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See advertisement on last page.

Poetry.

THE SABBATH.

BY EBENEZER ELLIOT.

Sabbath holy!

To the lowly

Still thou art a welcome day.

When thou comest, earth and ocean,
Shade and brightness, rest and motion,
Help the poor man's heart to pray.

Sun-walked forest,

Bird, that soarest

O'er the mute, empurpled moor,
Throstle's song, that stream-like flowest,
Wind, that e'er dew-drop goest,
Welcome now the woe-worn poor.

Little river

Young forever!

Cloud, gold-bright with thankful glee,
Happy woodbine, gladly weeping,
Gnat, within the wild rose keeping,
Oh, that they were blessed as thee!

Sabbath holy!

For the lowly

Paint with flowers the glittering sod;
For affliction's sons and daughters,
Bid thy mountains, woods, and waters!
Pray to God, the poor man's God!

From the fever,

(Idle never,

Where on Hope, Want bars the door)
From the gloom of airless alleys,
Lead thou to green hills and valleys,
Weary landlord's trampled poor.

Pale young mother,

Gasping brother,

Sister toiling in despair,
Grief-bowed sire, that life long diest,
White-lipped child, that sleeping sighest,
Come and drink the light and air.

Tyrant's curse ye,

While they nurse ye,

Life for deadliest wrong to pay:
Yet, O Sabbath! bringing gladness
Unto hearts of weary sadness.
Still art thou "The Poor Man's Day."

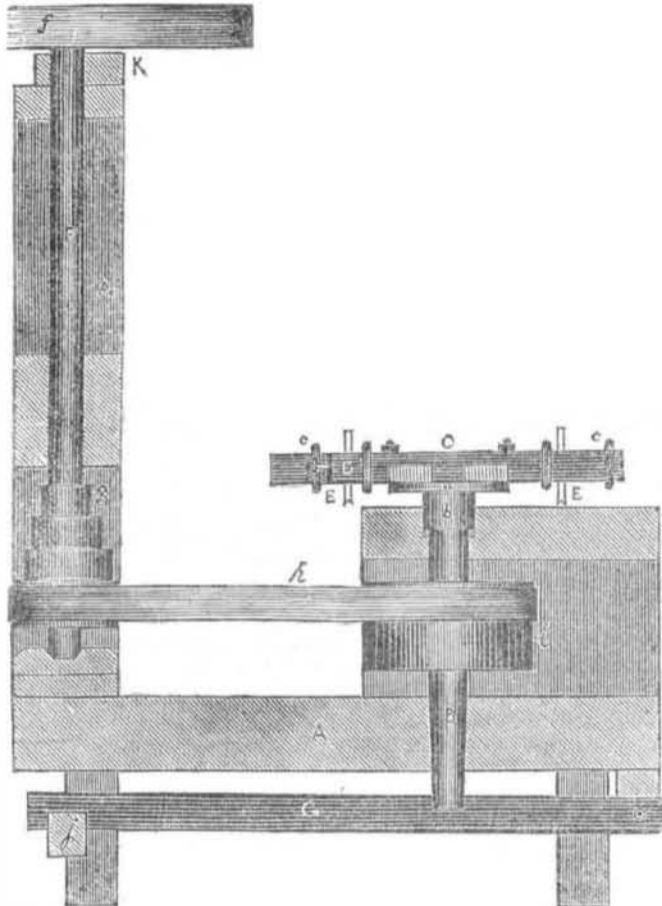
THE SEAMSTRESS.

Hark, that rustle of a dress,
Stiff with lavish costliness;
Here comes one whose cheeks would flush
But to have her garments brush
'Gainst the girl whose fingers thin
Wove the weary broidery in;
And in the midnights, chill and murk,
Stitched her life into the work;
Bending backward from her toil,
Lest her tears the silk might spoil;
Shaping from her bitter thought
Heart's-ease and forget-me-not;
Satirizing her despair
With the emblems woven there!

Bakers in Paris.

The number of bakers in Paris is 604, divided into four classes, according to the amount of business. The first class consists of such upwards of four sacks of flour a day, and the fourth such as bake less than two.

