as an account of others in a different part of the world, of a similar kind to this first mentioned. But, in page 47, he particularizes the mode of construction of the Chain Bridge, so exactly similar to those we see erected lately in the United States, that we are ready to conclude the ancients lived yesterday. The Bridge referred to is called Selo-cha-zum, and is constructed of two chains.

After so particular an account as the foregoing being recorded in history for many years, it was not easily to be expected that we should find, in any publication of modern date, an account of this self-same invention being recently patented in the United States; but, as it is the fact, we shall, for the promotion of fair play, give the reader the words of the wise patentee, and then proceed to compare notes with the former relation of the ancient Bridges in the East-Indies, erected many hundred years ago on the self same plan, and shall point out in some brief particulars not only their similarity, but also what the author conceives to be real defects contained in all such Bridges.

PORTFOLIO, No. 6.

A description of the Patent* Chain Bridge; invented by JAMES FINLEY, Esq. of Fayette County, Pennsylvania.

DESCRIPTION.

The Bridge is solely supported by two iron chains, one on each side, the ends being well secured in the ground, and the chains raised over piers of a sufficient height erected on the abutments at each side, extended so slack as to describe a curve, so that the two middle joists of the lower tier may rest on the chains. The other joists of the same tier are attached to the chains by iron pendants of different lengths, so as to form a level of the whole. In order that the chain may support as much weight as it could bear, when hung with the weight attached to the end of it, the piers must be so high as

* This patent was granted by the United States in the year one thousand eight hundred and eight.—See Port Folio for June, 1810.