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Poetry.

LOVE OF FLOWERS.

Oh! Maggie loves the lily fair,
And Annie loves the rose:
But John and I and Willie too,
Love every flower that blows.

We love the golden buttercup,
We love the daisy white;
The violet blooming in the shade,
And the roses in the light:

And the lily that so like a queen
Lifts up its beauteous head;
And the dahlia and the tulip tall,
Of every hue and shade;

The wall-flower and the marigold,
And the pretty London-pride:
And the blue-bell hanging down its head,
Its laughing eye to hide;

And the purple heather climbing round
Our bonny Scottish hills,
And the little primrose springing up
Beside the mountain rills;

And the holly-hock that turns about
Its head to seek the sun;—
Oh! dearly do we love the flowers,
And we love them every one,

Far better than our painted toys,
Though gliding bright and gay,
We love the gentle flowers that bloom
In the sunny summer day.

For it was God who made the flowers,
And careth for them all;
And for our Heavenly Father's love
There is not one too small.

He fans them with the gentle wind
He feeds them with the dew;
And the God who loves the little flowers
Loves little children too.

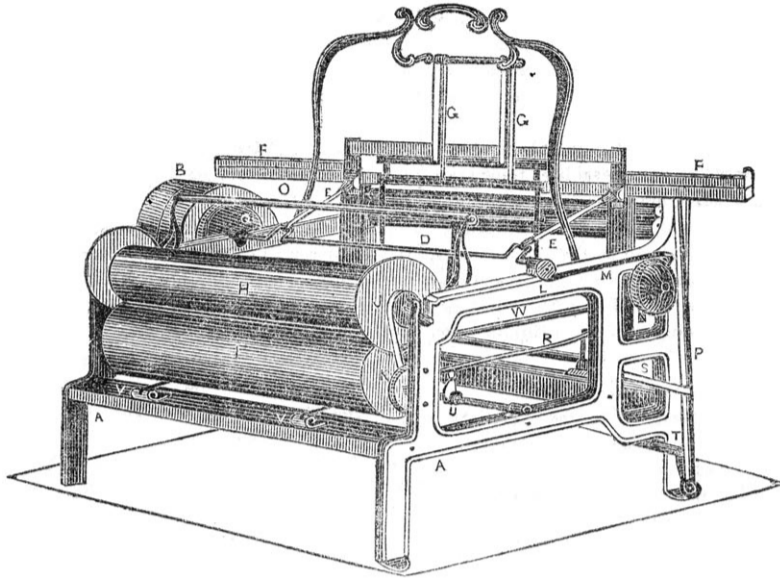
Sabbath Thoughts.

It is "fading, fast away"—
Smiling sadly, as it dies—
This calm and gentle Sabbath Day.
How have we lived its hours?
How have we culled its flowers?
How have we used our powers?
Father in Heaven! dare we ask—
Thou who hast seen beneath the mask?

We have knelt down to pray,
And breathed words bereft of soul,
And crushed love's kindling ray;
And dreamed of beauties fair and bright,
Which closed our souls to God's pure light
And bowed our wills 'neath sin's strong might.
The world in us should have no part,
And sins have filled each wandering heart.

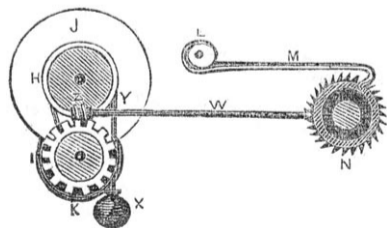
Ah, Father! if we love thee well,
The fleeting hours would be a knell
Warning our thoughts above.
And sadness, and wild longings vain,
And vanity, and pride, and pain,
Give place to holy love.

IMPROVED POWER LOOM.—Figure 1.



The accompanying engravings represent an improved Power Loom invented by Mr. William Stearns, of Dover, N. H., who has taken measures to secure a patent for the improvements, which relate to the let off and take up of the warp and cloth beams, and the mode of adjusting and retaining the warp beam in its place. The improvements, by experienced men, have been considered *valuable*.— Fig. 1, is a perspective view taken from the back part to represent the new points better.— Fig. 2, is a section showing the ratchet rod which moves in conjunction with the lathe, to work both the let off and take up beams, but representing only the warp beam. Fig. 3, is a section (seen from inside,) of the ratchet wheel that moves the take up rollers or beams. The same letters, refer to like parts on all the figures. A, is the frame of the loom. B, are the fast and driving pulleys of the loom. Q, is a cog wheel on the pulley shaft. It gears with a cog wheel below (not seen) to drive the shaft U, which has cams on it, to operate the treadles (not seen) giving them a reciprocating motion, to work the heddles, G G. F F, are the shuttle boxes on the lathe. E E, are flexible arms attached to the lathe, and to small cranks on the pulley or driving shaft D, to vibrate the lathe. This shaft D, also moves the cloth and warp beams. This is done by

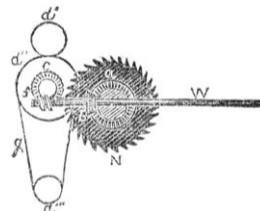
FIG. 2.



