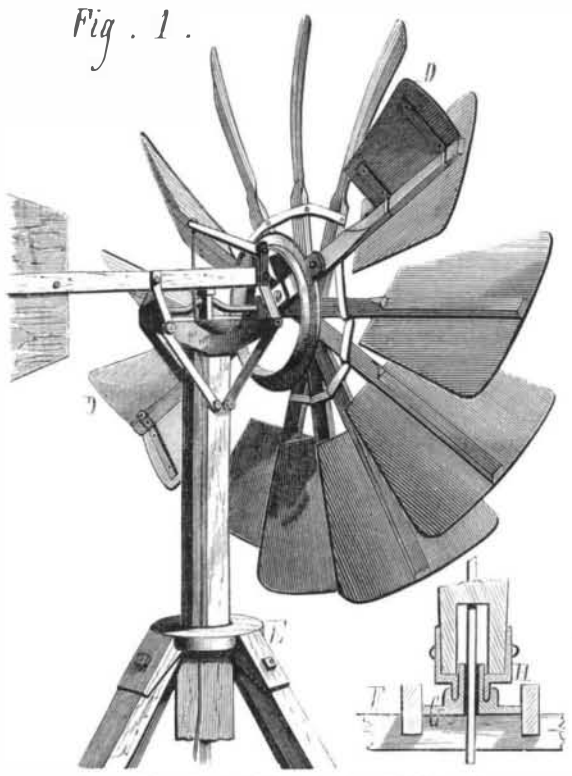
SMITH'S IMPROVED WINDMILL.

The novel windmill represented in the annexed engraving is, from its simple construction and capability of self-adjustment, according to the strength of the wind, excellently suited for raising water for cattle, supplying water to houses, driving churns and other agricultural machinery, or to perform a number of the various duties for which a cheap and light motor may be required. The new features to which attention is directed are the mode of connecting the arms bearing the sails, so that an excess of wind tends to fold up the latter; a brake wheel whereby the motion may be retarded, and an arrangement of a hollow revolving standard, which is held vertically and is free to be acted upon by the slightest change in the direction of the wind.

Fig. 1.



SMITH'S WINDMILL—WINGS EXPANDED.

Fig. 1 shows the wings expanded and also a sectional view of the revolving standard. Fig. 2 exhibits the wings closed. In the latter figure the outer arm, A, alone is connected rigidly to the shaft, the other arms being free to revolve thereon. The sails, however, near their extremities are connected by leather straps which allow the wheel to spread out only to its full size. The rear end of the shaft has a crank arm, and this communicates with the pump rod. On the rear of the rear arm the brake wheel, B, is secured, in contact with which is the pivoted brake, C, governed by a rod leading down the standard which supports the mill. The tail board serves in the ordinary manner to cause the wheel to turn in whichever direction the wind may be blowing. When the wheel begins to revolve, and power is thus applied to the crank arm, the front arm, A, being rigidly fixed to the shaft, is retarded. The other arms, however, are free to spread out and complete the wheel, transmitting all their power through the straps to the front arm, A.

In order automatically to govern the speed in case of storms, the check wing, D, is applied to a sail of the rear arm. This wing is slightly held by a spring, and opens out when the wheel is in high motion, so far as to form a plane at right angles with the sail proper, thus retarding the movement sufficiently to fold the wheel but not to stop the same. To obtain very slow motions the brake is employed as already indicated. A weight on the end of the brake rod may be employed to hold the wheel when the latter is not required to revolve.

Referring to Fig. 1, the vane is attached to a cross head on the standard, and suitable bearings are provided for the crank shaft to which the pitman is attached. This pitman passes down through the hollow of the standard to the pump rod. A frame composed of four angular legs is attached to arms in the cap, E. Near the lower end of the legs is placed a cross piece, F, on which the lower end of the standard rests (see sectional view). In the center of this cross piece is attached a metal plate, G, provided with a tube in the center, through which the pitman passes. On the lower end of the standard is attached a metal plate, H, provided with upturned flanges and arranged to fit over the tube plate, G, and rest thereon. Any wind acting on the vane causes the standard to turn in the proper direction to keep the wheel always in the right position.

