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Poetry.

THE VOICE OF THE PESTILENCE.

Breathless the course of the Pale White Horse,
Bearing the ghastly form :
Rapid and dark the spectre bark
When it sweeps before the storm,
Balefully bright through the torrid night
Ensanguined meteors glare ;
Fiercely the spires of volcanic fires
Stream on the sulphurous air !

Shades of the slain through the murder's brain
Flit terrible and drear ;
Shadowy and swift the black storm-drift
Doth trample the atmosphere !
But swifter than all, with darker pall
Of terror around my path,
I have risen from my lampless prison—
Slave of the high God's wrath !

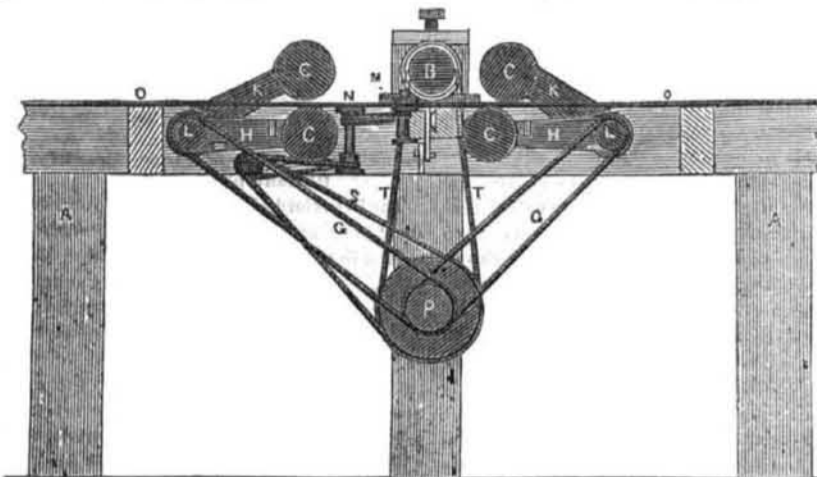
A deep voice went from the firmament,
And it pierced the caves of earth ;
Therefore I came on my wings of flame
From the dark place of my birth !
And it is said : "Go forth from the South to
the North
Over yon wandering ball ;
Sin is the King of that doomed thing,
And the sin-beguiled must fall !"

Forth from the gate of the Uncreate—
From the portals of the abyss ;
From the caverns dim where vague forms swim
And shapeless chaos is !
I come, I come ; before me are dumb.
The nations, aghast for dread—
Lo ! I have past as the desert blast,
And the millions of earth lie died !

A voice of fear from the hemisphere
Tracketh me where I fly !
Earth weeping aloud for her widowhood—
A wild and desolate cry !
Thrones and dominions beneath my pinions
Cower like meanest things—
Melt from my presence the pride and pleasure
Of parlor-stricken Kings !
Sorrow and mourning supremely scorning,
My throne is the boundless air—
My chosen shroud is the dark plumed cloud,
Which the whirling breezes bear !

From tomb of the waters, athirst of slaughters,
I rose that thirst to sate ;
These green isles are graves in the waste of
the waves
Their beauty is desolate.
Did I not pass the granite mass,
And the ridged Caucasian hill,
Over burning sands, over frost-chained lands,
Borne at my own wild will ?
Then hark to the beat of my hastening feet,
Thou shrined in the sea ;
Where are thy dreams that the ocean streams
Would be safety unto thee ?
Awaken ! awaken ! my wings are shaken
Athwart the troubled sky ;
Streams the red glance of my meteor lance,
And the glare of my eager eye !
Harken ! oh harken ! my coming shall darken
The light of thy festal cheer ;
In thy storm rocked home on the Northern foam
Nursling of Ocean—hear !

SPIRAL PLANING MACHINE.—Figure 1.

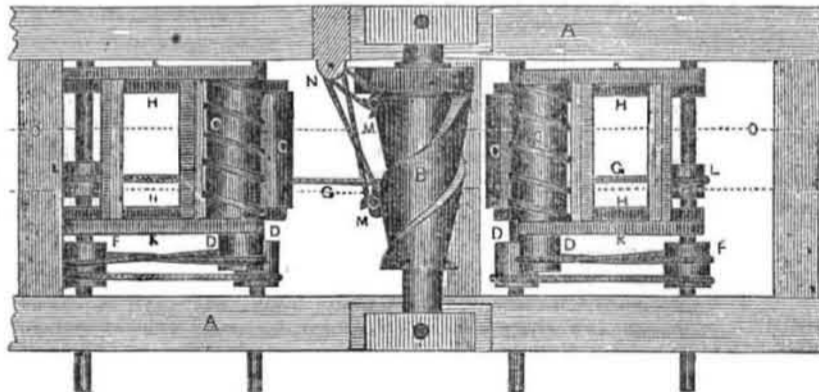


This is a machine invented by Mr. Joseph E. Ware, of St. Louis, Missouri. The cutter is a screw of uniform pitch wrapped round a cylinder and the boards are fed in by breeding rollers. The tonguing and grooving is done at the one operation. Fig. 1, is a vertical section, and fig. 2 is a top view. The same letters refer to like parts on both figures.

A, is a stout frame. B, is the spiral cutter and cylinder. C C, are the feeding rollers.—They are formed like the breeding rollers of a calender. The upper feed roller is fixed upon a swing frame K, and is secured on an axis, so as it can be lifted up and laid back at pleasure. The lower feed roller is smooth and is immoveable, but fixed in a suspension frame H. The rollers on both sides of the knife are operated exactly alike. O O, represents a board going through the machine.—M M, are the tonguing and grooving cutters.

