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Poetry.

Porphyrogenitus.

BY BAYARD TAYLOR.

Born in the purple! Born in the purple!
Heir to the sceptre and crown!
Lord over millions and millions of vassals—
Monarch of mighty renown!
Where, do you ask, are my banner-proud castles?
Where my imperial town?

Where are the ranks of my far-flashing lances;
Trumpets, courageous of sound;
Galloping squadrons, and rocking armadas,
Guarding my kingdom around?
Where are the pillars that blazon my borders,
Threatening the alien ground?

Vainly you ask, if you wear not the purple,
Sceptre and diadem own;
Ruling yourself over prosperous regions,
Seated supreme on your throne,
Subjects have nothing to give but allegiance—
Monarchs meet monarchs alone.

But, if a king, you shall stand on my ramparts,
Look on the lands that I sway,
Number the domes and magnificent cities,
Shining in valleys away—
Number the mountains whose foreheads are golden,
Lakes that are azure day.

Whence I inherited such a domain?
What was my forefathers' line?
Homer and Sophocles, Pindar and Sappho,
First were anointed divine:
Theirs were the realms that a God might have governed.
Ah, and how little is mine!

Hafiz in Orient shared with Petrarca
Thrones of the East and the West;
Shakspeare succeeded to limitless empire,
Greatest of monarchs and best;
Few of his children inherited kingdoms,
Provinces only the rest.

Keats has his vineyards, and Shelly his islands,
Coleridge in Xanadu reigns;
Wordsworth is eyried aloft on the mountains,
Goethe has mountains and plains,
Yet, though the world has been parceled among them,
A world to be parceled remains.

Blessings enough to be born in the purple,
Though but a monarch in name—
Though in the desert my palace is builded,
Far from the highways of Fame;
Up with my standard! salute me with trumpets!
Crown me with regal acclaim!

The Herald of Freedom.

LAWRENCE, K. T.

Saturday Morning, June 18, 1859.

Agassiz on Humboldt.

Professor Agassiz, of Cambridge, delivered a fine eulogy upon Humboldt, at the annual meeting of the Academy of Arts and Sciences, at the Boston Athenæum. We make several extracts from the production, which preceded a series of resolutions, presented by Agassiz, expressive of the sentiments of the members of the Academy in regard to the character and scientific attainments of the deceased German naturalist. Professor Agassiz said:

There is a fullness and richness of expression and substantial power in his writing, which is remarkable, but which renders his style somewhat involved. He has aimed to present to others what nature presented to him—combinations interlocked in such a complicated way as hardly to be distinguishable, and his writings present something of the kind. You see his works, page after page, running into volumes without division into chapters or heads of any sort; and so conspicuous is that peculiarity of style in his composition, that I well remember hearing Arago turning to him, while speaking of composition, and saying, "Humboldt, you don't know how to write a book—you write without end, but that is not a book; it is a picture without a frame."

Such an expression of one scientific man to another, without giving offences, could only come from a man so intimately associated as Humboldt was with Arago. And this leads me to a few additional remarks upon his character and social relations. Humboldt was born near the Court. He was brought up in connection with courtiers and men in high positions of life. He was, no doubt, imbued with the prejudices of his caste. He was a nobleman of high descent. And yet the friend of kings was a bosom friend of Arago, and he was the man who could, after his return from America, refuse the highest position at the court of Berlin, that of the secretaryship of public instruction, preferring to live in a modest way in Paris, in the society of all those illustrious men who then made Paris the center of intellectual culture.

It was there where he became one of that Societe d'Arceuil, composed of all the great men of the day, to which the paper on "Isothermal Lines" was presented, and by which it was printed, as all papers presented to it were for private distribution. But from his intimate relations, especially to the Court of Prussia, some insinuations have been made as to the character of Humboldt. They are as unjust as they are severe in expression. He was never a flatterer of those in power.—He has shown it by taking a prominent position, in 1848, at the head of those who accompanied the victims of the revolution of that year to their last place of rest.

But while he expressed his independence in such a manner, he had the kindliest feelings for all parties. He could not offend, even by an expression, those with whom he had been associated in early life; and I have no doubt that it is to that kindliness of feeling we must ascribe his somewhat indiscriminate patronage of aspirants in science, as well as men who were truly devoted to its highest aims. He may be said to have been, especially in his latter years, the friend of every cultivated man, wishing to lose no opportunity to do all the good of which he was capable; for he had a degree of benevolence and generosity which was unbounded. I can well say that there is not a man engaged in scientific investigations in Europe, who has not received at his hands marked tokens of his favor, and who is not under deep obligations to him.

