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See advertisement on last page.

Poetry.

THE AMERICAN EDITOR.

BY WILLIAM WALLACE.

I'm of the Press! I'm of the Press!

My throne a simple chair;
I ask no other majesty
Than strikes the gazer there,
The horse of fire obeys my rod;
My courtiers walk the sea;
The lightnings lift their flaming manes,
At Art's command for me.

I'm of the Press! I'm of the Press!

Do monarchs wear the crown!
I waft my pen across my page,
And crowns have tumbled down.
The clouds float on—the nations strive;
Without the thunder rolls;
Within, I brood the quiet thought
That changes all the souls.

I'm of the Press! I'm of the Press!

The dead around me throng;
Their awful voices whisper *Truth!*
Their eyes forbid the *Wrong*,
From them I gather joy and strength,
Nor heed pale Error's curse,
My faith in God large as the arch
He gave the Universe.

I'm of the Press! I'm of the Press!

My host embattled types;
With them I quell the tyrant's horde
And rear the stars and stripes.
I give my hand to all my race,
My altar Freedom's sod:
I say my say and bend my knee
Alone, alone to God.

THE DYING.

Oh, mother, make my bed for me.

I'll ask it not again;
Why are thy eyes so dim with tears?
I would not give thee pain.

Father, dear father, ere I die,
Draw near my couch of death,
And seal thy blessing, ere I yield
My last expiring breath.

Sister, stretch out thy trembling hand,
I feel I'm dying now;
Wipe off those tear-drops from thy eyes,
And smooth my burning brow.

Brother, breathe out thy last farewell,
And give thy parting kiss,
Ere my freed spirit takes its flight
To yon bright world of bliss.

Friends of my gay and joyous hours,
I've loved you deep and long,
Breathe out for me one parting prayer,
And sing one parting song.

Farewell! but when I'm laid to rest:
Breathe not for me a sigh;
Death comes! it was a grief to live,
An endless bliss to die.

An ærolite fell lately at Fishertown, Md., and burst into fragments, which were like iron stone, the external surfaces rounded and polished and the internal radiating from many centres.

HARTSON'S IMPROVED DRILLING MACHINE.

Figure 1.

Figure 2.

This is a beautiful form of a new Drilling Machine got up and constructed by Mr. G. B. Hartson, No. 42 Gold st., this city. It is designed for the drilling of large castings or heavy articles, and it combines in one frame both the table and drill.

Fig. 1, is a side elevation, and fig. 2, a front view. The same letters of reference indicate like parts on both figures. A, is the frame, designed in pure Grecian style. R, is the collar through which the spindle E, of the chisel feeds. Attention must be paid to both figures. B, is a screw cut on the collar of the spindle E. D C, are bevel gearings to revolve the spindle and consequently the chisel I. T, is a support of the pulley shafts whereby motion is communicated from L to S, by the band which thus drives D C, and gives the spindle a rotary or drilling motion. The gear which feeds the spindle down is a band from S, to the pulley F, on the axle of which is a worm, which meshes into the large thread wheel through which passes B, as seen in fig. 2. Every revolution of the worm moves the thread wheel one tooth, so that its motion of feeding is comparatively slow. M, is the table on which the work to be drilled is placed.

How to Catch Hawks.

The following ingenious method for destroying these pests to the farmer is given by S. Webb, Esq. of Waldo county, Maine.

"Erect a pole, twelve or fifteen feet high, in a place where there will not be anything else near for them to light upon, and upon it set a common fox-trap, on which they will light. A strong rat trap will answer the purpose, by tying it to the pole lengthwise, with the jaws raised above the end, the pole being a little leaning, so that the jaws will not fall together. When the hawk is taken tie it on the ground near the pole and its mate will be in the trap in a short time. The season is near for the hawks to reappear and if farmers do not wish to have their chickens destroyed by them, they will do well to adopt

this method of putting a stop to their depredations."

Petrifications.

The leg of a child has been found in a state of petrification near Cincinnati, Ohio, on the lands of Mr. S. Hazen. Each muscle was distinctly observable and the toes and nails were perfect. On digging further, two large frogs were found also petrified and perfect in their form. These curiosities have been placed on exhibition.

At a public meeting held at Glasgow on the 1st ult. Professor Thompson stated that although cholera was prevalent in Glasgow, the deaths during the previous week were only half the number they were in the corresponding week of the year 1847.

RAILROAD NEWS.

Delaware and Raritan Canal and Camden and Amboy Railroad Companies.

We have received a large pamphlet of 78 pages, containing the Report of a Committee of investigation appointed by the Board of Directors of the above Companies to examine into certain charges made against them by an anonymous writer signing himself "A Citizen of Burlington." The charges were frauds, false entries, false reports, swindling of the funds, &c. The committee of investigation was composed of Messrs. James G. King, W. Pennington and Charles Parker, men of distinguished character—the former to our knowledge above reproach. Their report is a very lucid and full one, and places the matter in a clear light before the public. The conclusion which they have arrived at is, that "these companies are well conducted and honestly, and that no ground exists for any imputation upon the character or conduct, personal or official, of any of the officers or directors of the above companies."

Railroads.

The Massachusetts Western Railroad received from all sources during 1848 the sum of \$1,332,068 29 and expended \$652,357 11. After deducting the interest on bonds and the payment of dividends of 4 per cent, a surplus was left of \$47,330 41, and with the previous surplus in the Treasury, the total surplus on hand is \$233,134 18. There is a sinking fund to be paid in annually of \$50,000 from the net earnings, which will still leave \$183,134 18 in the treasury, showing that the affairs of this road are in a very flourishing condition.

Columbus and Xenia Railroad Ohio.

The Columbus and Xenia Railroad it is expected, will be prepared for the superstructure in July next and that it will be ready for the running of the cars in October following. It is the intention of the Company to lay down a heavy T rail. This road when finished will give a railroad communication between Columbus, the seat of Government of Ohio, and its great mercantile metropolis, Cincinnati. It will also form an important link in the railroad connection between Cincinnati and lake Erie at Cleveland, uniting as it does at Columbus, with the Cleveland and Columbus Road.

New York and New Haven Railroad.

The temporary arrangement between the New York and New Haven Railroad went into operation last week. The connecting link between the two roads has been completed, and passengers are now ticketed through for \$5. Coming this way passengers, upon their arrival at New Haven, take the road or the boat at their option. The cars now come into Canal st., and we hope that a permanent good understanding will grow out of this arrangement.

New Railroad through this State.

A meeting is to be held at Utica on the 15th February inst. to hear the report of a committee who have in charge the subject of the construction of a double or triple track, six feet gauge railroad, as direct as practicable through the central parts of the State of New-York, and which is to be the commencement of the road which is to extend to the Pacific. We think that the narrow track will suffice the committee.

The Harlem railroad now receives from 900 to 1,000 passengers daily from the New-Haven Company, from whom they receive 14 cents each, equal to \$125 to \$140 per day.

The Railroad calls in Britain for the last month (January) were no less than \$18,500,000—a most wonderful sum, but which by the great capitalists of that country was met with ease.