



POETRY.

FROM THE LADIES' LITERARY CABINET. "I'M ONLY SIXTEEN."

AS late I was strolling alone to my bower, To catch the wild breeze as it whispered along; And give to sweet pensiveness, eve's sacred hour, Young Henry saluted my ear with his song. The lad was soon with me, and seized my soft hand Then tenderly press'd me to give him a kiss; I blushing complied—for it seem'd a command, And I'm now half afraid that I acted amiss. If wrong, let a smile of forgiveness be seen, You know, my dear mother, I'm only sixteen."

He then in sweet language related his love, And told me the anguish that burn'd in his breast; He call'd me as fair as the Angels above, And swore that my smile could alone make him blest. So earnest he pleaded, so winning his look, So lovely the beam that illum'd his eye, That all hesitation my bosom forsook, And without thinking farther, I said, I'd comply. If wrong, let a smile of forgiveness be seen, You know, dearest mother, "I'm only sixteen."

Then straight to the Parson's, we tripp'd it along, Who spake the best words I e'er heard in my life; I'm sure what he said could never be wrong. For in a few moments he made me—a wife. Now brighten'd by joy, shall our days pass away, Nor sorrow, nor care, disturb our repose: We'll laugh, and we'll love, and we'll pleasantly play, While life's sportive current unceasingly flows, Now all this must be right, dearest mother, I ween; For what's right at twenty, a'nt wrong at sixteen.

AMALGAM.

Miscellaneous.

IRON RAIL ROADS.

The following extract is taken from an old New-York paper, and whose date we could not ascertain. At a time when an improvement of Roads and an increased vent for domestic manufactures, are so much the subjects of conversation, its interest is revived; and, most especially, as its contents are sanctioned by as useful a citizen as ever lived in the U. S. and whose decease the arts now deplore. More particularly, as we learn from the Aurora, and its Editor asserts it on the authority of an Iron Master, that cast Iron may be produced as cheaply in the neighborhood of Philadelphia, as in England. Should it succeed, two Birds will be killed with one stone.

The first experiment of an horizontal road, furnished with cast iron spring pieces for the wheels of common travelling carriages of all kinds to run upon, was made some years ago, for a short distance, on the public road between London and Walworth. It was suggested by a Mr. Wildgoose, of Croydon, in Surry, who had strenuously recommended it for a number of years; but his reasoning on the advantages of such a road above all common made roads, being as new as the object itself, he was listened to just as our Oliver Evans was when he first proposed to the millers of the U. States his great and permanent improvement in mills and the manufacture of flour. Both propositions were, in their respective countries, for a long time equally regarded as wild and expensive projects, that never pay the cost. Gravel became, however, so very scarce and dear near London, that Mr. Wildgoose's plan was adopted, for a short distance only, from no other motive than the saving of money. He could not even prevail so far as to have

flanches on the castings, because a flanch would add to the expence; and the first pieces of cast iron laid down upon the road were as flat as a board. This was however a beginning. The iron did not wear away like gravel. The large, heavy loaded waggons drawn on the common road by eight horses, required on the iron road only a single horse; and this circumstance, which Mr. Wildgoose had predicted, with the duration of the road, brought his advice into repute. He, meanwhile, was privately forming an association for making a cast iron railway from London to Croydon; and though the great advantage of such a road was manifested by this first and imperfect experiment, yet there was such a backwardness, from the novelty of the thing, that it was seven years before the undertaking commenced.

The old road from London to Croydon is twelve miles. The cast iron railway is twelve and a half; this is occasioned by winding it round Blake Hill, in order to preserve its level; and this circumstance, founded on the most accurate reasoning, caused a tedious and clamorous opposition. The yelling the course of this new road, digging the trenches for the foundation walls, finding the rough stone, the coupling, the walling, as well as the cast iron and plumbing, were all in separate contracts; and the several undertakers performed their portions of work with such commendable union and alacrity, that nearly a whole year was saved, and the cost was 1500l. sterling less than the estimate.

It is a singular circumstance, that those who were the most opposed to this surprising improvement in road making, were the first that received its benefits. For instance: Mr. Jones, the proprietor of the stages that run between London and Croydon, used to keep 25 horses. He now does his work with six, and has reduced his fare one half; because he has more than twice as many passengers as he had before.—His carriages are made to carry forty people, and they are drawn by a single horse at a smart trot, performing the journey in half the time required on the old road with four horses and twenty passengers. The uncommon facility, safety, and cheapness of this new road had made Croydon the residence of many new house keepers, whose daily occupation is in London; and Croydon has, consequently, nearly doubled its former extent and number of houses.

Almost every true genius is a patriot. Like Newton and Locke, they think and act for the benefit of ages. Oliver Evans, notwithstanding what he has already done, yet generously offers to drive carriages on a rail road, from Philadelphia to New-York, by steam; and Mr. Wildgoose, though 60 years of age, yet hopes to see a cast iron railway from London to Manchester. He is largely concerned in the Cheltenham cast iron railway company.—Their undertaking is founded on public good as well as private benefit: their gain being fixed, by law, at the one-half of what the public save on a just estimate by travelling on their road.

