

# Scientific American.

THE ADVOCATE OF INDUSTRY, AND JOURNAL OF SCIENTIFIC, MECHANICAL AND OTHER IMPROVEMENTS.

Vol. 3.

New York, June 10, 1848.

No. 38.

## THE SCIENTIFIC AMERICAN:

PUBLISHED WEEKLY  
At 128 Fulton Street, New York (Sun Building,) and  
13 Court Street, Boston, Mass.

By Munn & Company.

The Principal Office being at New York.

TERMS—\$3 a year—\$1 in advance, and  
the remainder in 6 months.

See advertisement on last page.

## Poetry.

### BEAUTY'S EYES.

Two little stars once left their skies,  
On earth awhile to roam;  
Poor silly fools! e'er to despise  
Their bright, celestial home,  
Far wandered they o'er hill and dale,  
A resting-place to find;  
But vanished soon, so runs the tale,  
Nor left a trace behind.

As angry comets, next they swept  
Across the lurid sky,  
And wondering mortals gazed and wept,  
To think destruction nigh.

At length a lovely maid was born,  
Whose beauty art defies,  
And the two wandering stars forlorn  
Found rest in those dear eyes;  
Where now they shine, so all divine,  
That mortals bending at the shrine  
Of virtue and of love,  
Gaze on the light of stars so bright,  
In ecstasy forgetting quite,  
They ever shone above!

### SUMMER MUSIC.

Through the open window,  
As a welcome comer  
Breathes upon my forehead  
The warm breath of summer.

The old forests murmur  
In the fragrant air;  
Leafy elves are telling  
Their sweet love-tales there.

And the rivulets ramble  
Through the meadow grass,  
To the bathing flowers  
Singing as they pass!

In the fairy concert,  
With sweet notes and high,  
Gentle birds are thrilling  
Music in the sky.

Through the open furrows  
Gleams the rushing share,  
While the plough-boy whistles  
To the listening air.

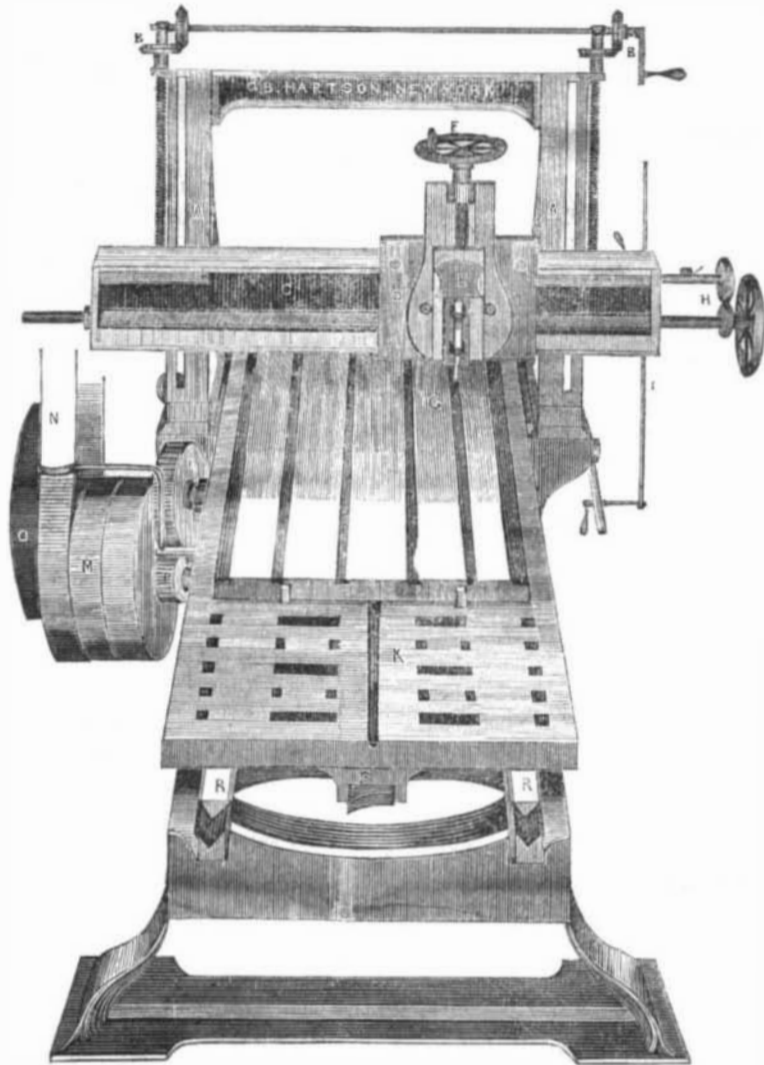
All is love and labor,  
All is merry song—  
May the days that follow  
Swell the chorus long.

### INFANCY.

How beautiful is infancy!  
The bud upon the tree,  
With all its young leaves folded yet,  
Is not so sweet to me,  
How day-like a young mother looks,  
Upon the lovely thing,  
And from its couch at her approach  
How rosy sleep takes wing.

Thy joyous sports, thy jocund glee,  
Thy gushes of glad mirth,  
The clapping of thy rosy hands,  
Thou merriest thing on earth!  
Thou gift of heaven thou promise plant  
On earth, in air, or sea,  
There's nothing half so priceless, or  
Beautiful as thee.

