

Brutal Outrage and Murder by Negroes

The Beaville, Mo., paper gives the following detailed account of a brutal outrage and murder committed by two negroes in Jasper county Missouri, about the middle of last month:

Merchants who have just returned from a business tour throughout the south west, have furnished us with the details of the most brutal outrage which ever occurred in any civilized community. On Saturday evening, the 10th ult., two Cherokee negroes—that is, slaves purchased of Cherokee masters—one belonging to Mr. John Scott, and the other to Mr. John DeLoe, living near Carthage, Jasper county, in this State, deceived Dr. John Fisk, of the same neighborhood, from his residence, murdered and robbed him; returned and violated the person of his wife, then murdered her with the axe which was used to kill her husband; choked her infant to death; set fire to the premises in two places, which were consumed—and left. The negro belonging to Scott, who at the time was a "runaway," having left home some five or six weeks previous to the murder, has not, from last accounts, been taken. Dayle's boy, aged about nineteen, had been confined by his master on suspicion, he having ascertained from his other negroes that he was absent Saturday night, and was apprehended by the authorities the next day. At first he denied any knowledge of the outrage, but as it was threatened that he should be hung immediately, he made the following confession:

That some time previous, Dr. Fisk had scolded him at his master's house for not catching a horse sooner, stating that he was so slow and trifling that he would rather have done it himself. This, he said, so offended him that he resolved to kill him. Again, a short time previous to the night of the murder, Dr. Fisk, who had employed him, complained about his not mowing faster, telling him that he was good-for-nothing to work—and he a second time determined to kill him. That soon after he met Scott's runaway negro in Carthage, and told him that he wanted him to help him to kill Dr. Fisk. Scott's negro said he would do so, if he would promise to help him to kill someone else. That on the evening preceding the outrage, Scott's negro came to his master's—Mr. Dayle's—and told him that he had come to help him to kill Dr. Fisk. They then determined how they should proceed to kill him, and agreed that they should proceed to kill him by different routes, after dark—that Scott's negro should remain in the brush, and the other should enter the house, by stating that one of Mrs. Dayle's children was very sick, and required medical attendance.

They acted upon the plan, and the Doctor got ready and started on horseback for Dayle's, but had not gone much beyond his inclosure when he struck him with the axe back of the head; the Doctor, thinking the attack from some one else, asked him if he had a pistol—he then struck him two more blows over the eyes with an axe, and he fell from his horse dead. The animal man of great fright, and they rifled the Doctor's pocket and divided the money.

They then returned to the house and went in. Mr. Fisk, knowing nothing of the occurrence, asked them what they wanted—and told them to leave or they should be punished. He then knocked her down with his fist, and held her while the other violated her person. In this way she was violated by both negroes. Then they killed her with an axe, choked her child to death, set fire to the house in two places and left.

From fifty to sixty armed men were in pursuit of Scott's negro, and no doubt he will eventually be taken. He is supposed to have a rifle and revolver, and it is supposed, had in a bottom on Spring river, where a hurricane passed through some few years since, now grown up in underbrush to dense that a man cannot see ten feet ahead. One of the citizens was within ten feet of him since the murder, but as the negro was armed with a rifle, and he had no arms, he did not molest him. They will probably have to kill him in order to take him.

Dr. Fisk, we are informed, was originally from Tennessee, and was much esteemed as a physician and gentleman; his wife was one of the most amiable ladies in the neighborhood, and a relation of Mrs. Dayle.

This is the second offence of this kind occurring within the short space of about two weeks—that on Heath's Creek, Pettis county, on the 2d, and the later within three miles of Carthage, on the 10th. Both ladies were not only unexpectable in their general deportment, but were justly esteemed for amiability and good sense throughout their respective neighborhoods. Such being true, what is it that induced the perpetration of such atrocious crimes? It is not the effect of bad example on the part of the whites, for no such offence has been committed in these neighborhoods by white men. What then? Does it grow out of some innate depravity of the negro? A lack of discipline on the part of the masters? Or have we the emissaries of "underground railroads" in our State, exciting our slaves to commit such revolting and fiendish barbarities? It is high time to determine the cause of such abominations, whatever it may be, and apply the remedy.

