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## Rail Road News

### Communication with the Pacific.

The attention of London merchants and capitalists has again been awakened to the subject of a communication with the Pacific, across some part of the narrow strip of land which unites North and South America. A pamphlet has just been published on the subject by Capt. Liot, colonial superintendent of the West India Royal Mail Steampacket Company. This gentleman in company with Mr. McGeachy, the crown surveyor of Jamaica, examined the Isthmus of Panama in 1845, and then came to the conclusion that the most feasible mode of connecting the two oceans would be by making a Macadamized or wagon road in New-Grenada, from Porto Bello on the Atlantic side, forty miles south of Chagres, to Panama on the Pacific. Capt. Liot estimated the cost—road from 40 to 50 miles in length—at £400,000 or \$2,000,000, and he calculated the profits from traffic at from \$300,000 to \$500,000 a year. He gives the foundation of these calculations in detail. Messrs. Howland & Aspinwall's project of a railroad has now superseded the plan of Captain Liot.

The railroad undertaken by the American capitalists is regarded with intense interest by the English, who conceive that the profits which are sure to accrue, would authorize the construction of another route. The one selected or rather suggested by them, combines the profits of great passenger traffic with the development of vast natural resources. It is a road from Greyton, at the mouth of the San Juan to Lake Nicaragua, and thence to Realejo in that state, or to the port of Lalinias in Costa Rica. This is almost identical with the route of the New-York and New-Orleans company, in their agreement with the State of Nicaragua to make a canal communication between the two oceans. We foresee that the latter route, which has unusual facilities for navigation, will one day or other be a strong rival to the Charges and Panama railroad.

### Hudson River Railroad.

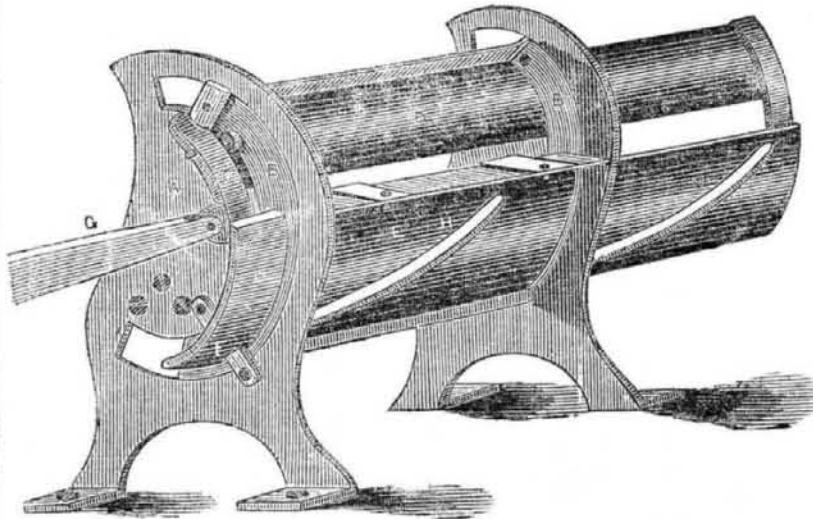
Last week, the first locomotive run from thirty-second street, to Peekskill without stopping. The distance was performed in one hour—40 miles. This was good time—most excellent considering the curves on the road and the first trial.

### Direct Road from New York to New Hampshire.

A meeting was held at Hartford, Con., last week, to project measures for the construction of a road to connect the Connecticut River and the Cheshire and Rutland Roads, by a track of about 26 miles. This link would open up a direct communication between New York city, and the interior of New Hampshire and Vermont.

In England, in 1847, 211 persons were killed and 174 injured, out of 54,854,019 passengers and, in 1848, 202 were killed and 219 injured, out of 57,855,133 passengers.

## STAVE CUTTER, JOINTER, SHINGLE AND BARREL HEAD MACHINE.—Figure 1.



This machine is the invention of Mr. Chas. B. Hutchinson, of Waterloo, N. Y., for which a patent is now pending. It embraces three parts. Figure 1 is a perspective view of the Stave Cutter, Figure 2 is a front view of the Shingle Cutter and Barrel Header; and figure 3 is a section of it, showing how the face plate is moved to cut the angle of the shingle. Fig. 4 is a perspective view of the Stave Jointer. The same letters refer to like parts.

Figure 1 is a frame, composed of two upright side standards, A A. There is a table in front (not seen) on which to feed the block to be cut into staves. This table is screwed to each standard inside, and joins them together. In each standard there is a semicircular groove, as indicated by the light spaces. In this groove are nicely fitted sliding guide cheeks, B B, these cheeks move around in the circular grooves. D is the cutting or splitting knife.

It is united by ties, C, to a plate, E, which has two curved grooves, H H, cut on it. This plate projects outside of the standards, on each of which there is a guide pin, F, which passes through the grooves, H H. The knife is drawn backwards and forward from side to side. In doing this it cuts the stave out lengthwise, but transversely, also by a slanting cut; for, when the knife is drawn to the one side, it is guided downwards, to cut through the block by the grooves, H, on the plate, E, directing the said plate (and consequently the cutter) circularly, while it is drawn longitudinally.

The cutter, D, and the plate, E, form a frame well fitted in the standard grooves, and combined with the guide cheeks, B. G is a handle to move the cutter. It will be evident to every person that this machine embraces a beautiful principle for cutting out the staves.

Figure 2.

