



Labor.

BY MRS. FRANCES S. OSGOOD.

Pause not to dream of the future before us;
Pause not to weep the wild cares that come o'er us;
Hark, how Creation's deep, musical chorus
Unintermitting, goes up into Heaven!
Never the ocean wave falters in flowing;
Never the little seed stops its growing;
More and more richly the Rose-heart keeps glowing,
Till from its nourishing stem it is riven.

"Labor is worship!" the robin is singing;
"Labor is worship!" the wild bee is ringing.
Listen that eloquent whisper upspringing
Speaks to my soul from out nature's great heart.
From the dark clouds flows the life-giving shower;
From the rough sod blows the soft-breathing flower;
From the small insect, the rich coral bower;
Only man, in the plan, shrinks from his part.

Labor is life! 'Tis the still water falleth;
Idleness ever despaireth, bewalleth;
Keep the watch wound, for the dark rust assaileth!
Flowers droop and die in the stillness of noon,
Labor is glory! the flying cloud lightens;
Only the waving wing changes and brightens;
Idle hearts only the dark future frightens;
Play the sweet keys, wouldst thou keep them intune.

Labor is rest from the sorrows that greet us;
Rest from all petty vexations that meet us,
Rest from sin-promptings that ever entreat us,
Rest from world-sorrows that lure us to ill.
Work—and pure slumbers shall wait on thy pillow;
Work—thou shalt ride over Care's coming billow;
Lie not down wearied 'neath Woe's weeping willow;
Work with a stout heart and resolute will.

Droop not tho' shame, sin, and anguish are round thee;
Bravely fling off the cold chain that hath bound thee;
Look to yon pure Heaven smiling beyond thee.
Rest not content in thy darkness—a cloud.
Work—for some good, be it ever so lowly;
Cherish some flower,—be it ever so lowly;
Labor! All labor is noble and holy;
Let worthy deeds be thy prayer to thy God.

School Exhibition.

TUNE—"Dan Tucker."

We greet with joy this happy day,
And we will drive dull care away;
Hearts full of cheer, we'll never fear
While we in wisdom's ways appear.

CHORUS.—Then shout aloud! swell the chorus,
Happy days are yet before us.

O, we will love our happy school,
And never play the idle fool;
United all in heart and hand,
O, are we not a happy band?

CHORUS.—Then shout, &c.

From morn till noon, from noon till night,
Let peace and love our hearts unite;
And when our daily task is o'er
We'll sing the song we sung before.

Then shout, &c.

We bless the land that gave us birth,
The dearest spot of all the earth;
New York it is our glorious home,
And we will never wish to roam.

Then shout, &c.

Here Freedom's star is rising high,
It shines in splendor from the sky;
Its beams shall light the bondman's cot,
And pierce the darkness of his lot.

Then shout, &c.

Here Science fair and Learning bright,
Shall shed a pure and holy light;
And Knowledge, Truth and Liberty
Our watchwords ever more shall be.

Then shout, &c.

MARRIAGE NOTICE EXTRAORDINARY.—In Worcester, Mass., on Thursday, Oct. 9, Tallaferra P. Shaffner, Esq., Attorney and Counsellor at Law, of Louisville, Ky., Past Grand H. Priest and Grand Patriarch of that State, a Grand Representative to the Grand Lodge of the United States from the Grand Encampment of Kentucky, Junior Editor of the 'Covenant,' of Baltimore, ex-Editor of the 'Free-Mason,' of Louisville, Corresponding and Recording Secretary and Librarian of the Kentucky Historical Society, Recording Secretary of the Board of Missions of the Methodist Episcopal Church, South, Captain of the 1st Company, 123d Regiment, 29th Brigade of Kentucky Militia, &c., to Miss Nancy R. Pratt, of the former place.

GRIEVOUS DISAPPOINTMENT.—The sheriff of Stafford Co., N. H., prepared a gallows last week, for the purpose of hanging Andrew Howard, and 10,000 people had assembled to see the sport; but just before the hour appointed for the execution, the Governor arrived with a reprieve. The people were very indignant at such interference, but as none of them could manage to hang the man, they returned grumbling and staggering to their homes.