May I be permitted to tell a circumstance which is personal to me in that respect, and which shows what he was capable of doing, while he was forbidding an opportunity of telling it. I was only 24 years of age when in Paris, whither I had gone with means given to me by a friend; but was at last about to resign my studies from want of ability to meet my expenses. Professor Miltscherlich was then on a visit in Paris, and I had seen him in the morning, when he had asked me what was the cause of my depressed feelings, and I told him that I had to go, for I had nothing left. The next morning, as I was seated at breakfast, in front of the yard of the hotel where I lived I saw the servant of Humboldt approach.—He handed me a note, saying there was no answer, and disappeared. I opened the note, and I see it now before me as distinctly as if I held the paper in my hand. It said:

"My friend, I hear that you intend leaving Paris in consequence of some embarrassments. That shall not be. I wish you to remain here as long as the object for which you came is not accomplished. I inclose you a check for £50. It is a loan which you may repay when you can."

Some years afterwards, when I could have repaid him, I wrote, asking for the privilege of remaining forever in his debt, knowing that the request would be more consonant to his feelings than the recovery of the money, and I am now in his debt. What he has done for me, I know he has done for many others—in silence and unknown to the world. I wish I could go on to state something of his character, his conversational powers, &c., but I feel that I am not in a condition to speak of him. I would only say that his habits were very peculiar. He was an early riser, and yet he was seen at late hours in the saloons in different parts of Paris.

From the year 1830 to 1848, while in Paris, he had been charged by the King of Prussia to send reports upon the condition of things there. He had before prepared for the King of Prussia a report on the political condition of the Spanish Colonies in America, which, no doubt, had its influence afterwards upon the recognition of the independence of those colonies. The importance of such reports to the government of Prussia may be inferred from a perusal of his political and statistical essays upon Mexico and Cuba. It is a circumstance worth noticing, that above all great powers, Prussia has more distinguished, scientific and literary men among her diplomatists than any other State. And so was Humboldt actually a diplomatist in Paris, though he was placed in that position, not from choice, but in consequence of the benevolence of the King, who wanted to give him an opportunity of being in Paris as often and as long as he chose.

But from that time there were two men in him, the diplomatist, living in the Hotel des Princes, and the naturalist who roomed in the Rue de la Harpe, in a modest apartment in the second story, where his scientific friends had access to him every day before seven. After that, he was frequently seen working in the library of the Institute until the time when the Grand Seigneur made his appearance at the court or in the saloons of Paris.

The influence he has exerted upon the progress of science is incalculable. I need only allude to the fact that the Cosmos, bringing every branch of natural science down to the comprehension of every class of students, has been translated into the language of every civilized nation of the world, and gone through several editions. With him ends a great period in the history of science, a period to which Cuvier, Laplace, Arago, Gay Lussac, Decandolle and Robert Brown belonged, and of whom only one is still living—the venerable Biot.

Marvellous Story.

An English paper tells the following story, which is certainly most wonderful, if true:

There is a man, a very strange man, among the Sikhs of India, a Fakir or Faqueer, too, one who gains his livelihood by putting on the appearance of death, and suffering himself to be buried for three, six, or twelve months, according to the agreement and compact he enters into with his employers. This man, far from being misdoubted in those parts, or being treated as a mountebank, is held in extraordinary respect and veneration by the Sikh people. The stories that are told of this man are truly wonderful, and try to sift the matter how you will, the marvel only increases. Both natives and Europeans are alike perplexed; every one in the East has heard of his extraordinary powers; every means that the skeptical could employ has been tried to detect the imposture which has been suspected; but still his credit remains unshaken to the last.

One of those who have witnessed his prodigious feat, is Captain W., the political agent at Loodianah, who stood by when he was disinterred after a burial of ten consecutive months, and his body seemed then, as it had seemed at first, to be in a state of suspended animation. In this country it was thought a most wonderful thing, and very justly, when, a dozen years ago, a young Irishman allowed himself to be locked up in a chamber for three weeks, and seals to be placed on the door and window, and agreed to stay there in that confinement without meat or drink. This feat, as far as could be seen, he did perform according to the attestation of several medical gentlemen, writers for newspapers, and others.

But look at the difference. In the case of this Indian, instead of the confinement in a spacious room, the body is put into a bag; the body is tied up and sealed with several seals by men of credit and distinction. Then it is put into a box, and the seals are again applied to that box.—This, one would suppose, were test enough in all conscience. Not at all; the box is put into a stone grave or vault, then over that vault the earth is completely thrown, and grain is sown in the very sod which covers the living body of this bold and marvellous experimentalist.

Reader, do you marvel? What think you of this? If this be really a cunning man, who fences with the sharp eyes, and looks, and thoughts of five millions of people, and does this for fifteen or twenty years without being caught tripping, it cannot be denied he does his feat in a very workmanlike manner. Buried for twelve months under ground, with corn growing over his body! How is he to enter into collusion with his confederates in the trick, if trick there be? Men of the highest rank, doubtful of his powers—and among these the celebrated Runjeet Singh, have seen him buried at the commencement, and have afterwards been present when the body was taken up, after a suspended animation of twelve months continuance. As far as all human observation could go, that extraordinary man had lived without food, without drink, without air, for the space of one entire year, and there he was at the end of this singular experiment alive again and hearty.

