and America? If a letter can be conveyed 18,000 miles for 6d, why cannot it be taken 3500 miles for the same money? There seems to be a very general feeling among commercial people that one penny would pay well, and very greatly extend the already largely increasing trade between the two countries. For anyone in London being at the head of the British post office, who will preserve an improved state of the mails, and a more extensive and more convenient system than exists at present, a premium of £40 would be a most acceptable reward for such a service. This reward would be no small inducement for some great man to take his whole establishment over, and to settle on some suitable and unfrequented spot, and there build a large and splendid establishment filled with every mechanism and apparatus for sending and receiving despatches, and with all the apparatus of an establishment which is not only a great treasure to Great Britain, but will also be of immortal value to the United States.

Subterranean Animals.

In Carniola and other places, there are caverns which contain Brucella, and it is not uncommon to see light enter these caverns, in which case the organs of sight is useless.
The subject of the present illustration is the application of hydraulic machinery to the drainage of irrigating works. The difficulty consists in determining the amount of force necessary to effect this, and in connecting the machinery to the shafts of the paddles.

The present illustration represents a large paddle wheel, divided into four sections by vertical lines, each of which is connected by a horizontal line to the shaft of the paddle. The paddle wheel is divided into four sections by vertical lines, each of which is connected by a horizontal line to the shaft of the paddle. The paddle wheel is divided into four sections by vertical lines, each of which is connected by a horizontal line to the shaft of the paddle.

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Prof. Donovan asserted that "the granite controversy among geologists in regard to the resources of New England were made up from the de­
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New Inventions.

Railroad Burden Car. G. V. Hoyt and A. Kehoe, of HousePoint, N. Y., have taken measures to secure a patent for an improved method of constructing burden cars, and which has for its object the security of the stakes, which are set loosely in the case of common construction, and which are so often lost as to cause a considerable loss to every railroad company. The new method of securing the stakes is to have them secured to furcrum pins, so that they cannot be detached, and at the same time they can be raised or lowered, as may be desired.

Window Sash Fasteners. Application has been made for a patent by Charles Tyrrell, of Corfu, N. Y., for an improvement in window sash fasteners, which consists in providing one side of each sash with a toothed plate, into which suitable graving, of which figure 3 shows a side view, and figure 4 a detailed perspective view of the plane. The same letters refer to like parts. The nature of the invention consists in securing a series of plates, each pair having a ledge, parallel with the ledge, against the gauge block, directly in front of the plane iron, for the same purpose as described. The claim is for "securing a series of plates apart, by the pins, in one side of the spokes, the cross bar, G, and block, D, and cross piece, as aforesaid." More information may be obtained by letter addressed to the inventor.

STRAIGHT CHAIN PLATE RAILWAY. William Devinis, of Jamaica, L. I., has invested an improvement in door clamps, for which he has taken a patent. The nature of the improvement consists in providing an oblong metallic box, in which there is a pinion worked by a hand-wheel on the outside, which wheel gears with a rack on a cross-head frame, which moves in and out of one end of the box, in correspondence to the direction of force applied to the wheel. The opposite end of this box has adjustable clamps and a wedge are attached, in such a manner, that, in laying down a board, the instrument is fastened by the clamps to a beam, and the cross-head forced against the board by turning the hand-wheel, described, thus changing the box with great power and ease.

Cylindrical Axes for Coming rapes. Henry Hays, of this city, has taken measures to secure a patent for a new method of operating cylindrical axes for coming rapes, which consists in hanging and slinging the same upon friction rollers instead of having it secured upon spurs. The former are secured by nut and screw to a slotted disk, and can therefore be adjusted to accommodate axes of different sizes.

