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## Poetry.

### NATURE'S NOBILITY.

Room for a nobleman to pass!  
In costly robes? in trappings gay?  
A fop tricked out before the glass?  
No! clad in sober grey,  
A nobleman in heart is he,  
With mind for his nobility.

His crest a soul in virtue strong,  
His arms a heart with honor bright:  
Which gold bribes not to what is wrong,  
Nor blinds to what is right;  
The patent of his courtly race—  
Behold it in his open face.

He cringes not on those above,  
Nor tramples on the worm below;  
Misfortune cannot cool his love,  
Or flattery make it grow;  
Staunch to his friends in woe or weal,  
As is the magnet to the steel.

He envies not the deepest sage:  
He scoffs not at the meanest wight.  
And all the war that he doth wage  
Is in the cause of right:  
For broad estate and waving land,  
He has the poor man's willing hand.

He is not rich, and yet, indeed,  
Has wealth: nor poor, his stock though small,  
Not rich: he gives so much to need.  
Not poor, for on him fall  
Such blessings from relieved distress,  
To crown his path with happiness.

Room for a lord, ye truckling crew  
Who round earth's great one's fawn and wind,  
Fall back! and gaze on something new—  
A lord, at least in mind—  
That bravest work in nature's plan,  
*An upright independent Man!*

### WHO SAYS DESPAIR?

BY C. D. STUART.

Who says despair? The Earth is wide  
As when the first man walked abroad,  
When all things living owned him lord—  
Himself but subject unto God.

The Earth has lost no tint of green,  
The Sun still smiles from out the skies  
And all the flowers are fair, as when  
The wind first breathed on Paradise.

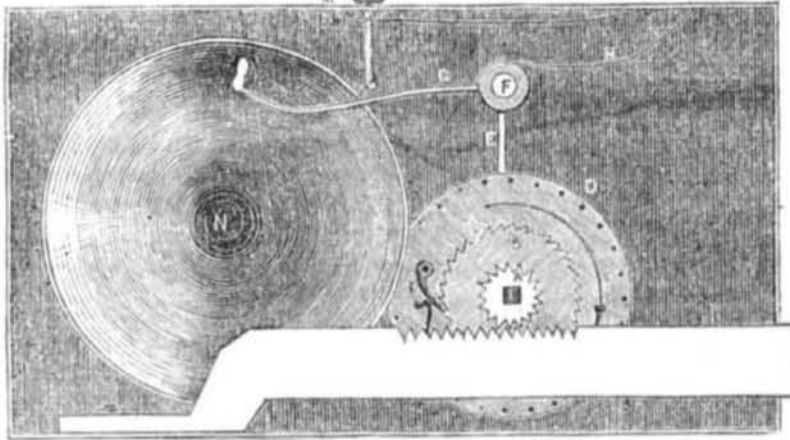
The months and years roll on the same,  
And from the bosom of the soil  
Spring all things fresh and beautiful,  
Obedient to the hand of Toil.

Who says despair, hath faith nor will;  
He shuts his eye, he shuts his hand,  
And will not reap what God has spread  
Lavish and fair in every land.

Who says despair, hath coward heart;  
He will not drive the ox, nor hold  
The plow, nor thrust his sickle round  
Sheafs that are brighter far than gold.

Who says despair, let him go forth  
And plant the seed that groans for birth  
And he shall find his garden fair  
As the first Paradise of Earth.

## ALARM LOCK.



This is an invention of Mr. Wm. E. Hurlbut and Levi R. Wildman, of Danbury, Fairfield Co., Connecticut. The principle of it is the simple combination of a bell or gong with a lock, so as to strike the bell and make an alarm by turning back the bolt with a key to open the door. No other peculiarity about the lock is claimed but this.

DESCRIPTION—N, is a shield or bell, and G, is an arm with a hammer to strike. This hammer is attached to F, a roller on a centre, kept in its proper place by a bridle spring H. E, is a suspended rod attached to F, to operate G, and strike the bell when the bolt is turned back, (unlocked.) This is done in the following described manner. A small axle like those in common use is attached to the lock plate, and has a pinion A, on its interior end which meshes into notches on the bolt to slide it backwards and forwards by turning the axle with the key. To prevent the bolt from being pushed easily backwards, a pall K, is also fixed upon the axle working into a rack shield or plate B, and this pall is kept in its proper place by C, a spring, so that (as will readily be observed) a force is thus to be applied for unlocking sufficient to strike E, by a number

of small studs or pins in D, another shield on the axle. The bell is thus struck once for every notch on the bolt passed over by the pinion in the act of unlocking. It will also be perceived, that from the shape of the rack shield B, and the action of the pall K, thereon, that no force will be exerted in the proper direction to strike E, by the locking of the door—in other words, driving out the bolt from the lock box by the key operating the pinion. M, is a slide rod to throw G out of gear with the bell when required.

There are other modes of mechanical arrangement whereby the same end could be attained as that displayed in the above engraving, but we do not see where there could be much greater simplicity. If F, was a barrel spring, the bell might be operated without the use of H, the bridle spring—but the expense of this lock is no more than those in use and can be applied to the common lock, therefore no improvement for cheapness, the thing most commonly sought after, in our opinion could be effected. The improvement will no doubt be soon applied to almost every lock that is manufactured. Measures have been taken to secure a patent.