MORE SHOP-LIFTING.—The large four-story brick block of stores at the corner of Washington and Elliot streets, Boston, are being raised several feet from their present foundation. The block is upward of 100 feet high and 50 feet deep.

NEWSPAPER OFFICES BURNED.—The offices of the Gazette and Advertiser were destroyed by fire on the 18th ult., at Chillicothe, Ohio. We can sympathize with the publishers, although we have not learned the extent of their loss.

OUR NEXT NUMBER.—Will contain a variety of interesting articles, with illustrations, among which will appear a large engraving representing a plan for transporting ships through the country by railroads.

Communication.

(Continued from No. 7.)

PATENT OFFICE, WASHINGTON, Dec. 6.

MY DEAR SIR,—In my last, I believe I left off on Railroads—showing the advantage of travelling by having two or more sets of driving wheels connected together and driven by one engine, so as to create much more friction on track, and thereby enable one locomotive to propel a greater load at the same rapidity, &c. While the travelling by railroads has been improved by the above mode, it has nevertheless been much improved by steam land-carriage, by Mr. James Semple of Alton, Illinois, who has adapted the locomotive engine to what he calls the Prairie Car—viz., making the propelling car, which carries the engine, &c., very large, so as to have the wheels, or hollow cylinders, 6 feet in diameter by 5 feet tread; and two or more pairs of propelling wheels, or cylinders, as may be deemed necessary. The diameter and width of the tread of the propelling wheels help them to keep from sinking deep in the mud or earth on prairie lands. A steam carriage thus constructed, it is supposed, will carry heavy loads over level roads at the rate of 12 to 20 miles per hour.

The conversion of wood into stone for railroad purposes, is something that would be of vast benefit to the western States and Territories, could it be made durable and not subject to rot or decay. A process for the conversion of wood into iron and stone, for railroads, has been very successfully tried in England. Should the experiment thus tried bear the test, it will be of immense value to this country, in the construction of railroads. Some of this metalized, or fossilized wood, has been used in constructing the terminus of the Dover Railway, in England, which seems, by the account given of it by Professor Wright, of London, to have both the properties of stone and iron. Rails of it being laid down for experiment, at Vauxhall, endured a travel equal to that of a year on the most thronged railway, without any perceptible wear—not even the saw marks of the timber being removed. It is supposed that timber thus prepared, and to endure such wear, would not be subject to rot or decay of any kind. This, time will tell. The process of thus preparing timber is simply this: the pieces, after having been fitted by the carpenter or joiner for their places, are introduced into an immense iron cylinder, which is then exhausted by an air pump. A solution of the sulphate of iron is then injected, which immediately enters into the exhausted pores of the wood; the wood is then withdrawn, and again put in a similar vacuum, in a solution of muriate of lime, which, coming into contact with the sulphate of iron within the wood, decomposes it, and forms an insoluble sulphate of lime, or gypsum, within the wood; and the muriate of iron, the other new compound is left at liberty—so the wood becomes thoroughly impregnated with stone as hard as a rock, and yet is as tough as it was before. The expense is but trifling compared with the durability; it is said not to exceed four hundred dollars per mile, for thus preparing timber.

Permit me to call the attention of Engineers to the different kinds of Coals used for fuel in steam navigation—such as the Anthracite, Natural Coke, Bituminous, &c. The principal object is their evaporative power, under given bulk. This is obviously true, since, other things being equal, the length of a voyage must depend on the amount of evaporative power afforded by the fuel, which can be stowed in the bunkers of a steamer, or the tender to a locomotive—which are always of a limited capacity. Of the American coals, I will name a few of the best, such as have been tested by the Navy Department, viz.: Atkinson & Templeman's, Beaver Meadow, Slope No. 5, Peach Mountain, Forest Improvement, Easby's, New York and Maryland—there being upwards of 40 different kinds tried.

