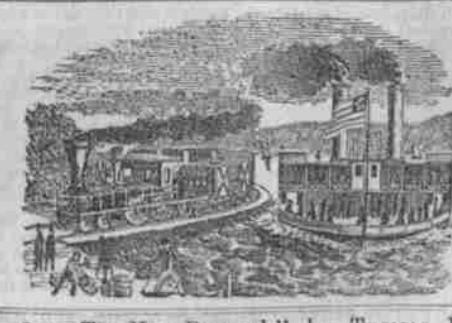


# BAGGAGE TRAIN.



"The New Pastoral," by THOMAS BUCHANAN READ, is a poem descriptive of rural life in America. The occupations, customs, and amusements of country life, the aspects of nature, and the changes of the seasons have furnished him with a large variety of topics, which he has used with success. Mr. Read is a good observer of nature, and delineates her phenomena skilfully. We copy from the twenty-third book a passage describing an emigrant family, on their way to the West, passing a night in the solitudes of the Alleghanies:

"Another morning finds them on their way: Another still, and still another flies. To-day beside the Susquehanna leads Their road romantic; and to-day, the sun, Looking betwixt the hill-tops to the vales, Beholds, with cheerful eye, the climbing line Which by the roaring Juniata winds; Till lo! upon the windy mountain height, While glows the eve above a sea of hills, Flushing the Alleghanian peaks, the train Hangs like a cloud that, with the coming day, Beside the brook which takes a westward course Shall hold its far descent. Here, from the road, They turn into the woods beneath the pines, And, mid the budding laurels, pitch their camp. The wains, together, in close circle drawn, Give shelter to the steeds that feed within. At once, in noisy groups, all hands collect The dry, dead branches and the resinous cones, And build the fire, and hew the stakes and crane; While Master Ethan, fathoming his pouch, Draws out the line, and Arthur trims the rod. And soon along the wild, tumultuous brook The bait is swept; and oft, as to the eddy It whirls, mid spray and foam, the mountain trout Flickers in the air its constellated sides To eke the evening meal. The camp-fire springs, And the red day fades out, and leaves the sky To the cold April moon and stars—the moon, As Ceres' sickle, thin, and sharp, and bright. Behold where glide the dusky forms to and fro Before the crackling blaze, their shadows far Reaching among the pines! Throughout the night The hungry fire is fed by those who hold, By turns, the dreary watch—a foretaste this Of many a night to come, in gloomy depths Of wildernesses, far, unknown. Strange sounds Are floating on the gusty air; the limbs, In wavy motion, make continuous noise As of a mighty river roaring by; While, as night deepens, louder brawls the brooks, Flashing their spectral light among the rocks; One sweeping east, unto the Chesapeake— One west, to Mississippi and the Gulf, To such inhospitable heights as this. Where the thin air unto the palest cheek Sends the quick blood, the fancy deems that sleep Would scarcely come, or, coming, stay not long; But how in many a tented wain she sits, Soothing the fallen lid with murmurous sounds, Despite the young, capricious imp of dreams, Who half way mars her choicest task. The watch Of middle night is Arthur's; when his form Stands tall and brave against the steadfast blaze, One other figure steals unto his side, And, 'gainst persuasion, shares the starry hour; For love, more sure than sleep, attends the course Of whosoever once hath harbored him. Where'er they look, the black and pillared pines Sway to and fro, as if some giant arm, Like Sampson's, rocked them to their fall; and yet The tempest, in his oft accustomed track, Sits, like a hunter mid his leash of hounds, Resting, uncertain where to bend his steps. The moon, above the shadowy mountain lines, Drops its increasing crescent, where the hope Of those two hearts as one together glides, To round and brighten in the distant West."

## AN UNLUCKY PRESENT.

It is related in the "Ingoldsby Legends" that an old gentleman, a merchant in the city of Brush Lane, London, had an only daughter, possessed of the highest attractions, moral, personal and pecuniary. She was engaged and devotedly attached to a young man in her own rank of life, and in every respect well worthy of her choice: All preliminaries were arranged, and the marriage, after two or three postponements, was fixed, "positively for the last time of marrying," to take place on Tuesday, April 15, 18—.

On the preceding Monday, the bridegroom elect (who was to have received £10,000 down on the wedding day, and the further sum of £30,000 on his father-in-law's dying—as there was hope he soon would)—had a little jealous squabbling with his intended at an evening party, the "uiff" arose in consequence of his paying more attention than she thought justifiable, to a young lady with sparkling eyes and inimitable ringlets. The gentleman retorted, and spoke slightly of a certain cousin, whose waist-coat was the admiration of the assembly, and which, it was hinted darkly, had been embroidered by the fair hand of the heiress in question. He added, in conclusion, that it would be time enough for him to be schooled when they were married; that—reader, pardon the unavoidable expression!—she was "putting on the breeches a little too soon!"