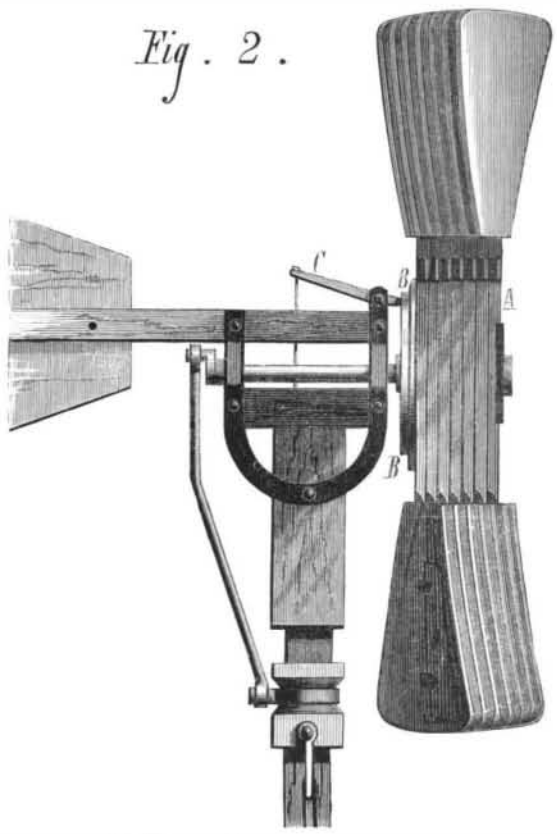
The inventor states that this windmill has been thoroughly tested with uniformly successful results. Patented May 5, 1874, and December 11, 1877. For further information relative to sale of rights, etc., address the inventor, Mr. E. S. Smith, Good Hope, McDonough county, Ill.

A NEW DIGGING MACHINE.

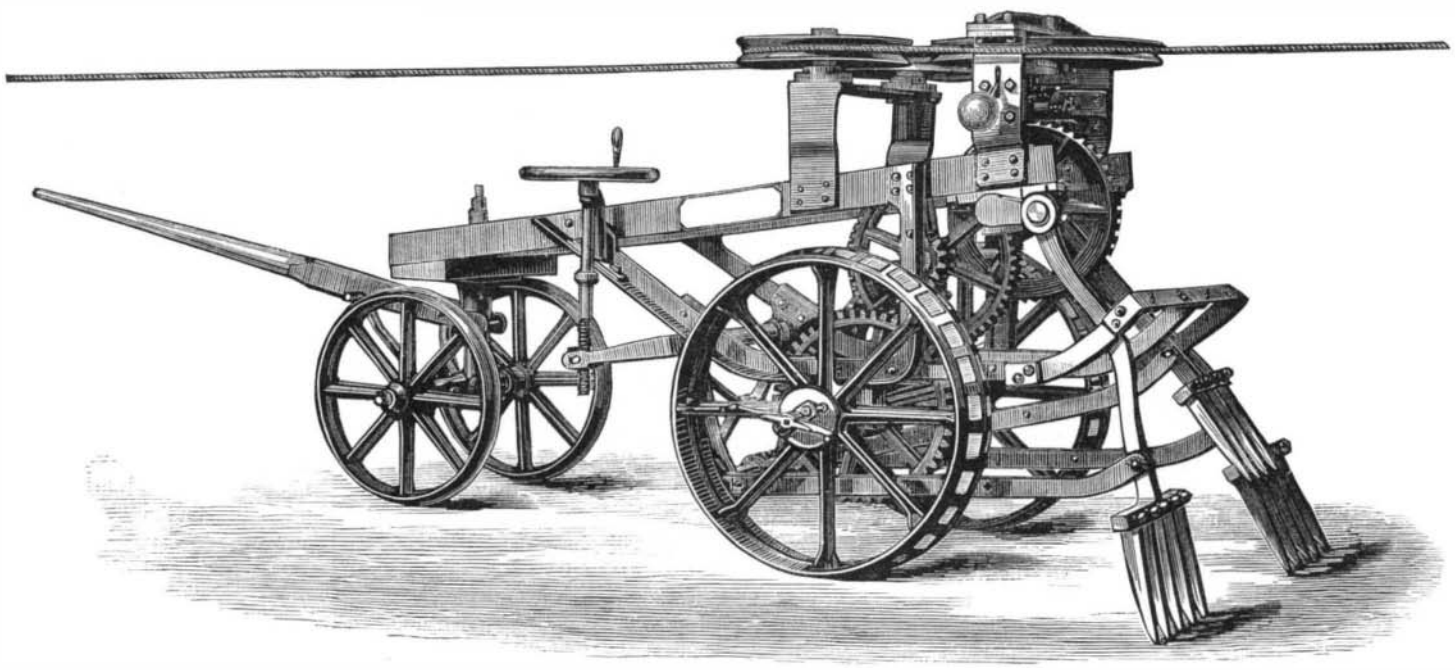
The digging machine illustrated is the invention of Mr. J. H. Knight, of Farnham, Surrey, England, and is the latest production of this engineer. The illustration, which we copy from *Iron*, will materially assist the reader in following our description. The angle iron frame, of the form shown, is supported in front by the fore carriage, which swivels on a pivot, and is provided with a pole for steering; the wheels have a central flange cast on them for giving a good grip on the ground. The hind axle is carried by bearings bolted under the frame. The land wheels, which are dished and roughened for greater adhesion, run loose on the axle, until made fast to it by clutches, which are independent for each wheel, so as to facilitate the work of turning round a corner. The clutch is keyed on the axle, and, on the screw being turned, is forced on the boss of the wheel, thus making the latter revolve with the axle. Carried by brackets on the top of the frame are three pulleys revolving freely in a horizontal plane. These pulleys are made to revolve by a high-speed rope, preferably of hemp, driven by a portable engine, which does not require to be reversed for running in a contrary direction. On the lower end of the vertical shaft of the central or driving pulley is keyed a spur pinion which communicates the motion, at a speed reduced to about one-third, to the spur wheel keyed on the crank shaft which actuates the digging forks. This shaft is cranked in the center, and has also two other cranks at its ends, all three forming an angle of 120° with each other. The shaft thus gives an oscillating motion to three wrought iron connecting rods terminating in cross ends. Into these ends are fitted separately the tines of steeled iron forming the fork, each having a shoulder and being secured by a set screw. The connecting rods are guided by segments attached to the lower part of the frame, for keeping them in a line parallel with the travel of the machine, and they are jointed near their cross ends to radius rods, which, being keyed on to a kind of weigh shaft working in bearings near the front of the machine, are capable of being raised or lowered, according to the depth of spit required. This action is effected by means of a hand wheel, worm, and lever, by which also the forks may be raised quite clear of the ground, while the machine is traveling but not digging. For cutting off the motion altogether, a friction clutch, worked by a lever and ball from the outside, is provided just below the driving pulley. The traveling motion is communicated by a spur pinion on the crank shaft, working through a train of spur wheels and pinions gearing into a pinion fast on the axle, thus reducing the speed of the latter to one revolution for every twenty-two of the former. Reference to the illustration will show how the power is applied. The motion is transmitted to the machine by an endless rope, about three quarters of an inch in diameter, from an eight horse-power agricultural engine, moored as in steam plowing. The rope passes round a pulley on the driving shaft of the engine, and also round the pulley of an anchor carriage for securing the necessary tension, and is then led to the machine direct, being supported in a straight line by simple "porters," as they are called, or pulleys carried on a movable stand, and the direction being changed by "angle porters" at the corners of the gradually increasing rectangle described by the rope. By passing round the driving pulley, the rope causes the machine to propel itself by means of the land or bearing wheels. The tail rope is merely carried on porters back to the engine, the tension being kept up by the anchor carriage, which is in charge of the engine driver.