The numerous certificates and declarations which either in the form of reports or other published articles, have from time to time been put forth in regard to certain coals, may in some instances be entitled to consideration, as evidences of their superior worth; in others, of a commendable industry and energy on the part of the proprietors; while other kinds, the merits of which have not been the most loudly proclaimed, may, upon due examination, be found among the most estimable and the most enduring. It will not fail to be remarked that the justly celebrated foreign bituminous coals of Newcastle, Liverpool, Scotland, Pictou and Sidney—which constitute the present reliance of the great lines of Atlantic steamers—are fully equalled, or rather surpassed in strength, by the analogous coals of eastern Virginia; that they are decidedly surpassed by all the free-burning coals of Maryland and Pennsylvania; and that an equally decided advantage in steam-generating power is possessed by the Anthracites over the foreign coals tried, whether considered under equal weights or equal bulks.

Experiment appears to demonstrate that, for the purposes of rapid evaporation, and for the production of illuminating gas, the coal of Indiana, though neither very heavy nor very durable, is inferior to none of the highly bituminous class to which it belongs; since the heating power, and freedom from impurity, being requisite, it surpasses the Splint and Cannel coals of Scotland. One of the important points, in regard to coals, is to investigate the proportion of sulphur. This requires labor and time. Another point of practical importance is the composition of the earthy matter, or ashes of each coal. To understand the relative strength and usefulness of the coals from different parts, or different coal regions, requires that they be examined with great care and attention.

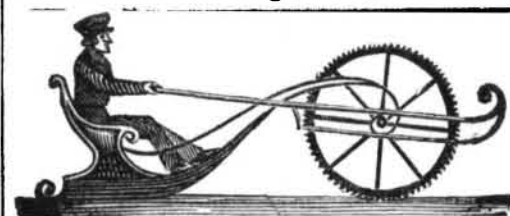
The surprising extension of steam navigation on the western rivers, and the northwestern lakes, as well as the Gulf of Mexico and the adjacent seas, the increase of population, and the consequent clearing of woodlands, all point significantly to a necessity, which must be felt at no distant day, to have recourse to mineral fuel, for supplying this rapidly increased demand. Under this consideration, may be seen the importance of investigation, with regard to the qualities as well as quantity of the coal mines of the United States. W. H. W.

Capital Punishment.

On this subject we find in a late number of the 'True Wesleyan,' the following extraordinary argument: 'Do we overcome evil with good when we shut a man up for life, more than when we hang him? Much is said about hanging being opposed to the spirit of Christianity, but does the spirit of Christianity justify imprisonment? The question with us is not, Which is the greatest outrage upon Christianity? but is there any outrage upon Christianity in either or both. If there is in the one there is in the other, and both should be abandoned.'

We would not directly accuse the writer of such argument, with outraging common sense; but we can not possibly see the least propriety in the position, that to confine an evil disposed person, for the purpose of restraining him from the commission of crime, is as much at variance with Christian principles, as to hang him up, vindictively, by the neck, and violently send him to 'the world of spirits,' whether he is prepared to go or not. The very persons who most strenuously contend for capital punishment, are among those who profess to believe that every man goes directly into eternal bliss or eternal misery, as soon as the soul is separated from the body. Now let them consider either alternative—if the victim is prepared for eternal happiness, he would of course be a good citizen here, and there would be no excuse or plea for killing him, except revenge for his past conduct: and even this would be an absurdity, inasmuch as the act, instead of being a punishment, would prove the greatest possible benefit. On the other hand, if the culprit is not prepared for salvation, we would ask any one of those Christian galleys advocates, whether he would deliberately drive a fellow being into eternal hell-fire, (as they express it) before his animal life should cease by the course of nature, and without giving him 'space for repentance?' If he answers 'yes,' we shall know how to appreciate to some extent, the measure of his regard for Christian principles. We sympathize with suffering convicts in prison, and would like to see them well treated and provided for, and allowed as much liberty as would be consistent with their safe-keeping; but we are satisfied that the custom of executing criminals has no better foundation than the vindictive superstition of the dark ages, and is in direct opposition to the mild and forgiving principles of true Christianity.

Travelling on Ice.



SKATES have been in use a long time, and may still be found in abundance, of elegant patterns and finish, at most of our hardware shops; but we think they may be in some measure superseded by an invention more in accordance with modern modes of locomotion, and requiring less skill in its management. There have been many successful experiments made in sailing on ice, and it has been repeatedly and satisfactorily proved, that the friction between polished steel runners and smooth ice, is hardly perceptible; and that the principal resistance to be overcome in travelling at a rapid rate in a nicely shod sleigh or sledge, is that of the atmosphere.

