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Poetry.

I WILL ARISE AND GO UNTO MY FATHER.

When burdened is my breast,
When friendless seems my lot
When earth affords no rest
And refuge I have not;
Father! if thou wilt suffer me,
I will arise and come to thee.

When conscience thunders loud,
When sins in dread array
Upon my memory crowd,
And fill me with dismay?
E'en then there yet is hope for me,
Father! I'll arise and come to thee.

When I have wandered far,
Along the downward road,
And mountains seem to bar
My turning back to God.
Yet glancing once on Calvary,
Father! I'll rise and come to thee.

And if I am a child,
But have back-slidden still,
And filled with projects wild
Have followed my own will;
Yet, penitent, resolved I'll be,
Father! to rise and come to thee.

With broken heart and sad,
I will retrace my way,
And though my case is sad,
Thy mercy is my stay;
With Jesus's blood my only plea,
Father! I'll rise and come to thee.

And thou in love will turn
To thy poor rebel child;
Nor let thine anger burn,
Though sin my heart beguiled;
Thy voice shall meet me graciously,
Arise! arise! and come to me.

And when my cheek turns pale,
And when I sink in death,
Though heart and flesh may fail,
With my expiring breath
I'll whisper Jesus died for me;
Father! I rise and come to thee.

The Prophet-Child

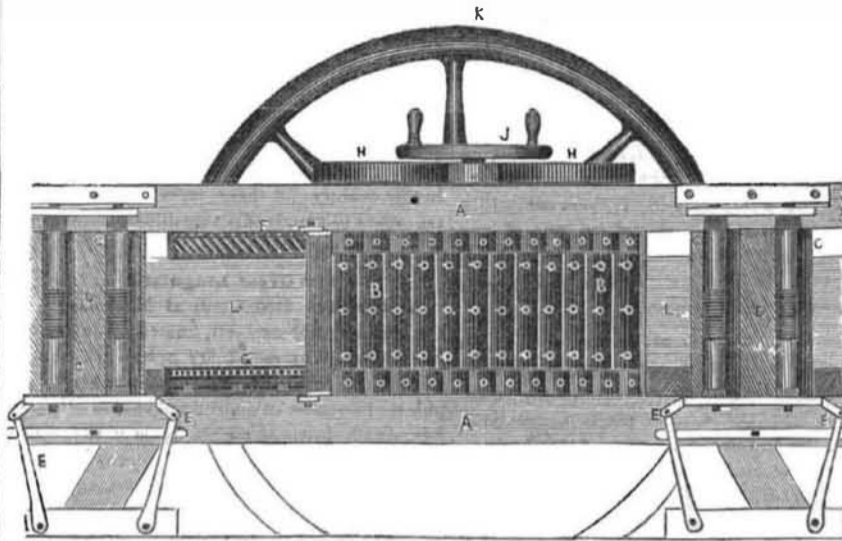
WITHIN the Temple slept the child,
The after-prop of Israel's fame.
When o'er his slumbers, calm and mild,
The summons of Jehovah came.

The call was heard, the child awoke;
With beating heart and bending knee
The future judge and prophet spoke,—
"Speak, Lord, thy servant heareth thee!"

Oh when we hear Jehovah's voice
Breaking the slumber of the soul,
So may we rise, and so rejoice,
So bend our will to His control!

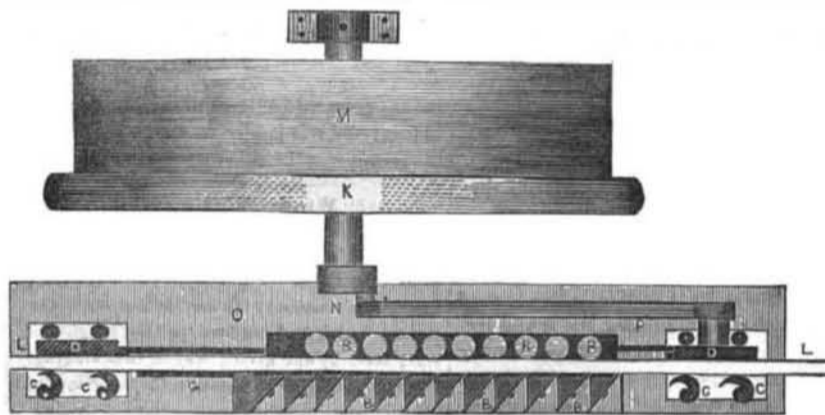
His summons calls us even now;
Oh, may each instant answer be,
"Father, to thy commands I bow,—
Speak, for thy servant heareth thee!"

LAW'S PLANING MACHINE.—Figure 1.



This machine is the invention of Mr. Harvey Law of Wilmington, N. C., the inventor of the Stave Dressing Machine and Jointer, which have appeared in our columns. The invention consists in feeding the boards edge-ways to stationary planes and tonguing and grooving cutters, but feeding the said boards in a peculiar manner, to lessen friction and perform work like hand work. Fig. 1, is a side view and shows how the board L, is fed in. Fig. 2, is a horizontal section showing

Figure 2.



are seen in fig. 2. F, fig. 1, are the grooving cutters, (stationary) and G, fig. 2, tonguing cutters, stationary also. Figures 3 and 4, represent the tonguing and grooving knives by themselves, and in fig. 1, they are represented as operating on the board L, after it has been planed.