TENONING THE HUB END OF WHEEL SPOKES. On 28th of August last, a patent was granted to R. L. Shibet, of Shippenburg, Pa., for the improved machine for the purposes specified in the above caption, and which is represented in the accompanying engravings, of which figure 1 is a plan view of the machine, figure 2 is a side view, and figure 3 a detailed perspective view of the machine; figure 4 shows a side view, and figure 5 a detailed perspective view of the plane. The ends of the set screws bearing against the gauge block, A, directly in front of the plane iron, for the same purpose as described. The claim is for "securing a series of plates, B, and the plane, I, is then placed upon the plane along, the tenons are cut on one side of the spokes, the cross bar, G, is then loosenend and the spokes turned over, and their opposite sides are cut in the same manner, and the tenons are formed. The tenons may be cut of different lengths by moving the gauge block, B, further in or out, by means of the set screws, H, and the tenons may be cut of different thicknesses by raising or lowering the block, D, by means of the keys, K."

fig. 2 is a vertical transverse section. The top of the machine consists of a series of rolling brushes, against which the spokes impinge as they rise, and then receive a downward impulse, which carries them through a chamfered or pointed end of the spokes. The spokes have a pinion, made with chilled faces, and at a small cost. The claim is for "securing a series of plates, B, and the plane, I, is then placed upon the plane along, the tenons are cut on one side of the spokes, the cross bar, G, is then loosenend and the spokes turned over, and their opposite sides are cut in the same manner, and the tenons are formed. The tenons may be cut of different lengths by moving the gauge block, B, further in or out, by means of the set screws, H, and the tenons may be cut of different thicknesses by raising or lowering the block, D, by means of the keys, K."

In the case of cast iron with chilled faces, for wrought iron, made with a seat at one end of each plate to receive the circular seat of the next plate, each pair of plates being united together by a vertical key, K, passing through the eye made in each plate. This mode of constructing and uniting these plates, forms a continuous chain railway, like fig. 1, which shows four plates united together, forming one track. Each chain of rail is united to the other at the joint by a cross tie, B, thus making a solid track, which is to be found in common roads for the wheels of carriages and wagons, and is intended as a superior substitute for planks and plank roads. The rail plates can be made of different forms; the one shown is common at each side, as shown in fig. 3, thus forming a T rail, only the surface has strong flanges. As cast iron is less subject to oxidation by the weather, the plates can be made of cast iron, and of one pattern, and every plate will therefore answer for the repair of any part of a track. Besides this, one plate will be comparatively cheap, and the old iron—unlike wood—can be molded and used over and over again. The plates may be cast from five to fifteen inches in width, the latter being for permanent, but united on the chain principle here represented.

The space between the rails can be filled with any material that is cheap, and easy to the touch of horses, &c. The rails are laid level with the road, thus not affecting its general convexity, and the track will set the part of gutters to carry off water, and maintain the road in dry and good condition. It is well known that our common roads are generally very bad, and that good roads would be of immense advantage to our farmers for their teams, in drawing loads to market, or for other purposes. One horse will draw nearly five times more on a railroad than on our common plank roads, and nine times more on a common road. This chain plate railroad is proposed for common roads to give our farmers the advantages of railroads unexperienced by locomotives. More information may be obtained by letter addressed to the inventor.

ARMS AND MACHINES.

Steam Arrows. An improvement in Steam Arrows for locomotive cars, has been made by J. P. Mapon, of St. Johnsbury, Vt., which consists in placing over the top of the smoke stack a conical cap piece, against which the sparks impinge as they rise, and then receive a downward impulse, which carries them through a chamfered or pointed end of the smoke stack. Measurements have been taken to secure a patent.

New Board Chute. Operating cylindrical saws for cutting staves, and of any part of a railroad with a hand-wheel on the outside, which wheel gears with a rack on a cross-head frame, which moves into and out of one end of the box, in correspondence to the direction of force applied to the wheel. The opposite end of this box has suitable clamps and a wedge are attached, in such a manner, that, in laying down a board, the instrument is fastened by the clamps to a beam, and the cross-head forced against the board by turning the hand-wheel, described, thus changing the box with great power and ease.

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Important to Young Men—Small Capitals, and interesting fact that it was the possession of enabled them to their fancies in "higher aspirations." They commence business on a large scale, or not at all. judicious employment of a small capital—say caught without a cent in their pockets or an favorable now for the successful development valuable patents, from which they soon realize small beginnings, are a hundred-fold more capital. In our own sphere of business we have known many instances where individuals, by a very small sum in cash.