We further learn from the Springfield, Mo., Advertiser, that this negro was at last captured on the Pacific about fifteen miles from Carthage, taken to that town, tied, and found guilty, but refused to make any confession. The Advertiser says the citizens of the surrounding country prevailed to give a warning to all future transgressors of the kind, took the negro out of the land of the officers, and burned them on the 20th ult. They both made confession after being chained to the stake, but the Scott negro (the one last taken) afterwards denied any knowledge of it. They died in about two minutes after the fire commenced burning.

MYSTERIOUS MURDER.—The True Delta of the 17th ult. says the remains of a human body, with only a small portion of the skull remaining about the hips, was found yesterday afternoon under the wharf at the head of Gravier street. The Coroner was sent for, and on his arrival the following facts were elicited: A man was seen under the wharf, by some boys, who pretended to be looking for his knife, which he said he had dropped between the cracks of the wharf. After he was seen, the boys went under and discovered the box. The boys were doubtless in such a manner that the sinews must have been cut, probably for the purpose of getting the body into the box. The lead had been cut off and placed between the legs, and two holes were found in the back part of the skull, which had evidently been made by an instrument somewhat resembling a shoe-maker's awl. These and various results to the brain, and were undoubtedly the cause of his death. The remains of a pair of black fustian pantaloons, the remnant of a pair of clothing found, and it was the general opinion that the deceased had been a returned Californian, who was probably murdered in his sleep. No person recognized or could identify the individual who was first seen under the wharf. The jury returned a verdict that the deceased came to his death from two wounds in the head, penetrating the brain, inflicted by some sharp instrument in the hands of some person or persons unknown.

THE LOW CURB FOUND.—Some days ago, we gave an extract from a letter dated Chicago, Illinois, East Florida, July 21, containing an account of the loss of a girl about twelve years of age, daughter of Mr. Tillis, in the neighborhood of the Tampa, who had wandered away from home, and it was feared, had been destroyed by wild beasts in the woods; and stating that upwards of forty men were scouring the country in search of her. We were glad to learn from another letter to the Savannah News, that the last girl was found by her father on the 22d inst. She had wandered about the country for some months, and although very much reduced, she was still able to walk and speak, and made no effort to run to her father when she first saw him. Being a little girl of only twelve years of age, she was present in the woods for so long a time, she was almost moribund. At last accounts she was doing well.

A YOUTHFUL TRAVELLER.—The Wheeling Times mentions the arrival in that city of John Jacques, an orphan boy, aged fifteen years, from the State of New York on route for California, overland. He states that he reached Philadelphia by stowing himself in a car or freight train and remained there two weeks, sleeping in the market-houses, and subsisting on food given him by the servants at the hotels. Finally, a mail and conductor allowed him to ride on the platform of a car to Baltimore, where he staid more than a month, serving as an errand boy and newspaper carrier; after which, he proceeded on foot to Frederick, begging enough to get from the farm-houses on the road; here he engaged as ostler at a tavern, but left it in a week on the top of a buck wagon for Harper's Ferry, where he accidentally picked up a \$5 bill. He took the cars for Cumberland; a gentleman there paid his way to Wheeling; at the latter place, he is endeavoring to engage as a cabin boy on board of a steamboat for St. Louis, where he hopes to engage as herdman or cattle driver to California. Persevering boy, that.

THE ASTOR LIBRARY.—It is said the Astor Library, now arranging in New York, will be the most extensive in America. Mr. Cogswell and two assistants are employed in shewing the books, and framing the catalogue. Several weeks must elapse before the doors are opened to the public. The work of arranging must occupy a great deal of time. Visitors are not admitted lest they interfere with the work now in progress. Most of our readers are aware that the late John Jacob Astor bequeathed a large sum of money to establish and support this institution. A commodious and spacious edifice was erected with a portion of the bequest for the reception of the books, and Mr. Cogswell was in Europe two years, engaged in selecting and purchasing them. It will be a fine establishment, and worthy of the great city of New York, and we trust, will carry down the name it bears to the latest posterity.

TESTING TABLE-MOVING.—A Mr. Blackwell, of Cavell county, N. C., bet \$1000 on a belief in the spiritual agency of a table, and that if he would be allowed to select any five men of unquestionable veracity, to test this experiment, the table would not move three feet in a half hour. The test was taken; the persons arranged to obey the directions of Mr. Blackwell, sat for two hours and a half on their knees, but the table did not move a hair. The money was paid over to Blackwell, Dr. Hare says, "A table, wooden table is almost a non-conductor, and forming a link necessary to complete a circuit between the sky and the earth, it might possibly be shattered by a stroke of lightning; but, if the power of all the galvanic apparatus ever made, were to be collected in one current, there would be no power to move or otherwise affect such a table."