The feeding is done by reciprocating clamps or lappets, connected to a sliding plate operated by the pitman. There are two sets of clamps C, C, one set at the discharge end and the other at the entrance. Fig. 1, shows the position of the feed clamps but fig. 2, shows the form better. C, C, are the clamps and D is a face plate opposite to them secured on the same plate, with a space between for the board L, as seen fig. 2. These clamps with

FIG. 3.



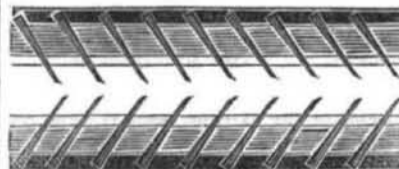
the plates have a reciprocating motion communicated by the connecting rod P, from the crank N. G, is a connecting rod, which from P, moves the discharging clamps. E E, fig. 1, are flexible arms, like parallel rulers, secured to pivots below, and to the axis of the clamps above to give them a steady reciprocating motion. O, is the bed plate on which the feed motion is secured. K, is a fly wheel, and M, fig. 2, a drum to drive the machinery by band. On fig. 1, there is a small wheel J, secured on a small vertical shaft, on which is

part of the frame and the edge of the board, as seen by looking down on the machine. Fig. 3, is a side view of the grooving knives and fig. 4, is a side view of the tonguing knives.—The same letters of reference indicate like parts. A is the frame work on which the machine is erected, B, is the series of planes secured by screws to triangular blocks as seen in fig. 2. L L, is the board fed in between the planes B, and friction rollers, R on the other side opposite the planes, the ends of which

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FIG. 4.



From the engravings presented and the description given, a knowledge of the principles of this machine's operation will be imparted to our readers. We have endeavored to do this clearly, by presenting views that would show its operation in the simplest manner.

Mr. Law now resides in this city, No. 216 Pearl street.

Census of Charleston, S. C.

The census of Charleston just completed, shows the total population to be 26,451—white, 14,187; free colored and slaves, 12,264; which on a comparison with the United States census of 1840, shows a deficit of 2810. The number of houses are given: those intended as dwellings, 2789; total for all other purposes, 3147.

RAILROAD NEWS.

Railroad Accidents.

Accidents on Railroads are now daily occurrences, and some days quite a number take place; but the most singular and those which occur most frequently, are deaths by striking the head against a bridge. Almost every day we see a notice of an accident of this kind—We had but just laid down a paper containing an account of this last week, when we took up another and read the following: "Mr. Balcom, baggage master on the Stoney Brook Railroad, was killed on Tuesday, at Groton, by striking a bridge while upon the cars."

It may be no use to call attention to this subject, for it really seems as if brakemen and baggage masters were all determined to commit suicide by beating their brains out against the bridges. We should certainly suppose they knew where the bridges were, and that the fate of others might convince them that, however hard their skulls are, the bridges are till harder."

The above remarks from the Saturday Rambler, are worthy of serious thought to those employed on railroad cars. Accidents of this kind have been to our knowledge, very frequent, and it is but about two years since, that we were eye witnesses to the death of a brakeman caused by striking a bridge in the vicinity of Worcester, Massachusetts. Persons cannot be too careful while travelling over a railroad.

Railroad Law Case.

William Cushman and Wife, versus. Western Rail Road Corporation, before the Supreme Court, at Worcester, Mass., last week, Chief Justice Shaw on the Bench.

This was an action for injury sustained by the wife in leaving the cars at the East Brookfield station. The plaintiff's charged that sufficient time was not allowed for the leaving of the cars—that consequently she was obliged to leave while the cars were in motion, and in so doing fell upon the platform and received personal injury by the fall. It was testified that the train had been detained by an accident near Boston, and the Conductors were endeavoring to regain lost time; and passengers stated that undue haste was made in starting the train. This testimony was contradicted by a number of witnesses, most of whom are persons in the employ of the R. R. Co. The verdict was for the plaintiff, with \$400 damages. Motion was made by the defendants for a new trial on the ground that the verdict was against the evidence, but the motion was denied.

A Railroad from Halifax to Vancouver's Island.

The idea of a railroad to the Pacific, across the Northern British possessions, is one that has been broached by British statesmen. An article in the Army and Navy Register, advocates the immediate construction of such a road, and alleges that the British Government has taken the matter already into serious consideration.

But as there are matters in Canada, which have first to be settled in reference to a far more serious question than a railroad, it is no doubt past a probability to engage in a Canadian Pacific Railroad for some time, and besides it will take 50 years more of progress on the North and North-West of the Lakes to make such a railroad pay.

Steam Boiler Explosion.

At Troy, N. Y., on the 15th, the boiler of a steam drill used for dredging out rock in the river at the foot of Albany street, blew up with tremendous force scattering the fragments in every direction. The only person injured was Nelson Sawyer, a colored man, who was in charge of the boat at the time, and he not dangerously.