FROM THE LANCASTER JOURNAL.

The Sights I Have Seen.

The following condensed chronology of events may be taken as a nut-shell argument in proof of an affirmation, which, tho' few might dispute, it is still open to controversy by the captious sophist. We owe it to the pen of the Rev. Mr. Dutens, a gentleman well known as a literary and diplomatic character. It is taken from a sketch lately published called "The Sights I have Seen," and contains a more compressed view of the leading events of modern times than we have seen. As such we offer it to our readers:

"I have seen a king imprisoned by his son; 5 emperors massacred, 5 kings assassinated, 6 kings deposed, 5 republics annihilated, and a great kingdom effaced from the map of

Europe. I have seen England lose in 8 years half North America, after possessing it for more than a century. I have seen her, verifying the sentiments of an ancient, (that the empire of the seas gives that of the land) take the Cape of Good Hope and the island of Ceylon from the Dutch; Malta, Egypt, and several colonies from the French. I have seen her dictate the law to the king of Denmark at Copenhagen, and carry her victorious arms into the most remote parts of the world. I have seen this same England, in 1780, resist the combined efforts of Europe, of America and the northern powers, who formed an armed neutrality against her maritime dominion. I have seen her in the revolutionary war, often destitute of allies and alone opposing the enormous power of France, of Italy, of Denmark, and of Russia. I have seen the son of an Englishman go out to India, as writer to a mercantile company; but quitting this service, when very young, to embrace the military life, afterwards rising to the head of an army, dethrone a most powerful prince in the east, place another on his throne, conquer a part of Hindostan, and raise the British dominion in that quarter to the pre-eminence which it now enjoys.

I have seen, what has no example in history, a little Corsican gentleman conquer Italy; force the emperor of Germany to make a disgraceful peace; take Malta in two days; Egypt in a month; return from thence and place himself on the throne of the Bourbons; and in less than four years, from May, 1796, to November, 1799. I have seen him transport his army and artillery in the midst of winter over the most difficult pass of the Alps and in a single battle, decide at once the fate of Germany and of Italy. I have seen this same Corsican gentleman order the Pope to Paris, in 1804, to crown him emperor of the French, and afterwards, deposed the same pope, and deprive him of the temporal possessions which his ancestors had enjoyed for more than a thousand years.

I have seen him declare himself king of Italy. I have seen him braving a formidable league which was directed against him, march to Vienna and even into Hungary, in 6 weeks; give the law three times to the emperor of Germany, compel him to abdicate the imperial crown to the Cæsars; deprive him of a part of his dominions; force the emperor of Russia twice to retire; and soon after obliged him to march to his assistance against the emperor of Austria—I have seen him destroy the power of the king of Prussia in 15 days, and strike all Europe with dismay. I have seen him dethrone 5 kings, and create 8 others; annex Holland to France; dictate to Spain as if it were one of his province; employ her forces as his own, and at last take possession of the whole kingdom. I have seen him pronounce a divorce between himself and his own wife, whom he had previously, at his own coronation, declared to be empress of France and the partner of his throne. In short, I have seen him extend his dominions further than those of Charlemagne, and find nothing that could resist his ambition, but the king of G. Britain, sometimes with the troops of the contingent in his pay."

Such are some of the strange sights which Mr. Dutens has seen, and the most striking of which those who are much younger than he is have beheld with equal consternation and surprise.

From the Christian Observer.

Statistics of Europe.—The present population of Europe amounts to 177,221,600 persons, scattered over 154,450 geographical square miles. This population, considered in an orthographic point of view, comprehends 53,195,000 Teutonians, or Germans, 60,586,400 descendants of the Romans, 45,120,000 Slavonians, 8,718,000 Calidonians, 3,499,500 Tartars and Bulgarians, 3,070,

000, Margarians, 2,022,000 Greeks, 1,760,000 Cimmericians, 622,000 Basques, 313,000 Guistes, 201,000 Airnauts, 131,600 Armedians, 88,000 Maliese, &c.—There are, 1,179,500 Jews, 3,607,500 Mahometans, and 172,132,500 christians, of whom there are 98,229,000 catholics, and 41,303,800 protestants. Europe is now divided politically in 78 sovereign states, nominally independent. Their aggregate forces in peace, are 4,600,000 and on the war establishment, 3,600,000.—Their maritime forces consist of 400 ships of the line, 83 ships of 50 guns, 348 frigates, and 1563 vessels of an inferior class.

A CARAVAN.

An Extract from Lucin's voyage up the Red Sea.

Yamboo, Sunday, 25th May, 1777.