COMMERCE OF NEW YORK.—A review of the magnitude of the trade of the great commercial metropolis, may be formed from the following figures. The total increase in the value of exports for the month of July is \$6,779,811; the increase of imports since January 1st, is \$33,442,000. The corresponding seven months of 1852, the increase in the exports for the month is comparatively much greater than shown in the imports; the total for July, exclusive of specie, is \$5,643,350, against \$2,312,031 for July, 1852, showing an increase of \$2,331,319. The total since January 1st, inclusive of specie, is \$33,804,097, against \$28,308,648 for the corresponding seven months of 1852, showing an increase of \$5,495,449, nearly all of which occurred within the last two months.

NEW SILVER COIN.—The Director of the Mint at Philadelphia, under the sanction of the 7th section of the act of March 3, 1853, authorizing new devices for the silver coinage of the United States, and with the approval of the Secretary of the Treasury, invites the co-operation of artists, engravers, and other persons of taste, to aid him in effecting the design. He desires that as many as may be disposed to forward to him, before the first day of October next, such designs as they may deem appropriate to that coinage. The law having imposed no restrictions in relation to the devices, the Director abstains from advancing any suggestions on the subject, it being his wish that the designer should be entirely untrammelled in the exercise of his judgment and skill.

FANCY FERN PITTS CITY CHILDREN.—Here comes a group of pale faced city children, on their way to school. God bless the little unfortunates! Their little feet should be crushing the strawberries, ripe and sweet, on some sunny hill slope, where the breath of new mown hay and the fragrance of the roses to their cheeks, and strength and grace to their cramped and half developed limbs. Poor little creatures! they never saw a patch of blue sky bigger than their satchels, or a blade of grass that dared to grow without permission from the Mayor, Aldermen and Common Council. Poor little skeletons! tricked out like fashion prints, and fed on diluted skinned milk and big dictionaries. I pity you.

SLAVE ON STEAMBOAT.—Capt. James Time, of the steambot Aurilla Wood, has been required to give bonds in \$500, to appear and answer a charge of abduction of a slave, although, according to the Memphis Whig, the evidence given before the justice was to the effect that the negro was seized by the steward of the boat, on the last trip up, without Capt. Time's knowledge; that there was no appearance of coercion, and furthermore that Capt. Time was not aware the boy was a slave until after his arrest, and although, according to the statement of passengers on the boat, Capt. Time was very indignant at the course of his steward, and discharged him upon the arrival of the boat at Louisville.

TELEGRAMS TO EUROPE.—We find the following in the extracts of European news by the Arctic in the New York Times:

Arrangements are advanced towards completion, for laying down a submarine telegraph between the United Kingdom and America. It is intended to connect the two countries by means of Galway and Halifax, these being the nearest points of communication. The distance is about 1,600 miles. The estimates vary from \$200,000 down to \$300,000, and it is a remarkable fact that some of the lowest estimates have been put in by some of the most respectable firms in the country.

MR. O'DONOHUE, the Irish exile, was arrested at the Adams House, August 6th, charged with sending a letter to Mr. Treason, chairman of the Meagher supper, accepting a challenge to fight some other man in the neighborhood of Manchester, early to-morrow morning.

Patrick S. Donohue, publisher of the Boston Pilot, became his bail in the sum of \$2000 to appear and answer, and in the meantime to keep the peace. A warrant is out for Treason, who gave the challenge. He is commander of the Meagher Rifles. The affair grew out of some remarks in which O'Donohue complained of the treatment of Treason at the supper.

THE SILVER COIN.—There is a continual complaint of the want of silver change. The Philadelphia Ledger says that the mint is busily engaged in the manufacture of this description of currency, but the channels fill slowly. There is some reason to fear that the mint will not long be without help in meeting the demand, for rougher and more unskillful coin than the new issue of silver have never been thrown before the public. If the bogus manufacturers are not soon on the market, it will not be any difficulty, half an hour before breakfast, noon and night, to find the "big lumps" of foreign silver, which are so common, and which are so much better than invitations to counterfeiters.