This wonderful man is now about forty-five years old, and enjoys all the ruddy health that a vigorous body and a sound constitution can bestow. He is always ready to repeat his surprising performances—in fact he lives by them. He gains his bread by living under ground in a close grave.

He says, that during the time he lies thus, in a state of suspended animation, he has the most beatific dreams that can be conceived. These dreams are not like those of ordinary men, but they are long, durable, continuous, full of incident and ramified intrigue, like a well-written romance of many goodly volumes. But these beautiful dreams are never completed, and brought to a close, because he is in the very midst of them when the term of his probation comes, and the earth is opened to restore him to the world.—He does not regret the time he loses by these interments, for the fictions of his teeming brain which pass through his fancy have to him a far greater charm than real life. One day when the great Runjeet Singh with his favorite minister, and the several grandees of the Maharajah's court, were conversing with him upon the subject of these extraordinary dreams, and trying to form some idea of a thing so marvelous, he described it very happily by comparing it to one of those fits of musing, which every one has at times, when the mind in full vigor indulges in the flow of its inventions, and which are so agreeable to the patient, that the most amiable and the kindest men are ready to denounce the officious friends who rouse them from so agreeable a state of half suspended consciousness.

When the Fakir is taken up after burial, no pulsation can be felt at once; the heart, the wrist, and the temple are still; there is no breathing; the body is not cold as a corpse would be, but it is cooler than that of other living men, except over the seat of the brain, which is feverishly hot and burning. All the secretions are fully stopped, the nails have ceased to grow, so have the hair and beard. He feels great dizziness at first, and for a few hours cannot stand up without support, and for several days he continued to experience the sensations of a man in a swing, or of one just landed after a long voyage. But gradually he recovers his health and good spirits, and enjoys amazingly the wonder and admiration he has excited.

The Sikhs look upon this man as a superior being, gifted with a supernatural faculty, and they take a great pride in his powers of bodily endurance. After the disinterment, they always exhibit the greatest joy, and celebrate the occasion by the discharge of guns and the letting-off of fire-works.

The Rajahs and Sirdars and other men of state load him with presents. They do not distrust him as we should do, but rather glory in him as a specimen of the miraculous, vouchsafed to their own privileged country. He is said to be very rich, and is the only rich man among the Sikhs who would dare to be so long away from court for fear of his place being filled up during his absence. He is also the only one who does not suffer the baleful effects of slander and calumny when out of view; for, as his peculiar merit does not interfere with the progress of other men, they leave him unmolested in his glory.

Jefferson City and Neosho Valley Railroad.

Pursuant to general notice given, the annual meeting of the stockholders of the Jefferson City and Neosho Valley Railroad Company was held at Moneka.

The President presented his report of the condition and prospects of the road, which was read and, on motion of A. Wattles, was ordered to be filed and printed.

Upon call, eight hundred and seventy shares were represented, which being a sufficient number, by the provisions of the charter, the stockholders proceeded to the election of Directors for the ensuing year which resulted as follows:

Augustus Wattles, Moneka, Kansas; John O. Wattles, Moneka, Kansas; O. H. Sykes, Potosi, Kansas; W. F. M. Arny, Hyatt, Kansas; W. A. Ela, Hampden, Kansas; John T. Cox, Ottumwa, Kansas; J. Stotler, Emporia, Kansas; E. P. Bancroft, Emporia, Kansas; Erastus Heath, Kanwaka, Kansas; A. M. Tutt, Clinton, Missouri; J. H. Hollingsworth, Butler, Missouri; Louis C. Arny, Washington City; Theodore Hyatt, New York City; after which the meeting was addressed by Col. Tutt and J. H. Hollingsworth, Esq., of Missouri, and Messrs. Arny and Wattles, of Kansas.

On motion, it was

Resolved, That the Board of Directors be requested to open books for the subscription of stock to the amount of one thousand shares, to liquidate the existing claims against the Company, and to provide for the survey, location and letting of the road from the Missouri line to Moneka, to be graded by the time the Osage Valley and Southern Kansas Railroad is graded to the State line.

Resolved, That the thanks of this Company be tendered to Col. A. M. Tutt and J. H. Hollingsworth, Esq., for their able addresses at this meeting, and we invite them and others of the Missouri Railroad Company, to visit the various points along the line of the road, and we extend to them, at all times, our hospitalities and co-operation.

Resolved, That the Board of Directors be requested, at their discretion, to appoint two or more agents, including the President, W. F. M. Arny, and the Treasurer, John O. Wattles, to visit Washington City during the next session of Congress, to look after the interests of the Company in procuring a grant of land to aid in the construction of our road.

Resolved, That the thanks of this Company be tendered to our efficient agents, W. F. M. Arny and John O. Wattles, for their industry in our behalf, during the last session of Congress.

On motion, the meeting adjourned.

W. F. M. ARNY, President.
JOHN T. COX, Secretary.

Meeting of the Board of Directors.

MONEKA, KANSAS, June 1st, 1859.

