NEW YORK, AUGUST 25, 1849.

Food made of Indian Corn Meal.

Carlyle, in an able article on the uses of Indian Corn Meal, says, "The Valley of the Mississippi is able to raise food enough to supply the whole world." Alluding to the Indian Corn Meal that had been imported by England during the dearth of 1847, he says, that again and again he tried a mess of Indian meal porridge, but it had "a musty taste—it never wanted a disagreeable *tang*. In vain was it washed, in vain was the meal boiled, the musty *tang* was still there." He finally came to the conclusion that all the Americans had said about the sweets of hominy was mere stuff. Last year, however, he got a present of some excellent, well-kept corn from an American friend, which has altered his old views about hominy entirely. He now believes it to be an ambrosial dish, fit for a prince or a poet. We are glad that Uncle John has received a palatable dish for once, from Brother Jonathan. It would be well for the poor of Britain, if this article of food was more generally used by them. If the corn be kiln dried, and the meal well boiled, it is sweeter than the meal made from oats, and contains far more nutriment to its specific gravity. There is a kind of meal made from Indian Corn that is very scarce in this city, and which sells at a too high price, we think It is made of the inside of the berry—the whole hull being separated from it. It is as white as wheat flour and very palatable. The price as retailed is six cents per quart. This is a kind of food which would answer admirably as a substitute for oatmeal, to the inhabitants of Britain, and the northern kingdoms of Europe, who have been accustomed to an oatmeal diet. America might drive a most extensive corn trade with Britain, if the inhabitants of that country fully appreciated the *goodness* of Indian Corn Meal food. We wish to throw all the light we can upon this subject, as we know that Carlyle is correct respecting the capacity of America to supply any quantity of it.

A valuable improvement has recently been made by Mr. Oliver P. Stevens, of Ohio City, in the manufacture of hominy. We have received a sample of it by a gentleman whohas come from that place. It is a great article of food, Carlyle would smack his lips after a meal of it, with true alimentive gusto. The Hon. H. L. Ellsworth, ex-Commissioner of Patents has advised Mr. Stevens to take out a patent for the manufacture.

We have a piece of advice to give our dispepsical friends, and those engaged in sedentary occupations, and then we are done. It is this. Take each a soup plateful of hominy and sweet milk for breakfast every morning, and if you chose, "a cup of coffee afterwards." If you follow after this advice, you will soon give evidence of the truth of the old adage, "Laugh and grow fat."

Street Paving.

Road making is really a science. It is (taking it as a whole,) the most important part of civil engineering. Famous in the days of old, were the Romans for their roads, and for common roads their works remain to the present day, as monuments of their skill and power. McAdam has left an abiding name for his skill, and his art of road making. Street paving, however, is apparently a different branch of road making from common highways, but it is not really different. Every city should have well paved streets, not only for cleanliness, but for health. Cities that have well paved streets, always show the best bills of health. The qualities of street pavements are solidity, durability smoothness, and the form to shed off water rapidly. The streets of a number of European cities are paved with whin stones, a basaltic rock. The blocks are not broad, but deep, and are set firmly into sand, pounded down with a peculiar kind of beetle. The streets of New York until within two years, have been paved with cobble stones pounded into sand. This kind of causeway paving, is miserable in the extreme. The cobble stones are exceedingly well adapted to give a person in a stage some idea of the shakes. Each stone may be geometrically described as being something akin to a circle, and yet very different from one. A circle is bounded by a curved line, yet a curved line is not a circle. Well, it is just so with a cobble stone pavement—it is a pavement, and yet it is not a pavement. It is a foot congregation of beetled, uprorious, projecting hard heads, calculated to make considerable noise in the world. Byron must have had such a pavement in his mind's eye, when he penned Waterloo. At present there are two substitute pavements for it, in the course of construction in Broadway. One is Russ' plan, the other is Pinkerton's. The former plan is to form a firm substrata of concrete and cement, and on the top of that build the pavement of rectangular granite blocks, laid down in lozenge formed beds. This is a very expensive mode, but it is laid down with great care.

