A SUCCESSFTL BRICK-MAKING MACHINE.

Among the many inventions of this money-making age, there is not one which has achieved a more brilliant success than the Gard Patent Brick Machine. It was perfected only in August last, and yet since then it has attained a reputation worth millions, having been put to practical test in the yard of the inventor, who has manufactured several millions of bricks with it, reaping a prophet of $16,554 on the work of three machines between the middle of August and the close of the season. The practical value of the machine just determined, has become so widely known among brick-makers, that the fifty men employed at the works of Mr. Gard, No. 53, South Jefferson Street, are so wholly unable to supply the demand that he has been compelled to secure the assistance of another large establishment, which is capable of turning out one machine per day. And even this enormous demand is on the increase. The claim of the inventor, that it will supersede all other brick machines now in use, may seem to be justified in the enormous demand. The triumph is a great one, especially when it is remembered that 460 odd brick patents have been taken out in the United States, showing the expenditure of a larger amount of money and genius than in any other department, except, perhaps, that of fire-arms.

The machine is beautiful in its simplicity, perfect in its action. It consists principally of an upright cylinder, standing on a revolving disc, all standing, in a space of about eight feet square, and weighing but two and a half tons. The top of the cylinder is about breast high, and into it is easily thrown the clay as dug from the bank, except when too dry, and then it is simply watered. There is no other preparation. The machine does its own tempering. Within the cylinder revolves an upright shaft, furnished with blades set at an angle, which cut up and temper the clay, at the same time pressing it downward into the brass moulds in the revolving disc as fast as they are brought round, and is then tilted out—a perfect brick—in a few moments, and lifted off ready for hacking. At a trial made yesterday, at which a representative of the *Tribune* was present, the machine turned out sixty-five bricks per minute, or at the rate of 39,000 per day, and there was no apparent reason for not doubling the speed of the machine if the bricks were removed fast enough, nor did there seem to be any danger of clogging, or any chance therefor. The machine worked very beautifully, smoothly as a steam engine, noiselessly as a sewing machine. It is the very perfection of mechanism, with no apparent possibility of getting out of order, and it is difficult to suggest an improvement in the bricks; they are not made from dry clay, as is the case with some machines. The clay is dry enough to give firmness, and wet enough to secure solidity after burning.

The chief features of the machine may be thus stated: Its weight is but 5,000 pounds, making it portable; two horse power works it easily, turning out 20,000 to 30,000 bricks per day; any number of machines can be run from the same shafting; it is very simple in its construction; it uses clay directly from the bank, doing its own tempering; the bricks can be hacked directly from the machine, obviating damage from rain; the bricks are fine pressed, worth one-third more than common bricks; no sanding of the mould is needed; the machine is cheap—costing only $1,000, exclusive of the right.—[Ex.

BLEEDING FROM EXTRACTING TEETH.—The remedies for bleeding which results from extracting teeth are quite simple. The first remedy is cold water, held in the mouth and copiously used on the outside. This, in many cases, will be sufficient, yet there are instances when this will not answer. In such a case take cotton or lint, well soaked in a strong solution of alum water, rolled up in a small, hard wadd, and press it firmly up the cavity of the tooth, so as to reach the mouth of the bleeding vessel, and at the same time close the teeth upon and compress it so as to retain it in that position, where it should be kept from two to twelve hours without being removed. This remedy is simple, easily applied, and within the reach of every person.

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RITUALISM IN THE EAST.

The fight between high church and low church is raging, even in peaceful Boston. Church societies are rent in twain by the contending factions, and those who should illustrate "how pleasant 'tis to see brethren in unity," are quarreling like cats and dogs about the form of worshiping their Maker. Ritualism has not made great progress here thus far, the good Bishop Eastburn holding a restraining hand upon its ardent advocates. But some changes have been made, and more are contemplated. At the church of the Messiah (formerly Bishop Randall's), the new Rector, Rev. Pelham Williams, is working vigorously for reform. He has banished the old choir and replaced them with boys, and has induced the society to mortgage his chapel in order to obtain funds wherewith to build an altar of stone. The Bishop of Maine has given a powerful impetus to ritualism in that State. At St. Luke's church in Portland, a young rector has striven arduously for the establishment of the establishment of the confessional, and, like Mr. Williams, has replaced the choir with boys, who occupy the chancel with their musical exercises. A lady who has recently attended St. Alban's church, in New York, which may be taken as a representative of the most "advanced (ritualistic) thought," gives a startling account of the proceedings there. The rector is Mr. Morrill, a native of Saco, Maine, and a man of great obesity. He is now undergoing medical treatment for the purpose of reducing his flesh. In administering the sacrament to his flock, he does not allow any one to touch the bread and wine, but holding them as he walks elevated above its head, makes a dab with bread and cup at each individual mouth, as the Romish priests put wafers on the tongues of their communicants. When the sacramental ceremony is finished, he drinks every attainable drop of the consecrated wine, and then, rincing the cup with unconsecrated wine, drinks that, in order that not even the vapor of the first shall be lost.

THE TRIUMPH OF APPLICATION, AND PERSEVERENCE.