Board of Directors met upon call of the President; a quorum present. The President submitted to the Board an account of expenditures made by him in behalf of the Company. Report was received, and account referred to special committee, consisting of John T. Cox, A. Wattles and Col. A. M. Tutt. The Treasurer, also, made his report, which was referred to the same committee.

John T. Cox, chairman of the Committee on By-Laws, presented a report which, after filling the blanks, was adopted.

The Board then proceeded to the election of officers for the ensuing year, which resulted as follows:

W. F. M. Arny, President; E. P. Bancroft, Vice President; Augustus Wattles, Secretary; John O. Wattles, Treasurer; John T. Cox, Auditor; W. A. Ela, Engineer.

The election of Land Agent, and Superintendent of Transportation, was postponed.

On motion, the President was requested to act as Land Agent.

The following committees were appointed:

Executive Committee—A. Wattles, J. Stotler, J. T. Cox, A. M. Tutt, and John O. Wattles.

Committee on Contracts and Propositions—W. A. Ela, J. H. Hollingsworth, and O. H. Sykes.

Committee on Accounts—John T. Cox, A. M. Tutt and E. P. Bancroft.

The consideration of the Rules of Order was postponed.

On motion, the Board adjourned to meet at Hyatt to-morrow evening at 6 o'clock.

HYATT, June 2d, 1859.

Board met at Hyatt pursuant to adjournment.

The bond of the Treasurer, with security to the amount of $50,000, was presented and approved.

Ordered that the President and Treasurer be and are hereby authorized to take all necessary measures for the securing of a grant of land from Congress, and, also, to secure donations of land and subscriptions of stock from landholders and to secure the means for the speedy construction of the road, and that they be authorized to open the books for the subscription of stock to the amount of 1,000 shares.

Ordered that the road be divided into the following sections:

Section 1. From the Osage Valley and Southern Kansas Railroad terminus, at the Missouri State line, to Moneka.

Sec. 2. From Moneka to the west line of Linn county.

Sec. 3. From the west line of Linn county to Hyatt.

Sec. 4. From Hyatt to the west line of Anderson county.

Sec. 5. From the terminus of section four to Hampden.

Sec. 6. From Hampden to Ottumwa.

Sec. 7. From Ottumwa to Neosho Crossing.

Sec. 8. From Neosho Crossing to Emporia.

And that the Executive Board be requested to locate the whole route and put it under contract as soon as possible.

Ordered that the business offices of the Company be kept at Moneka.

Ordered that the Secretary prepare the proceedings for publication in the papers of Southern Kansas.

Board adjourned.

W. F. M. ARNY, President.
AUGUSTUS WATTLES, Secretary.

Annual Report

Of the Board of Directors, submitted to the Stockholders of the Jefferson City and Neosho Valley Railroad, June 1st, 1859.

In making the first annual report of the directors of this company, it will be appropriate to consider the general system of railroads for Kansas, and refer as briefly as possible to the origin, history, and object of the organization of the two companies interested in the construction of our railroad.

A convention of delegates from various portions of Kansas, to consider the railroad interests of the Territory, was held at Emporia in July, 1857, at which time a system of railroads was agreed upon similar to that which was incorporated in the ordinance of the Leavenworth constitution, and which was unanimously adopted by that convention, and which was, also, with a few alterations, adopted by the delegates representing the various railroad interests of Kansas and Missouri, who were in Washington City during the last session of Congress. The system of railroads as incorporated in the Bill submitted to Congress, was as follows, viz:

A railroad from the eastern boundary of the Territory at or near the mouth of the Kansas river, on the east side, by the way of Wyandott and Quindaro, and touching at the Kansas river opposite Lawrence, Lecompton and Fort Riley, to the northern boundary of the Territory in the direction of Fort Bridger.

A railroad from Leavenworth to the southern boundary of the Territory in the direction of Fort Gibson and Galveston bay, with a branch running south of the Kansas valley to the southern boundary of the Territory in the direction of Fort Union.

A railroad from Atchison *via* Fort Riley, and connecting with Fort Union branch of the railroad from Leavenworth.

A railroad from the western boundary of Missouri, south of the 4th standard parallel, where the Osage Valley and southern Kansas railroad terminates, and running from that point westwardly by way of Burlington to Emporia, in said Territory.

Another road was incorporated in the Bill asking grants for the Territory of Nebraska, as follows: "A railroad from Elwood in Kansas Territory to Fort Kearney in Nebraska Territory." This system of railroads met the approbation of nearly all the parties interested in Iowa, Illinois, Missouri, Nebraska and Kansas, and with two amendments, would make a perfect system for all those States, and also, for every portion of the Territory of Kansas. The amendments are as follows: To change the first road, so that instead of touching the Kansas river "*at or opposite Lawrence, &c.*" to have it read "*by way* of Lawrence, Lecompton, Tecumseh, Topeka and Fort Riley, &c," and add another short road as follows: "*A railroad from a point, at or near the mouth of the Kaw river, and running thence through Johnson, Lykins and Anderson counties, to intersect the road from the Missouri State line to Emporia.*" This system will unite every portion of the Territory of Kansas, with bands of iron, and equally open and develop the resources of all parts of the Territory, and give several routes for access to the States, and at the same time give equal advantages to all the towns on the Missouri river and the borders of the States of Iowa and Missouri.