having a ratchet rod M, attached on the outside end to an eccentric L, on the shaft D. This eccentric gives a reciprocating motion to the ratchet rod M, the ratchet of which meshes into the ratchet wheel N, the which ratchet wheel moves an axle W, inside of the frame, to operate in unison with the let off and take up. Fig. 2, shows the combination of the ratchet rod and ratchet wheel. The ratchet wheel N is fixed on the frame on a short shaft. On the inside of its shaft is a small bevel pinion *a* fig. 3, which meshes into a pinion *b*, on the axle W, and thus motion is given to the said axle. Thus it will be observed, that the main shaft D, in combination with the lathe, moves the ratchet rod M, and the ratchet rod moves the wheel N, and this wheel moves the axle W, the which axle has a worm screw *f*, at the front end and a worm *z*, on the back end; the former driving the pinion C, on the

cloth beam axis *b* 2, and the latter the cog wheel K on the axis of the covered roller I, in figs. 1 and 2. Figures 2 and 3, show the machinery and gearing, which from the eccentric L, on the lathe shaft D, moves the warp and cloth beams, and the arrangement will be clearly understood if the reader turns in his mind, the shaft W, fig. 3, and joins it with the shaft fig. 2, reversing the rollers *d* 1, *d* 2, and *d* 3, and leaving out the duplicate wheel N. The journals of the warp beam revolve in vertical slots which allow it to lower as the warp is given off, and as it is moved on-

FIG. 3.



ly by I as it revolves, its motion must be uniform. The ratchet that moves the wheel N, moves the said wheel one notch for every stroke of the lathe, therefore the warp and cloth beams being first graduated in their required traverse, the lathe may be said to move the let off and take up, exactly one pick every stroke. When the number of picks in the inch is required to be changed, the ratchet wheel N must be changed to correspond.— Otherwise the cut off and take up continually coincide in the equal and exact motion required for each. X is a weight hung on the strap Y, fig. 3, to hold down the warp beam. J, is the rim on the beam, and *g*, fig. 3, is a band which moves the cloth beam or roller. The cloth passes over *d* 1, then extending nearly around *d* 2 and is wound up on *d* 3. P, is the picker staff, they have coiled springs T, at the bottom, inside, to throw them back—a good arrangement. O is a swinging roll, the offices of which is to allow the warp beam to be adjusted, for any cause, by simply swinging it forward. The warp passes over this roll. V V, are the treadle joints. R, is the vibrating rod that moves the picker staff—by a strap S, passing around a small roll (not seen).

To those skilled in the art, the merits of this invention are apparent; although a power loom is one of the most difficult machines to describe, we believe that tolerable correct idea of one, will be acquired, by a close attention to the above description. More information respecting rights, &c. may be obtained by letter, post paid, to Mr. Stearns; and there is no doubt but his invention will soon find its way into general favor.

RAILROAD NEWS.

Fires on the Railroad.

The extreme dry weather has reduced a vast quantity of decaying vegetable matter, on the line of the Syracuse and Utica Railroad, to a combustible state, and fires have been frequent and injurious to a considerable extent between Syracuse and Rome. A good deal of fence and much wood have been burned. In one instance 500 cords of the latter, belonging to the company, were consumed. The company have been compelled to keep an unusual number of men on the road to watch and extinguish fires.

Hartford, Providence and Fishkill Railroad.

This great work is progressing rapidly.— We think it will be completed from Williamantic to the Naugatuck valley, a distance of 67 miles early in the coming year. The capitalists of Bristol have made a handsome subscription to the stock amounting in the aggregate to \$38,000. This is as handsome as the Hartford subscription, considering the size of the place, and is not surpassed by railroad subscription in any town or city of this Union. It is the intention of the company to complete the road to Bristol the present year, if it is possible.

The Tunnel Falling.

A piece of rock weighing about five tons fell last week from the top of the Tunnel, of the Harlem Railroad at Yorkville, directly across the track, knocking the track to pieces. It must have fallen after one o'clock in the morning, as the up train of cars, passed through at 1 o'clock. The company had the rock removed, so that the cars could pass through.

American Steam Boats in India.

In the London Athenæum, of July 14th, there is an article on the navigation by steam of the rivers of British India, which is worth the attention of our constructors and navigators. One of the works reviewed, is an account of certain improvements on the Ganges by Mr. Albert Robinson, who has been occupied as a practical engineer in our United States. "He determined that the Ganges should have vessels as good, as large and as fast as those of America; and he resolved to combine with these qualities the solidity, strength and safety of English manufacture." The narrative of his persevering and most arduous efforts possesses much interest. He continued them until six or seven of his perfect vessels were placed on the Ganges, on which they now ply with all speed and regularity. The reviewer affirms that all the expectations which the engineers held out, have been realized. But the Indus—"as broad as the Mississippi, deeper, even and navigable over two or three thousand miles—may yet become, with such steam navigation, all that the Mississippi is to America."

Reclaiming Clay Land.

An English agricultural writer says that the present tillage system as practised by scientific men in England is doubtless an immense improvement on the system in vogue twenty years ago—"but of all the discoveries of the present day, the conversion of stiff stubborn clays into a friable mould, through the means of thorough draining, double trenching, or subsoiling, is by far the greatest. And if we consider fully the great importance of it, the enormous benefit it has conferred on landed proprietors, the great change it has effected on the face of a country, and the complete revolution it has made in the whole farming practice, we cannot be too thankful to Mr. Smith, of Deanston, the author of it."

A Mormon settlement has been formed at the Beaver Island in Lake Michigan. They number 500, and are rapidly increasing.