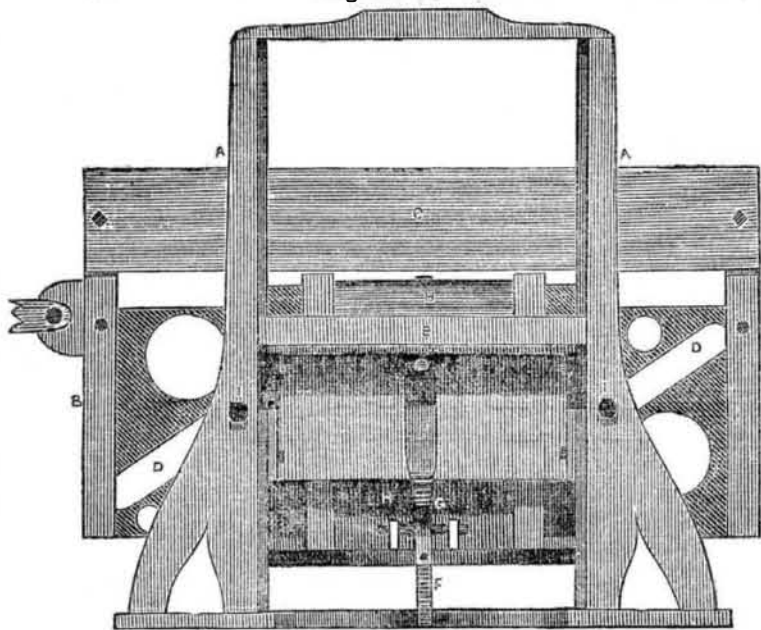


Fig. 2 embraces the same principle in cutting shingles and barrel heads, only the knife or cutter is not directed circularly but to the one side and downwards. A A are the upright standards; C is the knife. It is united by ties or screws to the plate B. This plate has two angle grooves, D D, cut on it, through which pass the guide pins, H, on the standards. The knife and plate are guided in side grooves (not seen, in the standards. When the knife is drawn sideways it is also guided by the grooves, D, on the plate, to cut downwards at the same time. E is the table on which the blocks are placed to be cut; and H is the face plate against which they are pressed to guide the angle of

the cut. This is done in a beautiful and simple manner, as better represented by fig. 3. F is a stationary ratched rod, secured on the floor. A small circular frame is secured at the lower end of the face plate, H, the which plate moves up and down, and is connected to a gate behind it, which slides up and down in the side grooves of the standards. On this circular frame is a small ratchet pinion, G, fixed on a short axis. This pinion has a projection or cam on each side, placed reversely to one another. When the knife is brought down, this pinion does not take into the ratchet rod, F, but only when it is raised up, and thus alternately the cams act upon the two

cheek studs, A A changing the position of the face plate, H, to the block, every new cut. The studs, AA, are screws and can be thrown out of gear at any time, to cut barrel heads, the corners of which may be sawed off afterwards.

Fig. 3.

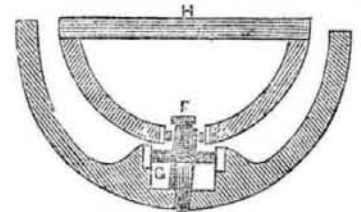
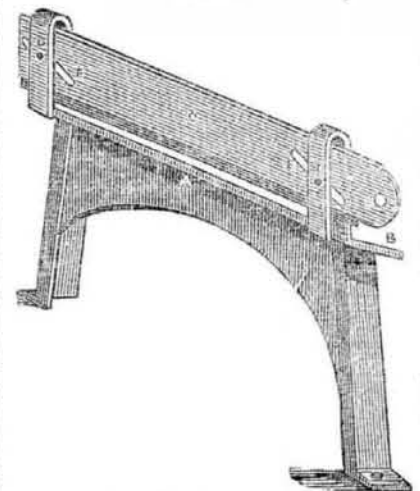


Fig. 4, the jointer, is just a table to feed in the staves, from fig. 1, to joint them. A is the standard; B is the feed table. The knife, C, cuts lengthwise and downwards, like the shingle knife. E E are the grooves in it, and D D are guide pins to direct its action downwards, when it is drawn to one side, to give the slanting cut.

Fig. 4.



As it regards the principle upon which this machine cuts, there can be no doubt its utility is beyond question. More information about rights, &c., may be obtained by letter (p. p.) addressed to the ingenious inventor.

### Lighthouse Bird Trap.

We have heard, says the editor of the *Portsmouth* (N. H.) *Journal*, many strange stories about the great number of birds which, bewildered by the bright glare of the lamp on Boon Island, fly against the iron railing which surrounds the light, with such force as to kill themselves. We have heard that some mornings several bushels of dead birds have been gathered up around the light, which had fallen victims to the brilliancy of the previous night.

A few days since we inquired of Capt. Thompson, the keeper, whether there was any truth in the stories; he said that such devastation was not of daily occurrence, but a frequently a large number of dead birds were found around the light house. One morning, about three months since, there was a rather larger number than common. His assistant, Mr. Fletcher, gathered in one heap three hundred and sixteen birds which had fallen the previous night. They were in this heap at least twenty varieties of land and sea birds—some of beautiful plumage, such as he had never seen before. Walking around the light, Capt. Thompson saw many more which would have added largely to the heap.

There is now and has been a great drouth in Nova Scotia, by which the crops have suffered severely. It is doubtful if the farmers there, will be able to support their cattle during the coming winter.

A letter from Cairo states that a French engineer has just discovered a vein of coal near the Nile, in Upper Egypt.