After supper both lovers had become more cool; iced champagne and cold chicken had done their work, and leave was taken by the bridegroom in posse, in kindly and affectionate, if not in such enthusiastic terms as had previously terminated their meetings.

On the next morning, the swain thought with some remorse on the angry feelings he had exhibited, and the cutting sarcasm with which he had given it vent; and as a part of the amende honorable, packed up with great care a magnificent satin dress which he had bespoken for his beloved, and which had been sent home to him in the interval, and transmitted it to the lady, with a note to the following effect:

"DEAREST—I have been unable to close my eyes all night, in consequence of thinking on our foolish misunderstanding last evening. Pray pardon me; and, in token of your forgiveness, deign to accept the accompanying dress, and wear it for the sake of your ever affectionate

Having written the note, he gave it to his shop man to deliver with the parcel; but as a pair of his nether garments happened at the time to stand in need of repairing, he availed himself of the opportunity offered by his servant having to pass the tailor's shop, on his way to Brush Lane, and desired him to leave them, packed in another parcel, on his road.

The reader foresees the inevitable "contre-

temps." Yes, the man made the fatal blunder—consigned the satin robe to Mr. Snip, and left the note together with the dilapidated habiliments at the residence of the lady. Her indignation was neither to be described nor imagined; so exasperated was she at what she considered a determined and deliberate affront, that when her admirer called, she ordered the door to be closed in his face, refused to listen to any explanation, and resolutely broke off the match. Before many weeks had elapsed, means were found to make her acquainted with the history of the objectionable present; but she nevertheless adhered firmly to her resolve, deeply lamenting the misadventure, but determined not to let the burthen of the ridicule rest upon her.

## Railway Suspension Bridge at Niagara Falls.

This structure, which has attracted considerable attention among engineers and others, during the previous year, was opened last week by the passing of a train of passengers consisting of the Managing Director of the Great Western Railway, the Vice President and the heads of the several departments, with their invited guests. The passenger engine and tender, crowded with people, crossed over to the American side, and after returning, one of the mammoth English freight engines made its appearance on the track, gaily decorated with the British and American colors, flying in honor of the union of British America and the United States—and crowded with the novelty and excitement-seeking spectators. The Buffalo *Express*, from which we get this information states that at the moment that the colossal engine entered upon the Bridge, the crowd united their voice in singing "God Save the Queen!" and as it passed to the centre, three hearty cheers were given and responded to by the delighted multitude on both the American and Canadian sides of the river.

The following statistics will give some idea of the Great Bridge and its capacity, from which some interesting calculations might be made—such as total length of wires, &c., &c.—but these must be reserved for a future occasion:

Length of span from centre to centre of towers,.....	822 feet
Height of tower above rock on the American side,.....	88 feet
Height of tower above rock on the Canada side,.....	78 feet
Height of tower above rock on floor of Railway,.....	60 feet
Number of wire cables,.....	4
Diameter of each cable,.....	10 in.
Number of No. 9 wires on each cable,.....	3659
Ultimate aggregate strength of cables, 12400 tons	
Weight of superstructure,.....	750 tons
Weight of superstructure and maxim loads,.....	1250 tons
Maximum weight the cable and stage will support,.....	7300 tons
Height of track above water,.....	235 feet.

The Railway portion of the Bridge is, we understand, leased and controlled by the Great Western Railway Company, and has laid upon it tracks of three different gauges, viz:

The "New York Central," 4 feet 8½; The "Elmira, Canandaigua and Niagara Falls," 6 feet; The "Great Western," 5 feet 6 inches;—thus affording facilities for the transit of passengers and freight from all the different lines.

The *Express*, in commenting upon the Engineer of the work, John A. Roebling, Esq., states that he is a German by birth, and that this, undoubtedly the crowning achievement of his skill, will rank him amongst the greatest Engineers of his day. He has reared a monument of the greatness of his mind, which will be lasting as time.

The prediction, by that justly celebrated engineer Stevenson, that no wire suspension bridge could ever be used for railway purposes has, as was confidently asserted by the projectors of this enterprise, thus been proved erroneous. He must have looked with a jealous eye from his own favorite Tabular Bridge upon this great design, and allowed his professional prejudices to warp his excellent judgment. The bridge proves to be all that its accomplished engineer, Mr. Roebling, has claimed for it, and will undoubtedly sustain the weight which we give in figures below. Its strength, indeed, can never be fully tested,—the weight of a fully laden train being but a trifle in comparison to its capacity. A train of eight cars, filled with passengers, two baggage cars, locomotive and tender, weight about 130 tons; this being only one-sixtieth of its immense capacity.

