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Poetry.

WHO IS MY NEIGHBOR ?

Thy neighbor ? It is he whom thou
Hast power to aid and bless,
Whose aching heart or burning brow
Thy soothing hand may press.

Thy neighbor ? 'Tis the fainting poor,
Whose eye with want is dim,
Whom hunger sends from door to door ;
Go thou and succor him.

Thy neighbor ? 'Tis that weary man,
Whose years are at their brim,
Bent low with sickness, cares and pain ;
Go thou and comfort him.

Thy neighbor ? 'Tis the heart bereft
Of every earthly gem,
Widow and orphan helpless left ;
Go thou and shelter them.

Thy neighbor ? Yonder toiling slave,
Fettered in thought and limb,
Whose hopes are all beyond the grave ;
Go thou and ransom him.

Where'er thou meet'st a human form
Less favored than thine own,
Remember 'tis thy neighbor worm,
Thy brother, or thy son.

Oh ! pass not, pass not heedless by ;
Perhaps thou can'st redeem
The breaking heart from misery—
Go, share thy lot with him.

PAY, OH ! PAY US WHAT YOU OWE.

SONG FOR THE LONDON TRADESMEN.

Higher classes, ere we part,
For the country ere you start,
Let your tradespeople distressed
Trouble you with one request ;
Just a word before you go—
Pay, oh ! pay us what you owe.

By those orders unconfined,
Which for goods of every kind
You so readily did give,
Think, oh ! think that we must live.
Just a word before you go—
Pay, oh ! pay us what you owe.

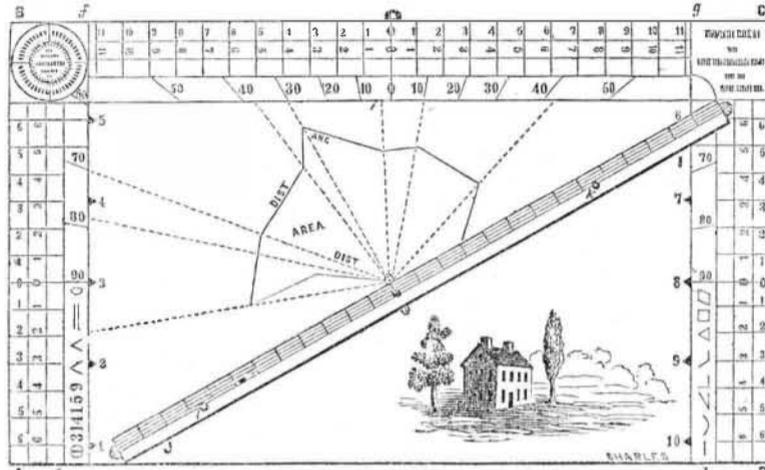
By those dresses of the best,
Silken robe and satin vest,
In whose splendor, by our aid,
You so gaily were arrayed ;
Hear us cry, before you go—
Pay, oh ! pay us what you owe.

By the opera and the rout,
Recollect who rigg'd you out ;
By the drawing room and ball,
Bear in mind who furnished all :
Just a word before you go—
Pay, oh ! pay us what you owe.

By the fete and the soiree,
And the costly *dejeuner*,
By your plate and *ormolu*,
Let your tradesmen get their due :
Just a word before you go—
Pay, oh ! pay us what you owe.

More than nine thousand different animals
have been changed into stone. The races or
genera of more than half of these are now
extinct, not being known in a living state up-

CHAMBERLIN'S DRAWING BOARD.

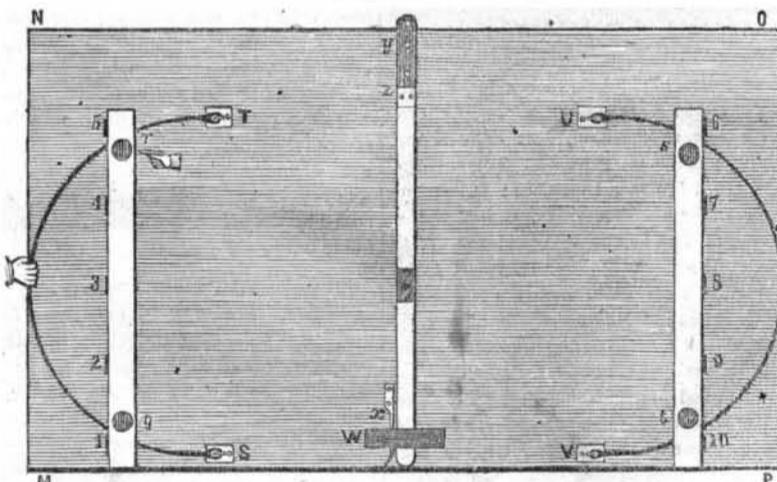


It has always been a desirable object with artists, amateurs and surveyors to be able by some mechanical contrivance to measure the distances and take the observations of hills, valleys, rivers, and lakes, as the astronomer measures the distances and describes the form of the rolling spheres. Various contrivances have been brought forward to accomplish this, such as the camera obscura, &c. But all instruments hitherto invented for this purpose have been either made on too large a scale, or were too expensive for general use. Mr. Henry W. Chamberlain, of Pittsfield, Mass., has devoted much time to secure for the class we have mentioned, a *Drawing Board*, on an improved and cheap plan for general use, and the result has been the one represented in the engraving. He has exhibited one of his boards and it has been highly praised for simplicity and beauty. It is made of mahogany worked to one-fourth of an inch in thickness. All the different parts are of the same wood and fastened with silver headed screws, except the parts that have to be glued together. The ketch pieces have each two holes through which the guide legs pass and they are screw-

ed to the outer edge of either ketch piece.—The wood screws used for fastening are of ebony, and the whole board is of beautiful workmanship. The following description will enable the reader to better understand the different parts.