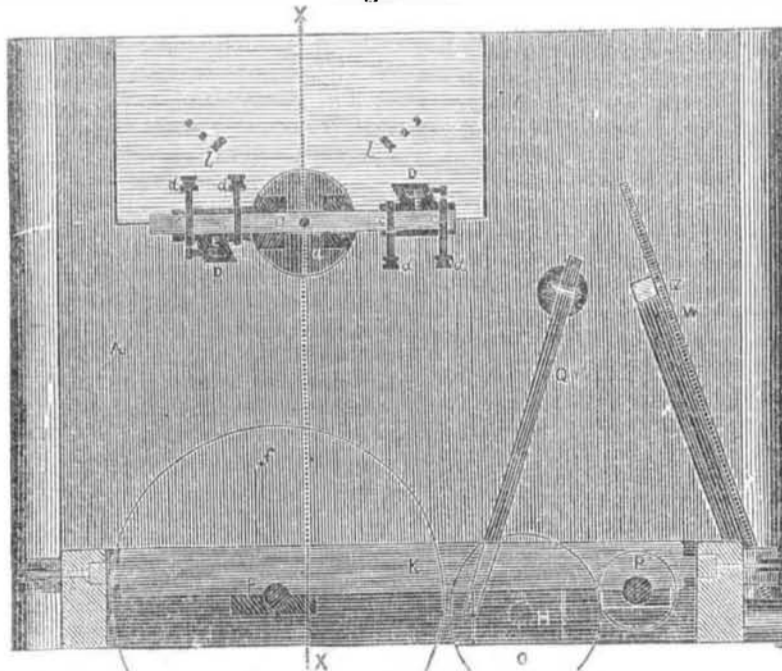
IMPROVED FELLOE MACHINE.—Figure 1.



This is a machine for cutting felloes of in a moveable step at its lower end, and having a circular plate *a*, secured to its upper end, above the hub *b*. *C* is a horizontal beam secured between projections on the upper surface of the circular plate. *D* are angular metallic boxes with flanges on their sides attached to the beam by the straps *d*. *E*, are the cutters of the desired form passing through openings in the boxes and adjusted by screws. —*F*, is an upright shaft resting in a step in the frame and turning in a box screwed to a

A is a frame, *B* is an upright shaft resting

Figure 2.



vibrating timber at its upper end and with a friction wheel and pulley *f* at the top, and a gang of pulleys *g* below, around which is seen the band *h* extending around a pulley *i* on *B*. *G* is a lever arranged below the frame and secured at one end to the front of the same by a pin upon which it moves and at its opposite end upon a similar lever *j* which is connected to a cross head, moving between upright ways. *H* is a vertical screw shaft passing through a screw in the cross head and having a button

provided with tennons at the ends which fit into mortices in the vertical parts of the frame and has cords attached to its ends one of which with a weight passes over a pulley in the outside and the other cord passes over another pulley and is attached to a lever *Z W*, moving on a fulcrum, for lowering the cross head by lowering the said lever.

When it is desired to cut a felloe, the plank from which it is to be cut is placed upon the tables and firmly secured by the dogs and clamps *l*. The upright shaft is then set in motion by the friction wheels being brought in contact by the lever and therefore the cutter shaft by the band *h* is set in motion. The cutters *E E*, are set in the cutter heads by the straps *d d*, so that one cutter shall move in a circle cutting the outside of the felloe and the other cuts the inside circle, while the cutter shaft can be raised or lowered by the lever *G*, to cut the required depth. The dogs and clamps can be shifted on the table for larger or smaller felloes, and the cutters can be shifted on *C C C*, to correspond with the same.

By the end view, any person will get a good idea of the construction of this machine, but there are some little nice arrangements not herein exhibited, but the general arrangement is. We cannot say more in favor of this machine, than to state, that the felloes formed by it sell at a higher price than any other in our city.

RAILROAD NEWS.

St. Lawrence and Atlantic Railroad.

The report of the directors of this road has been published. The road has been opened 30 miles and is ~~definitely~~ located 100 miles, or within 27 miles of the boundary. Owing to some difficulty, not explained, the corps of civil engineers employed by the company had abandoned the undertaking simultaneously, both chiefs and assistants.

The North Carolina Central Railroad.

The bill to incorporate this important Railroad Company, which passed the House of Commons on the 18th ult., by 59 to 53, passed in the Senate to its third reading on the 20th ult., by 22 to 19. Its capital is \$3,000,000, of which individuals are required to subscribe \$1,000,000, and the State \$2,000,000.—The main stem is to run through Raleigh and Salisbury to Charlotte, after intersecting the Wilmington and Weldon road near Goldsboro'.

Influence of Railroad in Massachusetts.

Travelling on Railroads in Massachusetts has become as familiar as riding in omnibuses, and people arrive in Boston from places at considerable distances, transact business, and depart homeward, with no more concern than one would bestow upon a walk from the Delaware to the Schuylkill. One instance of this is to be noted in the fact, that in the list of members of the Legislature, fifteen Senators and ninety-two Assembly-men are set down as boarding "at home."

Lexington and Frankfort Ky. Railroad.

Five hundred tons of rails for the above railroad reached Louisville a few weeks ago and the remainder will soon follow. This road is expected to be finished by 1st October next.

Notice has been given in the Canadian Parliament to enquire if ministers have taken any steps to prevent the bridging of Lake Champlain by the Ogdensburg Railroad Company, thereby violating the existing treaties, which guarantee to British subjects and to the United States, the uninterrupted navigation of the lake.

Great complaints are made about the miserable condition and bad management of the Central Railroad, Georgia. Those Railroads that are constructed in the most durable manner always pay best. A miserable flat rail for original cheapness, is ultimate loss.