## IRON PLANING MACHINE.



No person who is acquainted with mechanism, will doubt the assertion, "a good mechanic is known by his tools." The fact is, that good work cannot be expected to be accomplished with indifferent implements, and of this fact our machinists and manufacturers are becoming fully convinced. It is not always a low priced article that is a cheap one, but often the very reverse. It is better to have a good, strong, and perfect tool at once and, although it may be of a good price, yet it is cheapest in the end. Of this important particular in tool making, Mr. G. B. Hartson No. 42 Gold St., this City, seems to be fully aware. He has taken great pains and much care in the making of his machines, getting them up in the most perfect and complete form, and his success in this branch of business has been commensurate with the sagacity and enterprise manifested in conducting it. The above engraving is, that of a very beautiful iron planing machine, far superior to many that we have seen in principle, and the workmanship unsurpassed. Those who are acquainted with this kind of machinery will readily understand it, those who are not will be able to get some idea of it by the following description. This is a front view, somewhat foreshortened, but is a good engraving. K, is the bed plate on which the work is placed, it having places for the steadying pins. G, represents a plate under the operation of the Chisel fixed in the tool head E. F, is a small wheel to raise or lower the tool head by a screw in the rest D. On the tools which Mr. Hartson makes, there is an index on the rest, for a pointer, so as to make a cut at any desired angle. A A, is an upright frame with slots in it to raise or lower the slide C, by the screw rod and bevil gearing B B, to accommodate the thickness of

work to be operated on. The work is moved forward to the chisel on the bed-plate by a cog pinion on the axle of P, working a rack on the bottom of the bed plate. N is the band upon the outside pulley that gives the forward motion. By a dog placed at any desired point on the bed plate, when it has travelled the distance forward required, a cam is struck, which by the lever clasp seen around the band N, shifts the said band to the inside pulley and the return movement is made. This is about five times faster than the forward movement, so that but little time is lost in the return. This arrangement is hidden in this view, but suffice it to say that O, is a plate wheel with the cogs inside, which by the inside pulley of the gang on the shaft of the pinion P, being loose thereon, but attached by a large pinion to work the plate wheel, the quick back motion is produced. The crooked lever I, and the spur wheel gearing H, are for the purpose of shifting the rest on the slide so as regularly to traverse the whole face of the work to be planed. RR, are two grooves of a wedge shape, for wedge rails of the bed plate to slide therein and keep it steady. The whole work is got up in the neatest and most solid form, combining strength with neat workmanship and all the improvements. We have repeatedly heard people express their high opinion of the machinery in the Cunard line of steamers. It is our opinion that much of their excellence depends upon the completeness and perfection of the machinery—the tools—in which the work is finished—no expense being spared by foreign workshops in this particular branch. This we are glad to see is an opinion now wisely entertained among ourselves, and no doubt the best results will follow. An examination of Mr. Hartson's machine will confirm all we have said of it.

## RAIL ROAD NEWS.

### Massachusetts Railroad.

A very valuable table of the Railroads in Massachusetts, was published in the Cambridge Chronicle of the 1st. of this month.

From it we learn that there has been an increase of Railroad Capital in the short space of three years of no less than \$22,494,187, the whole amount being \$60,009,884 an enormous increase indeed.

The gross receipts of all the roads was \$5,279,154 86, which will be found to be about 13 per cent, on the capital actually employed.

The expenses of all the roads amounted to \$2,973,841 28, being about 57 per cent of the amount received, or 7 1-4 per cent, on the capital invested. We estimate the roads in operation to have cost \$46,009,884, which is no doubt below their actual cost.

The net profits, as exhibited by the table, amounted to the sum of \$2,268,907 49, or a little less than seven per cent, on the capital invested, estimating the capital employed by the dividend paying Roads at \$33,009,885,—which is just, as the interest on their cost over that sum was paid out of the earnings, and carried to expense account.

### Hartford and Providence Railroad.

The Directors of the Hartford and Providence Railroad Corporation advertise in the *Hartford Courant* for proposals, and are prepared to put the Road under contract to Willimantic, 29 miles. The *Courant* says, that, by the report of the Engineer, made to the Directors the route was shown to be much more feasible, than had been anticipated.

### New York Railroads.

The Albany and Schenectady Railroad Company (formerly Mohawk,) have declared a dividend of 3 1-2 per cent. The receipts of this road in May were an increase of 16 per cent on the receipts of May, 1847.

The Syracuse and Rochester Railroad Company are now laying about one mile of heavy rail per day. The work is pushed forward with the utmost energy, and is done in a safe and durable manner.

### Mobile and Ohio Railroad.

The twenty days for keeping open the books of subscription to the Mobile and Ohio Railroad Company, expired on the 25th ult. The subscriptions amounted to six hundred and twenty thousand five hundred dollars, distributed among six hundred and eighty-one subscribers, being about ten shares to each person.

In 1847, 31,734,607 passengers were conveyed over British Railways. One passenger out of every 3,964,826 was killed, and one out of 755,586 injured.

The Magnetic Telegraph Line to connect Halifax, Nova Scotia, with Calais, Maine, via New Brunswick, it is anticipated will be completed during the approaching autumn.

### Montreal Mining Company.

The Bruce Mines originally belonging to the Huron and St. Mary's Copper Company, having been purchased by the Montreal Company, the most extensive arrangements are being made for mining operations at that point. The steamboat *Gore*, on her trip down, carried a large quantity of lumber for the necessary storehouses and buildings now being erected at the mines, where it is the intention to employ for the season, a force of two hundred men.

### Preserved Milk.

By a chemical process, milk fresh from the cow may be preserved sweet for an unlimited time. A Mr. Yates, in England, has made many successful experiments which prove that this great desideratum for domestic use has been achieved.