FIGURE 1.—A B C D, is an outline of the Board. It is made of hardwood, 2 boards one fourth of an inch thick each glued crosswise to prevent warping. J I, is a hardwood Rule turning on a centre pin. It has four different scales laid out each way on the outer edges next the paper for convenience. e f g h, is the paper surface of the board which is stamped accurately with three scales on the prolongation of the rule of 360° to facilitate the laying out machinery and for surveying. K L, are two knobs to move the rule. The rule has an eye on each side of the centre for the centre pin, of sheet brass fastened with a wood screw. The centre rule is the most difficult part to understand. On the plate are two holes on each side of the rule. The inner set of holes are for pencil or other points to operate and the outer set for steel pens which the inventor prefers when they are good.

Figure 2.



M N O P, are the outside boundaries of the underside of fig 1, A B C D. 1 to 10, are the upper pair of ketches holding the paper sheet. The centre pin should be set in thicker brass than that used in the rest of the work. It will be seen that the numbers count from the centre lines in two positions. The ketch pieces g r s t, with legs passes through at the centre as represented and brass spirals surround the legs under the ketch pieces to hold the drawing sheet down while a pressure, as at X, relieves it at once. Sheet brass is to be used for ketches, hinge joint and hang strap united as at Y Z, spring ketch as at X, and bands, &c. &c., as at W. The bales S T U V, are of stout iron wire flattened at the ends and perforated for wire loops rivetted to brass pieces, which pieces are screwed to the board. A wood square and bevel united and of the length of the board go with it.

The inventor says : " When I wish to use a different scale on the above rule I make a corresponding shift on the centre pin. If in surveying I have an open field of any number of sides, I set the compass in a permanent position, where I can, by means of a suitable signal pole, take the direction of every corner in succession from left to right, or with the sun, setting the results with the same order in the field book, then taking the centre pin as the compass station the same course is to be taken on the draught sheet as in the field, which you perceive brings the whole field into triangles and vice versa, any method of surveying can be rapidly plotted and calculated."

The whole method of its use, and the price and the price and all information relative to it can be had of the inventor and it must be of immense value to every man who has a taste for drawing, or whose employment requires it

RAIL ROAD NEWS.

The Comptroller of this State reports in answer to a resolution that the Canal and Railway revenue for the fiscal year ending August 31st, was \$3,470,904, from which is to be deducted \$600,000 for superintendence and \$200,000 to the Treasury and \$1,650,000 pledged by the constitution to the Sinking Fund, leaving the sum of \$1,020,094 available for the public works.

Hartford and New Haven Railroad.

During the past year the expenses of this company have been very heavy. All the bridges on the road between Hartford and New Haven have been rebuilt, as well as the one over the Connecticut. Two new passenger, two new second class and thirty-four eight wheel freight cars, and two locomotives, have been added to their transportation power. Their branch road in Hartford to the river cost \$85,607, and the business which has been added in consequence to the road, has more than exceeded the most sanguine expectations. The number of persons transported over the road the past year has been 226,595, showing an increase of 35,325 over the previous year. The amount received for freight was \$61,250, being an increase of 46½ per cent over the previous year. The total receipts the past year have been \$324,725, and the directors have declared a dividend of 4 per cent, payable on the 1st October.

Michigan Central Road.

The Boston Post of 17th inst., says 31 per cent is offered for the stock of the Michigan Central Road in the stock market of that city.

Railway Traffic in England.

From official returns it appears that the receipts of traffic for the week previous to the sailing of the last steamer, on upwards of 3154 miles of railway, was £206,410, viz. £126,675 for the conveyance of passengers only, £42,236 for the carriage of goods, and a remainder of £38,199 for passengers and goods together, being an increase of £28,612 over the corresponding week of last year, when the mileage was about 2290.

The passage from Glasgow to London and back in the first class cars, is only \$14,26, for a distance of 952 miles.

Magnetic Telegraph.

The whole amount of stock for the proposed telegraph line from Troy to Montreal via Bennington, Rutland and Burlington is taken. It will be completed and put in operation the present fall.

Comparison of Speed.

A French Scientific Journal states that the ordinary rate per second, of a man walking; is 4 feet; of a good horse in harness, 12; of a reindeer in a sledge on the ice, 16; of an English race horse, 43; of a hare, 88; of a good sailing ship, 14; of the wind 82; of sound, 1,038; of a twenty-four pounder cannon-ball 1,300; and of the air, which so divided, returns into space, 13,000 feet.

A Strange Case.

A young girl has lately been brought to Boston for the benefit of eminent medical treatment, who has been suffering for several years with a strange infirmity. It is a noise in the throat, loud and distinct, and sounds like the striking of two metals together or castanets used by boys in the street. The noise is without intermission, save perhaps for a few minutes occasionally. As yet, the cause of the noise has not been ascertained, or any means found to abate the disorder, which so far has been on the gradual increase. It is totally distinct from the motion of the lungs while breathing, and altogether is one of those cases which are beyond the ken of human wisdom.

The Palmyra tree grows 100 feet high and perfectly straight.