With such auspicious notions, constituting the main spring of all their actions, they soon fall the way, and nothing works but money to economize their small means; they waste, then studiously, every thing they live from hand to mouth; their reputation for reliability is not good, and when favorable opportunity occurs, where, by the judicious employment of a small capital—an hundred dollars—they could commence a profitable business, such individuals are caught without a cent in their pockets or an acquaintance with who dares to trust them. As a large class of young men who cherish the belief that the times are less favorable now for the successful development of resources than bygone years.

This is a very great mistake. The opportunity, especially to enter into small beginnings, are a hundred-fold more likely to find a way to do. Those whose occupations prevent them from going about in the day time, on such errands as we have indicated, might, we think employ a portion of their evenings in the pursuit. The purpose is better for it to be thus engaged than to spend their evenings in idle leisure by conversing about the store and bar-rooms, to listen and to contribute to the common gossips.

For Silk Hats.

Two years ago we spoke in hopeful terms of what then seemed to be a favorable change in the fashion, from wearing silk to that of wearing felt and for a while the silk hat, with all its rigid and air-tight qualities, has again assumed such a way that it is difficult to obtain a good black hat, in this city. Of this we have been assured by a person who cannot wear a silk hat, and who dislikes to wear a felt one. Silk hats are generally made perfectly air tight, and with an opening in any part of the crown it cannot be otherwise. The body of a silk hat is saturated with shellac varnish, on which tars made perfectly air-tight, and with an opening in any part of the crown it cannot be otherwise. The body of a silk hat is saturated with shellac varnish, on which the tars made perfectly air-tight, and with an opening in any part of the crown it cannot be otherwise. The body of a silk hat is saturated with shellac varnish, on which

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About the commencement of the present decade we had the honor of being one of a number of individuals who originated and controlled a Democratic newspaper, named the "American Traveler," published at the flourishing town of Camden, Ohio County, which numbered among our exchanges the "Scientific American," valuable, then, as now—now extinct in the country. Our patrons in Camden was one Great Mr. Tom Woodward, a shrewd old gent, full of practical inventions; an inventive practical man, who could make a good judge of "eye" said, to cap the climax of his convivial accomplishments, was the "Arkansas Traveler," (a celebrated dancing tune with a legend.) One saucy day in the summer of '50, the General extended from the foundation to the top of the shaft, I substantially as set forth.

One day a gentleman came to me, and said, I wish to have a plan of a machine to cut, polish and put on a cap to be put on to the bat of fur and free the grain of smut and other impurities, by the employment of a guide which shall move in unison with the cutting knife, a guide which supports or carries the said cutting knife. I also claim the combination, with the reservoirs, the air and saws by this means, or by securing plates to them is well adapted. I also claim, in combination with the reservoirs, the air and saws by this means, or by securing plates to them is well adapted.

Mr. Thomas W. of Camden, Ark.—Musical instruments, if of real benefit, and not too costly, generally prove lucrative to the inventor. I cannot inform you as to the practicability of obtaining a patent, until you send us a model, or an accurate description of the instrument.

We have read your request, and we can inform you as to the practicability of obtaining a patent, until you send us a model, or an accurate description of the instrument. We have read your request, and we can inform you as to the practicability of obtaining a patent, until you send us a model, or an accurate description of the instrument.
ments

The Patentee desires to have the following advertised:

FOR SALE—A new or second hand Piano Grade Cylindrical Press for making paper. State price desired on the above, and do not fail to state if you are a manufacturer or jobber, for we have a large number on hand.

For sale, at a very low rate, a new or second hand circular Press for paper making, freight prepaid.

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In 1852 Mr. Gladstone also produced an improvement upon his invention of 1848. It consists of a rotor, Fig. 17, of Brewster's Edinburgh Encyclopaedia, from which the following account is condensed. The engraving, 15, represents a posterior view of the common cement of a cylinder of this borestone, with teeth standing out from the sides where the corn is cut, and put back again within the cylinder at J; F is a small wheel carrying the principal part of the machine, with segments of cast iron on it, acting on the plunger on the socket of the cutter. R is the cutter, it has four iron arms bent so as to allow the teeth of the gATHERER when thrown in. Each arm of the cutter has six cutters-blades bolted to a bar of iron at b, s, so that the arms are likewise bend- ed to T y are arm of the cutter, the use of which is to fix the teeth for gathering the grain and acting as an axle for the cutter wheel, F, for carrying the machine.