*American Railway Times.*

## Corruptions of Government—Hope for the Future.

It has been true in all ages of the world, and probably will continue to be, that human governments have been the embodiments of the vices of society in their most virulent and concentrated form. Nations have been ruled for centuries by an unbroken line of scoundrels. There was scarcely a King of England, from William the Conqueror to William of Orange, who did not, daily, by crimes public and private, deserve a halter; and during the same period, the monstrous wickedness of the despots of France was so much above that of which, at the present day, man seems capable, as to gain the appearance of something like sublimity. Popes and Emperors were as much more eminent than common men in crime as in dignity, and the title of sovereign was but another name for all that was evil and licentious.

Still, such is the recorded history of the human race, that we cannot avoid the force of testimony tending to prove that, in spite of the bad conduct and evil example of government, man has gone on improving, giving constantly more conclusive evidence of a brighter destiny in the future, and exerting an influence to restrain the vices and correct the wickedness of the ruling power. Bad as are the practices of government—constantly as they are exhibiting their treachery and selfishness, and the folly and profligacy of their administrators—we have, at least, the satisfaction to know that two centuries ago, our ancestors stole from the treasury, took bribes, sold intelligence to the enemy, disposed of a vote in Parliament or a decision of the bench, with somewhat more of openness than, at this day, is looked upon as respectable. We are obliged to conceal, at least by a plausible pretext, that which they did not deem it necessary to cover—a testimony of improvement in the moral sense of the public we are to be resisted.

Sunderland, the Minister of James the Second, sold his master to William, of Orange, and succeeded in gaining the confidence of William, to betray his counsels to James. The Earl of Shrewsbury and Lord Carmarthen, while trusted ministers of William, kept up a treasonable correspondence with James, though the first had been one of the leading men inviting the Prince of Orange to the throne. The iniquities of the leading politicians in the reign of Anne, were at least as mean, if less daring and gigantic. Parliamentary corruption was extensive and unblushing—the speaker, himself bribed, being the instrument. Their greatest men were the most notorious for their unscrupulous wickedness. Min-

isters intrigued against their colleagues, and used the passions of ladies of the bed-chamber as their tools. Harley and Bolingbroke undermined Godolphin and Marlborough, and then quarreled with, and plotted against each other—completing their scandalous chronicle by deceiving their allies, and entering into clandestine negotiations with their enemies. Of this period, Macaulay writes as follows:

"Among those politicians who from the restoration to the accession of the house of Hanover, were at the head of the great parties in the State, very few can be named whose reputation is not stained by what in our age would be called gross perfidy and corruption. It is scarcely an exaggeration to say that the most unprincipled public men who have taken part in affairs within our memory would, if tried by the standard which was in fashion during the latter part of the seventeenth century, deserve to be regarded as scoundrels and disinterested."

We have no reason to suppose that our republican institutions are intended to exhibit an exception to the rule in all ages and countries so universal—that government is the embodiment of the worst phases of the moral condition of the country. We can see enough of the iniquity that prevails in high places to awake the most lively fears that the State is about to sink overwhelmed in its own corruption, did not history teach us also this consoling lesson that there is a conservative power in the antagonism of wickedness, and that the good, in a thousand instances, has owed its triumph in the midst of its enemies to the fact that the Kingdom of Satan is forever divided against itself.—*Cin. Com.*

## How Much this Country Owe.

It is a favorite boast of Americans, that their government is almost the only one in the civilized world, which is not deeply plunged in debt. So far as this boast relates to the United States, in its federal capacity, it is well founded. But so far as it relates to the one and thirty Commonwealths of which the nation is composed, it is an absolute absurdity, since the majority of these are deeply, if not inextricably, in debt. We hear this bit of braggadocio so frequently, that it is worth while to devote a few moments to showing its folly.

In England, France, Austria, and all other consolidated nations, there is but one exchequer to meet every want of government. There is consequently, but one national debt. When we say that Great Britain owes nearly eight hundred millions of pounds, or four thousand millions of dollars, the whole story is told. But if we should assert that the entire debt of the United States was less than sixty millions, we should be apt to mislead the reader. For the federal government, which is what is technically meant by the term United States, having only circumscribed powers, is not, and never can be, made liable for the principal share of the expenses of maintaining order and dispensing law among the people at large, most of this burden falling on the separate members of the confederacy. To give a correct idea of the real indebtedness of the nation, therefore, we must include the debts of the several states.

Now, the total indebtedness of the various commonwealths is about two hundred and twenty-one millions of dollars, divided among twenty-seven States, four being so fortunate as to owe nothing, viz: New Hampshire, Vermont, Delaware and Florida. Of these 27, the debts of seven are under a million each. Maryland, Texas, Illinois, Ohio, Virginia, New York and Pennsylvania, are the States most deeply in debt. The largest absolute debt is that of our own State, which is over forty millions; the smallest is that of New Jersey, which is but seventy-one thousand.

