

From the Boston Courier.

Machine for turning Statuary.—One of the most remarkable contrivances of the age is that of Mr. Thomas Blanchard, of Boston, for turning busts, in a lathe. The art of turning cylinders, balls, and any thing of uniform circular form, in the common lathe, has long been practiced by ordinary turners, and is familiar to every body. But the idea of turning in a lathe a statue of any ordinary form, and of a material as hard as marble, is a thing which has never been attempted before. And yet precisely such a machine has been invented for turning forms of various irregular shapes, such as gun barrels and various stocks, spokes of wheels and shoe lasts, and blocks, tackle blocks, and face plates, and portulane, busts of various sizes, and all the machines for all these purposes have been invented by Mr. Blanchard, and of the latter description is now in full and successful operation in Boston.

The process of casting busts in a mould, after a model, has long been practiced, and they may be produced of lead, brass, iron, bronze, or any other malleable substance, as readily as pewter spoons, or bullets, may be cast in a mould. But the idea of turning out busts from beautiful marble, by machinery and steam power, in any quantities and of various sizes, and with the most perfect accuracy, after a single model, is truly astonishing, and would never have been dreamed of but by a creative genius like that of Thomas Blanchard. Imagine gentle reader, a steam engine, in rapid motion, whirling round, and turning out the human head and face, neck, with nose, chin, lips, forehead, eyes, ears, neck, breast and shoulders, of perfect proportion and accuracy to nature! Imagine such an eccentric machine, and you will have some idea of the wonderful stretch of invention which conceived and completed such a faculty.

Such a wonderful machine is now in successful operation in Boston, and if any person will take the trouble to search, he can see a bust of Daniel Webster rapidly revolving in one end of a lathe, and at the other he will see five or six heads of the great expounder, of any sized sizes, turned out from marble, by machinery.

When one of these heads was presented to Mr. Webster, and he was informed by what process it was produced, he exclaimed, in astonishment, that it was the 'most wonderful invention of the age.' Well he might; for who can imagine such a curious art! Description is out of the question. He who doubts, or would understand it, must see for himself. I have seen it, and there it is, open to the inspection of any respectable inquirer.

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Busts of Judge Woodbury, of the Supreme Court of the United States, have also been turned from the same lathe, and those who are familiar with the face of the learned Judge, can attest the accuracy of the likeness. What is equally curious, and which cannot be turned after one of the same model, into imitations of any size, from a colossal bust, to a miniature face suitable for a lady's brooch.

Thos. Blanchard was born in Sutton, Massachusetts, in 1788. He has been the originator of many useful things, besides the lathe, for turning busts, and various articles, which have been widely developed. At the age of thirteen he invented a machine for paring apples, which operated well, and was much used in the village where he then lived.

His next invention was that of a machine for making tacks. At the age of fourteen he was employed by his father, in the village, to manufacture tacks. The mode of operation was, after cutting thin plates of iron into minute particles, or points, of suitable size for tacks, to take up each one separately between the fingers, and hold it in a vice, with a hammer, for making a flat head. This tedious process of making tacks was the only one then known. After working all day long, it required much time to ascertain, by actual counting, how many tacks were made by each operative, to know how much each had earned. After a day's work, it was also necessary to go into the counting, and Blanchard soon invented a machine to ascertain the number with exactness. This consisted simply of a little wheel turning one cog every time the hammer finished a tack, which a small ball announced each thousand completed.

But this counting apparatus was a matter of mere temporary expediency, to save the time of counting at night, the tacks made in course of the day. He then conceived the plan for making tacks, in any quantities, by machinery. After persevering for five or six years, about 1812 he produced a machine that would make 500 tacks in a minute. This machine placed the iron in a hopper, and tacks of more or less shape and finish of head and point were produced, than had ever before been made by manual labor. Securing a patent he sold the right for \$5000.

Soon afterward he turned his attention to making gun-barrels. It was at this time, that the irksome process of turning, to produce a common gun-barrel. The art of turning such an instrument was unknown. Mr. Blanchard set his wits to work to make a power machine to turn out a whole barrel, from muzzle to breech. It was an easy process to turn the muzzle end, but at the lower part, the machine, by a self-acting change, was made to accommodate itself to the oval and octagonal parts of the breech. All this was accomplished with great facility by steam power. Gun-barrels were thus made, not only with rapidity, but of superior finish, uniformity and value to those made by manual labor, and he secured a patent for the invention. This remarkable improvement attracting the attention of the government, he was engaged to put up one of his machines at the United States arsenal at Springfield, Massachusetts, and afterward at Harper's Ferry, Virginia.