The other plan is to lay down a sub-pavement of cobble stones, and on the top of that build granite blocks like Russ. Both plans are in some sense old, at least what is new is of no great importance. The great question is, which is the best. The latter plan is the cheapest at first; our opinion is in favor of the cement foundation,—we believe that it will be cheapest in the end, because it must endure longer. It is laid upon a smooth bed, and is not so liable to sag down as if it had been levelled with sand like the other. It is easier, no doubt, to get down to pipes, &c., below the other pavement; but of this we do not speak. As both kinds are laid down in Broadway, an excellent opportunity will be afforded to test the qualities of both, and we therefore request our citizens to bear in mind the opinion expressed in this article.

British War Steamer Termagant and American Propellers.

The Washington "Republic," speaking of this vessel, says:—

"Engineers on this side of the Atlantic had supposed that the bad success of the Great Britain would have convinced their English brethren that the application of cog-wheels to screw steamers, for giving a higher speed to the propeller than the speed of the motive engine, was impracticable. It appears, however, that the system of "gearing" has not been discarded in England; the great engineering house of Seaward & Co., of London, having just fitted the Termagant with immense engines, transmitting their power to the propeller by this very objectionable expedient.

It is a remarkable circumstance that the screw vessels built in this country for freighting purposes succeeded from the start, and that we had some fifty such vessels in operation before screw propulsion had taken a *practical* standing in England. This circumstance may be traced solely to the *direct* application of the engine to the propeller, resorted to by the distinguished engineer who has so successfully introduced screw propulsion in America. It is well known that at first this direct application of the engine to the propeller met with vehement opposition from leading engineers, who ridiculed the idea of driving engines of large power at the rate of *forty* turns per minute. The success of the direct-acting engine of the Princeton and other vessels seems not to have completely removed the original prejudice with the venerable firm of Seaward & Co., who consequently have the mortification of finding, at this late day, that with the enormous power of six hundred and twenty horse, English measure, they can only give a speed of nine knots per hour to a vessel of fifteen hundred tons, when in light trim. But this is not the worst feature in the concern. That "terrible noise kept up by the engines," which the "Artisan", mentions, indicates very plainly that durability cannot be looked for, even should the noise by habit become tolerable to those whose fate it will be to manage the Termagant."

[We believe that nine knots an hour is about the average speed of the best British propellers. This is not so bad. To prevent noise, some of them have the teeth made of hard wood, like the old fashioned wheels of "long, long ago." We think, however, that there is a mistake in the above in reference to the Great Britain. The *bad success* of her, was Dundrum Bay. We were assured by a good machinist, who made the voyage across in her, and was on board when she was wrecked, that she made excellent time, and run sometimes at the rate of 15 knots per hour.

Discovery of Poison in a Body after Eight Years' Interment.

An inquest was held at Westbury, Wilts, (Eng.) on July 19th, ult., which resulted in a verdict of wilful murder against a woman named Rebecca Smith, for poisoning her infant child. An inquest was also held upon the bodies of nine other children, who all died in infancy, and the coroner's jury adjourned to wait further developements; and when they resumed the inquest (on the date above) Mr. Herapath, the chemist, gave the following important evidence, which we publish for its scientific value.

On the 12th inst., he says, a box was sent to my laboratory, which had three compartments. In one was a portion of soil tied up in a handkerchief. In the next I found the remains of a coffin exceedingly decomposed, labelled, "Sarah Smith, born July 18, 1841; died Aug. 7, 1841; aged 20 days." On removing the soil I found the remains of a very young infant. The texture of the body was entirely gone, and the bones were all separated. I subjected some of them to analysis, and found traces of arsenic, and also in the black mould from the interior of the skull; and then in that between the ribs, and nearer the region of the stomach, where it existed in a greater quantity. He then exhibited the arsenic, and said, This, I believe, is the first instance of arsenic being discovered after an interment of eight years; and I wish it to be circulated throughout the country that years have no effect in removing traces of arsenic. In the third compartment were the remains of Edward Smith, born June 14, 1844; died June 29, 1844; aged 15 days. In this case, after a lapse of five years and one month, arsenic was found in greater quantity under the ribs.

Coroner—Have you any doubt arsenic was given during life?

