

Scientific Museum.

Means of Counteracting the Effects of Corrosive Sublimate.

Observing in your paper the death of Mr. James D. Hall, resulting from the accidental administering of Corrosive Sublimate, I am induced to make the following statement, with a view of counteracting such disastrous results. Death from the accidental taking of Corrosive Sublimate is not an unfrequent occurrence, and yet the action of the poison may be arrested, if the right means are used promptly. The corrosive matter acts upon the stomach by means of the acid, and if something is taken at once to neutralize the acid while the poison is removed from the system by emetics and cathartics, the patient will recover. For this purpose, a strong and copious solution of pearlsh or saleratus should be instantly administered. A fact in personal experience will perhaps be pardoned in this connection.

I was once boarding at a house, where, by some accident, a bottle containing corrosive sublimate for the extermination of bugs, was filled with cider and placed among the other bottles of cider. That the liquid was thoroughly saturated with the poison was made evident by the fact that, on breaking the bottle, subsequently, a large portion of sublimate was found undissolved. The tumblers were filled from this bottle as we sat down to dinner, and being quite thirsty from a long walk, I immediately drank half a tumbler full. Instantly after drinking, I felt an intense burning and pain, accompanied with a fainting sensation. I perceived that I had taken Corrosive Sublimate.

I called for pearlsh; in a few moments two physicians were present, and while they were debating whether first to administer the white of eggs or an emetic, I seized a handful of pearlsh, stirred it in a bowl of water, and drank it down. The effect was like that of throwing water upon a fire. It kept the action of the poison in abeyance, while emetics and cathartics had time to take effect and clear the system. I was of course much weakened for a day or two, but not materially injured. An elderly lady who sat next to me at table, and drank at the same time, but took less than half the quantity that I did, lingered for a time, and died. She did not use the pearlsh, but only took the white of eggs in connection with emetics cathartics. I urged the instant administering to her of the same remedy that I took myself, but her physician would have his own way.

The white of eggs is no doubt very good to absorb the poison and avert corrosion, but it is not so readily obtained, nor so quickly administered, nor so diffusive and prompt and sure in its action, as that which I have recommended. It may be taken to advantage, especially if prompt means are not used to remove the poison from the system, but let the alkali be used first of all and most of all, and let not one minute be lost in debating.

[The above is from the Boston Traveller. We publish it on account of its real value.]

French Polish.

This is an alcoholic solution of shellac, some of the softer resinous gums are usually added, but too much of them renders the polish less durable. Highly rectified spirit, not less than 60 over proof, should be used. Rectified wood naphtha is sometimes substituted, to which the unpleasant smell is the only objection. 1st. Orange shellac 22 oz., rectified spirit 4 pints, dissolve. 2nd. Shellac 3 oz., gum sandrac $\frac{1}{2}$ oz., rectified spirit 1 pint. 3rd. Shellac 4 oz., gum thus. $\frac{1}{2}$ oz., rectified spirit 1 pint, dissolve and add almond or poppy oil 2 oz. 4th. Shellac 5 oz., oxalic acid $\frac{1}{2}$ oz., rectified spirit 1 pint, dissolve and add linseed oil 4 oz. 5th. Shellac 10 oz., seed-lac 6 oz., gum thus. 3 oz., sandrac 6 oz., copal varnish 6 oz., rectified naphtha, or dissolve 8 oz. each of seed-lac, gum thus, and sandrac, separately in a pint of naphtha; and 1 lb. of shellac in 8 pints of naphtha. Then mix 6 oz. of copal varnish, 12 oz. of solution of seed-lac, 6 oz. of solution of

frankincense, and 12 of solution sandrac, and 5 $\frac{1}{2}$ lbs. solution of shellac. Let the copal varnishes be put into the tincture of shellac, and well shaken, and the other ingredients be added. A correspondent informs us that this polish cannot be excelled. 6th. Copal $\frac{1}{2}$ oz., gum arabic $\frac{1}{2}$ oz., shellac 1 oz., pulverize, mix and sift the powders, and dissolve in a pint of spirit.

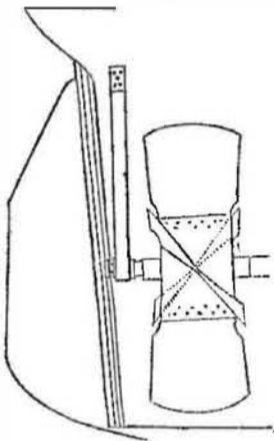
French polish is sometimes colored with dragon's blood, turmeric root, &c. The general directions for preparing the polish are to put the gums with the spirit in a tin bottle and set it on the stove or in water, so as to keep it at a gentle heat, shaking it frequently. The cork should be loosened a little before shaking it, taking care that there is no flame near to kindle the vapor. When the gums are dissolved let it settle for a few hours and pour off the solution from the dregs. The method of using it is to have a roll of list, over the end of which five or six folds of linen rags are placed. The polish is applied to the linen with a sponge and a little linseed oil is dropped on the centre of it.

History of Propellers and Steam Navigation.

[Continued from page 392.]

LOPER'S PROPELLER.

FIG. 82.



This propeller is the invention of Captain Loper, of Philadelphia, and its good character is so well established, that it requires no further eulogy than to say, that more of these kind of propellers are now employed on vessels in the United States than any other, and on vessels of every class of burden, from the small canal boat to the first class steamship.

The accompanying engraving represents the Loper Propeller, as applied to the trial U. S. Revenue Steamer "Spencer." The diameter of the propeller is 8 feet, width of blade at hub 2 feet 3 inches—at outside 4 feet 4 inches. The angle of the blades at the hub 30°, at the outside 54°. It was driven by the common intermediate gearing of cog wheel and pinion.