A caravan arrived this forenoon from Medina, which is but two day's Journey from hence. This was the first I had seen: and though it consisted but of 4 or 500 camels I must confess myself to have been much struck with the grandeur and novelty of the sight. We discerned it from afar, moving onward, with a quick though solemn pace; and as it passed near the beach, we could distinguish with our glasses the economy of the whole. The major part of the camels were loaded with merchandise, and the rest carried the travellers and the principal camel drivers. The sun was in his meridian, and not a cloud obscured the heavens, nor a breath disturbed the surface of the deep. The natives were retired to their habitations, and not a solitary beast was seen abroad, save the patient camel, that now braved the fiery ray, and marched, with steady steps, beneath the united pressure of hunger, thirst, and heat! While the wooded bark ploughs the deep, and wafts from shore to shore the produce of each clime, this living vessel traverses the pathless waste, fraught with the precious treasures of the east. A caravan of camels exploring the wilds of Arabia, with nothing in view but sand and sky, and conducted by the planets to its desired haven, may well be likened to a fleet of vessels, which are not more useful in their way or wonderful in their structure. As the ship alone can outlive the seas, in which the weaker boat must perish, so is the camel peculiarly adapted to a region in which no other class of beasts could bear fatigue. He experiences the change of sublunary bliss. His mighty strength, his countless heart, sink beneath the whirlwind's rage, and, like the towering ship which winds and waves assail with ceaseless fury, he yields at length to inevitable fate.

Wm. Penn's Deed from the Indians in 1685.

This Indenture, Witnesseth, that

We Packenah, Jerekbam, Sikals, Partquesott, Jervis Essepenauk, Felkudy, Hekelloppan, Econus, Nachloha Mettheouga, Wissa power, Indian Lings, Sachemakers, right owners of all lands from Quing Quingus, called Duck Creek, all along by the west side of Delaware river, and so far between the said creeks backwards, as a man can ride in two days, with a horse, for and in consideration of these following goods, to us in hand paid and secured to be paid by William Penn, Proprietary and Governor of the Province of Pennsylvania and territories thereof, viz:

30 guns, 20 fathoms matchcoat 20 fathoms stroud water, 20 blankets, 20 kettles, 20 lbs. powder, 100 bars lead, 40 tomehawks, 100 knives, 100 pair of stockings, 1 barrel of beer, 20 pounds of red lead, 100 fathoms of wampum, 30 glass bottles, 30 pewter spoons, 100 awl blades, 300 tobacco pipes, 100 hands of tobacco, 20 tobacco tongs, 20 steels, 300 flints, 30 pair scissors, 20 combs, 60 looking glasses, 200 needles, 1 skipple of salt, 30 pounds of sugar, 5 gallons molasses, 20 tobacco boxes, 100 Jews harps, 20 hoes, 80 gimblets, 30 wooden screw boxes, 100 strings of

heads—do hereby acknowledge, &c. Given under our hand, &c. at New-Castle, 2d day of the 5th month, 1615.

The above is a true copy, from a copy taken from the original by Ephraim Morton, now living in Washington county, Pennsylvania, formerly a clerk in the land office, which copy he gave to Wm. Hutton, and from which the above was taken, in Little York, the 17th Dec. 1814. A. M'C.

We have never seen the homely malady of home-sickness so feelingly and correctly described as in the subjoined extract. "He jests at scars who never felt a wound." There are probably few of our female or male readers, who have not, in the morning of life, experienced the truth of the vulgar maxim, that home is home, though ever so homely. [Providence Patriot.]

HOME.

The pain which is felt when we are transplanted from our native soil—when the living branch is cut off from the parent tree—is one of the most poignant which we have to endure through life. There are after-griefs, which wound more deeply, which leave behind them scars never to be effaced, which bruise the spirit, and sometimes break the heart; but never do we feel so keenly the want of love, the necessity of being loved, and the sense of utter desolation, as when we first leave the haven of home, and are, as it were, pushed off upon the stream of life.

Recreation.

"Beware of too much recreation. Gaming, taverns, and plays, are pernicious, and corrupt youth. If they had no other fault, they are justly to be declined, in respect to their excessive expence of time, and habituating men to idleness, vain thoughts, and disturbing passions, when they are past, as well as while they are used."

Chief Justice Hale.

News for the blind.—Comparative happiness is restored to the blind by the work of Abbe Guille, director of the Royal Institution for the blind at Paris. This valuable book has just been translated and printed in London; and it contains many practical means and plain instructions, by which the blind may be taught to read, write and cypher, and to work at various useful trades and manufactures; illustrated with many engravings. In Paris, the original work was printed for the blind!

Woman—was made of a Man's rib.

Many frivolous queries have been proposed concerning this circumstance in the creation of Woman; but it ought to satisfy us, that this mode of her formation was most agreeable to the Divine wisdom; and it may suggest some practical hints of no small importance in domestic life. "The Woman was taken, not from the head of man, to usurp authority over him; nor from his feet, to be trampled on by him; but from his side, to be regarded as next himself; under his arm to be protected; and near his heart, to be beloved by him."

If a young woman is worth having for a wife, some man that is worth having for a husband, will find her out.

Marrying a man you dislike, in hopes of loving him afterwards, is like going to sea in a storm, in hopes of fair weather.

Reasons for preferring a Thin Woman.

Mr.—fell in love with a remarkably thin woman. On his being asked by his friend the reason of his choice; he made answer. "It was to ease the fatigue of courtship, as the avenue to her heart must be so much nearer than that of one more plump."

An Irishman being asked whether his sister had a son or a daughter, he answered "upon my soul, truly, I don't know whether I am an uncle or aunt."