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See advertisement on last page.

Poetry.

ALONE.

Twas midnight and he sat alone—
The husband of the dead,
That day the dark dust had been thrown
Upon her buried head.
Her orphaned children round him slept,
But in their sleep would moan ;
Then fell the first tear he had wept—
He felt he was alone.

The world was full of life and light,
But, ah ! no more for him !
His little world once warm and bright—
It now was cold and dim,
Where was her sweet and smiling face ?
Where was her cordial tone ?
He gazed around his dwelling place,
And felt he was alone.

He looked into his cold, wild heart,
All sad and unresigned,
He asked how he had done his part
To one so true, so kind ?
Each error past he tried to track—
O could he but atone !
Would give his life to bring her back—
In vain—he was alone.

He slept at last : but when he dreamed
(Perchance her spirit woke,)
A soft light o'er his pillow gleamed,
A voice in music spoke—
"Forgot—forgiven all neglect—
Thy love recalled alone ;
The Babes I leave ; oh, love, protect !
I still am all thine own."

THERE IS GOOD IN THE WORLD.

There is good in the world,
Though sin may defile it ;
There is joy 'mid our tears,
Though man may revile it,
Though crime's mighty banner
Is in darkness unfurled,
Yet remember this truth—
There is good in the world !

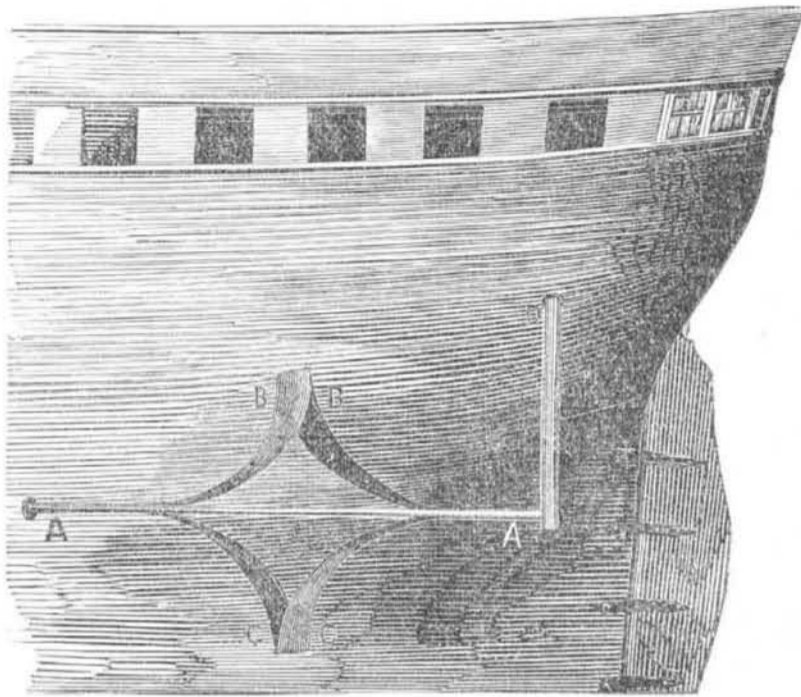
In the worst of our kind
There's a remnant of good,
It we knew but the cord,
Or the sensitive mood,
By which their kind feelings
Might again be unfurled,
Then their actions would prove
There was good in the world !

It is Love :—That's the key
That shall open the mind ;
And 'tis kindness alone
Those strong cords can unbind.
Let each to his neighbour
Those pure feelings herald,
Then this truth shall increase—
That there's good in the world.

Riches and Poverty.

Riches and poverty depend on our desires
rather than our pocket books. He that gets
ten thousand a year, and spends fifteen, is
considered rich, and yet he is not half so
much so as the man who works for a dollar
a day and spends six shillings.

PATCH'S PROPELLER.



This is a new propeller invented by Mr. John Patch, a very ingenious mechanic of Boston, which he calls the "Double Action Propeller," and which was tried on a small boat in Boston, with only one propeller of three fans made of thin metal and a chronometer spring for a motive power, and was very successful—some good practical men expressing themselves highly pleased with its action and simplicity. Its novelty consists in applying the propeller on a horizontal shaft, one propeller on each side as represented in the engraving.

A A, is the shaft connected with the driving power and made to work in a proper suspension bearing D. B B and C C, are angular fans made of metal and joined together at the parts where they meet on the shaft, being bolted to the same. Each fan is bent in an elliptical form, and when two fans meet their relative position to the shaft is at an angle of about 30 degrees. Owing to this shape of the fans and their position to the shaft, they act upon the water when the shaft is turned to propel a vessel as has been proven, with a great propelling tendency.

Every person will at once see by the above engraving, that it is different from other propellers that have been used and that it is ex-

Hints to Wives.

