draft; and would no doubt be incomparably more nourishing.

How much then must it be preferable to a dram of gin !

# METHOD OF TAKING IRON-MOULDS OUT OF COTTON.

(From the Annals of Philosophy, June, 1813.)

Every body knows that cottons of all kinds are apt to receive a dirty yellowish, or orange stain, from iron, which if allowed to remain, gradually corrodes the cloth and forms a hole. At first these stains are easily removed by means of muriatic acid, or any other diluted acid (except vinegar); but, after they have remained for some time, acids have no effect upon them. It may be acceptable to to point out the method of removing these moulds in such inveterate cases.

The iron in them is in the state of red oxide; and it appears, from various facts well known to chemists, that the red oxide of iron has a much greater affinity for cotton cloth than the black oxide. The object in view, therefore, should be to bring the iron in the mould to the state of black oxide; after which, muriatic acid will easily remove it. Now there are two methods of doing this; both of which in the present case answer the purpose completely. The first is to touch the mould with the yellow liquid formed by boiling a mixture of potash and sulphur in water, called hydrogureted sulphuret of potash by chemists. The mould becomes immediately black, and the action of diluted muriatic acid immediately effaces it. The second method is to daub the mould over with ink so as to make it quite black. After this muriatic acid takes it out, as in the former case. I conceive that this is occasioned by the action of the nutgalls in the ink, which reduces the iron in the mould to the state of black oxide.

### STEAM BOAT.

It is long since vessels impelled by steam have been applied to all sorts of useful purposes upon the great rivers in America, but it is only within these few months that the same power was applied with success to that purpose in Great Britain. Very lately, Mr. Henry Bell, for the Helensburgh baths, on the Clyde, constructed a boat, having a small steam engine adapted to it; and so effectually succeeded in conveying passengers to Greenock and Helensburgh to their perfect satisfaction, that no less than four coaches plying be-tween Glasgow and Greenock have been recently discontinued. The distance from Glasgow and Greenock by water is 26 miles, which is performed, in ordinary cases, in four hours, sometimes under three and a half, whatever the state of the wind or tide may be.

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[Morning Chronicle.]

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