A sledgeway may be constructed in the manner represented at the head of this article, having a light leading wheel in front, to be operated by a person on the sledge seat, by means of a pair of light ratchet frames, one on each side of the wheel, and each containing two bars with ratchet teeth, so arranged that one row of teeth will take to those of the upper side of a small circular ratchet attached to the axle, whenever the frames are pressed forward, and those of the lower bar will take to the under side of the circular ratchet, when the frames are drawn back; each motion of the frames producing two revolutions of the wheel, which being eight feet in circumference, the forward motion will be 16 feet at each motion, or 32 feet at each pull of the frames. Wherefore, if the traveller works with only the moderate motion of thirty pulls per minute, the velocity produced will be equal to about 13 miles per hour. The expense of constructing a little vehicle on this plan, would be but trifling, and we should be pleased to see them introduced on the Hudson, Delaware or Connecticut rivers, during the present skating season.

TO ASCERTAIN THE VELOCITY OF A FALLING BODY.—Multiply the height of the fall by 64,348.—the square root of the product will be the velocity. The final velocity of falling bodies, are about the same in feet per second, as the time of their descent in 32ds. of seconds: the velocity being in proportion to the time of the descent, but not in the direct proportion to the distance or space thereof.

Final velocities in feet per second, are four times the square root of the height of the fall in fourths of a foot. To ascertain the force of falling water per square inch, multiply the velocity in feet per second, by 484, and this product by the distance in feet that a body must fall to acquire the given velocity; the product will be the force in ounces per square inch.

PROGRESS OF THE MAGNETIC TELEGRAPH.—The whole line of telegraphs between Albany and Buffalo is expected to go into operation early in January next.

Messrs. Stevens and Thomas, of Belleville, N. J., are supplying copper wire for the telegraphic line from New York to Philadelphia, 150 miles; Boston to Lowell 28; Buffalo to Lockport 30; Utica to Little Falls 20; Harrisburg to Lancaster 39; New York to Buffalo 450; Philadelphia to Baltimore 150—New York to Boston 240—total 1107 miles.

FLOUR OPERATION.—A mercantile house in Cincinnati purchased on the 8th of Oct., 500 barrels of flour at \$3.10—sold the entire lot Oct. 21st at \$3.65—re-purchased it Nov. 25th at \$5, and re-sold it Nov. 27th at \$5.50. The flour remained on storage in their warehouse during the whole time of these profitable operations.

Railroad Intelligence.

It is reported that the Western Railroad Company and the Boston and Worcester R. R. Company have agreed to unite under the title of the Boston and Albany Railroad Company. This arrangement will greatly accommodate the public as well as both companies.

The receipts of the Western Railroad for the year past, up to the last week in November, amount to about \$620,000 being an increase of \$38,000 over that of the corresponding time last year.

About 30 miles of the railroad from Edinburg to Indianapolis Ia, has been graded, and the whole distance is expected to be completed in the course of the winter. This work has been pressed forward with much energy.

A railroad from Buffalo to Detroit, on the southern shore of Lake Erie, has been advocated by a public meeting of the citizens of Cleveland, Ohio.

The work on the Little Miami Railroad, between Xenia and Springfield Ohio, is in fair progress, and is to be completed in July or August next.

Application has been made to the New Jersey Legislature for a charter to construct a railroad from Madison to Dover. It is intended to construct a section to connect Somerville with Easton; thus completing another route between New York and Philadelphia. Something should be done to break up the oppressive monopoly of the old railroads.

The Baltimore and Ohio Railroad extends 177 miles, and cost \$7,623,626. The entire receipts from the business thereof since its commencement amount to 4,578,000 dollars. It has paid over all expenses, five per cent on its cost.

Measures are in progress for the construction of a railroad from Woonsocket R. I. to intersect the Worcester road near Boston.

Arrangements have been made, and contracts are being negotiated for extending the Monroe, Ga. railroad to Columbus: a company of northern capitalists having taken up the subject.