It is said that *oculus indicus*, one of the most virulent poisons known, is imported into this country in immense quantities, and is not known to be used either for medicine or manufactures, except in that of larger bore.

Fléonville Jaunes.
CAUSE.—Suraillance du gaz Azote dans l'air atmosphérique.
CORRECTION METEOROLOGIQUE. FACTION.
Faire brûler du Salpêtre dans toutes les cheminées d'une ville, sans exception, pour ébranler l'air; il serait bon que les autorités municipales fixassent l'heure, (midi) pour cette opération; opération simple et sans danger qui se fait aisée.
Faire chauffer la pèle (sur laquelle on met une ou deux cuillères de Salpêtre) sur un petit feu de charbon ou de bois, jusqu'à point de ébullition de ce sel.
PENSÉE DE PERSONNE.—Potter sur la poitrine de la racine de jusquiame concassée quelque désagréable qu'en soit l'odeur.
MÉDECATION.—Au moindre mal de tête avec inflammation de yeux, avaler une cuillère à bouche, de sel de table, délayé dans de l'eau de puits, de pluie ou de rivière; si le vomissement qui en survient, est de mauvaise couleur et de mauvaise odeur, répéter cette dose jusqu'à ce que la couleur et l'odeur du vomissement soient changées.
A l'apparition du vomissement noir, il n'est pas trop tard; répéter la dose jusqu'à changement de couleur et d'odeur comme ci-dessus.
Se purger ensuite avec de la crème de tartre, en limonade.
[Grand Livre de la Nature.

MOIST VEXATION.—A Mr. Isaac F. Shepard, of Boston, in letters addressed to Abbot Lawrence and Edward Everett, proposes a plan by which Mount Vernon may be secured to the people of the United States forever as their common heritage. He estimates the cost of purchase, including and repairing, salary of superintendent, and labor, including a six per cent. fund of \$140,000, would amount to a cash capital of \$350,000. This sum he proposes should be raised by voluntary subscription among the people, and the estate held by a board of trustees composed of the President of the United States and Governor of Virginia, *ex officio*, and one person to be elected by the Legislature of the United States. Messrs. Everett and Lawrence fully concur in the opinion that Mount Vernon ought to become public property.

A correspondent of the National Intelligencer, from Columbus, Ohio, proposes (and the editor of the Intelligencer vouches for his good faith) "to be one of two hundred that will pledge themselves to raise one thousand dollars each, no one to give more or less, and to be paid on the 10th of January, 1854, and the balance to be paid as the parties may agree on; the property and its sacred remains to be secured by deed to the people of the United States."

An eccentric individual in Gloucester, Mass., has built a vessel, but having been informed, as he supposes, by the spirit of his deceased father, that he would not live six months after his vessel was launched, he immediately procured the assistance of several of his neighbors, loaded her on wheels and with several yoke of oxen she was drawn into the river at low water, and placed upon blocks, where she remained till high water, when she was afloat. She is named the *Lyvanacia*, and sails from "The Kingdom of God." She is believed to be the only vessel ever built that was not launched.

THE SUSQUEHANA RAILROAD.—The Lewisburg Democrat says that the contractor for that portion of the Susquehanna railroad lying between Lewisburg and Sunbury, commenced erecting shanties at Turtle Creek, on Monday last week, to be occupied by the laborers on the road. Carts, picks, wheel-barrow, &c., were arrived, and as soon as temporary accommodations are secured, the work will be commenced. The illness of the contractor, Michael Burke, it is said, has caused the delay until this time.

A giant, nearly nine feet in height, is shortly expected to arrive in Madrid. He is a native of Lechar, in the province of Grenada, and is only twenty-three years of age. He eats as much as five men, walks with extreme rapidity, and has been twice married, but both his wives are dead. His object in visiting Madrid is to demand the hand of a female of great beauty, who keeps a coffee house. He is described as a great coward, that he will allow a child to ill-treat him.

A LACK AT DEMOCRACY.—The New York Mirror mentions the following:
"Curious Fact.—The man who profess to be 'Democrats to the back bone,' and who, for political ends, mingle and mix with the unwashed rowdies in rum holes, are always first and foremost in running after the 'big lumps' of foreign Aristocracy." Signal examples might be given in corroboration of this statement. But we simply call attention to the fact, and leave the reader to apply it and explain it."