When his apparatus was first started at Springfield, the women came round to see the experiment. On its successful operation, one of the workmen remarked to another, 'this man has upset our art.' One of the gun-stock makers said that 'he could not upset him, for the stranger could not turn a gunstock.' Blanchard replied that 'it would try.' He again set his wits at work to invent a machine for turning so irregular a form as a gun-stock! After trying various experiments, he finally succeeded in making a lathe to turn out gun-stocks with accuracy and facility, by steam power. He secured a patent for the invention, and it is now in successful operation at Springfield and Harper's Ferry, and has literally 'upset the art' of making gun-stocks by the slow process of manual labor.

This curious machine was at once applied to making shoe lasts, hat blocks, and all similar utensils, and was used to the tedious process of making such articles by hand labor, it produced far more perfect specimens.

In 1825, Mr. Blanchard applied his mind to locomotive power, and constructed a steam carriage for common roads. He exhibited the model in Washington, in shape and construction, which attracted much attention. But Gov. Calhoun, then Vice President of the United States, and other distinguished men. It was applicable to railroads, would go forward and backward, and turn corners. He applied to it the 'turn-out,' or 'switches,' now in common use. He secured a patent as usual, and in 1826 submitted his plans for a railroad to the Legislature of Massachusetts and obtained the favorable report of a committee of the House. His ideas, however, being then generally deemed visionary, his schemes proved abortive.

He next submitted his plans to the Legislature of New York, and applied for a charter for a railroad from Albany to Schenectady. But Gov. Clinton was so much engrossed with his 'big ditch' as to prevent any attention to such a visionary scheme as a railroad.

About the same time he invented an improvement in steamboat machinery, to enable boats to pass up and down the rapids of rivers, and of narrow, shallow and rapid channels. His boat was the first to ascend the Connecticut, from Hartford to Bellows Falls, to the surprise of those on that river who had never seen a steamboat.

Such are among the valuable inventions of Thos. Blanchard, a farmer's son, whose only means of education were the common country schools, in a secluded part of the country, at the close of the last century. Like all other inventors and innovators, he had to contend against ignorance and prejudice. At the very moment when useful and useful inventions were ridiculed by upstarts as a crack-brained enthusiast. More fortunate, however, than most other inventors, his persever-

ance has been crowned with success, and he still lives to enjoy the rich fruits of his genius and labors.

Emigration to North America.—The number of emigrants now crossing the Atlantic, and the immense amount of sickness which usually takes place during the voyage, has attracted the attention of the public, and the poor who are thus afflicted are beyond the reach of medical aid, not one ship out of fifty that sail with emigrants carrying a Surgeon. Efforts have been made, and indeed are now being made, to provide for these vessels with medical assistance, and among those who have been most energetic in their efforts to accomplish this most desirable end, is Mrs. Mary, of Liverpool, who, having been a passenger on board a ship bound to the West Indies, she found the means of procuring medical assistance, and she has since endeavored to awaken the authorities to the fearful consequences that result from the present system. In a letter published in the Liverpool papers, she says:—

"Where governments fail, the pestilence succeeds; the scourge of God has power where the efforts of man are unavailing. The suffering crowds that rush into the Atlantic cities of the United States reward the hospitality they receive with infection. In the between-decks of the passenger vessels, there is a pestilence, no skillful hand is there to minister to the sick; no experienced mind to adopt the preventive means by which alone escape from universal death may be effected. Such a state of things cannot continue; and already many vessels in the port, and in the West Indies, are daily sailing, the captains generally are themselves in favor of such a precaution; it is the shippers only who have objected.—Could the emigrant be informed upon a subject so near to his heart, and his interests, he would himself accomplish this desirable purpose, by selecting for his voyage such a vessel only as may be provided with a 'doctor,' and rejecting all others; and this has now become his legitimate mode of redress, for other means have failed.

"Among the various provisions of the Passenger Act, there exists one so capricious and unaccountable a nature, so inconsistent with all prudence, so utterly at variance with all humanity, and so utterly at variance with all common sense, that a regulation should have been suggested or adopted. The Act of Parliament provides that 'All vessels carrying one hundred passengers and upwards, and going to all parts of the world, (North America excepted)' shall carry

7-8 PRINTERS. Per cwt. s. d. 25 yards, lb. oz. lb. oz. s. d. 24 to 25 inch Supers 3 2 3 8 3 3 6 7 20 inch Power-loom 3 6 3 12 3 6 4 4 do do do 40 40 4 4 4 4 4 4 27 do do do 66 66 4 4 4 4 4 4 6 27 do do do 66 66 4 4 4 4 4 4 6 do do do 66 66 4 4 4 4 4 4 6 do do do 72 72 4 4 2 5 5 1 5 5 28 do do do 72 72 4 4 3 5 5 1 5 5

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30 yards. 64 inches 18 0 19 0 0 6 1 0 6 4 do do 15 16 0 0 0 2 0 5 72 do do 17 0 23 8 0 6 0 8 76 do do 20 0 26 8 0 8 1 0 80 do do 22 0 27 0 8 8 0 9 2