At the first general railroad convention in Kansas, "the Jefferson City and Neosho Valley Railroad" was proposed, and a committee was appointed to examine the route. Subsequently, at a convention held at Butler, Bates county, Mo., on the 9th of Sept., 1857, John O. Wattles, chairman of the committee, made a full report which was approved, and measures were adopted to obtain charters from the Missouri and Kansas Legislatures. During the session of the Missouri Legislature, the following winter, a charter was obtained for "the Osage Valley and Southern Kansas Railroad Company," to construct a road "from some point on the Pacific Railroad, between Jefferson City and Round Hill, and running through Morgan, Benton, Henry and Bates counties to the Missouri State line. Under that charter, the company has organized, the requisite amount of stock to make a commencement, has been taken, and the stockholders have entered into an agreement to connect with the Jefferson City and Neosho Valley Railroad, so that a continuous line of road will be constructed through Linn, Anderson, Coffey, Madison and Breckenridge counties to Emporia. The two companies have appointed committees to confer with the Pacific Railroad Co., and the Missouri Central Railroad Co., in regard to the point of connection with their roads, and have received assurances of the co-operation and assistance of both those companies. By the arrangement proposed, our road will have access to the Missouri river at Boonville, and by the Pacific road to Jefferson City and St. Louis, and by the Central Missouri Railroad, we will have access to the Hannibal and St. Joseph Railroad; and when our system of roads is completed in Kansas, we will connect with all the roads and towns of north Kansas, and also with Kansas City and all the river towns from Wyandott to the south line of Nebraska. We have been told that "this is a great undertaking," and that "it will require more means than we can obtain to accomplish it; we are aware that it will require time and money, but we are satisfied that this country has within itself the means to construct every road proposed in this report, and it will be evident to all, that it can be accomplished upon the plan proposed by our companies in Missouri and Kansas, to construct our road.

The country through which the Osage Valley and Southern Kansas Railroad in Missouri will pass, is still, to a considerable extent, in a state of nature, and the lands are owned in large bodies by speculators, and until the proposition to build this road was made, could not be sold, and the annual tax upon it would in a few years have impoverished the owners (without railroads, the same will be the case in regard to Kansas lands.) It has been demonstrated that one-third of the lands for twelve miles on each side would more than construct the roads, and the other two-thirds would then be worth more than double the amount of all the lands without a railroad. The owners are convinced of this, and are giving to our company in Missouri, deeds for lands, and taking stock for the value of the lands thus given, which will place in the hands of the company, sufficient means, by a mortgage of the lands, to build the road to the Kansas line.

At the railroad convention, held at Butler, corporators were selected for the Jefferson City and Neosho Valley Railroad, and at a meeting held at Hyatt, Kansas, authority was given to apply to the Legislature of our Territory for a charter, incorporating the persons chosen at the Butler convention. The charter was granted, but the names of the corporators were changed, which being discovered on application to Governor Denver, he refused to sign the Bill, and it failed to become a law. In June 1859, the stockholders of our road assembled and adopted articles of association in conformity with the "Act to authorize the formation of railroad associations, and to regulate the same; approved Feb. 23d, 1857," and appointed a board of directors and filed with the Secretary of the Territory the articles of association, and the evidence that the requisite stock under the law, was taken, and the percentage paid in conformity with the law. The board of directors appointed Engineers to survey the routes through Kansas, and appointed W. F. M. Arny President of the road—our agent to obtain from the General Government, the right of way and a grant of land. Three routes were surveyed, (which will be found in the report of the engineers,) one of which ran principally through Government lands, and the right of way was obtained, with the privilege to use materials for the construction of the road, and the selection of lands for depots and water stations, from the lands belonging to Government. The plats were filed in the General Land Office, the application granted and orders sent to the land office in the Territory to reserve the right of way, &c. On the other two routes, the right of way has been obtained (except in one locality) from the settlers, and almost every settler has entered into agreement to donate to the company, lands for depots, (in some instances 40 acres have thus been given.) It was expected that a grant of land from Congress of alternate sections for seven miles on each side of the road would be obtained during the last session, but in consequence of certain causes which it is not necessary to detail here, the grant failed.

An application has been made to the President of the U. S., to postpone the land sales, which would be of great benefit to the poor settlers, and also leave the lands so that we could obtain a grant at the next session of Congress. If, however, the lands are offered for sale, they will be located in large bodies by speculators, *with land warrants*, and then be like the lands in Missouri, almost worthless without a railroad, which will compel the landholders to give a portion to build the road, so as to enhance the value of the balance, and save them from the payment of taxes on lands from which, without railroads, nothing can be realized.