A survey is in progress, of a railroad route from Worcester, Mass. through Barre to Greenfield, or Templeton.

The Northern Railroad from Concord N. H. to Haverhill, is under contract, and has a fair prospect of going ahead.

The Mohawk and Hudson R.R. Co. have been making extensive arrangements for winter business.—If they proceed on liberal principles they will reap a liberal harvest.

The last project we have heard on this subject, is that for the construction of railroads elevated on rows of permanent columns erected in the principal streets of this city. We believe this project to be not the most visionary, however, and shall probably give an engraved illustration of the plan in a future number.

To the Mechanics of the State of New York.

FELLOW MECHANICS.—We wish to call your attention to a subject of great interest to every Mechanic, not only in this State but in the United States; it is in regard to a certain Society styled the 'Mechanics' Mutual Protection,' which is already established in many parts of this State. It is well worthy the attention of every Mechanic, not only as regards the principles of Benevolence, which, in this respect, is surpassed by none—but as a Protective Society, founded on the first principles of virtue and morality—to do unto others as we would they should do unto us. The former object is, we acknowledge, very essential to our welfare, but in the latter we surpass any society ever yet formed in this country; this latter object is the great point on which we are to act for the elevation of the Mechanic to his proper station in society, of which he has long been deprived and held in subjection to the will of others, who consider themselves his superiors, while in fact the mechanics are the wealth of a nation.

Practical mechanics—for be it known that none others are admitted into this society—we appeal to you to well consider your best interest and unite with us in promoting this great object. We have confidence to believe there is sufficient zeal and energy existing in the breast of every worthy mechanic in this community to unite their efforts to effect an object so desirable. It will be well here to state that we have no intention of arraying ourselves against any class of community; or bringing into disrepute those who have been so unfortunate as not to acquire a knowledge of some mechanical branch, but we do intend, by a combination of effort to eradicate some, if not all of the many evils under which the mechanic is now laboring. It is unnecessary to detail the matter further, for we hope the above will be sufficient to induce the mechanics of the city of New York to apply to some of the undersigned, or any of the members of Protection, No. 5: Horatio N. Warren, 100 Clinton st.; Geo. Downey, 44 Norfolk street; James Rutherford, 64 McDougal street; William Jones, 67 Madison street; Thomas Spotten, 118 Bowery; John L. Kirk, 65 12 Bowery; A. P. Myers, 23 Bowery; Alex. Logan, 139 Av. D.; Charles S. Abbott, 23 Pitt; John Doremous, 148 Wooster; Gould & Henry, 109 Nassau street.

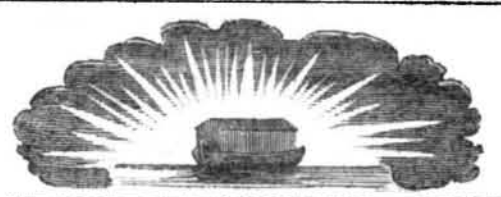
Committee.—Charles S. Abbott, Geo. W. Gould, John Henry, Alex. Logan, William Jones.

WAR MOVEMENTS IN ENGLAND.—A letter recently received by a gentleman in Philadelphia, from London, contains the following extraordinary paragraph:

'It is with the greatest regret I inform you again that the most gigantic and extraordinary military and naval preparations are making in all the dock-yards and military depots in this country, and the world says they are intended for the Americans.'

OREGON.—A delegation from Oregon has arrived at Washington, and presented a petition from the American citizens of that territory, praying that the laws and protection of our government may be extended over them. There is no doubt that Congress will immediately take some action on the subject.

It is stated that 4090 Foreigners, from Europe, principally German and Irish, were landed in this city during the last month.



Obedience to God.

