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RAIL-ROAD NEWS.

Liability of Railroad Companies.

Patrick Cass recently recovered a verdict of \$100 and costs against the New York and New Haven Railroad Company, being the value of the baggage, placed in possession of the baggage-keeper, in June last, but not delivered. The ticket, a check received for it, had been lost, and the agent refused to deliver it when it was demanded, and it was subsequently lost. The court held that, in common law, the Railroad Company is liable for the loss of baggage entrusted to their care; and the giving a check to a passenger designating the number of the baggage, was intended to furnish the passenger with additional security; and the loss of a check does not relieve the company from liability, unless some other person presents the check, and in good faith and without notice the baggage is delivered to the party so offering the check. Nothing of the kind was shown here, and the plaintiff was entitled to the judgment.

The Central Railroad.

Seven additional miles of the Pennsylvania Central Railroad were opened on the 1st inst. It is the first section of the mountain division, and avoids the most serious obstructions on the Portage Road. The unfinished portion of the road is proceeding rapidly towards completion. In its present unfinished state, we see that the total receipts for March last exhibit an increase over the same month in the year previous of over one hundred and seventy-three thousand dollars.

Shipping Intelligence.

The New York Herald says that the number of vessels built during the past year, in New York city alone, amounted to 60—namely, 18 steamers, 25 ships, 2 brigs, 13 schooners and 2 sloops; the first two classes averaging considerably over 1,000 tons burthen. The whole tonnage of the port of New York is about 900,000 tons. From the first of January, 1851, to the 1st of January, 1852, the number of vessels which entered this port was 3,888, of which 2,381 were American, of the aggregate burthen of 2,381 tons.—The number of passengers brought in these vessels, from foreign ports, was 299,081. The daily arrival at the port of New York nearly double those at any other port in the Union, or, indeed, in the world, excepting probably, Liverpool and London.

The commerce of the United States has nearly doubled within the past ten years; and we are now, after a national existence of but seventy-seven years, the first maritime nation in the world. Such a rapid increase is unparalleled since the early Grecian navigators launched their first bark on the waters of the Archipelago. And in the knowledge of such a flattering testimony of enterprise, we may be excused for feeling, and also expressing, the exultation that every well-wisher of his country must entertain, that the United States, while yet in its infancy, has so far outstripped all competitors for supremacy in such a noble and humanizing pursuit.

IMPROVED COUPLING FOR PIPES AND OTHER PURPOSES.

Figure 1. POSES. Figure 2.

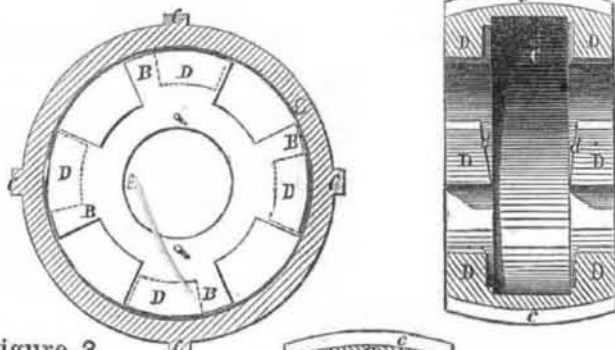
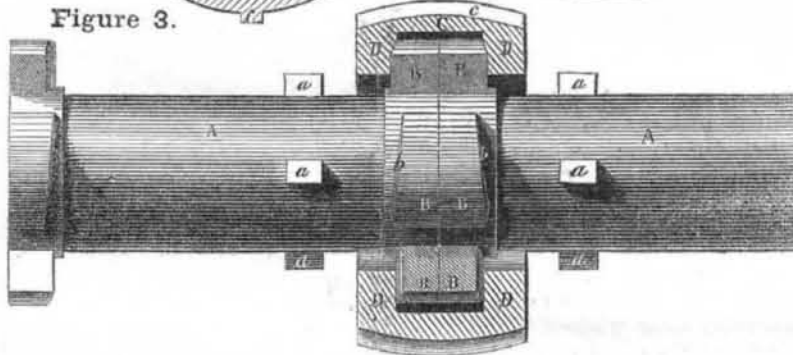


Figure 3.



The accompanying engravings represent the improvements in Hose Coupling invented by C. W. Grannis, of Gowanda, Erie Co., N. Y., who has taken measures to secure a patent for the same.

Fig. 1 is a section of the coupling ring; fig. 2 is a section through the middle of the coupling, and fig. 3 is a view of two joints of pipe connected with the coupling in section. The same letters refer to like parts.

A A are two joints of pipe, B B represent their segmental projections, of which there are four at equal distances apart; their inclined or screw form is shown in fig. 3, where it will be seen that those of the two ends which come together have their inclines, b b, in opposite directions. The segments on each joint are placed opposite to one another, and one end of every joint is furnished with two small pins, which fit into corresponding holes in the end of the next one, to keep them in place. C is the collar or coupling ring, which is just large enough inside to pass easily over the outside of the projections, B B; its inner projections, D D, are at equal distances apart, and opposite one another, and have their inclines, d d, in opposite directions, each opposite pair being just far enough apart to receive the projections, B B, between them. The joints of pipe, A A, are each furnished with

number of tabs, a a, to receive a wrench, and the coupling ring, C, is also furnished with tabs, c c, for the same purpose.

