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THE
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☞See advertisement on last page.

Poetry.

THE LABORER'S ORISON AT SUNRISE.

How pure the air, how sweet the breeze?
The dewy grass how vernal!
What Being hath created these
But Thou, the great Eternal?
A world of goodness spreads around,
A heaven above doth bless me:
But man, the foe of man is found,
And laws unjust oppress me!

I gird me for another day
Of labor unrequited;
My Father and my Deity!
When shall these wrongs be righted?
Oh! stretch Thine hand out o'er the land,
A strong, a just redresser,
And bid the prostrate poor upstand
And humble the oppressor.

We ask thee for our daily bread,
Our feeble lives to cherish;
And lo! a bounteous feast is spread,
That none for lack may perish.
But king and statesman, peer, and priest,
Whom guile hath made the stronger,
Hath driven thy people from the feast,
Condemned to toil and hunger.

Oh! Lord! how long shall this prevail?
How long Thy judgments linger?
Our little ones for bread do wail,
Their mothers faint for hunger.
Afar, we stand a gloomy band.
Our worth, our wants neglected,
The children in their father land
Cut off, despised, rejected!

"Oh, Lord! how long," the myriads pray,
"How long this sore despisement?"
"There is no God," the oppressors say,
"To mete us out chastisement."
But know, ye proud, ye sordid crowd,
A storm shall yet o'ertake you,
When God's right hand comes o'er the land,
Like withered stems to break you.

To humble your obdurate pride,
To ope your sealed garners,
Rough-shod, a mighty cause shall ride,
O'er you, uplifted scorners;
And change you like the feathered snow,
The melting sun hung o'er it;
And whirl you as the wind doth blow
The desert dust before it!

FRIENDSHIP.

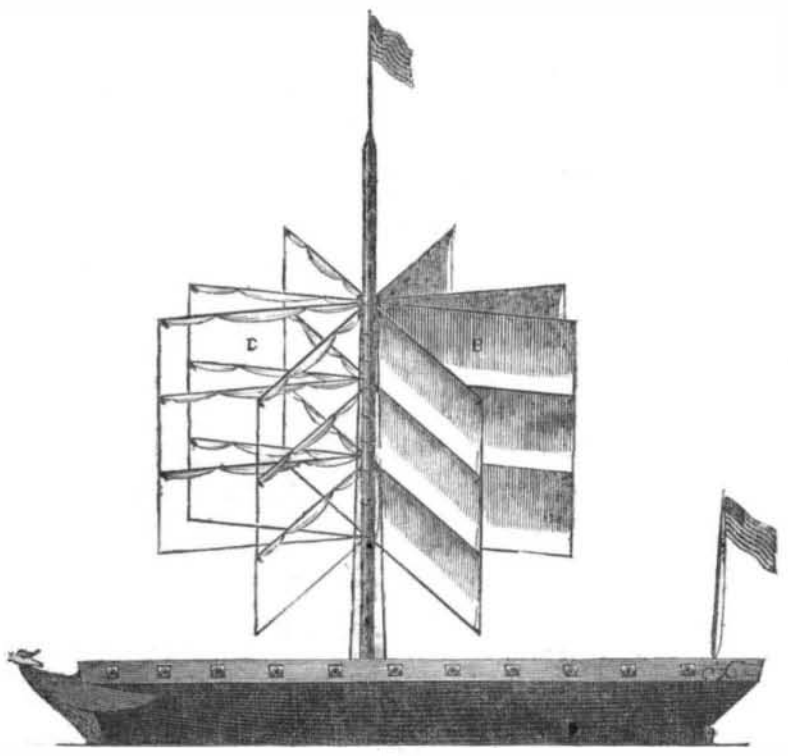
There is a flower in kindred hearts,
That blossoms sweetly there,
And brightly glows in all its parts
Nor withers in despair.

It blooms as well 'neath winter rays,
When earth's o'ercast with snow,
As when the summer sun-shine plays,
On earthly flowers that grow.

In every clime it blooms the same,
Nor varies in its hue;
And would you know this flower's name?
'Tis FRIENDSHIP fond, and true.

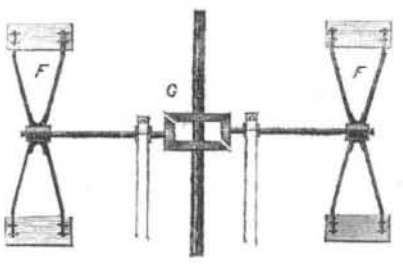
And to the garden of your heart,
A rich supply be given;
And may they from this earthly mart,
Transplanted, be in heaven.

WIND-MILL SHIP.---Figure 1.



