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See advertisement on last page.

Poetry.

THE ROYAL PEDIGREE.

Let those who will claim gentle birth,
And take their pride in Norman blood,
The purest ancestry on earth
Must find its spring in Adam's mud ;
And all, though noble now or base,
From the same level took their rise,
And, side by side, in loving grace,
Leaped, crystal-clear, from Paradise.

We are no spawn of bartered love,
That's welded to the heart with gold,
Put on as lightly as a glove,
As lightly doffed, scarce three days old—
A love that marries lands to lauds,
The passion of two title deeds,
That loosely rivets two cold hands,
And idler heirs to idlers breeds.

Large-limbed, the friend of sun and air,
Its sinewy arms with labor brown,
With glad, strong soul, that seemed to wear
Its human nature like a crown—
Such was the love from which we sprang,
A love clear-hearted as the morn,
Which through life's toils and troubles sang
Like a tall reaper mid the corn.

Life lay before us hard and broad,
To conquer with two hands alone—
But we had faith in man and God,
And proudly claimed our Father's throne ;
We made our vassal of the Now,
And, from its want and woe and wrong,
Our hearts rose highly as a bough
From which a bird had soared in song.

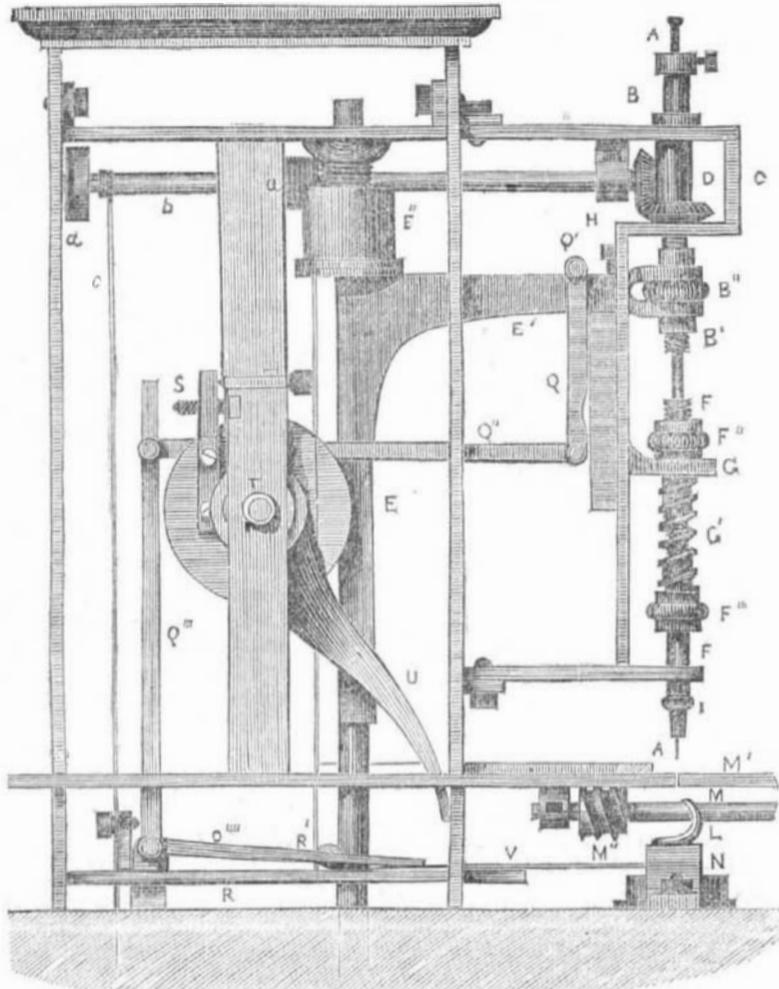
Among our sires no high-born chief
Freckled his hands with peasant-gore,
No spurred and coronetted thief
Set his mailed heel upon the poor ;
No, we are come of nobler line,
With larger heart within the breast,
Large heart by suffering made divine—
We drew our lineage from the Oppressed :

There's not a great soul gone before
That is not numbered in our clan,
Who, when the world took side with power,
Stood boldly on the side of Man ;
All hero-spirits, plain and grand,
That for the Ages open the door,
All Labor's dusty monarchs, stand
Among the children of the poor.

Let others boast of ancestors
Who handed down some idle right
To stand beside their tyrant's horse,
Or buckle his spurs before the fight ;
We, too, have our ancestral claim
Of marching ever in the van,
Of giving ourselves to steel and flame,
Where ought's to be achieved for man.