If your husband occasionally looks a little troubled when he comes home, do not say to him, with an alarmed countenance, "What ails you, my dear ?" Don't bother him ; he will tell you of his own accord, if need be. Don't rattle a hail storm of fun about his ears neither—be observant, and quiet. Don't suppose whenever he is silent and thoughtful that you are of course the cause. Let him alone until he is inclined to talk ; take up your needlework (pleasantly, cheerfully, not pouting, nor sullenly), and wait until he is inclined to be sociable. Don't let him ever find a shirt button missing. A shirt-button being off a collar or wristband has frequently produced the first hurricane in married life. Men's shirt collars never fit exactly—see that your husband's are made as well as possible, and then, if he does fret a little about them, never mind it : men have a prescriptive right to fret about shirt collars.

Flannel.

Flannel is becoming so popular for under dresses in southern as well northern climates, that the production of it is increasing very

ceedingly simple. It is intended to act as a fan is used by some of the monsters of the deep, in propelling a vessel on the sculling principle, and combining something of the screw at the same time. Each fan has thus an independent propelling action in the water and it is so formed as to cut the water which resists the motion of the vessel—therefore its action in the water is very smooth, and it merits the attention of naval men.

The two fans as united at the top, keep one another from springing and from its simplicity it is not apt to get out of order.

The inventor would like if some of our enterprising ship owners would try one on a large scale and he would be perfectly willing to superintend its erection, at a fair mechanic's wages—a very small consideration indeed. This is a propeller which we would like to see tried. Those who have seen it operate, consider it very much superior to Erricson's, and while a dolphin can distance a steamboat, we must not consider ourselves at the *ultima* of steam boat speed. Measures have been taken to secure a patent.

Letters relative to the invention may be directed to Mr. B. B. Redding, Boston, Mass., from whom any further particulars may be obtained.

rapidly. Good substantial flannel, yard wide, can be bought now at retail for about 25 cents a yard. It is cheaper at this price, than goods made of cotton or flax, as it will wear twice as long as either. The English physicians have recommended the constant use of flannel for under dresses, as one of the best preservatives of uniform good health, and they urge its use particularly at this time, on the approach of the cholera.

These are facts which our farmers are deeply interested in, as bearing directly upon one of their most delightful occupations, that of sheep raising. Our boundless prairies in the north-west, the rolling lands of Ohio and Tennessee, and the secluded districts of New York, Pennsylvania and Virginia, offer boundless facilities for the raising of sheep, and every pound of wool is sure of ready sale at lucrative prices to the farmers.

Some are attributing the potatoe rot to guano, and we heard little or nothing of the disease before that manure was used ; but we likewise seldom heard of it before the railways came into fashion.

RAIL ROAD NEWS.

New York and Boston Railroad.

This Company have determined to place under contract that portion of the line between the cities of New-Haven and Middletown, as soon as the amount of subscriptions obtained will justify them in so doing. The cost of this portion will not vary much from \$550,000, or \$22,000 per mile. Of this amount there has already been obtained on the line of Road the sum of \$200,000 ; and \$250,000 more (making \$450,000 in all) is proffered by gentlemen interested in the portion of the Road from New-York to New-Haven. There remains therefore the sum of \$100,000 to be supplied, and for this amount the Company have no resource but the City of New-Haven.

Baltimore and Ohio Railways.

The engineers of the Baltimore and Ohio Railway Company have decided, says the Cumberland Civilian, on the Knobby route on the Virginia side of the Potomac west of that town. Two other routes had been surveyed—the lower one, crossing Will's Creek near its mouth, and the upper one leaving the Mount Savage road and crossing Will's Creek near the tan-yard. The Knobby route is preferred though the most expensive in first cost by \$320,000, as the shortest, of least curvature, cheapest to maintain, least expensive for transportation, and therefore cheapest in the end.

Preventive Railway Collisions.

In consequence of the frequent collisions of railway trains on curves, a signal has been invented in England which promises good results. It is worked by a crank, which moves a wire on poles, like the electric telegraph, and operates at a distance of three quarters of a mile. If a train approaches, the lookout turns the crank, and a signal is made at the distance mentioned, and there is time to stop before any danger occurs.

Railway Accidents.

The number of passengers, says the London Railway Chronicle, according to the return recently published, who have travelled by railway during the half-year ending on the 30th of June last, amounted to 26,330,492,—which is just about the population of England Scotland and Ireland,—and some idea may be formed of the tide of human beings who have passed over the country, as Mr. Locke says, "by means of two parallel pieces of iron," when we reflect that the official numbers, actually represent the transmission of every man, woman and child in the United Kingdom a certain distance, within the short period of six months, at a speed previously unattainable, and reduction of danger, considering the mass of human beings thus transferred, almost infinitesimal. Archimedes is recorded to have said, if he had standing ground he could move the globe, and though our modern engineers have not exactly attempted to work out that problem, they have satisfactorily solved another, which a few short years since would almost have been thought as visionary. The number of accidents figure 189 ; 90 resulted in death, and 99 in injuries more or less severe. Of passengers, 6 unfortunately were killed and 60 hurt from no fault of their own, a wonderfully small proportion when we consider the enormous aggregate who now use this mode of locomotion ; the remainder of the casualties is made up from accidents to railway servants, laborers on the lines in construction, and persons who have taken this novel mode of committing suicide, by precipitating themselves from trains or into their way, but who, in fact, have as much to do with the safety of railway travelling as a man blowing out his brains has to do with the safety of fire arms.