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See advertisement on last page.

Poetry.

THE SNOW DROP IN THE POOR MAN'S WINDOW.

It was a darksome alley,
Where light but seldom shone,
Save where at noon a sun-ray touched
Its little sill of stone.
Beneath the poor man's window,
Whose weary life was bound,
To waste in one dull, ceaseless task
The passing seasons round.

Spring's dewy breath of perfume,
And summer's wealth of flowers,
Or the changing hue of Autumn's leaves.
Ne'er blest his lonely hours;
He knew too well when Winter
Came bowing forth again—
He knew it by his fireless grate,
The snow, and plashing rain.

Pierced by the frost-winds beating,
His cheerless task he plied;
Want chained him ever to the loom,
By the little window side:
But when the days grew longer,
He stole an happy hour
To tend, within a broken vase,
A pale and slender flower.

How tenderly he moved it
To catch the passing ray,
And smiled to see its folded leaves
Grow greener every day.
His faded eyes were lifted oft,
To see the snow-drop bloom—
To him it seemed a star of light
Within a darksome room.

And as he gently moved it
Near to the sun-touched pane,
Oh! who can tell what memories
Were busy in his brain?
Perchance his home in childhood
In a sylvan valley lay,
And he heard the voice of the running streams,
And the green leaves' rustling play.

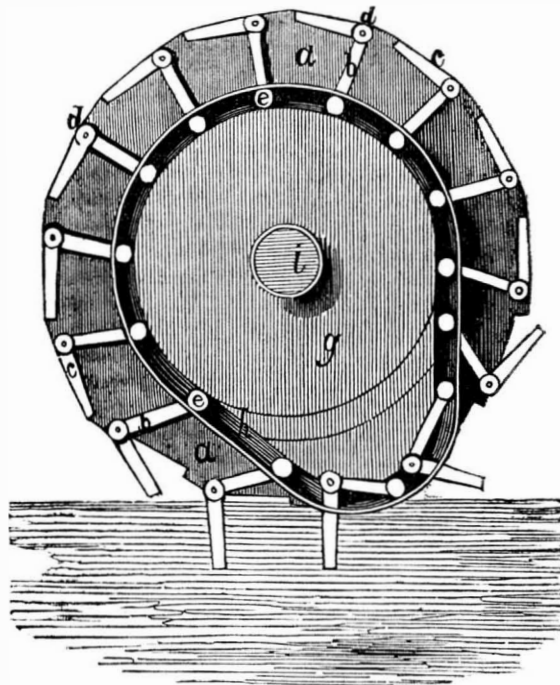
Perchance a long-departed
But cherished dream of yore,
Rose up through the mist of want and toil,
To bless his heart once more.
A voice of music whispered
Sweet words into his ear,
And he lived again that moonlight o'er,
Gone by for many a year.

Or but the love of Nature
Within his bosom stirred—
The same sweet call that's answered by
The blossom and the bird;
The free, unfettered worship
Paid by the yearning soul,
When it seems to feel its wings expand
To reach a brighter goal,—

An aspiration, showing
Earth binds us not her slave,
But we claim a brighter being,
A life beyond the grave.

The Rockville (Md.) Journal says that a merchant of that town sold last year \$1,500 worth of sumac. The Journal advises the farmers of the County to gather it.

NEW PROPELLER.—Figure 1.



This is a new propeller invented and patented by M. P. Classen, of London, and first noticed in Barlow and Le Capelain's Patent Journal. The invention relates to propelling boats from the stern, and he employs horizontal propeller shafts respectively attached to the pistons of two steam cylinders. At the ends of these shafts, which pass through stuffing boxes into a water tight casing are affixed two frames subdivided into 12 or more compartments, for the reception of an equal number of swing floats, which open one way

to admit of but little resistance to the return stroke. These propellers, which move in a vertical line with the rudder of the boat, causes the swing floats when opposed to the water to shut and thus propel the vessel. The mode of reversing being the alteration in the direction of the float boards to the required direction. In constructing float wheels according to this invention, instead of applying float boards to hollow frame wheels they are attached to cylindrical drums having suitable recesses formed in their peripheries for their reception.

Figure 2.