I lately noticed an anecdote on the subject of perseverence in occupation and satisfaction with reasonable gains, told by the Rev. John Tood, D.D., which I thought good enough to clip out. The story was told to Mr. Tood by an old neighbor of his, whose father was also a minister. When this neighbor was a boy he asked permission one day to go off to the woods with some other boys and pick huckleberries. Permission was granted, but at the same time the father remarked (I quote from the anecdote):

Johnny, I have a word of advice to give you. You will find the berries growing on bushes standing in clumps, all over the lot. The children will pick a few minutes at one place, and then go off to another, in hopes of finding better picking, and thus they will spend half of the afternoon in roaming from one place to another. Now, my advice to you is, that when you find pretty fair picking, stick to that spot, and keep picking there. Your basket at night will show whether my advice is good or not.

Well, sir, I followed my father's advice, and though the children would wander about and cry out, Oh, Johnny, here's a world of them, and here's splendid picking, and here you can fill your basket in less than no time, yet I stuck to my fair picking place. When we got through at night, to the astonishment of every one, and my own no less, it was found that I had nearly twice as many berries as any other one. They all wondered how it was. But I knew. And that was the lesson that made me a rich man. Whenever I have found fair picking, I have stuck to it. Others have changed occupations and business, and have moved from one place to another. I have never done so, and I attribute all my success to the lesson by which I learned to pick huckleberries.

If your advantages are less than you could wish, stick to them, and make the most of them. The stone that rolls the least gathers the most moss. What was wise in picking huckleberries, is wise in every attempt to learn and gather what is valuable.—[*Cor. S. F. Times.*

THE GREAT EASTERN.

Since the big ship returned to the Mersey, after her succesful cable expedition, she has undergone a complete overhaul. In the first place she was stripped of all her cable-laying fittings, and also had her screw boilers removed, after which she was placed on a grid-iron on the Cheshire side of the Mersey, and nearly opposite to the vessel's moorings in the Sloyne. While beached the bottom of the ship was scraped, and one or two plates, which were in a somewhat defective state were replaced by new ones. These repairs were done under the immediate superintendence of Mr. George Beckwith, the chief engineer on board the Great Eastern. While these repairs were being accomplished outside the vessel, a number of extensive and important alterations were being carried on inside of the ship, under the direction of Sir James Anderson.

New screw boilers, especially designed by Mr. Beckwith, and constructed at Vauxhall Foundry, Liverpool, were put on board without the slightest hitch and satisfactorily tested. These new boilers will generate a much larger quantity of steam than could be produced by the old ones, and as a matter of course give a greater propelling power to the engines. The old paddle-crank has also been removed—a task attended with considerable risk and difficulty, but safely accomplished—and a new eccentric shaft, made at the Mersey Forge, has been introduced instead of the old crank. This alteration will also tend to give increased power to the paddles. In fact, the engineering department has undergone a most efficient overhaul, and when the big ship is ready for sea, this department of the vessel, with its workshops, containing lathes, forges &c., will have more the appearance of a well-regulated foundry than the engine department of a steamship.

A steam steering apparatus has also been constructed on deck close to the wheel and the ship can be either steered from the bridge or from the site of the steering gear, there are also two powerful donkey engines on deck—one forward and the other aft. Extending about 140 feet on the after part of the deck is a splendid dining saloon, capable of accommodating about 500 people at once. This saloon will be one of the most splendid on any ship afloat; it is twice the length of the one on board the Scotia, is two feet higher, and seven feet broader. Attached to this saloon is a commodious house, containing the pastry shop, bakery, and a bar. The top of this saloon forms a fine promenade, about two hundred feet in length, which in fine weather will, no doubt, be well appreciated.

On the forepart of the deck is another but smaller saloon, which, among other essentials to comfort, contains a barber's shop. While alterations and improvements are being done on the deck, down below the alterations are of an equally elaborate character. The large space which was formerly used for the cable tanks has undergone a complete renovation. Three grand saloons have been constructed; and when completed, will form a splendid suit of apartments. The ceilings of these saloons will be beautifully decorated, and the walls covered with a splendid French paper, on which will be impressed scenes of different places in Europe, Asia, America, &c. Close to and in easy communication with the saloons are the berths and staterooms. The curtains for the berths, which will give sleeping room to 3,000 passengers, are all of one uniform pattern. The material selected is an elegant and costly English challie, of a light cream-colored ground, with running roses.

In order that the passengers may be well cared for, a washing machine, capable of doing any amount of washing, has been fitted up, combined with which is a large drying-room. There is also a clean and well-ventilated hospital fitted up. Further down in the vessel, but almost in direct communication with the upper deck, are the ice-houses, beer and wine "cellars," together with an immense storeroom, capable of containing 500 tons of passengers' luggage, and that without inconvenience. One of the wine "cellars" alone has room for 500 dozen of wine. The Great Eastern will, in addition to eleven lifeboats, and eleven ordinary boats carry a screw steam launch, fifty-five feet long which will be slung to the ship's sides by immense davits. A large condenser will also be an board, capable of condensing 10,000 gallons of water per day, which will be very ample for all purposes, when we consider that, when the vessel sails from the Mersey. she will have 36,000 gallons of water on board. She will also take out 1,000, tons of coal.