AMERICAN RAILWAY BONDS IN ENGLAND.—A London letter of the 29th ult., to the Mobile Advertiser, says:
Our money market is tight. Money can only be had on short time, and then 3 1/2 per cent. must be paid on first class paper. You must not imagine from this that gold is scarce—far from it; but with continental affairs in such a ticklish state, the brokers fight shy of all speculative transactions. There are some millions of American railway bonds offered here, but not great inclination is exhibited to touch them, and you must not be surprised if they are not taken up. If war ensues they certainly will not be.

TO PREVENT YELLOW FEVER.—Take a teaspoonful of pulverized charcoal, in half a tumbler of cold water, morning, noon and night, half an hour before meals. Children should take much less in quantity; and if the bowels are constive, take one or two of Moffat's or some other active pills, at night. The charcoal to be continued during the epidemic. It can be bought at all the drug stores, at 25 cents per pound. One pound will last a small family a month. It has been used with great success here and elsewhere. Try it.

CHINESE LABORERS FOR THE WEST INDIES.—A London letter of July 29 says:
The Immigration Commissioners have advertised for tenders for ships to convey 2,000 Chinese from Hong Kong to Demerara and Jamaica. So far as they have yet been introduced, it appears they are by far the best substitute for African laborers yet found; in fact, many old planters say they prefer them to Slaves. Should the experiment generally succeed, it may be the regeneration of the West Indies.

OVER TALK.—The following toast was given at a railroad dinner in Detroit, lately:
Editors.—Leaders on which politicians climb to power—pioneers in all great enterprises—the only class whose labor is its own reward—the hardest worked, the poorest paid, most self-sacrificing, and best abused of all the professions.

An editor summing up the virtues of a soapboiler lately deceased, concluded his eulogy with the usual phrase of—peace to his ashes! The remark gave great offence to the family, one of them threatened the editor with personal violence.

History of our Steam Navy.
In 1813 Robert Fulton proposed to the President of the United States to construct a steamboat which would carry heavy guns, and move at the rate of four miles per hour. In 1814 a law was passed authorizing the President to cause to be built and equipped, one or more floating batteries for the defence of the waters of the United States. The harbor and coast defence was committed to a committee, who employed Fulton as engineer, and who laid down the keel of our first navy steamer on the 20th June, 1814. This was at the shipyard of A. & N. Brown, in this city; in four months this vessel was launched, and named the "Demologos" and "Fulton the First." It was not until June, 1815, that her engine was put in and fitted up completely; on that day she made a short trial trip; but on the 4th July succeeding she made a trip of 26 miles out into the ocean. This ship was totally unfit for navigation, and was laid up at the Brooklyn Navy Yard as a receiving ship until 1829, when, in a most unaccountable manner she was blown up, killing 24 men, 1 woman, and wounding 19; our first naval steamer was an unfortunate one—its nearly all its successors have been. In 1838 "Fulton the Second" was built for the defence of New York Harbor; she was made strong and carried a heavy battery, but she was totally unfit for the purpose of ocean navigation. She had two horizontal engines, with cylinders of 50 inches diameter, and 9 feet stroke, which were built at the West Point Foundry, and cost \$41,198 57. Her boilers were of copper, and cost \$93,396 06—an enormous amount of money. Her total cost was \$299,649 91. This vessel lay at the Brooklyn Navy Yard a useless hulk, until 1851 when Chief Engineer Stuart was directed to reconstruct it entirely. The old engines were taken out, also the copper boilers. A single inclined engine built by H. R. Dunham & Co., along with iron boilers, were put in at a cost of \$75,000. By statistics of this vessel's performance, obtained from Stuart's splendid work on Naval Steamers, it appears that she made as high a speed as 20 miles per hour. For this extraordinary speed we cannot account—her engine and model would not lead us to believe that she could make such time as, upon good authority, it is stated she has made. The three "Fultons" had paddle-wheels.

In 1842 Lieut. Hunter, U. S. N., took out a patent for a new submerged wheel for the propulsion of steamers, and upon the strength of some experiments made with a small boat on the canal at Washington, the Government ordered a vessel named the "Union," of 140 tons burden, to be constructed at the Norfolk Navy Yard; to test this wheel on a large scale. This wheel was a submerged paddle-wheel, revolving horizontally in a case under water. This vessel was employed for about 28 months in the Gulf of Mexico—had two sets of engines put in her, and had a number of alterations made in the wheel, and yet never made over 4 knots per hour. In 1846 this vessel was laid up in the Navy Yard at Philadelphia, her machinery and boilers taken out, and was turned into a receiving vessel, after costing \$172,477 60.