The heaviest debt in proportion to the population, is the debt of Maryland, which exceeds fifteen millions, in a population of five hundred and eighty-two thousand, bond and free. The debt of Virginia, though but little greater numerically than that of New York—the one being twenty-six millions and the other twenty-four—is more than twice as heavy relatively, the population being less than half, while the general resources of the State are greatly inferior. The entire debt of the nation, estimating the federal debt as well as that of the States, exceeds two hundred and seventy-five millions of dollars.

But this still fails to give an accurate idea of the total indebtedness of our country. In Europe, if we except England, most public works are constructed by the government, so that the national debt includes the cost of the principal railroads, canals and turnpikes. But in the United States, the exception of the Pennsylvania State Works and those of a few other Commonwealths, all such improvements are owned by private corporations. Now the aggregate cost of these works is computed to be one thousand millions of dollars, of which, six hundred millions alone are invested in railroads. Consequently, if we would arrive at the true indebtedness of these United States, we must add the amount of this description of securities to the amount of the State and federal ones.

The prediction, by that justly celebrated engineer Stevenson, that no wire suspension bridge could ever be used for railway purposes has, as was confidently asserted by the projectors of this enterprise, thus been proved erroneous. He must have looked with a jealous eye from his own favorite Tabular Bridge upon this great design, and allowed his professional prejudices to warp his excellent judgment. The bridge proves to be all that its accomplished engineer, Mr. Roebling, has claimed for it, and will undoubtedly sustain the weight which we give in figures below. Its strength, indeed, can never be fully tested,—the weight of a fully laden train being but a trifle in comparison to its capacity. A train of eight cars, filled with passengers, two baggage cars, locomotive and tender, weight about 130 tons; this being only one-sixtieth of its immense capacity.

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The *Chicago Democrat* states that a large percentage of the accidents that have occurred upon the railroads of that State, has resulted from the trains coming in contact with cattle on the track. The Legislature, at its recent session, passed a law which provides that every railway now in operation, or which shall be hereafter placed in operation, shall erect and maintain good and sufficient fences on the sides of their roads, except at the crossing of public highways, and within the limits of towns, with openings and gates at the farm crossings, and at the road crossings cattle guards sufficient to prevent cattle from getting on the road. And when such fences and guards are not erected and in good repair, the Company shall be liable for damages done by them to cattle which may get on the track, but if the fences and guards are erected and in good repair, they shall not be held liable unless the damage was willfully done. Said fences need not be built only when necessary to keep cattle off the track, and not through unoccupied lands lying at a greater distance than five miles from any settlement. It is made the duty of owners of land who have agreed with Railroad Companies to erect and maintain such fences, and for who have received compensation by

way of damages for so doing, to act in the premises instead of the Company, and any person who shall lead or ride, or drive any stock upon such road, except at the crossings, or tear down the fences or guard thereof, shall be liable to a fine of not more than \$100, and for all damages sustained thereby.

This law will have the effect to prevent many accidents. Several of the roads of the State have already entered upon the fencing of their track. It is well that the respective responsibilities and liabilities of Railroad Companies and owners of cattle are defined. It will cause both to exercise more care and precaution in order to avoid losses.

There is only one thing worse than ignorance, and that is conceit. Of all intractable fools, deliver me from an overwise man. You may make idiots philosophers—you may coxcombies to forgo thistles—but don't ever think of driving common sense into the heads of conceited persons. They are as impregnable to arguments as Gibraltar is to apple dumplings.

## ARTIFICIAL TEETH.

Dr. R. JEFFRIES, Meridian street, two doors south of the south entrance of Indianapolis. His practice, in the artificial department of Dentistry, for the last five years, and no expense or effort shall be wanting to give satisfaction to all who may favor it with their patronage.

He is a man of great skill and knowledge in his line, and is a good operator in his department. He is surpassed by none, and equalled by few.

Dr. J. being a manufacturer of Artificial Teeth, is enabled to cut the patient in all colors and shades of Teeth, and in the latest improvements in Dentistry.

Dr. W. J. SHARTS, Administrator.

And Manufacturer of Porcelain Teeth, April 25-26.

John H. SHARTS, Administrator.

Notice of Sale.

NOTICE is hereby given that the undersigned has been duly appointed Administrator of the estate of Wm. H. SHARTS, deceased, of Marion county, Indiana, and that said estate is supposed to be solvent.

JOHN H. SHARTS, Administrator.

Notice of Sale.

NOTICE is hereby given that I will sell at public auction, on Saturday, the 14th of April, 1854, at the residence of Wm. H. SHARTS, deceased, of Marion county, Indiana, all the personal property of Wm. H. SHARTS, deceased, consisting of Horses, Cows, Corn in the crib, Wheat in the granary and Wheat in the ground, &c., &c.

A credit of nine months will be given on all sums over three thousand dollars, the purchaser giving his note with approved security, waiving all costs and expenses of sale.

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