

Scientific American.

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

VOLUME 6.]

NEW-YORK, OCTOBER 19, 1850.

[NUMBER 5.

THE
Scientific American,
CIRCULATION 16,000.

PUBLISHED WEEKLY

At 128 Fulton, street, N. Y., (Sun Building,) and
13 Court street, Boston, Mass.

BY MUNN & COMPANY,

The Principal Office being at New York.

A. T. Hetchkiss, Boston.
Geo. Dexter & Bro., New York City.
Stokes & Bro., Philadelphia.
Barlow, Payne & Parken, London.
Responsible Agents may also be found in all the
principal cities and towns in the United States.

TERMS---\$2 a year---\$1 in advance and the
remainder in 6 months.

Rail-Road News.

European and North American Railway.

A London paper of the 18th ult., makes the following remarks upon this important subject

It is with extreme satisfaction we observe, that at no distant date, the Atlantic is to be bridged over by means of such an improved system of communication, that the old world and the new will, by means of rail and steam, be brought nearer to each other than Leith and London are by the average voyages of their smacks. From the westernmost point of Galway to the easternmost point of North America, the sea voyage will be easy of accomplishment within five days, and already the plans of the railroads from these points to the interior of both countries, have been fully matured, and the undertakings, to a great extent subscribed for.

North America will then be to England what Scotland is now. The inhabitants of each country will reside almost indifferently in either. Our Senators, in place of hastening the close of the session to get off to grouse and the moors, will bolt from St. Stephen's to the prairies and buffalo hunting. Our fashionable *ennuyes* will winter at New Orleans or St. Louis, in place of Rome or Naples, and our nobility and gentry will have their demesnes and mansions in the western or middle States, as well as in the mother country. The intercourse will be so intimate and universal, as materially to modify the habits of life and thought in both hemispheres. England will become more republican, and America less democratic. The distinctions and jealousies of the two States will become obliterated by becoming ridiculous; because people of the same origin, blood, language, history, literature and traditions, in daily and hourly communion with each other—those having the strongest social and moral affinities being the most likely to find each other out.

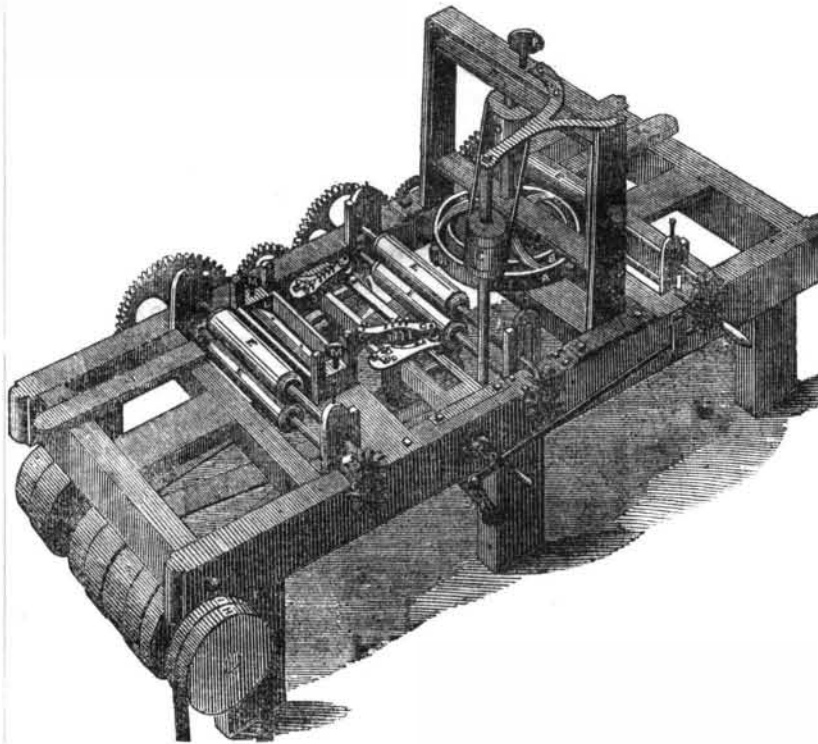
Let this tide of intercourse once fairly set in—let the United States become the fashionable, and the easy retrenching and retiring resort of our nobility, gentry, farmers, perhaps, and superannuated merchants, and the tide will flow on like the Propontic, 'which knows no retiring ebb.'

Rochester and Niagara Falls Railroad.

The Rochester people having become somewhat frightened for the loss of trade by the New York and Erie Railroad, have determined to act promptly in the construction of the railroad to lock with the Niagara Falls road, on the Canada side; a railroad is to be constructed through the peninsula to opposite Detroit. This will be a shorter route to the West than by the New York and Erie Railroad, but it cannot be managed so well as if it were all in the United States. Custom House inspections are disagreeable to travellers.

A number of articles received are awaiting their turn of publication.

KITTLE'S PATENT PLANING MACHINE.---Fig. 1.