The above engraving represents a plan of Mr. Trueman Van Tassel, of Salina, Onondaga Co N. Y., for propelling vessels on the wind-mill principle. The application is in Fig. 1, represented as propelling a vessel upon the screw principle without the use of the paddles, so that the vessel may be constructed very trim for sailing, and therefore none of the underworks are seen. B, represents the sails pressed against the arm C, the sails on the other side of the mast blown back from the arm. Mr. Van Tassel's object is to employ a windmill to propel a boat so as to sail by wind against wind. The principal objection that will be made to this plan, is the difficulty of bracing the mast so as to be perfectly steady, which must be the case for correct motion in the gearing of any machinery attached to the same. That a most powerful motion can be communicated by the above plan, there is no doubt, but the greater the power derived from the wind, the stronger bracing is required for the mast, and almost any plan for this purpose has objections, as there must be an absence of every thing to retard the whirling of the mast or shaft upon its base. Mr. Van Tassel proposes to employ double cranks and paddles for propulsion as less liable to go wrong by the vibration of the mast, which as a great lever must be of immense strength to answer such a purpose.—The base of the mast to be sure can revolve in a box of anti-friction balls and if the mast could be kept always perpendicular, any person can see that the plan in a number of cases will operate economically. The idea of employing the great and free element, the atmosphere, to propel vessels upon the wind-mill principle, well deserves attention, and the following sectional view of adapting this plan to paddle propulsion is simple and beautiful.

FIG. 2.



F F, are the two paddles. G, represents bevil gearing whereby the mast as it revolves propels the two paddle shafts, and presents a plan which braces in no small degree the mast, as each shaft rests on two bearings, one a brace coupled near the connection of the bevil gear and the other on the inside of the paddle box. The one shaft is necessarily a little higher than the other, but the dip of the paddle can regulate this in a degree. The double bevil gearing is necessary to give the same motion to each paddle by every revolution of the mast, which cannot be done by single gearing. By this plan, the dead points of the cranks (which some make out to be a far greater loss of power than we do,) are completely got rid of. The plan, at least for which Mr. Van Tassel deserves credit, is the application of a natural element to a useful purpose, which is more than can be said of a great number of inventions.

Windfall.

The origin of this term is said to be the following. Some of the English nobility were forbidden felling any of the trees in their forests—the timber being reserved for the use of the Royal Navy. Such trees as fell without cutting were the property of the occupant. A tornado was, therefore, a perfect Godsend, in every sense of the word, to those who had occupancy of these extensive forests and a windfall was sometimes of very great value. Some years since it is said a tornado threw down timber enough on the Duke of Marlborough's estate to sell for forty thousand dollars.

Yankees.

Jeffries the great Reviewer, remarked that were a premium of a thousand pounds offered for the best translation of the Greek bible, the prize would be taken by some Yankee, who till that moment had never seen a word of Greek in his life. He would immediately, said he, commence learning the language, to qualify himself for the great undertaking, and would finish the whole work quicker than any other person, and bear off the premium.

Stewart's portrait of Commodore Decatur has been presented to the city of Philadelphia by the widow of the naval hero.

RAIL ROAD NEWS.

The Hudson River Railway.

It has been located as far North as the upper dock at Fishkill, Landing, and a map of it filed in the clerk's office at Poughkeepsie. The right of way for the road has also been procured for nearly all the way up to, and through Poughkeepsie.

Proposed Railroad.

A large meeting has been held at Sodus, N. Y., D. S. Olin in the chair The object was to obtain a charter for a railroad between Syracuse and Rochester, via Sodus, on Lake Ontario.

The Railroad West.

The Cumberland Civillian, of the 26th ult. says: "If what we hear is correct, no fear need be entertained that the Virginia route will be adopted for the extension of the Baltimore and Ohio railroad West. We are informed that the surveys demonstrate the utter impracticability of passing the Nobley mountain. The grade in many places would be from 100 to 1000 feet, with tremendous ravines to be filled up, and to cap the climax a tunnel of at least more than two thousand feet in length."

Georgia Improvements.

The lower house of the Georgia Legislature, has passed the charter of the West Point and Atalanta railroad. By an amendment, the connection of Columbus with the Montgomery road was secured, or no charter. Also the charter of the Washington and Sparta Railroad Bill, for the connection of these places with the Central Railroad. The Bill to renew the charter of the Milledgville Railroad to any point on the Central Railroad—and also a bill to incorporate a Railroad Company for a road from Clarkesville, Habersham county, to Athens, &c., were passed.

British Railways.

At a dinner given to Sir R. Peel, at Liverpool last month, Lord Sandon, a member of Parliament, made an interesting statement respecting Railroads in Great Britain. He said that, in 1844, that country had expended 62,411,598 pounds on 2,668 miles of railroad. In 1845, and 1846, 7654 miles more were chartered, with a capital of £190,354,000 and in 1847, 1,394 miles, estimated o cost £34,692,800. Total number of miles of railroad, 11,716—requiring an aggregate expenditure of £287,448,398, or about $1,500,0000,000. With a mania prevailing. which absorbs such vast amounts of capital, it is, no wonder that every branch of business in that country is depressed.

A Great Tunnel.

A tunnel two and a quarter miles in length, is in the course of construction, under the town of Liverpool, designed to connect the rail road depot at Edgehill with the North Docks at the water's edge, where the foreign shipping centres. This great tunnel is to be called the Victoria Tunnel, and when it is completed, ships cargoes will be taken direct to the depot at Edghill, without the present heavy cost for cartage. The tunnel under mines in its course many churches, which will be only 60 feet above the roll of the locomotive. The railroad company (London and Northwestern,) have to pay compensation to the owner of every house and building under which the tunnel passes. Two thousand men are employed on this great work, the operations of which are very dangerous, shaking sometimes the foundations of some of the houses above.

A New Coin.

A new kind of penny has been lately issued from the English Mint. It is a centre of silver with a copper rim, with the inscription, model penny.