

road. The fault of such accidents on our railroads belong to our railway system, not the management of the trains. It might do to prevent such evils to erect gates on the crossings, and to have them attended by guardsmen. This would be a very expensive system. Another plan is to have gates worked by self-acting rods and springs to be operated by the approaching train to close a gate and then to throw it open after the train, had passed. There is a patent in existence for such an invention. Something at least should be done for an improvement of our railway system, and we think, if all the railroad companies in our country were to hold a convention this summer or next fall, and discuss such

A Convention of Railroad Directors. A convention of Railroad Directors and Bridge Companies was held at Niagara Falls, two weeks ago, to settle permanently their plans for the construction of the Great Western and Rochester, Lockport and Niagara Falls Roads, and for building immediately a new and greatly enlarged suspension bridge, which is to connect these two great thoroughfares. It is not supposed that it is the inten tion of the companies to build this bridge for the passage of locomotive trains. Rail tracks will, however, be laid over it, on which will be passed baggage and freight cars by horses or stationary steam power. Its length will only be about 800 feet, and it is to be presumed that railway passengers will much prefer crossing it on foot to any other mode, because of the more satisfactory opportunity thereby afforded of contemplating the sublimity of the structure, and the magnificent gorge and torrent spanned by it.

considerable eulogy in some of the foreign pe- the winch, E. The hind part of the carriage is, the one taking into the soil as the prece- these segments are acted upon by toothed piding one is rising out. The whole five plows nions on the spindle, M, which, by the arms,

wheels removed, and figure 2 is a plan view ed to the swivel frame, D, fig. 2, which moves are formed in such a manner as to have affixed with the engine and boiler removed, of the Ro. on the bolts, d, to make the machine turn round several plows to them. Each is formed with tary Steam Plow of James Usher, of Edin- in a small space. A portion of the swivel a strong boss at the centre, by which it is seburgh, Scotland. It has been the subject of frame, D, is toothed, and this is acted upon by curely fixed to the shaft, U. Each plate has riodicals, and has been illustrated (on a much is supported upon the hollow cylinder, F, has as shown. Upon the plates and projections smaller scale, however, than we have done) in ving wheels, F' F', similar to B B. The axle thus shown, the tilting parts are securee. eee the "Illustrated London News," and the "Ar- of this cylinder is supported in the bearings, G. are the mould-boards for turning the furrows; tizan;" and it has been fully described in the This axle also carries at one extremity the they are secured by screw bolts to the projec-"Scottish Press." In this one machine there large toothed wheel, H. I I is a movable lever tions of the plates. Plow-points or shares are are five acting plows, as is represented in frame supported on the shaft, K, as a fulcrum, attached by bolts to the extremities of the figure 2. Each plow, to act continuously, The free ends of this lever frame are made mould-boards. A coulter is also set before has three mould-boards and coulters on its ax- with racks, L, which are concentric with K; each plow point. These plows are moved in



three projections a, which terminate radially, a rotary direction by the wheel, R driving the pinion on shatt U.

are on one strong rotary shaft. A is the bed elevates or depresses the hind part of the le-This rotary steam plow shows at once the matters, great good would result from it. frame or carriage part: B represents the fore ver frame, and all that it carries, at the pleagreat difference between the farmers in Britain and our agriculturists. This plow weighs five tons, and the engines are nominally ten horse-power; it can be worked with five, four, three, or two plows. When worked with four plows, it turned over a breadth of three feet at once, and stirred the ground so as to make it resemble spaded earth; it moves at a good pace, being no less a velocity than 2,550 yards per hour, plowing about six acres in one day. The price of it was £300, or \$1,455. It requires an engineer and two laborers to attend it. Such a plow will not be introduced into America; it is too large and too expensive, but it will show our farmers what is doing in some other parts of the world to make steam power subservient to man in tilling the earth. It will, no doubt, also afford many good hints to some of our inventors, for steam sure of the conductor. On the carriage is pla- shaft. This pinion takes into the cog wheel, H, power will yet be employed more extensively ced the locomotive boiler with its cylin- and gives action to the wheels of the carriage, for agricultural purposes in our country than it ders (one seen), N. The power of the en- thus moving the plow by a rotary progressive gine is applied, through the rods, O, to the motion. The pinion, T, is made so as to be is at present, especially in the West and South West regions. This plow, when not tilling, crank shaft, P, which is supported in stand- thrown out of gear with the driving wheel, can be thrown out of gear with the engine, ards, Q. On the shaft, P, there is a spur H. W is a pinion (seen in dotted lines) which which can then be made, by pulley and belt, pinion, P'; this pinion, by taking into the is driven by the cog wheel, R. This pinion Atlantic, for Europe. We shall no more hear teeth of the wheel, R. which is mounted on is on the shaft, U, which is set in bearings, V, to drive a threshing machine and many other the song of the Nightingale of the North. shaft K, gives motion to pinion T, on the sam secured to the movable frame. On this shaft, machines.

Jenny Lind sailed from this city in the the song of the Nightingale of the North.