Screw propulsion has received the earnest attention of eminent engineers in America and Europe, and is now regarded as more economical than side wheels, but only as auxiliary to sails, for they are not so fast as steamers with side wheels.

Whatever may be said of the different kinds of bladed screw propellers, there does not seem to be one superior to the Woodcroft Propeller. The Sarah Sands and the City of Glasgow are fitted with this kind, and they are the only two steamships which have attempted the regular navigation of the Atlantic. The latter steam propeller has done wonders: its success has induced the contemplation of a "Line of Propellers" by a powerful company, to ply in the merchant service between New York and Liverpool.

The question of exclusive steam navigation is only one of economy, and the auxiliary screw propeller presents advantages in this respect, which are worthy of serious consideration by all those engaged in the shipping business.

The city of Philadelphia is the seat of constructing American Propellers, and there the "Loper Propeller," is the favorite. At the present moment, at a single establishment in Kensington, Messrs. Reaney, Neafe & Co., machinery is now in the progress of construction for nine "Loper Propellers." This shows in what a favorable light this propeller is regarded.

Colors.

In these, the ancients certainly far exceeded the moderns. Sir Humphrey Davy made many efforts to analyze the celebrated Tyrian purple of the East; but these efforts were without success. He declared he could not discover of what it was composed. The Naples yellow, too, though less known, was much used, and the art of making it is now entirely gone. The Tyrian purple is the color of many houses of Pompeii, and they look as fresh as if just painted.

The colors of Titian are equally as vivid and beautiful as when first laid on by the great artist, while those of Sir Joshua Reynolds already look chalky and dead. And Sir Joshua himself confessed, after making it the study of his life, that he had never been able to discover how Raphael and the other great artists had been able to preserve the beauty and brightness of their paintings. But if we marvel at these artists, three centuries back, what shall we say of those paintings found in the tombs of Egypt, more than two thousand years old, and yet kept fresh and bright, though buried for that time beneath the ground, in the damp, dark caves of the East!

The very wife of Solomon is found there, just as she was painted on the eve of departure from her father's home, to share the throne of Judea, and not only the color of her garments were preserved, but the bloom is still on her cheeks and lips, and the lustre in her eye is even as it then was. Their paintings, too, date as far back as the time of Moses; a portrait supposed to be that of the Nice, the king who drove the Israelites into the Red Sea, has the colors of it preserved perfectly.

Hard Coal Ashes.

Though Prof. Norton thinks these may prove of value, as an application to the soil, a writer in the Mass. Ploughman cautions farmers against their use for or with manure,—because of the oxide of iron, which is very injurious to trees, and that their alkaline properties are so trifling as to be unworthy of preservation. Experiment will decide between them, and it is a question of some importance in the neighborhood of cities, while so many bushels are thrown away, if they turn out to be of any considerable value.—[RURAL YORKER.]

[We once saw hard coal ashes applied to a four acre field of potatoes—the result was a crop which did not pay for the digging; the season was a good one, so nothing but the ashes could be blamed. Next year a crop of oats yielded as poorly as the potatoes. Hard coal ashes, we believe, should not be used for any purpose but road making.]

White Hair and Black—"A Fact Worth Knowing."

Under this head the True Union, publishes the following from "an authentic source."

"A distinguished General (Twiggs), returned from the Mexican war covered with 'glory.' He had, however, two marks of hard service which laurels could not hide—as they did Caesar's baldness. One was a head as white as wool; and the other a cutaneous eruption on his forehead. For the latter he was advised to try a mixture of sulphur, and sugar of lead and rose water. In applying it, some of the mixture moistened his forehead, and after a while resumed its original color. He then applied the mixture to all his hair, and it all became, and is now, of its primitive and sandy hue. He communicated the fact to some of his friends in Washington—especially to some ex-members, who are widowers and seeking preferment—and it has been found efficacious in every instance. It does not dye the hair, but seems to operate upon the roots, and restore the original color.

"The recipe is as follows:—1 drachm Lac Sulphur, $\frac{1}{2}$ drachm Sugar of Lead: 4 ounces Rose Water; mix them: shake the phial on using the mixture, and bathe the hair twice a day for a week or longer if necessary."

[The theory of the above is neither new nor valuable: it is the sulphuret of lead applied to dye hair its own color. The nitrate of silver is much better, but those who consult their health and a steady brain, will refrain from both, and prefer the snowy locks of nature to the sable locks of art.]

Giant's Bones.

A week or two since Mr. John Harned, living on Rolling Fork, about 12 miles from this place, discovered a human bone protruding out of the sand on the river bank. It proved to be a thigh bone, perhaps the largest ever seen. It measures about six times the number of cubic inches as that of a common sized man. Judging from the size of the bone found, it once belonged to a human being some 12 or 13 feet high. Mr. Harned has also found a collar bone, which is about the same proportion. That it is a human bone there can be no doubt.—[Elizabethtown (Ky.) Register.]

[Yes there is a doubt about its being a human bone.]

NEW PROSPECTUS (OF THE) SCIENTIFIC AMERICAN.

TO MECHANICS, INVENTORS, AND MANUFACTURERS.

The Publishers of the SCIENTIFIC AMERICAN respectfully give notice that the SIXTH VOLUME of this valuable journal will be commenced on the 21st of September next, offering a favorable opportunity for all to subscribe who take an interest in the progress and development of the Mechanics' Arts and Manufactures of our country. The character of the SCIENTIFIC AMERICAN is too well known throughout the country to require a detailed account of the various subjects discussed through its columns.

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PREMIUM.

Any person sending us three subscribers will be entitled to a copy of the "History of Propellers and Steam Navigation," re-published in book form—now in press, to be ready about the 1st of October. It will be one of the most complete works upon the subject ever issued, and will contain about ninety engravings.