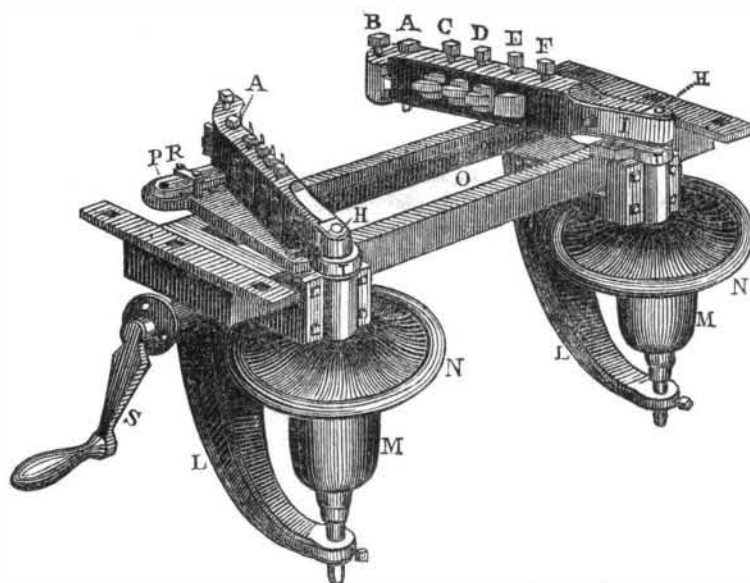
This machine is the invention of Robert Kittle, of Dansville, Livingston Co., for which a patent was granted last January. We presented engravings of this machine in Vol. 5, but it is somewhat improved in action since then, and its good qualities have been endorsed by actual operation.

A, figure 1, is the bramah disc or planing wheel, having the pulley, D, upon its shaft, it is driven by the band, C. The stationary spring rim, B, holds the board firmly in its place, while it is being reduced to a thickness by cutters upon the outer circumference of the planing wheel, A. The board is then carried forward by the feed rollers, E, E, and tongued

and grooved by the matchers, C C, fig. 1. The matcher heads are driven by a pulley and crank at the end, G, each pulley having a small fly wheel, V, on its shaft to regulate the motion of the matchers. The board then passes under the stationary knife or plane, L, L, which, being caped down as close as an ordinary smoothing plane, takes a thin shaving from the surface of the board, finishing it better than can be done by the Woodworth Machine.

Having every advantage of the stationary knife for finishing the surface, it has not the disadvantages attending all machines that jack the lumber and reduce it to a thickness

Figure 2.



by stationary planes. The stationary plane, L, L, is raised or lowered by the screws, M, M. It may be dispensed with for planing ordinary flooring, by placing smoothing cutters on the inner circumference of the planing wheel, A.

Figure 2 is an enlarged perspective view of the matching cutters, showing how they are arranged and operated. The frame of the matchers is set on the planing frame just forward of the finishing knife, L, (fig. 1.) II are matcher heads, which are connected at the

forward end by half boxes to the crank pins, H H, on the top of the two vertical spindles or shafts of the pulleys, M M. The matcher heads are connected by bolts, A A, to vibrating bars at the back or finishing end. P P (only one seen) are pins which form the centre of the arcs described by the vibrating bars in the course of their action. B C D E F are bolts which secure the matching chisels firmly in the matcher heads. E is a cap (one on each side) which keeps the vibrating bar from

being lifted up while in action. N N are fly-wheels on the shafts of the pulleys, M M, to equalize the motion of the matchers; the left-hand matcher head is moved nearer to, or farther from, the right-hand matchers, for boards of different widths by a setting screw, moved by the crank handle, S, which makes the matcher slide across on the frame, O. L L are steps of the frame, the lower ends of which are the boxes of the pulley shafts. The inner end of the matchers at the point A, describes a small arc of a circle, of which P is the centre; the other end is moved in and out in action, by the crank, H, thus giving that end a greater sweep, making the first cutter, secured by the bolt F, cut off a short thick chip, the second at the bolt E a thinner chip, the third, D, still thinner, and the next still more so; while the cutter, B, is set in the opposite direction, and cuts a thin shaving against the feed, and finishes in the most perfect manner as it is moved in and in just far enough to clear itself and take out the shaving. The matching chisels, therefore, move in ellipses of the same length, but of different breadths—the one nearest the swinging bar, the centre pin of which is P, being the narrowest.

We have been informed that this machine will do more work with a given power than the Woodworth machine, from the fact that the greater part of the wood cut away is cut in thicker chips and shavings,—(their thickness being graduated according to their distance from the finished surface,) the matchers do the greater part of the work, with the feed and with the grain, having a tendency to close cracks or splits in the board, while it is being matched. The rotary matchers on the contrary work against the feed, cutting against and into the ends of the grain, in a circle from the base of the tongue out to the edge of the board, thereby opening cracks or splits, tearing off slivers, knots, &c. The knives in the planing cylinder work in the same manner against the feed, cutting into the end of the grain in a circle from the finished to the unfinished surface. Each knife, both in the planing cylinder and in the rotary matcher head, doing a portion of the finishing and a portion of the rough work, cutting out through the grit on the surface and edge of the board at each revolution, must require sharpening oftener than the cutters in Kittle's machine, as in his machine the cutters on the outer circumference of the planing wheel and the first cutter in the matcher head which strikes the board, cuts the grit clean from it, while the cutters which follow work in the clear timber, and do not cut through the grain as often as the rotary cutters.

More information about rights, &c., may be obtained by letters addressed to Mr. Kittle, at Dansville, Livingston Co., N. Y., or to Mr. L. Davis, of the same place, who is assignee of the New England States and Iowa.

A working model of this machine is at the Fair, accompanied by Mr. Kittle and M. Davis, and a full-sized machine is now at work in 22nd street, between Lexington street and the Fourth Avenue, this city, so there is every facility now afforded to transact business and examine the qualities of this machine in this city.

A singular discovery has been made in Madagascar. Fossil eggs of an enormous size have been found in the bed of a torrent. The shells are an eighth of an inch thick, and the circumference of the egg itself is 2 feet 8 inches lengthwise, and 2 feet 2 inches round the middle.

The Atlantic arrived at New York on Wednesday, Oct. 9, unloaded and loaded, and was off on the Saturday following, with 95 passengers—this is quick work for you.