In 1843, a small iron steamer, named the "Michigan," was built for cruising on the northern upper lakes, and has done good service. The "Mississippi," the flag-steamship of Commodore Perry in the Japan Expedition was built in 1840, at the Navy Yard, in Philadelphia, and her engines were constructed by Merrick & Town, of that city, from designs by Charles W. Copeland, of this city. Her cost was \$550,254; repairs in 1852, \$94,954. This vessel has side wheels, and has done great and good service to the country; it is believed that she has steamed a greater distance than any war steamer afloat, and has required but little repairs, and she will last quite a number of years yet. The "Missouri," was built at the Brooklyn Navy Yard, in 1841, from the same lines as the "Mississippi," and her engines and machinery were constructed, at West Point Foundry, Cold Springs, from designs by Mr. Copeland. The H. Haswell being then engineer in Chief of the U. S. N. Her cost was \$508,483 78. On the 23rd of Aug., 1843, this fine steam frigate, was destroyed by fire, at Gibraltar. She was a fine sailor, and was, in every respect like the "Mississippi," only she had 10 feet stroke, with 62 1/2 inches diameter of cylinders, while the cylinders of the former are 75 inches diameter, and the stroke is only 7 feet. The "Princeton" was also built in 1843, with Ericsson's engines and propellers. This vessel was a failure, as far as the quality of her hull was a concern, and lasted about six years; her speed was about six miles per hour with steam alone. Two small steamers (paddle-wheels) named the "Spitfire" and the "Geyser" were purchased by the Government during the Mexican war. They have undergone many repairs since, and are of a very inferior character.

The "Allegany" was constructed of iron at Pittsburgh, from plans by Lieut. Hunter, in 1847, and fitted with two of the designer's submerged wheels. She was 1,000 tons burden, and 33 feet broad. Her whole cost was \$292,053.72, including \$10,000 for the patent right of the wheel, a most enormous price indeed, for a small iron steamer. This vessel was sent on a trip to the Mediterranean, and on her return in 1849, the Hunter wheel was condemned: side wheels were recommended. During 1852 she underwent great alterations, and a propeller designed by Engineer Isherwood, was substituted for the Hunter wheel. One of Pirron's condensers was also applied, but none of these changes can bring it up to six knots per hour.

In 1850 the "Saranac" was built at the Portsmouth Navy Yard, N. H., with engines built by Jabez Coney, of Boston, from designs by Charles W. Copeland. This vessel has paddle wheels, maintains a respectable speed, is very efficient, and a credit to the service.

The "San Jacinto" was constructed on the same lines as the Saranac, at the Brooklyn Navy Yard. Her engines were designed by C. W. Haswell, Engineer in Chief of U. S. N., and were built in 1850 by Merrick & Sons, Philadelphia. She was to be fitted with a propeller by Mr. Haswell, which was to be placed at the one side of the centre line. Before the propeller was put in, Mr. Stuart superseded Mr. Haswell, and got a different propeller placed in her. His work says that she run at the rate of 18 miles per hour, in New York Harbor, but these miles must have been exceedingly short. This vessel cost \$205,593.77, and on the whole is considered to have done no credit to the service as yet.

The "Susquehanna" was launched from the Philadelphia Navy Yard in 1850. The engines were designed by C. W. Copeland, and were built by Murray and Hazlehurst, of Baltimore. Her whole cost was \$710,408.000. She has paddle wheels, but has not matched the "Mississippi."

The "Powhattan" was built at the Norfolk Navy Yard, and was ready for sea in 1852. Her machinery was built by Mehaffy & Co., Norfolk, under the charge of Engineer Sewell, from designs by C. H. Haswell, Engineer in Chief. This is a large steam frigate a fine sailer, and had the San Jacinto been constructed like the Powhattan, with paddle wheels, she would no doubt have done credit to the engineer who designed the engines. The cost of her engines and machinery was \$383,213.68.

