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Rail Road News.

Noble Act of a Girl.

An incident has been related to us exhibiting unusual thoughtfulness and caution, if not heroism, on the part of a young girl, that deserves more than a passing notice. A few evenings ago, just after dark, a young female residing on the Railroad, near Sykesville, observed that the rain had caused a part of the embankment to give a way, and entirely cover up the Railroad track. Knowing that the train of cars would pass along in a short time, she hastily and alone procured a light, and set to work to remove the obstruction. In a few minutes, however, she heard the train approaching at a fearful rate, and abandoning her humane effort to clear the track, she took her station in the middle of the road, and by waving the light to and fro, succeeded in attracting the attention of the Engineer, who immediately stopped the engine. In a few moments more, had it not been for the great presence of mind, courage and thoughtfulness, of this young girl, the whole train might have been dashed to pieces. Her noble conduct is deserving of the highest reward.—[Balt. Clipper.

Important Decision.

The Supreme Court, in session at Saratoga, have decided that the Northern Railroad Company are entitled to receive subscriptions to their capital stock. The case upon which the decision was made was the Company versus James Duane, and is a reversal of a decision made in the same case, says the St. Lawrence Republican, in the courts in this county about a year ago. A number of cases were pending on the result of this case, which settles the question unless carried to the Court of Appeals.

Injuries by Locomotives.

The Committee on Agriculture, of the House of Assembly of New Jersey, has reported a bill to prevent injuries by locomotives, which requires the railroad companies to separate their tracks from public highways by a fence, whenever they run beside each other. In default, the company is liable to pay the amount of damages, and a fine of \$50 besides.

The Worcester Railroad Corporation has applied to the Legislature of Massachusetts for an increase of capital of \$500,000, which will raise the capital to \$5,000,000. This with the sale of property worth \$300,000, is expected to relieve the Company from debt.

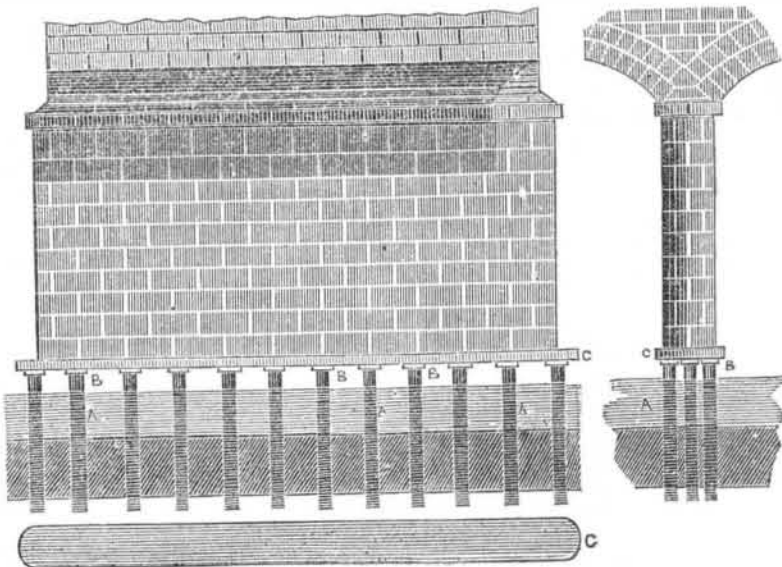
It is estimated that the depression of Railway property in Great Britain, in 1849, is not less than eighty millions sterling, \$400,000,000.

The receipts of the Syracuse and Utica Railroad during the year 1849, from passengers and all other sources, is about \$465,000.

The receipts on the Syracuse and Auburn Road, very nearly reach \$200,000.

A brass rudder has been cast in Philadelphia for the steamer Columbia. It is sixteen feet long, three feet and three inches wide in the blade, and weighs nearly 30 tons.

POTTS' PNEUMATIC PILE DRIVING FOR FORMING FOUNDATIONS, FOR PIERS, EMBANKMENTS, &c.



On our list of Patents, this week, there will be found one to Mr. Potts, of England, for forming foundations, &c., by a new plan for sinking tubes, caissons, &c.

The proprietor of the patent for the United States, is Mr. Charles Pontez, No. 71 Cedar street, this city.

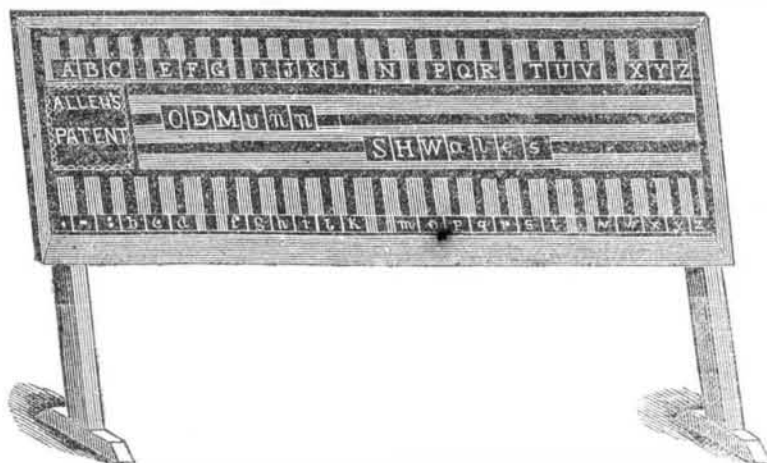
This engraving represents a pier supported on pneumatic sunk piles laid down by Robert Stevenson, Esq., C. E., on the Chester and Holyhead Railway. The Viaduct is skew and carried over a branch of the sea in the island of Anglesea. It consists of two land piers built in the usual way, and of the centre pier laid on a sand bank. It is thirty-six feet long and three feet wide, built on nineteen cast iron tubes, A, each 16 feet long and one foot diameter. The piles were sunk by means of 2 small double air pumps with cylinders 4½ inches in diameter and 17 inches stroke, worked by four men. The pumps were placed on the land piers and a lead pipe of half an inch bore was carried from the pumps, across the water to the place of driving. Each tube was placed perpendicularly over the spot in which it was to be sunk, and the square iron cap, B, placed on the top, with the lead pipe mentioned, passing it. At every stroke of the pump the air was