30 yards. 36 inches 36 8 0 10 0 7 3 7 9 43 do do 40 10 12 0 8 6 11 3 45 do do 42 12 0 13 0 10 6 11 6 48 do do 44 14 0 14 0 10 6 11 6

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LONG CLOTHS. 36 yards, short cut. 36 inches 36 8 0 10 0 7 3 7 9 43 do do 40 10 12 0 8 6 11 3 45 do do 42 12 0 13 0 10 6 11 6 48 do do 44 14 0 14 0 10 6 11 6

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June 30.—There is rather more business doing to-day than on last Tuesday, whilst rates that buyers and sellers of goods are not ready to give an advance on the rates, but in such cases only where orders to purchase compelled immediate contracts; however, the whole range of to-day's business is encouraging, and were it not owing to the extreme caution exercised by merchants, it is probable that the advanced prices asked by producers would have been freely given, and more extensive operations conducted.

There was a considerable demand for low printing cloths and demersos, on which purchasers paid a small advance. In yarns suited to Mediterranean markets and the home trade an increase of 10 per cent had been generally given; whilst in goods and yarns suited for eastern markets the next letters from the market are likely to bring instructions which will affect these descriptions of articles. There continues a fair business in fabrics for the States and the Levant; but for Germany and other parts of the Continent there are no operations going on worthy notice.

The very favorable change in the weather has naturally had a most cheering effect on trade, and we are disposed to think that the prices of goods will gradually diminish. Mill owners, however, do not expect to be immediate gainers by a change so desirable in itself; the present high price of cotton wool, when compared to manufactured articles, rendering such a circumstance peculiarly likely to happen, the 8 per cent advance they may get, at the rate of 10 per pound on their goods or yarns, is immediately followed by an increase of 10 per pound in the price of cotton. This is more especially so, because it is considered that the prices which the majority are disposed to accept for their productions, are when fairly computed, inadequate to repay them their cost. Already they have greatly suffered from the continued depression of trade, and the ruinous effects at which they are being obliged to dispose of their goods; and it is, therefore, unlikely that a continuous advance in raw cotton can be sustained, as such a possibility it is to be expected that producers would rather continue their present arrangements, when they know the market for their goods is moderate, the closing rates for fresh ground Penna. 5.62 and 5.75, and for Western 5.31 and 5.37. Cotton wool has been in limited demand at 3.25 and 3.50 for Penna. and Brandywine. Grain.—The supply of wheat is moderate, and not of an unusual condition shown among purchasers, but towards the close there was rather a better feeling, the highest prices paid were \$1.22 for red, and \$1.25 for red and white mixed. Sales of Southern Oats at 37, and corn at 73 1/2 for white, and 74 1/2 for yellow. Flour—The market is moderate demand. Spirits—Whiskey sold at 25 cts. Sugars—Small sales only, at 67 cts. for Cuba, and 71 for Porto Rico, 4 mos.

CHARLESTON—week preceding July 24. Coffee—Price steady, with sales of 900 bags Rio at 7 1/2 cts.; 1700 Laguayra, 7 1/2; and 1700 St. Domingo, 6 cts. per lb. 4 and 6 mos. Flour and Meal—There has been an improving demand for Flour at corresponding prices, particularly white flour, which has been in great demand. The market is moderate, the closing rates for fresh ground Penna. 5.62 and 5.75, and for Western 5.31 and 5.37. Cotton wool has been in limited demand at 3.25 and 3.50 for Penna. and Brandywine. Grain.—The supply of wheat is moderate, and not of an unusual condition shown among purchasers, but towards the close there was rather a better feeling, the highest prices paid were \$1.22 for red, and \$1.25 for red and white mixed. Sales of Southern Oats at 37, and corn at 73 1/2 for white, and 74 1/2 for yellow. Flour—The market is moderate demand. Spirits—Whiskey sold at 25 cts. Sugars—Small sales only, at 67 cts. for Cuba, and 71 for Porto Rico, 4 mos.

NEW ORLEANS—Saturday night, July 17. The News and its Effect.—The news from England, by the steamer Calcutta, received in the early part of the week has occasioned a marked decline in Flour, Corn and Wheat, and considerable advance in Cotton. The sales of Cotton for the week embrace 16,000 bales, at an improvement of 1/2 cts. the closing quotations being 10 1/2 to 10 1/4 for middling and good middling. Flour—Market very unsettled. Country selling at 6.25 and 6.56, and Baltimore in small lots at 6.50 and 6.75. Bacon and Lard—Remain very quiet. Exchange—We have no alteration to make, but refer to table on inside for rates. Freight—Have slightly advanced, a vessel having been taken for Liverpool at 10 for Cotton, and another for Havre at 14 1/2 per lb.

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