They are spur knives secured on small vertical shafts. These cutters match the boards after they pass from under the planing operation, and they can be shifted by set screws on the transverse sleepers to which they are secured, to match different widths of boards.—The arrangement of the planing apparatus being now described, which will be plain to all, the pulleys and bands show how it is driven. Motion being communicated by any power to P, the main driving shaft ; bands G G, pass from it around small feeding pulleys L L, and from them around small pulleys on the ends of the axis of the feeding rollers C C, and this gives motion to the feeding gear. The band S, gives motion to the tonguing and grooving shafts through the intermediate shaft N. The band T, gives motion to the spiral cutters on the cylinder B.

Figure 2.



The spiral cutters may be formed in a hollow cylinder secured to a shaft or otherwise secured on the cylinder. The feeding rollers are the only kind adapted to feed into the spiral cutters. The tonguing and grooving knives, as represented in fig. 2, are of the bill hook form and are also spirally formed near their cutting edges. The combination of the breeding spiral roller with the spiral

cutter is the important feature in this invention. The spiral cylinder B, can be elevated or lowered at pleasure.

Many have allowed that the spiral planer was good, but could not be used for want of a good method of feeding—this difficulty is removed by Mr. Ware, who has taken measures to secure a patent.

Help one Another.

It is said that when the Emperor Augustus was passing through the baths at Rome on one occasion, he saw a veteran, who had fought with him, rubbing himself after bathing, against one of the columns. The emperor inquired why he had not a boy to do it for him ? And being told that he was poor, ordered him the means of paying one. On his next visit he saw at every column an old man rubbing himself, and on making the same inquiry he received the same reply. His rejoinder, however, was not what they expected ; for he said, "Well, gentlemen, as there are so many of you, I should advise you to rub one another." Augustus here taught them sound wisdom ; he taught them not to depend on the caprice of a patron, but to help one another.

Singular Petrification.

An article in Hunt's Merchant's Magazine, descriptive of Detroit, makes mention of a most remarkable fossil, to be seen in that city. The building erected for the use of the Bank of Michigan, now in use of the government of the United States, is constructed, in part, of a species of shell limestone, brought from the island in Lake Erie, and polished for the purpose. One of the surfaces presents a section of a petrified human face and skull. In preparing the stone by the chisel, the petrification was divided from front to rear, vertically, so that it shows a profile of the face, a transverse section of the cranium, with petrified folds of the brain itself. The block from which this curiosity was obtained is of large size.

RAILROAD NEWS.

Internal Improvements in Virginia.

The Richmond Times says, that the late session of the Virginia Legislature was marked by the adoption of a very unusual number of measures of Internal Improvement of which it designates the following as the most important, which had passed both Houses :

"The bill for the Virginia and Tennessee Railroad makes a State subscription of three-fifths of the capital of three millions or \$1,850,000.

The bill for the Blue Ridge Railroad appropriates from the treasury \$100,000 annually, for three years, for the construction of a railroad and tunnel from the eastern base of the Blue Ridge, at Rockfish Gap, to Waynesborough, in Augusta ; and further, subscribes three-fifths of \$150,000, or \$90,000, for the extension of the railroad to Staunton.

The bill for the Alexandria and Orange Railroad, subscribes an additional fifth, viz : \$180,000, for the construction of that work ; a subscription of two-fifths having been already authorized by an act of last Legislature.

Another bill authorizes the State's guaranty to the bonds of the James River and Kanawha Company to the amount of \$350,000 for completing the connexion between the canal and the tide water, and of \$150,000 for completing the Rivanna and South Side connexions.

Another bill appropriates \$60,000 for macadamizing a portion of the Staunton and Parkersburg road.

The bills above enumerated authorize an aggregate appropriation of \$2,920,000, and besides these leading measures, a large number of appropriations have been made for different turnpikes, chiefly in the western part of the State.

The Senate has rejected two important bills, which were passed by the House ; one making a three-fifths subscription of \$300,000 to the Fredericksburg and Blue Ridge Railroad ; the other a three-fifths subscription of \$900,000 to the Alexandria and Valley (Manasseseh's Gap) Railroad.

Hartford and Bristol Railroad

The grading and masonry of from fourteen to eighteen miles of railroad extending westerly from Hartford through New Britain to Bristol is to be immediately put under contract. This road is designed ultimately to be continued on to the North River, so as to connect with the Erie Railroad. Before it reaches Bristol it will cross the Canal Railroad (from New Haven to Farmington) and thus will make a connexion between New Haven and Hartford and New Haven road.

Michigan Central Railroad.

This Railroad is 195 miles long, the average speed of the cars is 20 miles per hour. It is well conducted and ably managed.

Raising the Steamer Missouri at Gibraltar.

Secretary Preston, it is said, has called by letter, upon Commanders Warrington, Skinner and Smith to report the name of some suitable person to proceed to Gibraltar for the purpose of making an examination into the condition of the steamer Missouri, sunk near that place some years since. Capt. George W. Taylor, of submarine-exploring fame, has been represented as a worthy person, peculiarly qualified to make the desired examination and report ; and the probability is that he will have the mission.

Tennessee Cotton Manufacture.

The entire stock (\$30,000) in a new cotton manufacturing establishment proposed to be erected near McMinnville, (Tennessee,) is subscribed for, and measures are to be taken for procuring all the requisite materials for erecting the necessary buildings. It is the intention to run 200 spindles and 60 looms.