"He who keepeth the whole law, but offendeth in one point," says the apostle James, "is guilty of all." The truth is, that his disobedience on this one point may be more decisive of the state of his loyalty to God, than his keeping of all the rest. It may be the only point on which the character of his loyalty is really brought to the trial. All his conformities to the law of God might have been rendered, because he thwarted not his own inclinations; and, therefore, would have been rendered, though there had been no law at all. The single infraction may have taken place in the only case where there was a real competition between the will of the creature, and the will of the Creator; and the event proves to which of the two the right of superiority is awarded. Allegiance to God in truth is but one principle, and may be described by one short and summary expression; and one act of disobedience may involve in it such a total surrender of the principle, as goes to dethrone God altogether from the supremacy which belongs to Him. So that the account between a creature and the Creator is not like an account made up of many items, where the expunging of one item would only make one small and fractional deduction from the whole sum of obedience. If you reserve but a single item from this account, and another makes a principle of completing and rendering up the whole of it, then your character varies from his, not by a slight shade of difference, but stands contrasted with it in direct and diametric opposition. We perceive, that, while with him the will of God has the mastery over all his inclinations, with you there is, at least, one inclination which has the mastery over the will of God; that, while in his bosom there exists a single and subordinating principle of allegiance to the law, in yours there exists another principle, which, on the coming round of a fit opportunity, develops itself in an act of transgression: that, while within him God be said to walk and to dwell in him, with you there is an evil visitant, who has taken up his abode in your heart, and lodges there either in a state of dormancy or of action, according to circumstances; that, while with him the purpose is honestly proceeded on, of doing nothing, which God disapproves, with you there is a purpose not only different, but opposite, of doing something which he disapproves. On this single difference is suspended not a question of degree, but a question of kind. There are presented to us not two hues of the same color but two colors, just as broadly contrasted with each other as light and darkness. And such is the state of the alternative between a partial and unreserved obedience, that while God imperatively claims the one as his due. He looks on the other as an expression of defiance against Him, and against His sovereignty.—Chalmers.

FAMILY PRAYER.—In binding a family together in peace and love, there is no human influence like that of domestic prayer. Uniting them in a common object, it unites their sympathies and their desires. Raising their hearts to heaven, it brings them altogether, in the presence of God. The family altar is an asylum to which they repair from the care and toils of life. Reminding them of the rest reserved in heaven, it unites them in the efforts of faith and obedience for its attainment.—Earth has no holier spot than a house thus sanctified by prayer; where the voice of supplication and thanksgiving consecrates every day, where the word of God is devoutly read, and all unite to show forth His praise. It may be humble, but it is holy, and therefore heavenly. Poverty may be there, and sorrow; but its inmates are rich in faith and joys in the Holy Ghost. Sickness and death may enter it; but they will be angels of peace and mercy, and the spirits whom they release from the imprisonment of the flesh, will be united, free and happy, to worship forever, as earth did not permit them—a family in heaven.

LIVE NOT FOR YOURSELVES.—Live not merely for yourselves, but also for the good of others. Selfishness contracts the soul, and hardens the heart. The man absorbed in selfish pursuit, is incapable of the sweetest, noblest joys of which our nature is susceptible. The author of our being has ordained laws, according to which the most exquisite pleasure is connected, not with the direct pursuit of our own happiness, but with the exercise of benevolence. On this principle it is, that he who labors wholly for the benefit of others, and as it were, forgets himself, is far happier than the man who makes himself the centre of all his affections, the sole object of all his exertions. On this principle it was, that our Saviour said, 'it is more blessed to give than to receive.' Resolve, therefore, to lead lives of usefulness. Be indifferent to nothing which has any relation to the welfare of men. Be not afraid of diminishing your own happiness, by seeking that of others. Devise liberal things, and let not avarice shut up your hand from giving to him that needeth, and to promote the cause of piety and humanity.

JUVENILE FAITH.—A Vermont paper relates an anecdote of a little boy who, while repeating the Lord's prayer, when about going to bed, and having proceeded as far as 'Give us this day our daily—' turned to his mother with the proposition, 'O, mamma, let me ask for cakes.' This anecdote, which is by no means improbable, affords an instance of genuine faith in the child which is rarely to be met with, even in those who make a long and loud profession; and contrasts boldly with that of the clergyman who, being requested to pray for rain, in a time of severe drouth, replied, 'I have no objection to pray for rain to oblige you, but it will be of no use while the wind continues in this quarter.'

A man's first care should be to avoid the reproaches of his own conscience; the next the censure of the world.