### Cotton.

In 1784, now only 64 years since, an American vessel, having eighty bales of cotton on board, was seized at Liverpool, on the plea that so large an amount of cotton could not have been produced in the United States. In 1785, the shipment amounted to 14 bales; in 1786, to 56 bales; in 1787, to 109; 1788, to 389; in 1789, to 842. In "Norman's New-Orleans and Environs" we read the following anecdote: "An old Carolina planter, having gathered his crop of five acres, was so surprised and alarmed at the immense amount they yielded, which was fifteen bales, that he exclaimed 'well well—I have done with cotton—here is enough to make stockings for all the people in America.' How many stockings would the crop of 1847 make, which will in all probability number about 2,250,000 bales.

### Employment for Children.

A source of much unhappiness to children and of trouble to parents, especially mothers, is the want of employment for the young members of the family at home. Half the scolding and punishment and mischief, which form no inconsiderable portion of the everyday history of some house-holds, could be avoided, if the young and restless subjects of discipline were furnished with some occupation. It is as irksome for the faculties of an active child to have nothing to do, as it is for those of an active adult, and it is natural that a child left without any diversion should resort to devices to pass away the time which the parent calls mischievous and annoying.

Many a poor infant is hurried to school long before it should be required to suffer such confinement and restraint, merely to put it out of the way as a domestic nuisance. Many more have their activity and sprightliness repressed, by parental tyranny, which compels them to sit motionless, or to move about with the caution of an intruding cat, lest an unwary sound or movement should consign them to the bed or corner.

### Hard Times.

Boys have an unfair time of it in this world. They get the drumsticks of the turkey for dinner, and have to wait for the hot cakes at breakfast till every body else is supplied; they are snubbed when they are in spirits and told not to make such a racket; they are sent off to bed just in the sweet edge of the evening, when it is so nice to sit by the fire and tell stories; in a thousand ways they are put upon and robbed of their natural rights.

### The Female Dress.

A woman should always look as soft to the touch as a flower, and as pure. All her garments should be made of the finest and softest material possible, material that will easily dispose into folds, falling gracefully around her; and not, by being liable to ruffle it every moment, compel her to stiff attitudes and starched demeanor, denying her all luxury of lounge and loll.

No lady should depend on flour or potatoes for propriety.

## RAIL ROAD NEWS.

An act regulating the Railroads of Ohio, passed the legislature of that State, and also laws for the Cleveland and Pittsburgh, Akron, and Pittsburgh, Cleveland, and Mahoning, (to end at Pittsburgh,) the Ohio and the Pennsylvania, and the Wellsville and Pittsburgh Railroads; all of which are to end at Pittsburgh, and by their junction there, with the Pennsylvania Railroad, will vastly augment the trade and travel of the Ohio roads.

### Cleveland and Cincinnati Railroad.

The people of Cleveland are making active exertions to finish their link to Columbus, and thus Cincinnati has a good prospect of having two lines of Railroad completed to the Lake, in two years—one terminating at Sandusky, the other at Cleveland.

### Chicago Railroads.

The Chicago Journal says that the contracts for grading and bridging of the first thirty-nine miles of the Chicago and Galena Union Railroad are already made, and adds, that we should not be surprised if we found ourselves riding out some ten or fifteen miles towards Galena on this track, about the 4th July next.

### Frankfort and Lexington Railroad.

An act of the last General Assembly of Kentucky provides for the renovation of the Frankfort and Lexington Railroad. The capital stock of the new company is \$450,000; the State puts in the present road one third of that sum and becomes a stockholder to that amount. 300,000 dollars will remain to be subscribed and paid by individuals and the Corporations of Frankfort and Lexington; and the amount, when raised, will be sufficient to reconstruct the road, lay down a T or U rail, and change the location so as to avoid the inclined plane, and make the terminus on the bank of the river, instead of the brow of the hill as at present.

### Ogdensburg and Champlain Railroad.

The whole line of the northern road from Ogdensburg to Champlain is now in the hands of efficient contractors. Six thousand tons of rails have been purchased, to be delivered before the first of October next, and the timber for ties, fences, &c. Ten first class engines have been contracted for. Sixty miles of the road will be ready for the rails the early part of next autumn.

### Oregon Railroad.

The House of Representatives at Washington has adopted a resolution for the appointment of a select Committee to take into consideration the proposition of a railroad from Lake Michigan to the Pacific, as proposed by Mr. Asa Whitney. Eighteen States have through their legislatures, adopted resolutions approving the project.

The New London Star States that the sum of 322,000 dollars has been subscribed by the citizens of that place to the New London and Willmantic Rail Road.

### Telegraphing.

A Bill has passed the Legislature of Nova Scotia, empowering the executive to lay down a line at once from Halifax to our Northern Frontier, along the main Post Road, at a cost of twenty-eight hundred pounds, keeping the control of the communications through the Provinces in the hands of Government, but leaving the Governor free to enter into any fair arrangements, either with the Governments of New Brunswick, and Canada, or with private Companies, for the extension of the communications, either with the Far West, through Quebec, or with St. John or the other Cities lying along the sea-board of the Provinces, which again, it is but fair to assume, will be speedily brought into connection by Telegraph, with the chief commercial cities of the Union.