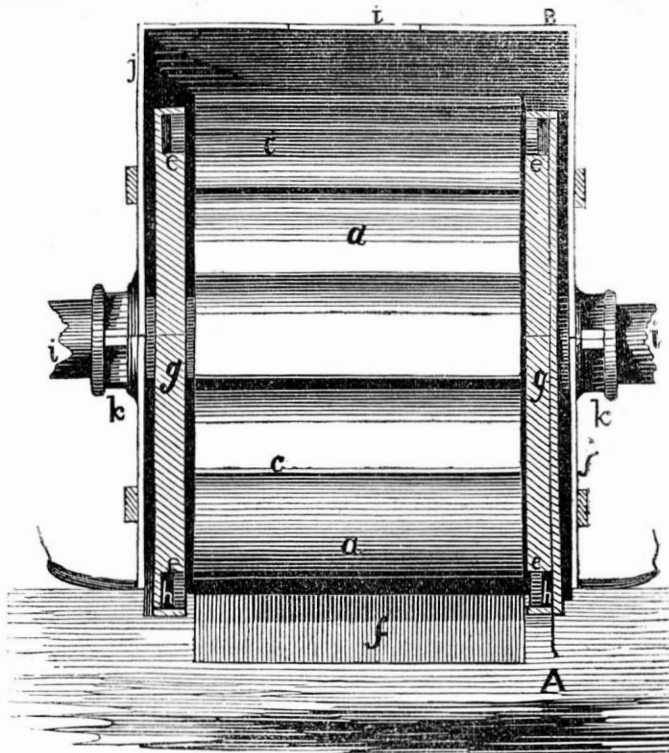


Fig 1. represents an end view of the improved wheel, and fig. 2 a sectional side elevation taken through the dotted lines, A B. *a a*, is the cylindrical drum which may be of metal or any other light substance, such as cork, wood, or otherwise. *b b*, are float motion rods, attached at right angles by the hinge or joint *d*, to the float boards *c c*. *e e*, are small friction rollers which turn on centres at the ends of the motion rods, *b b*, for the purpose of directing the position of the float boards; *g g*, are slotted bridles or guides, in which the friction rollers *e e*, travel: these rollers, when moving concentric with the drum *a a*, re-

main stationary, but when they diverge into the eccentric channel, *h h*, they cause the free use of the float boards to move outwards, till, on arriving at a point coincident with a vertical line drawn through the centre of the drum, they present the whole of their surfaces to the water, as seen at *f*; *i i*, is a crank shaft, passing through stuffing boxes, *k k*; *j j*, is a water-tight casing, enclosing the paddle wheels. Wheels so constructed are to be placed in the hold of a vessel or boat, on each side of the keel, transversely, and calculated to be driven by steam or other motive power engines.

RAIL ROAD NEWS.

N. Y. and Erie Railroad.

This great work, from the Delaware River to Binghamton, is now being pushed forward with vigorous resolution. The Binghamton Courier says it is still the expectation of the Directors to complete it to that place by the 1st of January next.

Reduction of Fares.

The associated Railroads in this State have reduced their through fare from Buffalo to Albany to \$9.75; hitherto \$12. When the Erie Railroad shall be in operation throughout, the central route will reduce their fares, and wish they had not deferred it so long.

Accidents by Railroad.

The boiler of a Locomotive exploded in Philadelphia on Thursday week, on Willow street railroad, near Schuylkill Eighth street. The Locomotive (the Simon Snider) was attached to a train of portable boats surrounded by several persons, who escaped almost by a miracle. The cause of this explosion was the same that has produced many similar disasters—a want of water in the boiler.

Ninety persons were killed and ninety-nine injured, by railroad accidents in Great Britain and Ireland during the six months ending June 30th. The total number of persons travelling by railroad in the same period was 26,330,492. The proportion of persons killed was one in 292,561 passengers, and of the wounded one in 265,964.

Reprehensible Conduct.

Several instances have occurred of late, in Massachusetts, in which passengers in railroad cars have been severely injured by stones or other missiles being thrown at them by boys as the train was passing. On Monday afternoon last an iron spike, weighing about three quarters of a pound, was thrown at the 4 o'clock up train from Boston, near West Newton, by a boy about twelve years of age. The spike entered the window while the train was under all headway, and grazed the head of a lady who sat next to it, but without doing her serious injury.

A man travelling eastward on the Utica Railroad, last week, who refused to pay his fare, was ejected from the cars by the collector at Oriskany. He gave way to his wrath by throwing a volley of stones through the window near which Hon. John C. Spencer sat, striking that gentleman on the head, inflicting a severe wound.

Such acts should meet with prompt punishment.

The Telegraph.

We learn that the New York and Philadelphia Telegraphic Company have abandoned the project of communicating with this City by means of wires sunk in the river. They have extended their line to the Highlands, where the wires can be suspended across the river at an elevation of 500 feet.

The Fate of a Canal.

New Haven papers are making merry over the destruction of the old canal, once the boast of Connecticut, but now, like a faded beauty devoid of intellectual or moral worth, it is thrown aside and neglected for the more useful railway. There is hardly a vestige of the old canal remaining.

The fragment of a mammoth tooth was recently found near Sulphur Springs, Alabama, weighing 80½ pounds. It is of a bluish cast, and in a petrified state, and when found was embedded in the earth with the grinding surface exposed. The teeth of the monster of which this is a part, must have weighed over two hundred pounds—its head several thousand. The animal, we suppose, was one of earliest inhabitants of Mississippi Valley, and was well calculated for traversing its majestic rivers, prairies and forests.