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See advertisement on last page.

## Poetry.

### VILLAGE GREATNESS.

In every country village, where  
Ten chimneys' smoke perfume the air,  
Coniguous to a steeple,  
Gentle folks are found, a score,  
Who can't associate any more  
With common "country people."

Jack Fallow born amongst the woods,  
From rolling logs now rolls in goods,  
Enough a while to cash on—  
Tells negro stories—smokes cigars—  
Talks politics—decides on wars—  
And lives in stylish fashion.

Tim Oxgoad, lately from the plow,  
A polished gentleman is now,  
And talks of "country fellows!"  
But ask the fop what books he's read  
You'll find the brain pan of his head  
As empty as a bellows.

Miss Faddle, lately from the wheel,  
Begins quite lady-like to feel,  
And talks affectedly genteel,  
And sings some pretty songs, too!  
But my feracity impeach  
It she bad tell what part of speech  
Gentility belongs to.

Without one spark of wit refined,  
Without one eauty of the mind,  
Genius, or education,  
Or real worth, or fame to boast,  
To see such gentry rule the roast,  
Turns patience to vexation.

### MY LOVE.

Oh for an hour when the day is breaking,  
Down by the there when the tide is making;  
Fair as a white cloud thou, love, near me,  
None but the waves and thyself to hear me;  
Oh, to my breast, how these arms would press  
thee!

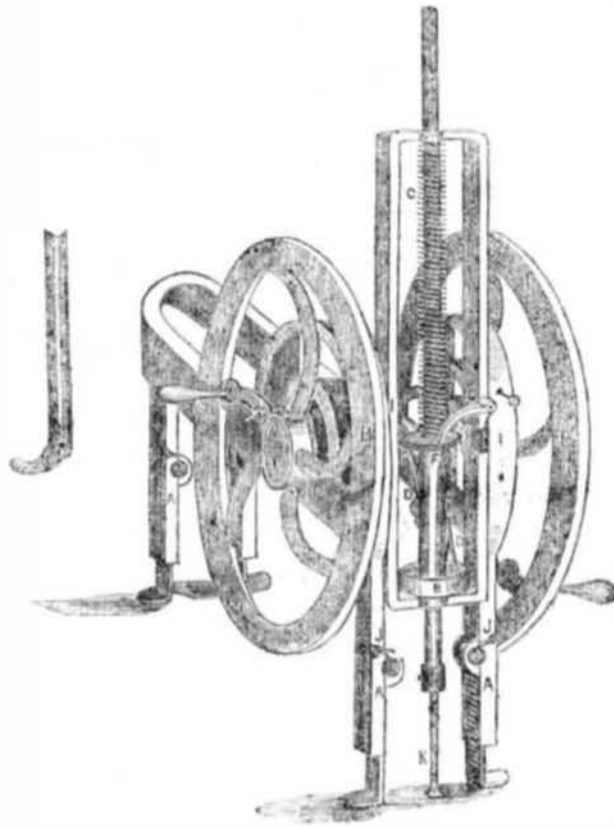
Wildly my heart in its joy would bless thee;  
Oh, how the soul thou has won would woo thee,  
Girl of the snow neck! closer to me.

Oh for an hour as the day advances,  
Out where the breeze on the broom bush dances  
Watching the lark, with the sun's ray o'er us,  
Winging the notes of his heaven taught chorus,  
Oh! to be there, and my love before me,  
Soft as the moonbeam smiling o'er me;  
Thou would but love me and I would woo thee  
Girl of the dark eye, closer to me.

Oh! for an hour where the sun first found us,  
Out in the eye with its red sheets round us,  
Brushing the dews from the gale's soft winglets  
Pearly and sweet with thy long dark ringlets;  
Oh! to be there on the sward beside thee,  
Telling my tale though I know you chide me,  
Sweet were thy voice though it should undo me  
Girl of the dark locks! closer to me.

Oh! for an hour by night or by day, love,  
Just as the heavens and thou mayest say, love;  
Far from the stare of the cold-eyed many,  
Bound in the breath of my dove-souled Nanny,  
Oh! for the pure chains that have bound me,  
Warm from thy red lips circling round me,  
Oh! in my soul, as the lights above me,  
Queen of the pure hearts, Oh! I love thee.

## IMPROVED MACHINE FOR DRILLING ROCKS.



This is an invention of Messrs. J. T. Foster and L. R. Bailey, of this city, and it has but to be seen, to ensure a speedy decision of its excellent capacity for drilling all kinds of rock in a most rapid and perfect manner. It is in itself considered by those who have seen it operate, to be the most complete and perfect rock drilling apparatus in the world. It can drill holes at any angle and it can operate the spindle horizontally or perpendicularly. For mining purposes it will effect an entire revolution in the common mode of drilling, as it will occupy but little room, and they can be made of any size, and the power does not depend upon the length of the drop or spindle, but on the force of a spiral spring, hence it can be carried and operated under ground in the most easy manner. It is very simple in its construction and can be made so as to last for a long time, and is not expensive.

