MEMPHIS APPEAL.

THE BALLAD OF BABIE BELL.

BY T. B. ALDRICH.

Have you heard the poets tell
How came the dainty Babie Bell
Into this world of ours?
The gates of heaven were left ajar;
With folded hands and dreamy eyes,
Wandering out of Paradise,
She saw this planet like a star,
Hung in the glistening depths of even—
Its twilight, running to and fro,
Over which the white winged angels go,
Bearing the body dead to Heaven.
She touched a bridge of flowers; those feet,
So light they did not bend the leafs
Of the celestial asphodel!
They fell like dew upon the flowers.
Then all the air grew strangely sweet;
And then came dainty Babie Bell
Into this world of ours.

She came and brought delicious May,
The swallows built beneath the eaves;
Like sunlight in and out the leaves
The robins went the livelong day;
The lily swung its noiseless bell,
And over the porch the trembling vine
Dangled hanging with its wealth of wine:
How sweetly, softly twilight fell!
Earth was full of singing birds,
And opening spring this flowers,
When the dainty Babie Bell
Came to this world of ours!

O Babie, dainty Babie Bell,
How fair she grew from day to day!
What woman nature filled her eyes,
What poetry within them lay!
Those deep and tender twilight eyes,
So full of meaning, pure and bright,
As if she retained in the light
Of those lost years gone by Forever,
And so we love her more and more;
Ah, never in our hearts before
Was love so tender born!
We felt we had a link between
This soul and God, and thus we gather
The faith beyond the more:
And for the love of those dear eyes,
For love of her whose loss we feel forth,
The mother's being ceased on earth
Were Babie Bell in Paradise.
For love of him, who smote our lives,
And wrapt the cloak of night on our earth,
We will, *Most Christ*—our hearts beat down
Like violets after rain.

And now the orchards, which were white
And red with blossoms when she came
Were rich in autumn's mellow orange
The clustered apples hung like flame,
The purple and purple peasants hummed and fell,
The rosy cheeked burst its shell,
The grapes hung purple in the grange;
And time wrought just such a change
In Babie Bell.
Her limbs form more perfect grew,
And in her features we could trace
In softened curves her mother's face!
Her angel nature ripened too.
We thought her lovely when she came
But she was holy, saintly now . . .
Around her pale angelic brow,
We saw a steadier ring of flame!

God's hand had taken away the seal
That held the portals of her speech;
And oft she said a few strange words
Whose meaning lay beyond our reach,
Like one who yet was a child to us,
We never held her being's key;
We could not touch her holy things;
We only knew she was blest by purity.

It came upon us by degrees;
We saw its shadow ere it fell,
The knowledge that our child had seen
His messenger for Babie Bell.
We shuddered with unhinged pain,
And all our hopes were changed to fears,
And all our thoughts ran into tears
Like sunshine into rain.
We cried aloud in our pain,
"O smite us gently, gently, God!
Teach us to bear Thy will!"
And perfect grew through grief,
Ah, how we loved her, God can tell;
Her heart was folded deep in ours,
Our hearts are broken, Babie Bell!

At last he came, the messenger,
The messenger from unseen lands,
And what did dainty Babie Bell?
She only crossed her little hands,
She only looked more meek and fair!
We parted back her silken hair,
We kissed the rose round her brow,
White buds, the summer's drifted snow,
Wrapped her from head to foot in flowers!
And then went dainty Babie Bell
Out of this land of ours!

SHIP TRANSIT ROUND NIAGARA FALLS.

Mr. Horace A. Day has invented a plan for a ship canal round Niagara Falls, which has thus far met with the approval of a great number of engineers, scientific and business men to whom it has been presented. Mr. Day is now making endeavors to bring his plan before the active consideration of the Board of Trade and the cities of the Northwest. The following is a brief outline of his plan, omitting all minutia, as presented by him at a lecture on the subject, delivered to a number of the business men of Chicago:

Gentlemen—I come before you as a business man, to address business men upon a business matter. I make no pretensions to a capacity for speech making, but will endeavor to submit to you as I have heretofore to committees of the several Boards of Trade of the leading cities of the West, this great project for lessening the cost of transit between the West and the seaboard, a plan which these committees, aided by the highest engineering skill and science, and after the most careful examinations, have entirely indorsed. I understand that the public expect from me, as they would from any man who comes before them with a subject of this character, such a full, frank and entire exposition of what he proposes as he is capable of giving. I believe that I have to present to the country an entirely new system of canal navigation—one admirably adapted to the use of steam in propelling vessels—one practicable for canal purposes in every part of the country.

If the State of New York can furnish five or six feet of water, then through the same channel, by my system, we can furnish fifteen feet of water, and carry as many vessels past the locks or elevations, drawing twelve or fifteen feet of water, as that State can now in five or six feet. We do not use locks, in one sense of the word. The end of the canal built on this principle is closed up. No water is intended to pass; but the transfer of vessels from one elevation to another is to be accomplished by the use of double inclined planes, having upon each inclined plane eight, ten or twelve tracks, according to the size of the vessel proposed to be transported. We have selected, as the proper number for vessels of one thousand two hundred tuns burthen, ten tracks. These, by the plan that I propose, are made of timber, and on these inclines rollers are placed, which remain stationary, moving in their bearings. The tracks which run upon these lines of rollers, ten in number, are to be on the frames of car or dock, then exactly reversing the order of railroading. The vessel may be raised from the water by one of three or four means. I propose to use what is called the screw dock, or screw jack, or hydraulic jack, or more properly, the hydrostatic pump dock, because I am informed by those who build these docks that it is impossible to raise a vessel of the size contemplated in the short space of ten minutes, sufficiently to go on the inclined plane. While the vessel at one end of the plane is being raised, another vessel, at the other end, can be lowered at the same time, so that the time occupied in passing two vessels is only the time of passing one. As one is ready to descend the plane, the other is ready to ascend, and the connecting machinery of rope or wire cable will be another vessel, at the other end, can be lowered at the same time, so that the time occupied in passing two vessels is only the time of passing one. As one is ready to descend the plane, the other is ready to ascend, and the connecting machinery of rope or wire cable will be attached to the same, and by the power of the descending vessel, the other will be raised. The vessel, when it reaches the top, is to be transferred to the descending side of the plane, by the simple process of turning the cradle upon which it rests, upon the descending side of the plane, and then the vessel is ready to be launched into the water, and the cradle is ready to receive another vessel. The cradle is to be made of iron, and the rollers upon which it rests are to be made of iron, and the rollers upon which it rests are to be made of iron, and the rollers upon which it rests are