According to the report of the Engineer of the Pacific Railroad, it is 157 miles from Jefferson City to Kansas City, and it is 110 miles from Kansas City to Emporia; in all, 267 miles. The Engineer of the Pacific Railroad, estimates the average cost per mile of road, from Jefferson City to Kansas City, at $28,751 93, and estimating the same cost for the road from Kansas City to Emporia, the whole cost from Jefferson City to Emporia, will be $7,676,765 31. According to the report of our engineers, the distance from Jefferson City, by our surveyed route, to Emporia, is 224½ miles, the construction of which will cost $22,460 per mile, or $5,042,270, making a road 42½ miles shorter, and at a less cost of $2,634,495 31.

Of the whole length of our road, 135 miles is in the State of Missouri, and if the donations and subscriptions of stock in land, amount to one-third the land for twelve miles on each side of the road, (and there is no doubt it will amount to that, as some landholders have offered half their lands) it will give 691,200 acres, which, at $5 per acre, (which is more than two thirds less per acre than the average sales of the Illinois Central Railroad lands) will give $3,456,000.

In Kansas, if we obtain a donation of the alternate sections of lands for seven miles on each side of the road, which is 89½ miles in length, from the Missouri State line to Emporia, it will give the company 400,960 acres of land, which, at $5 per acre, will yield the sum of $2,004,-800. Cost of 224½ miles of road, $5,-042,270 00; amount from lands in Kansas and Missouri, at $5 per acre, $5,460,-800 which will give to our two companies $417,530 over what will be required for the construction of the road, to be used to pay interest on bonds, and expenses for depot buildings, running stock on the road, and if we should fail in obtaining a grant of land from Congress, we are confident that the landholders along the route, will be willing to donate a portion of their lands, as they are doing on the line in Missouri, so as to construct the road. It is evident that it will be to their interest; some have already made the proposition in case the Government will not do for us what it has done for other new States and Territories.

The delegates from the railroads in southern Kansas, who were in Washington City last winter, insisted that the grants should be given to the Territory or future State of Kansas. It was the policy of the representatives of this company, Messrs. Wattles and Arny, to place the lands at the disposition of the Legislature, intending that when the grant was obtained, to ask for the lands to construct our road, and propose that our company would pay an annual bonus on the profits of the road, to the Territory or State of Kansas, which if done by each road in the Territory, would furnish a State fund, probably sufficient to defray the expenses of our State Government, the erection of public buildings, or the support of educational and other benevolent institutions of the future State of Kansas.

By the report of the Treasurer, it will be seen that $3,046 00 has been received upon the assessment of 1,033 shares of stock, and that $4,950 02 has been paid for surveys and other expenses, leaving the company in debt to W. F. M. Arny the sum of $1,010 04, and to John O. Wattles the sum of $893 98, advanced by them for necessary expenditures. It will be observed that no compensation has been charged by the officers for their services; they only charged the actual money paid out for traveling expenses, &c. The amount of indebtedness could have been liquidated by sale of stock, had not the company, at the last meeting, limited the number of shares to be sold. We would further say that stock could have been sold in New York sufficient to meet the present demands of the company; one individual proposed to take 500 shares. It is a question for this company to decide, whether they will authorize the sale of stock or make an additional assessment to pay the debt of the company, and to proceed to locate the road, and place a portion or all of it under contract.

The work to be done is light in comparison with that of other roads, and with ready means could all be constructed in eighteen months or two years. It is believed that as soon as it can be determined whether we will receive a grant of land, or will have to depend upon donations from landholders, and receive deeds or mortgages from them, that on bonds secured by those deeds or mortgages, the money can be obtained to commence the work in Kansas; in the meantime, the Missouri Company will progress with their end of the road. But until a title can be obtained in Kansas to lands, we do not think it prudent to attempt to press the work beyond the expenditure of the money collected on the subscriptions of stock, believing it better to go slowly than to involve the company, and thus embarrass or destroy our credit.

The accompanying reports of the Treasurer and Engineers, with the plats of surveys, &c., will give all the information required as to the condition of the finances, and the proposed routes of the roads, &c., to which you are respectfully referred. In behalf of the board of Directors.

W. F. M. ARNY,
Pres't. J. C. & N. V. R. R. Co.

☞ Ericson's caloric engine of five horse power is gradually coming into use at the north and east, in foundries, mills, printing offices, and other establishments where a reliable, safe and easily managed motive power is needed. There is no possible danger from it of fire or explosion. One of the engines has been introduced in a large printing office in San Francisco, and we see that they are to be introduced into Cuba.

☞ Alice Carey has written four as beautiful lines as can be found in the English language:

Among the pitfalls in our way,
The best of us walk blindly;
So man be wary, watch and pray,
And judge your brother kindly.

The Sisters of Charity.

BY R. H. DANA, JR.