To couple the joints together, all that is required is to bring their segmental projections opposite each other, then to bring the projections, d d, on the inside of the ring opposite the spaces, b b, on the joints, and pass the collar along until it is in its proper longitudinal position, and then turn the collar so as to make each two of its projections clamp two of those on the pipe. It is only necessary to turn the collar a very short distance before its screw action clamps the ends of the pipe joints close together. By placing a piece of leather, india rubber, or other suitable material, between the ends, a perfectly tight joint may be made.

For pipes and rods which work in the direction of their length, no further means of security is required, but for shafting which revolves, a key should be inserted longitudinally between the projections, to keep the collar from turning back, care being taken in making the sides of the projections so that the key will draw the collar in the required direction to tighten the joint. The chief advantage in this coupling is the quickness with which it couples and uncouples. More information may be obtained by letter addressed to Mr. Grannis.

IMPROVEMENTS IN METAL PLANES.—Fig. 1.

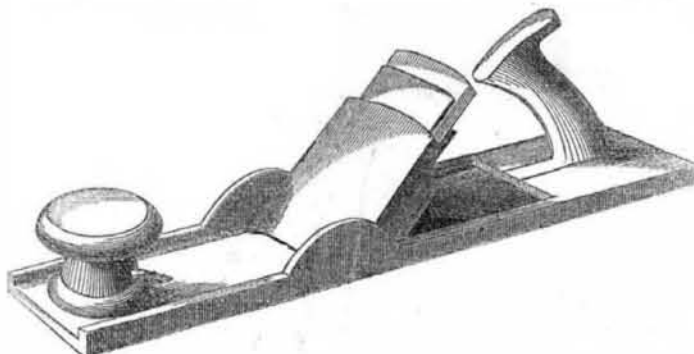


Figure 1 is a perspective view, and fig. 2 is a vertical section of an improvement in metal bench planes, invented by Birdsall Holly, of Seneca Falls, Seneca Co., N. Y., who has taken measures to secure a patent for the same. The nature of the improvement consists in the means by which the cap of the iron is always made to drop into its place without requiring

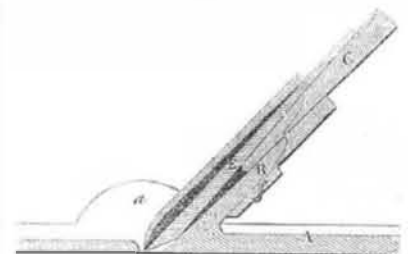
adjustment or setting; also an improvement in the stock and in the cap of the iron, which allows the width of the throat to be altered for different kinds of work. A is the stock, which is made of a cast-iron plate, with the stem, B, standing up from it at a suitable inclination, and with two projecting pieces, a a, one on each side, close in front of the stem.

The stem, B, is of about the same width as the plane iron, and is made of tapering thickness, being rather smaller at the top. The two projecting pieces, a a, are of nearly semi-circular form, and of such width or thickness, or all at such a distance apart, as to allow the plane iron and cap to slide freely between them. The stock is furnished at the back part with a handle similar to a common plane handle, and in front of the throat with a knob.

The plane iron, E, is similar in its general character to the iron of a common plane. The cap consists of a cast-iron plate similar in form to the cap of a common plane iron, but it has a loop, f, which is of sufficient width and depth to fit over the plane iron, the stem B, and the wedge, G, by which the iron is secured. The bottom parts of the sides of the loop are formed with shoulders fitting to the semi-circular projecting pieces, a a, of the stock, and are at such a distance from the lower edge of the cap that when they rest on the projectors the edge of the cap will be just above or within the face of the plane and parallel transversely to it; the edge of the cap is chilled or hardened.

The plane iron, E, is placed between the cap and the stem, B, and the wedge may be inserted between the iron and the stem, or between the cap and the iron; or between the back of the stem and the loop, f, of the cap. The first arrangement gives a wide throat which is best for rough work; the second gives a very small throat, suitable for planing hard wood or cross-grained stuff, or for finishing fine work; and the third gives a width of throat about half way between the widths given by the other two arrangements. The difference in the width of the throats is produced by the alteration of the inclination of the iron and cap.

FIG. 2.



The advantage of having the cap to drop at once with certainty to its place, will be admitted by all accustomed to the use of bench planes, as it dispenses with the necessity of measuring and setting required in the common arrangement; and the want of a simple and sure means of regulating the width of the throat is well known.

More information may be obtained by addressing Messrs. Silsby, Race & Holly, assignees, Seneca Falls.

Steamers to France.

M. Gaillardet writes from Paris, that Louis Napoleon intends to establish a line of steamers from Havre to New York, and one from Nantes to New Orleans, touching at Havana. They are to be in the hands of private companies, but liberally supported by government.—[Ex.

[Unless the line is managed well, all Louis Napoleon's power cannot save it from failing. We hope it will be more ably managed than the line that was once established, made a few voyages to this city, and failed. These things should teach Frenchmen to select a proper company, which no doubt can be found in France, to manage the new contemplated lines with prudence, spirit, and address.

The Inventor of Chain Bridges.

The Illustrated London News records the death of Capt. Brown, R. N., inventor of chain cables, chain bridges, and suspension piers. He was 76 years of age at his death.