exhausted from the inside of the tube, and as the exhausting process proceeded, the pile made its way downwards until it sunk to the depth required. When the whole of the nineteen piles sunk to one level as shown in the engraving, a cast iron plate, C, weighing nineteen tons, was placed on them on a level above the water, and formed the base on which the superstructure was built. The arches are 20 feet wide on the square end, and 26 on the skew. The pier is three feet wide on the square, and three feet ten inches on the skew. The pumps were brought down by wagon, put together, worked, and sent back again in a few days, so that nothing cumbrous in the way of the application of this principle is involved.

The pier represented above was built by Frank Foster, Esq., C. E., so well known as the assistant of Mr. Stevenson. It has stood for two years, and it has every appearance of standing for generations. Letters (p. p.) addressed to Mr. Pontez, will meet with prompt attention.

As this is a very interesting subject to our Civil Engineers, and therefore of great importance to the whole Republic, we will explain the principle more fully in another article next week.

ALLEN'S ALPHABETICAL, SPELLING, READING AND ARITHMETICAL TABLE.--Fig 1.



This Table consists of a board or table, along the centre of which are horizontal grooves, or raised ledges forming grooves between them, that connect with perpendicular grooves, or compartments on the sides, in which are inserted an assortment of movable blocks on the face of which are cut the letters of the alphabet, both capitals and small, the nine digits and cypher, and all the usual pauses and signs used

in composition and arithmetic.

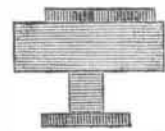
The letters, figures and signs are large, so as to be readily recognized by all the members of a large class, and from even the extremity of a large school-room, and are so assorted and arranged as to be easily slid from the perpendicular grooves or compartments into the horizontal grooves, and there combined into syllables, words and sentences, or used in simple

arithmetical operations. When the lessons in the alphabet, spelling, reading, composition or arithmetic, is finished, the blocks can be returned to their appropriate places.

The experience of many teachers in schools of different grades, and of mothers at home (the God-appointed school for little children, next to which should be ranked the well-organized Primary School, with a bright, gentle, affectionate and patient female teacher,) has demonstrated that by accustoming the child, either individually or in a class, to select letter by letter, and move them from their appropriate case to the centre of the board, and their combining them into syllables and words, a knowledge of the alphabet, and of words, is acquired in a much shorter time and in a much more impressive and agreeable manner, than by any of even the best methods now pursued.

All of the advantages derived from the method of dictation, and the use of the slate and black board, in teaching children the alphabet, spelling, reading, and the use of capital letters and pauses, as well as the elementary principles of Arithmetic, such as numeration, addition, subtraction, &c., can be secured by the introduction of this Table into our Primary and District Schools.

Fig. 2.



The letters do not come off, but have tennons on their lower ends, fig. 2, to slide in the grooves, and can be moved to any part of the board.

The inventor is Mr. Edwin Allen, of Windham, Conn. Mr. H. Taft, of No. 155 Madison-st., is sole Agent for the city of New York.—The following certificate will show how highly it is esteemed:—

Having examined the ingenious and useful Educational Table of Mr. Allen, for Primary Schools, and had a full explanation of its various uses, I am satisfied that it will be found a great aid in elementary instruction. The principles involved in its use, are both correct and practical.

S. W. SETON,

Supt Public Schools, New York City.

Departure of the Arctic Discovery Ships.

The sailing of a new Arctic Expedition in search of Sir John Franklin and his gallant companions, took place from London on the 11th inst. The expedition consists of the Enterprise, Captain Collinson, and the Investigator, Commander McClure. The best wishes of mankind go with them. They went to Davenport to await final orders.

The Enterprise and Investigator, arctic discovery ships, are both now complete, as far as their repairs and fitting are concerned, and have been taken into the river to receive their stores, which are daily arriving from Deptford. They are fully rigged and ready for sea. Application has been made to the Admiralty for permission to enlarge the magazines of both vessels, in order to enable them to carry a large supply of powder, it being intended to have recourse to that substance in getting out of the ice, in preference to the old and tedious process of sawing.

If there ever was a subject in which insanity could be distinctly traced, in the constitution of different British Cabinets, it is certainly that of a Northwest Passage to the Pacific. There is not a single working man, of the least common sense, without any more education than barely to write his own name, but knows that the discovery of such a Passage, if it does exist, would not be worth a straw to the commercial world.