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See advertisement on last page.

Poetry.

SABBATH STILLNESS ROUND ME.

BY P. A. JORDON.

With this Sabbath stillness round me,
With its echoes deep and clear,
With its mystic murmurs ever,
Sounding sweetly on my ear :
With its heaving, wave-like motion,
As the living air goes by,
And the birds, like flitting shadows,
Sweep across the clear, blue sky.

I turn me back in silence,
To the days long gone before,
To the many kind and lovely,
That our souls shall see no more :
To the happy scenes of childhood
With their warm and rosy airs—
To the smiles and looks of gladness,
That our former homestead wears.

O, the summer's long and lovely,
And the meadows broad and clear,
And the brook that sparkled gaily,
With the violets blooming near :
And the deep woods dark and hoary,
Where the shadows heavy lie,
From our happy home they've parted—
How we miss them—how we sigh !

Fading always, fading ever,
In this broad bright world of ours ;
Ever changing in its aspects,
Ever gladsome with its flowers :
Soon to us its holy murmurs,
Soon to us its echoes dim,
Shall have lost their soul-felt motion—
O'er our hearts shall cease to swim

MORAL POWERS.

BY THE REV. EDWARD E. JONES.

Eagle of the toilless pinion,
Upward to thine eyrie hie,
Mid the crags where sounds the thunder,
With its hoarsest melody.

Emblem of the daring spirit,
When it wakes its latent might,
And for action doubly harnessed,
Battles sternly for the right.

Where the craven-hearted linger,
And desponds the gloomy soul,
There the brave at once join issue,
And relentless fate control.

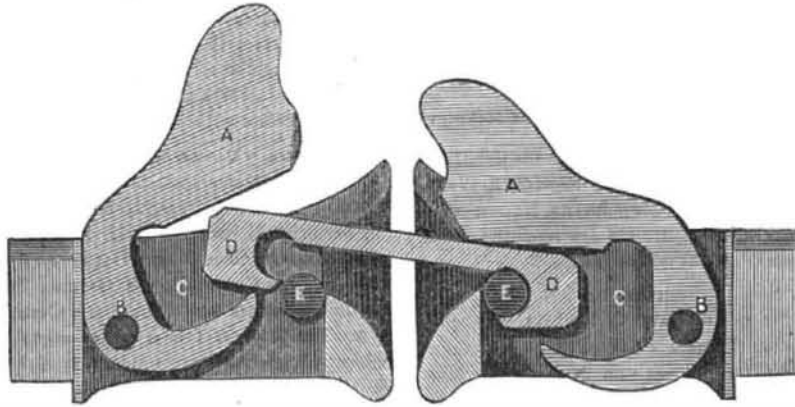
Who would warble out existence,
Like a song-bird in the bower,
Heedless that he has within him,
Elements of moral power ?

Breaking on the shore of being,
Who would as the wavelet die ?
When he could have won distinction,
With the single heart to try ?

Then be up, and dream no longer,
Manly purposes avow,
And with great designs accomplished,
Bind the chaplet to thy brow.

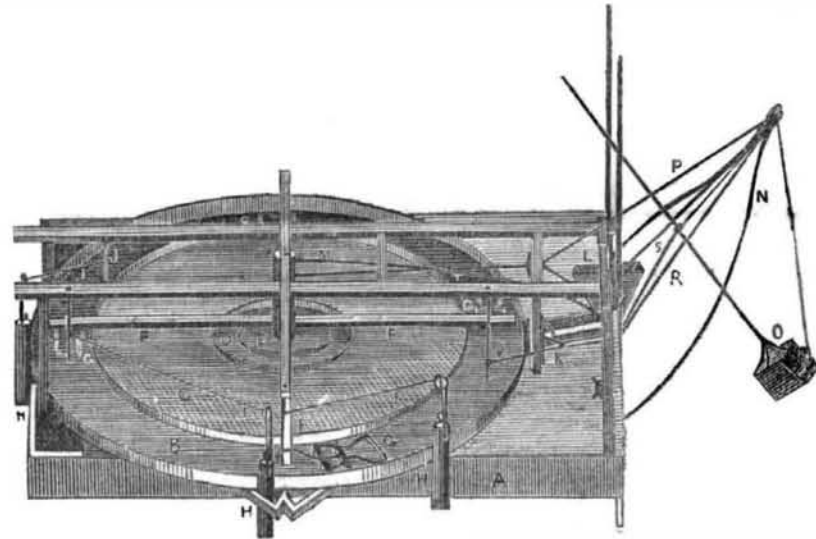
The amount of land heretofore granted to States by the General Government is 20,625,006 acres—of which 10,807,958 acres were for common schools.

IMPROVED RAILROAD CAR COUPLING.



This is an improved car coupling, invented by Mr. Joshua O. Lewis of Worcester, Mass. and it is a good one. This is a longitudinal section showing the inside of the coupling boxes, C C. A A, are two weighted levers that are made to vibrate on pins B B. D D, is a catch bar which unites the cars by hooking on the iron pins E E. The weighted levers A A, holds the catch bar firmly down and it cannot be raised without lifting up A, as represented at the left hand, when its lower end raises D, and allows the cars to uncouple easily. The cars however are self coupling—by pushing one backward or another forward, the catch bar will couple itself, but it cannot be drawn out without the top of A be lifted backwards. Any person, will be able to see its construction and operation by this engraving. Measures have been taken to secure a patent.