The speed of the rope is about 3,000 feet a minute, and that of the machine about 100 feet. The forks are driven into the ground one after the other, sending the earth flying out behind, with such speed that some minutes are required before the eye can follow their movement. It is natural to suppose that the forks would be simply inserted in the ground, and taken out, without turning over the earth; but this is not the case. The cranks give the vertical motion to the forks, and as the latter are pivoted, near their lower end, to the connecting rods, a leverage is exerted at this point for turning over the soil. The effect of this action is intensified, owing to the fact that from the time the points of the forks enter the ground to their leaving it, the machine has progressed a certain distance.

Fig. 2.



SMITH'S WINDMILL—WINGS CLOSED.



KNIGHT'S IMPROVED DIGGING MACHINE.

New Inventions.

The improvements in a new Box Iron devised by M. Jean G. Ruger, of Paris, France, consist in providing one end of the iron with a partition plate, so arranged as to form an air inlet passage; and second, in a movable chimney for the escape of the gaseous products of combustion, the chimney being adjustable to discharge the gases in the direction least liable to interfere with the operator or to injure the material.

A Sled Propeller has been patented by Mr. Daniel Williams, of West Philadelphia, Pa. To the forward end of a flexible bar projecting from an ordinary sled is pivoted a third runner, to which is attached a cross bar, by which the driver can steer the sled. On both sides of the sled there are placed levers which work dogs intended to take hold of the snow and thus assist in steering.

Mr. Lars P. Bergstrom of Rock Island, Ill., has invented an improved Winding Alarm for Clocks. It is attached to eight day and thirty day clocks, run by weights, to cause them to give an alarm when they are about to run down.

Mr. Wm. T. Urie, of Warrensburgh, Johnson Co., Mo., has devised a new Spark Arrester. In the smoke stack is arranged a curved, downwardly projecting, annular flange, which deflects the sparks downwardly and to the center. Below this is arranged a centrally located two-part hopper, which, in combination with the deflecting flange, causes the