Mr. Herapath—I have never found arsenic in a body which was in a natural state; and I mention this to correct the ridiculous notions that have gone abroad, owing to some sayings attributed to the French chemists. Rapsail is reported to have said that he could produce arsenic from the legs of chairs, and Orfila that he could do so from the common soil. I have made experiments on hundreds of bodies of human beings and brutes, but never discovered arsenic unless it had been administered during life. I have also made experiments on soils, and I believe the statement of Orfila to be a mistaken one. My opinion is that arsenic was administered to these children during life, and that it was the cause of death; it existed in too great a quantity to have been given for a medical purpose.

The jury returned a verdict "That the deceased children died from the effects of arsenic, but how or by whom administered there is no evidence to show."

The Franklin Institute.

The Franklin Institute announces the Nineteenth Exhibition of American Manufactures to take place in October next, at the Museum Building. The rules which governed former exhibitions are substantially the same for this. Mechanics and others are invited from all quarters to send their contributions in time. The old Franklin still stands erect, with a noble and lofty bearing. We most heartily commend the Exhibition to our ingenious mechanics and artists.

A Mr. Daboll, of New London, Conn., has constructed an alarm air whistle, to be used in dense fogs for Light Houses and vessels at sea. It can be heard at a distance of four miles, and has been heard three times that distance.

New Volume.

We would call the attention of our old subscribers, and the public generally, to the new Prospectus published in this number, and remind them that the present is a favorable time to remit the amount of subscription for the New Volume. We hope our friends will aid us in extending the circulation of the Scientific American; and we re-assure them that no pains nor expense will be spared on our part to make it worth, to each subscriber, the full amount of a year's subscription.

Modesty in Giving Credit.

When a paper has unmannerly exchanges, it is right to request them to give credit for this or that piece of information which they may take from its columns. This excellent plan is adopted by the "Farmer and Mechanic," as a crowning piece to their list of patent claims. As our exchanges are a very honorable class, we never need to put them in mind of doing what is right. We believe, however, that it would be no more than an extension of the wise plan we have spoken of in our worthy contemporary, if it would call upon its exchanges, who may copy from its second page, to give "the Scientific American all due credit therefor."

Patents.

A number of friends who favored us with their business, will see their names on the Patent List of this week. The list of applications on file at the Patent Office, is still large. We hope to see it much reduced next year. Three months, at most, is long enough, from the time the application is made, until it is examined. The Cheese Press of Ira Carter, patented this week, is illustrated and described in No. 41, Vol. 3, Sci. Am.

Japan Lily.

The editor of the Trenton Gazette has seen a beautiful lily of a kind as yet unknown among us—the *lanci folium album*, discovered in Japan in 1831–33, by Von Siebold. The flower is pure white, eight to twelve inches in diameter, and crested with many peculiar projections also pure white, and resembling frost-work or snowy stalactities. The stock of this lily grows to the height of six feet, and when it is in perfection, presents a column of splendid white flowers.

The Longitude.

It being considered interesting and important to the commercial marine of the United States and of the United Kingdom of Great Britain, to ascertain with correctness the difference of longitude between the observatory at Cambridge, Boston and that at Liverpool, it is propesed by the United States' Government to accomplish this object by means of marine chronometers, to be transported across the Atlantic, to and from Boston, in the British and North American Royal Mail steamers; and for this to be effected, arrangements will be made with the authorities in England, that when the chronometers arrive at Liverpool on their return from Boston, they may be transmitted with all possible care and depatch to the Liverpool observatory.

Wheat Harvest.

The wheat harvest in western New York is over. It has been very abundant and has rewarded the labors of the husbandman. The number of acres sown last fall, was large, and the seasons have been remarkably favorable to the growth and ripening of the grain. The straw was very thick upon the ground, the heads are large and well filled, and the crop has almost entirely escaped injury from insects or rust. The berry is bright and plump, and the flour made from Genesee wheat this season will be unusually good.

Wheat Crop in Ohio.

It is generally believed that the wheat crop in Ohio the present year will be one-third less than usual. It is usually about 24,000,000 bushels. It will now be less than 18,000,000.

Florida Cotton Harvest.

The cotton crop in Middle Florida is very good this year. In some parts it is more than an average crop. This is cheering news from one quarter; but the very reverse news comes to us from Georgia and Alabama.

They fish for rats in Chicago the same as we do for *fish* here, only the objects are different.