The Casa de Beneficencia is a large institution for orphan and destitute children, for infirm old persons, and for the insane. It is admirably situated, bordering on the open sea, with fresh air and very good attention to ventilation in the rooms. It is a government institution, but is placed under the charge of the Sisters of Charity, one of whom accompanied us about the building. Though called a government institution, it must not be supposed that it is a charity from the crown. On the contrary, it is supported by a specific appropriation of certain of the taxes and revenues of the island. In the building is a church, not yet finished, large enough for all the inmates, and a quiet little private chapel for the Sisters' devotions, where a burning lamp indicated the presence of the sacrament on the small altar. I am sorry to have forgotten the number of children. It was large, and included both sexes, with a separate department for each. In a third department are the insane. They are kindly treated and not confined, except when violent; but the Sister told us they had no medical treatment unless in case of sickness. (Dr. Howe told me he was also so informed.) The last department is for aged and indigent women.

One of the little orphans clung to the Sister who accompanied us, holding her hand, and nestling in her coarse but clean blue gown; and when we took our leave, and I put a small coin in her little, soft hand, her eyes brightened up in a pretty smile.

The number of Sisters is not full. As none have joined the order from Cuba (I am told literally none,) they are all from abroad, chiefly from France and Spain; and having an acclimation to go through, with exposure to yellow fever and cholera, many of those that come here die in the first or second summer. And yet they still come, in simple, religious fidelity, under the shadow of death.

The Casa de Beneficencia must be pronounced by all, even those accustomed to the system and order of the best charitable institutions in the world, a credit to the island of Cuba. The charity is large and liberal, and the order and neatness of its administration are beyond praise.

From the Beneficencia we drove to the Military Hospital. This is a huge establishment, designed to accommodate all the sick of the army. The walls are high, the floors are of brick and scrupulously clean, as are all things under the charge of the Sisters of Charity; and the ventilation is tolerable. The building suffered from the explosion of the magazine last summer, and some quarters have not yet been restored for occupation.—The number of sick soldiers now actually in the hospital exceeds one thousand.—Most of them are young, some mere lads, victims of the conscription of Old Spain, which takes them from their rustic homes in Andalusia and Catalonia and the Pyrenees, to expose them to the tropical heats of Cuba, and to the other dangers of its climate. Most had fevers. We saw a few cases of vomito. Notwithstanding all that is said of the healthfulness of a winter in Cuba, the experienced Sister Servant, (which, I believe, is the title of the Superior of a body of Sisters of Charity) told us that a few sporadic cases of yellow fever occur in Havana in all seasons of the year; but that we need not fear to go into the wards. One patient was covered with the blotches of a recent small pox. It was affecting to see the wistful eyes of these poor fevered soldier boys, gazing on the serene, kind, countenances of the nuns, and thinking of their mothers and sisters in the dear home of old Spain, and feeling, no doubt, that this womanly, religious care was the nearest and best substitute.

The present number of Sisters charged with the entire care of this great hospital, except the duty of cooks and mere manual and mechanic labor necessarily done by men, is not above twenty-five. The Sister Servant told us that the proper complement was forty. The last summer, eleven of these devoted women died of yellow fever. Every summer when yellow fever or cholera prevails, some of them die. They know it. Yet the vacancies are filled up; and their serene and ever happy countenances give the stranger no indication that they have bound themselves to the bedside of contagious and loathsome diseases every year, and to scenes of sickness and death every day.

As we walked through the passageway, we came to the little private chapel of the Sisters. Here was a scene I can never forget. It was an hour assigned for prayer. All who could leave the sick wards—not more than twelve or fourteen—were kneeling in that perfectly still, secluded, darkened room, in a double row, all facing the altar, on which burned one taper, showing the presence of the Sacrament, and in silent prayer. That double row of silent, kneeling women, unconscious of the presence of any one, in their snow-white, close caps and long capes, and coarse, clean, blue gowns—heroines, if the world ever had heroines, their angels beholding the face of their Father in Heaven, as they knelt on earth!

It was affecting and yet almost amusing—it would have been amusing anywhere else—that these simple creatures, not knowing the ways of the world, and desirous to have soft music fill their room as they knelt at silent prayer, and not having (for their duties preclude it) any skill in the practice of music, had a large music box wound and placed on a stand, in the rear, giving out its liquid tones, just loud enough to pervade the air, without forcing attention. The effect was beautiful; and yet the tunes were not all, nor chiefly, religious. They were such as any music-box would give. But what do these poor creatures know of what the world marches to, or makes love to? To them it was all music, and pure and holy!

Minute after minute we stood, waiting for, but desiring, an end to these delightful sounds, and a dissolving of this spell of silent adoration. One of the Sisters began prayer aloud, a series of short prayers and adorations and thanksgivings, to each of which, at its close, the others made response in full, sweet voices.—The tone of prayer of this Sister was just what it should be. No skill of art could reach it. How much truer than the cathedral or the great ceremonial! It was low, yet audible, composed, reverent; neither the familiar, which offends, so often, nor the rhetorical, which always offends, but that unconscious, sustained intonation, not of speech, but of music, which frequent devotion in company with others naturally call out; showing us that poetry and music, and not prose and speech, are the natural expressions of the deepest and highest emotion.