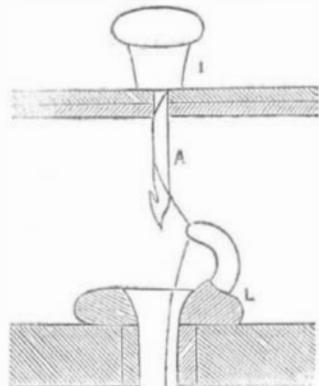
And is not this a family-tree
Worth keeping fair from age to age ?
Was ever such an ancestry
Gold-blazoned on the herald's page ?
In dear New-England let us still
Maintain our race and title pure.
The men and women of heart and will,
The monarchs who endure.

THE FRENCH SEWING MACHINE.—Figure 1.



This machine is the invention of a French gentleman named Jean Marie Magnin, and which was first published in the London Patent Journal. It will be found, as we stated in our last, that it is not so simple as the American Sewing Machine, although it performs well and does good work. It plaits cord, so does the American machine, but it does not move the cloth to be sewed, an attendant has to do this. Fig. 1 is a side elevation showing the principal parts and movements, and fig. 2 a sectional elevation of the-nipple, needle and thread carrier on an enlarged scale. A, is the needle stem passing through and secured to the spindle B B1, by a set screw. B B1, is free to have a vertical motion and it passes through bushes C, and the elongated boss of the lower at two bevelled wheels D. The lower part of B, has a thread cut upon its exterior surface to receive the nut B2, for the purpose of regulating the stitch or loops.—

FIG. 2.



The boss upon the middle of the nut B3, which passes through the fork of the arm E1, which springs from the vertical rod E, passing thro' a bush downwards and attached to a treddle at the lower part of the frame. The bush E2, is so constructed that by means of a screw, the position of the lower part is capable of being adjusted higher or lower whereby the rise of rod E is governed, and thus regulates the descent

on an upper shaft b. When R is drawn back by U, a rotary motion is given to the spindle of L, just sufficient to make one revolution of the thread carrier, by which the thread is laid round the needle as it projects through the cloth, and when R is released from this position the spiral spring on the spindle of the thread carrier by its elastic force returns L, to its former position, which is the tam-bouring stitch exactly. This sewing machine however, can give a rotary motion to the needle by the bevel gearing D above, acted upon by the cord c and spring d moving the spindle by the bevel gear round, just so many teeth at once as the operator desires, when working the machine.

This operation of sewing is exactly like tam-bouring by machinery and it can embroider in a very beautiful manner, but for seam sewing we should not prefer it. One of these machines however, has been made with a number of needles and operates well. The agents of it in London are Messrs. Barlow and Payne 89 Chancery Lane.

RAILROAD NEWS.

It is reported that the Hartford and New-Haven and New-York and New-Haven Railroads are likely to effect a compromise, by which a joint line of travel over the two Railroads will be immediately established. The branch for connecting the two Railroads is already completed, so that there is no physical impediments to the running of cars from Boston to New-York. We understand that a negotiation is now pending for the arrangement of the details for running a daily passenger train through on this line between the two cities, which we doubt not will be carried into effect without delay.

Indianapolis Railroad.

The Madison and Indianapolis Railroad Co. have declared a dividend of 6 per cent for the last five months, equal to 14 per cent per annum, payable to stockholders here at the office of Winslow, Lanier & Co. Wall st.

The Panama Railroad.

The Engineering Expedition fitted out by Messrs. Aspinwall, Chauncey & Stephens, for the survey and location of the Panama Railroad, sailed on Tuesday week for Chagres, in the bark Templeton. The expedition consists of the following persons :—

Chagres Division.—Wm. Norris, Principal Engineer. 1st Assistants—John May and E. W. Serrell. 2d Assistants—George Wolcott and George Stoddard.

Panama Division.—W. H. Sidell, Principal Engineer. 1st Assistants—Capt. Lloyd Tilghman and J. L. Baldwin. 2d Assistants—J. H. Manderville and J. Williams.

Surgeon to the Expedition—Dr. M. B. Halstead.

Mr. Sidell sails in the Falcon on Feb. 5, until which time his division will be in charge of Capt. Tilghman. The expedition has been fitted up with much pains and expense, and from the character of the gentlemen engaged in it, there is no doubt but that the survey will be thoroughly and speedily performed.

California Railroad.

It is calculated that a railroad from the Junction of the Nebraska and Missouri rivers to San Francisco, would be no more than 1600 miles long and that it might be constructed for \$20,000,000.

Telegraph Lines.

The new line of Telegraph between Washington, Baltimore and Philadelphia, commenced by a company of Baltimore and New York capitalists, will be completed in the Spring. The Boston line, which will afterwards be continued to Halifax, will be in working order about the first of June. The line to Buffalo will also be speedily constructed. Upon these lines the telegraph of Mr. Bain will be used.