It is stated that when this machine was thus constructed, it was submitted to trial, and found to have no tendency to choke, but kept itself clear, and laid down the corn with the greatest regularity. In 1853 Joseph Mann, of Cumberfield, invented a machine which he severally contained the four principal points of a good reaping machine, vin. 1st. It preserves the parallels of the line of the draft, though drawn from an angle. 2d. The polygonal cutter. 3d. The gathering process performed by revolving rakes, 4th. The process of gathering the rakes in such a magnet as to lay down the corn in a regular swath, the whole of the segments can be removed and the form of cutter, the action on the standing grain is different from that of the circular cutter; with the latter the cutting edge is continually in contact, but with this the effect is produced by a very rapid succession of strokes, arising from the inclination of the cutting edges of the polygon to each other. The progressive motion of the cutter alters the effect only in degree, for still the first half of the angle will produce little or no effect, while the remaining half will give a species of stroke resembling that of a scythe, and which is more effectual than if the edge were continually in contact, especially against a flexible body like the culm of the cereal grains. The cutter, i, e., figure 15, is formed of twelve separate segments of thin steel plates, fixed upon the extremities of a corresponding number of arms attached to a vertical shaft. These are fixed to the arms by means of slender sliders, which are lived to each end of the segments passing through a cable in the end of the arms, they are secured in pairs by a screw nut. By this arrangement, any one or the whole of the segments can be removed and replaced in the course of a few minutes. The gathering cylinder is made to revolve upon the vertical shaft of the cutter frame; it is mounted with a set of vertical rakes attached to the stem, so that, in the act of turning, the cutter wheel follows the direction of the horse shafts, and causes the machine to turn round in a very small space.

Besides these three principal wheels, there is a fourth, in the form of a castor wheel, marked in the extremity of the perch, F, which is intended only as an incidental support to the cutter and rakes, the complete arrangement having its stepping foot in the extremity of the perch.

The motion of the active parts is communicated by the off-side wheel, on the axle of which the brake or brake wheel is mounted on an upright shaft mounted a pinion, which working in the periphery of the brake, seems to have its power to raise or depress the fore part and cutter at will. There is the same facility of raising or depressing either side of the cutter to suit the rounding of the ridges and for running in deep furrows; d, e, f, g, g, are pin wheels, whose several actions are obvious. P, P, A, are parts of the frame work; q are the horse shafts; S is the caster wheel; n is the pin on which, and n the upright shaft of the cutter and rakes.

Remains of Sir John Franklin Discovered.

Dr. Rupe, of the remain of Sir John Franklin and his companions, now west of the island, has sent us the recipe for finding the lost navigator, and has been absent for some years. It is stated that Sir John and his companions perished by starvation in 1850. Further details are looked for with great anxiety.

* * *

Inventors, and Manufacturers.

The Ten Thousand of English American Company is formed on the 29th of September. It is an ILLUSTRAT- ED PERIODICAL, devoted chiefly to the compilation of information relating to the various Mechanical and Chemical Arts, Industrial Machines, Patents, Inventions, Engineering, Midwent, and all inter- ests which relate to SCIENTIFIC AND MECHANICAL SCIENCE. A monthly journal is published, Vol. 1, 1854. The price is $2 per annum, in advance. To the Scientific American are contributed articles, IN ADVANCE OF THEIR PUBLICATION, IN ARTS INVOLVING CHEMICAL SCIENCE; Engineering; Architects; compendious Reports of Scientific Bodies; Proceedings of Societies, &c. Articles on the subjects of Science and Art are to be distinguished from general articles, and are contributed by the best and most skilled authors in each, written in the spirit and tone of the American Journal.

The Scientific American is published once a week, containing curious, rare, and original papers, which are not to be found in any other journal. The Historical, and the Technical, and the Authoritative, and the Practical, and the Miscellaneous, and the Commercial, and the Historical, and the Technical, and the Authoritative, and the Practical, and the Miscellaneous, are to be distinguished, but not inexcusably so, for the Scientific American is the most EMINENT scientific and practical man of the world. The Editorial Department is supported by a corresponding and most efficient staff, to be distributed, and to be distinguished, but not inexcusably.

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