JAMES KNOX GLENN'S DREDGING AND GOLD WASHING MACHINE.



This apparatus is the invention of Mr. James Knox Glenn, recent Commissioner of the State of Ohio for deepening the Sandusky river, and who has made application for a patent for the same. It is invented for raising deposits of gold from the bottom of streams or rivers in California—a floating gold-washing establishment. It is simple and most effectual; and it is well known that the greatest quantities of gold are to be found in the bends of streams, but the difficulty has been heretofore, in the absence of an apparatus to lift and wash it.

This engraving is a perspective view of the apparatus. A is a scow or float, to support and float the machinery alone. B is a circular trough, about 5 feet wide and 19 inches deep, and it extends around the width of the scow. C is a tow-path where the horse or other power is applied to drive the shafts F F, which are radial levers bolted to a strong central vertical shaft E. This central shaft is secured by a vertical axis to the vessel below, and a vertical axis in the stationary frame of upright and transverse beams above. The soil to be washed, to separate the gold from it, is dumped by the dredge scoop O, into a hopper, and finds its way through a screen into the large trough B, where it is agitated by raker G, fixed on the radial levers. The trough is supplied with water by pumps H H, which extend down into the water, and the plungers are operated by suspended cam rods J, which are attached to the plungers of the pumps by chains T, I, passing over pulleys above the pumps. When the radial levers are moved

round by the horses, the suspended cam rods are pushed forward and the plungers of the pumps lifted up, but they fall down by their own gravity. The rakes or drags G, are moved round and agitate the deposits in the large trough. The lighter particles are suspended in the water and washed over by-washes at the sides, which are gates somewhat lower than the upper edge of the outside trough. When the gold is thoroughly washed, it is removed into the mercury trough D, and agitated with water the same way as the outside trough is operated, so as to produce amalgamation between the two metals, when they are afterwards separated by the well-known methods.

L is the hopper, with the screen underneath and below it. It receives a shaking motion by being attached to a toggle lever C, which is struck alternately by the radial levers moving round, and thus shakes the deposit soil down into the trough C. The coarse particles, small stones, &c. are thrown out of the screen at the side and do not get into the trough. O, the dredge or lever scoop, is suspended and operated by a swinging frame composed of two angular levers N, working on axles on the end of the scow A, and is elevated and lowered by chains or ropes passing over pulleys which will be observed at the right hand of the figure. P is a rope or chain attached to the scoop passing over a grooved sheave between the ends of the angular levers and passes along around a capstan drum M, on the main vertical shaft. This drum can be thrown in and out of gear with a clutch on the

lower part of it, operated by a lever, so as to let the scoop O, when full, be raised by the horse power, or steam or other power, that may be applied to the radial levers. The scoop can be made to dredge at any angle, and it can be drawn in and thrust out from the side of the vessel to take a logg sweep by a double rope R, passing over a sheave between the ends of the angular levers and operated by the windlass seen at this side. On the other side is a windlass which lifts up the frame by chains, secured to the end of the frame and passing from the windlass up over a pulley above for the greater lever power.

At the end of the scow are two vertical anchor stakes, to be driven into the bottom of the stream, and they can be elevated by the rope P, passing around the capstan drum. For further information see the inventor's Card of reference on the advertising page.

RAILROAD NEWS.

Ohio, Mississippi, St. Louis and Lake Erie Railroads.

Two great railroad routes are now dividing the favor of the people of the northwestern States, one from Cincinnati to St. Louis, thro' Lawrenceburgh and Vincennes, the other, taking a more northerly course, from St. Louis through Terre Haute and Indianapolis to Lake Erie. The citizens of Cincinnati are most earnest to secure a preference for the southern route. As surveyed between St. Louis and Cincinnati, it is 360 miles in length.

The citizens of Cincinnati are in favor of the road and the city corporation will subscribe \$500,000; St. Louis has given a pledge to take the same sum. The counties along the line are petitioning their legislatures for permission to subscribe as counties for such amounts of stock as the voters shall decide on by election.

Baltimore and Ohio Railroad.

The Baltimore and Ohio Railroad Company is about to make a strenuous effort to push its road through from Cumberland to Wheeling. The trade upon its finished road has been unusually great this winter; Maryland State bonds, of which the Company holds \$3,000,000, have improved; and, in the Baltimore Patriot of the 14th instant, is an advertisement, signed by the President, setting forth that the Company are about to put under contract one hundred miles of their road west of Cumberland.

Mississippi River Railroad.

If a railroad (says the Augusta Chronicle) can be made from Mobile to the mouth of the Ohio river, and not be more than 550 miles in length, it will command an immense trade and travel. [The measured distance from this city to Cairo is 470 miles.] It is to be hoped that the commendable efforts of Alabamians to tap the business of the Upper Mississippi, may be successful. The exchanges that can be made between the products of the South and those of the North will be highly advantageous to the people of both sections. It is expected that railroads will soon be constructed from Cairo in Illinois, to Galena and Chicago.

The South Carolina Railroad from Charleston to Hamburg, is said to be in a bad condition: and its affairs much embarrassed. It is a part of the great line of travel between New Orleans and the North. As an effort to remedy the condition of things, the company have resolved to effect a total change in the administration of affairs.

The Buffalonians have started the proposition of carrying out some plan for the purpose of supplying the city with water. A meeting was lately held to discuss the point as to whether this should be carried into effect by the corporation, or by a chartered company.