They rose with the prayer of benediction, and we withdrew. They separated to station themselves, one in each ward of the hospital, there, aloud and standing, to repeat their prayers—the sick men raise themselves on their elbows, or sitting in bed, or, if more feeble, raising their eyes and clasping their hands, and all who can or choose, joining in.

Greeley's Letter.

Horace Greeley wrote a letter from Leavenworth to the *Tribune*, on the 29th of May—after he returned from Osawatomie. We give two extracts—the first about politicians and speculators. He says:

"The twin curses of Kansas, now that the Border Ruffians have stopped ravaging her, are Land Speculators (whereof the manufacture of paper cities and bogus corner-lots, though more amusingly absurd, is not half so mischievous as the grasping of whole townships by means of fraudulent pre-emptions and other devices familiar to the craft,) and One-Horse Politicians. Many of these latter were driven into the Free State movement by the enormity of the Border Ruffian outrages, by their own terror of indignation, and by the overwhelming force of public sentiment; but, being essentially demagogues, they gravitate irresistibly toward the Sham Democracy, in whose embrace the whole tribe will bring up sooner or later."

The second embraces all he says about that city:

"Leavenworth is, of course, much the largest place in Kansas, containing (I judge) 1,000 houses and 10,000 inhabitants. The Fort, three miles up the Missouri, is not included in this estimate; though that is a city itself, with extensive barracks, capacious store-houses, several companies of soldiers, many fine houses for officers, sutlers, &c., and a farm of 1,200 acres, which Uncle Sam cultivates, I presume, to much the same profit with other gentlemen who have fancy farms and do not oversee them very closely.—It is a nice place, that Fort, with many excellent people about it; but I can't help asking what it costs, and who pays, and whether that little bill might not be somewhat docked without prejudice to the public interest. I believe it could.—Whenever our people shall have grown wise enough to maintain no standing army whatever but the barest skeleton of one, to be clothed with flesh whenever needed by calling out volunteers, the Annual Expenditures may be reduced at least one-fourth, and we may build a Railroad to the Pacific with the savings of three or four years.

But Russell & Waddell's Transportation establishment, between the Fort and the city, is the great feature of Leavenworth. Such acres of wagons! such pyramids of extra axletrees! such herds of oxen! such regiments of drivers and other employees! No one who does not see, can realize how vast a business this is, nor how immense are its outlays as well as its income. I presume this great firm has at this hour Two Millions of Dollars invested in stock, mainly oxen, mules and wagons. (They last year employed 6,000 teamsters, and worked 45,000 oxen.)

Of course they are capital fellows—so are those at the Fort—but I protest against the doctrine that either Army Officers or Army Contractors, or both together, may have power to fasten slavery on a newly organized Territory (as has just been done in New Mexico) under the guise of letting *the people* of such Territories govern themselves. Yet this is just what "Squatter Sovereignty," unmodified by a fiery Anti-Slavery agitation in the Free-States, will in practice amount to.

Whether the three great cities of America are to be New York, St. Louis and Leavenworth, as one set of friends seem to think, or New York, St. Louis and Atchison, as another set assured me, I do not pretend to decide. If Atchison had the start that Leavenworth now has, I think she would probably keep it. But not having it, you see, alters the case materially. The Fort is here as a fixed fact; the United States goods are landed at the Fort; so the trains are made up there; and so Leavenworth is Leavenworth, and Atchison (for the present) only Atchison.

I saw a great mule train started from the Fort to-day, and another will start soon, filled with 160 soldiers' wives and babies, on their way to join their husbands in Utah, from whom they have been separated nearly two years. I argue from this fact that Uncle Sam expects to have use for his army in Utah for some time yet.

There has been no rain for three days; the sun is bright and hot; the prairie wind from the west is a gale; the streams are down—all but "Big Muddy," which does not give an inch, but rushes by Leavenworth almost cank-full and turbid as ever. The roads which so lately were mud, are now blowing dust in clouds; and there is a fair prospect of settled summer weather. I turn my face westward to-morrow.

H. G.

What is Poetry?

Poetry, were it the rudest, so it be sincere, is the utmost which man makes to render his existence harmonious, the utmost he can do for that end; it springs, therefore, from his whole feelings, opinions, activity and the music of his whole manner of being, and historically considered, is the best test how far music or freedom existed therein—how far the feeling of love, of beauty and dignity could be elicited from that peculiar situation of his, and from the views he there had of life and of the universe, internal and external.—*Carlyle.*

A Dangerous Preacher.

Dr. Cross, in a letter to the Richmond *Advocate*, daguerreotypes a southern preacher, in part thus: "He encompasses himself with rainbows, and meteors, and earthquakes, and cataracts, and hurricanes, and water-spouts, and showers of gems, and torrents of fire, and boundless conflagrations, and marshalled philosophies, and trooping seraphims, and the stupendous wheels of Providence, and the silver chiming of the spheres, and the weltering chaos of demolished worlds."