**DESCRIPTION.**—A A, is the frame, consisting of four legs and a square frame except in the front end, which is open and is a circular arch, which we will explain more fully below. B B, are power wheels for operating the chisels fixed on an axle which moves in journals on the frame. On the centre of this axle is a cam which by every revolution of the axle lifts F, a ratchet wheel, twice every revolution and the drill spindle also. Thus if we turn the wheels B B, the cam fixed on their axle lifts up F and the spindle and lets it drop twice every turn of the axle. But the spindle does not fall on the rock to be drilled, it strikes it with a force equal to any amount of power that may be applied to drive it. This depends on a spiral spring which is fitted round the spindle or arbor, resting on the face of F and on the inside face of the drill stock above, as will be easily noticed. Now as the cam lifts up the spindle by F, the threads of the spiral spring are pressed closer together and when the cam slips from under F, the spindle not merely drops but exerts a percussive force on the drill by the recoil of the spiral spring C. Thus is explained the mode in which the power is applied to drill, and a very complete mode it is.

To drill a circular hole in a rock with a chisel, it is necessary that the chisel should be kept moving round. This machine accom-

plishes this by two palls or feeding gear, G and H, which catch into the notches of the ratchet wheel F. The operation cannot be better explained than to say that the action is that of the clock escapement. By every blow of the chisel the ratchet wheel moves one or more notches by the palls catching and letting the wheel escape and hence the spindle and drill have both a circular and reciprocating motion.

The spindle can also be shifted up or down in the drill stock. This is done by two tier of ratchet notches extending along the spindle the catching edges of which are opposite to one another, and by the palls D D, which hold the spindle to the collar, it will be observed that as the one catches upward and the other downward, by pressing on the springs of the palls the spindle is relieved from the catches and thus lengthened or shortened.—E, is a circular cam through the centre of which plays the spindle and answers as a bearing for the collar or hub on which the ratchet wheel F, and the palls D D, are fixed.

This drill is arranged so as to operate horizontally as well as perpendicularly and bore at any angle. This is done by the drill stock being attached to the frame by curved sliding boxes which slide in a circular groove in the arch of the frame. J J, is this arch, and under the upper rim is a circular groove. Fitted to this groove is a sliding box one on each arch, to which the drill stock is attached. All that has to be done to change the perpendicular to the horizontal, is to slip out the pins which hold the curved sliding boxes referred to (which cannot be seen in the above) and push back the top of the spindle, when the drill stock will abide to any angle in the arch, and can be made firm to drill at any angle, as already stated. This is a very important consideration, a novelty in a drilling machine.—The legs can be lengthened or shortened by a rack in the inside, operated on by a pinion and held by palls J J. Thus on uneven ground the machine, by lengthening one leg and shortening another, can be made to stand perfectly firm. On the left is a diagram of an excavating chisel. It is designed to make a large opening at the bottom of a hole and its appearance will convey an idea of its utility. There

are five important points of advantage in this machine, to wit, 1st. The feeding gear 2d. The combination of the spiral spring with the cam and spindle. 3d. The grooved arch and sliding boxes which attaches the drill stock to the frame and enables this machine to drill a hole at any angle or to be used as a horizontal or perpendicular drill. 4. The adjustable legs for the purpose described, and last but not least, it can be used as a wagon to draw itself, by placing the drill horizontally, turning the machine upside down and by the wheels being higher than than the frame it becomes its own wagon and the spindle can be used as a shaft to draw it.

The inventors have made application for a patent.

## RAIL ROAD NEWS.

### A New Railroad.

The Canal Railroad from New Haven to Plainville was opened two weeks ago, when a large number of the citizens of New Haven and other places passed over it in a special train. The cars were hailed at the various places with great enthusiasm.

### The Air Line.

The directors of the New York and Boston Railroad corporation of (the air line,) met in New Haven on the 14th inst., and made choice of Edward A. Russell as President; Stephen Taylor, Treasurer; Hamilton Brewer Clerk. E. F. Johnson was appointed chief engineer. The Middletown Constitution says—"The company is fairly organized and ready for active operations. The friends of the road have every reason to believe that the scheme long ago conceived in the minds of a few enterprising men, will soon be realized; and that what has tauntingly been denominated fanciful, is in a fair way of becoming practical. The election of the above gentlemen by the directors, guarantees a judicious conduct of the affairs of the company."

### Great Western Railroad and Niagara Bridge.

By the Hamilton Gazette, C. W. we learn that C. Ellett, Esq., C. E. has arrived at the Falls with his family and that it is his intention to suspend a temporary bridge on the 1st of June next and to have the bridge finished by the first of June 1849. This will be the most stupendous romantic structure in the world.

The Great Western Railroad is also going on apace, gangs of men are busily engaged on different contracts along the line.

The receipts on the Long Island Railroad for the first eleven days in January, exhibited an increase of forty per cent over the same time last year.

We learn from the Hartford Times, that stock to the amount of \$440,000 has been subscribed in New London to the New London and Willimatic Rail Road.

At a late meeting of the Directors of the Fitchburg Railroad Company, Hon. Samuel Hoar, of Concord, introduced a resolution that intoxicating drinks should not be carried over the road. The resolution lies over till next meeting.

### Telegraph.

The St. Louis New Era traces a line commencing at Liverpool, thence to Manchester, London, Dover, Calais, Bremen, Hamburg, Dantzic, Riga, St Petersburg, Archangel, Siberia and Behring's Straits on the side of Asia. Thence to be carried across the strait to this continent, and down the coast to Oregon via old 54° 40, thence to Santa Fe, and across the plains to Independence, to connect St. Louis, Philadelphia, and New York. A great scheme.