A "Water Witch the Second" has also been built, using the old engines, but employing Morgan's Paddle Wheel, from designs by Engineer Isherwood. These wheels do no credit to our engineering genius; they are more expensive, and are no more effective than the old-fashioned radial kind. Three or four other steamboats have belonged to the Navy—mere tug boats not worth naming. At the present moment there are only three efficient steam frigates in our Navy, and considering the advancement and improvements made in our mercantile steamships, it is a disgrace to our government. We also assert that we have not a truly respectable steamship in our Navy—one worthy of our country. Our government engineers have been peculiarly unfortunate with the propellers which they have built. While the French and English have very fine, large, and swift propeller line of battle ships, we have not a propeller-frigate worth the name. We would advise our government to get their steamers built entirely by contract; they pay too much for them. One of the Collins line cost \$736,035, only \$25,627 more than the Susquehanna, and is about one third larger. There is something rotten in the system, for there are able engineers in our Navy; where the fault is we cannot tell, we can only direct attention to it, hoping that we may do "the State some service."—Scientific American.

HOBS PICKING ANOTHER ENGLISH LOCK.—Until the year of the Great Exhibition nobody had succeeded in obtaining the 200 guineas offered by Messrs. Bramah to any person who could pick their celebrated lock. This piece of mechanical ingenuity was at last performed by Mr. Hobbs, who was not a lock maker, but a lock picker; since then the art of picking locks has become somewhat elevated, and has attracted the attention of several first rate English engineers. The Society of Arts, in John street, London, desirous of promoting the skill of English locksmiths, issued a circular last year for premiums on various articles of manufactures, among which was one for the invention of a good lock, combining strength and great security from fraudulent attempts, cheapness, freedom from disarrangement by dirt, and requiring only a small key. The conditions upon which the prize of £10 was to be awarded seem to be somewhat inconsistent with the object required; but nevertheless the offer commanded attention, and the successful competitor was Mr. Saxley, of Sheerness; and to him the prize was awarded by the committee, the chairman Mr. Chubb, the lock maker, in St. Paul's churchyard. By a letter from Mr. Hobbs, which appears in the "Journal of the Society of Arts" of the 21th of June, we find that Mr. Hobbs's curiosity, which was only equalled by his modesty in not competing for the prize, induced him to inspect this piece of mechanism which the committee, presided over by Mr. Chubb, had pronounced to be one most in accordance with the prescribed rules of the society; when so far from his possessing that great security required, he discovered that it was constructed on the principle of the Yale lock, such as are manufactured by Mr. Cotterill, of Birmingham, England, and to prove to the persons present that it possessed no security, Mr. Hobbs took a small straight iron wire from his pocket, and with a thin strip of steel opened it in the presence of several members of the society in three minutes.

A DASHING YOUNG WIDOW.—Of all things in creation, there is nothing so captivating as a blooming young widow, nothing so lovable. The following from the Lawrence Register, is a case in point:
While in Arkansas, in December last, we saw and conversed with a young and beautiful widow only twenty-seven years old, who had followed to the grave the bodies of her four husbands. It was at a country party in that wild region we first saw her. We liked her appearance and obtained an introduction. She was all life and animation. The pleasure of the dance was her delight and she appeared the "gayest of the gay." We spent half an hour in conversation with the Arkansas belle. We talked of the country, wild game, different kinds of life, single and matrimonial, etc., about which she spoke very well and very correctly. In a tender tone of voice, (for we felt interested in this dazzling beauty) we inquired:
"Madam, how long has your last husband been dead?"
"Ten days, yesterday," replied the afflicted widow.
"God heavens!" thought we; "a husband dead only ten days, and his widow one of the gayest dancers at a ball!"
We were so much astonished that we left her without ceremony. On enquiry next morning, we found out what she had told us was true. Her husband No. 4, for several years had represented the county in the Legislature, and was highly esteemed not as a talented legislator, but as a clever, jolly kind of man. The man this wild, jolly belle entraps for No. 5, may the Gods forefend!

EARLY RISING.—In the will of the late Mr. James Sergeant, of the borough of Leicester, is the following singular clause: "As my nephews are fond of indulging themselves in bed in the morning, and as I wish them to prove to the satisfaction of my executors that they have got out of bed in the morning, and either employed themselves in business or taken exercise in the open air, from five till eight o'clock every morning, from the 5th of April to the 10th of October, being three hours each day; and from seven till nine o'clock in the morning from the 10th of October to the 5th of April, being two hours every morning; this is to be done for some years, during the first seven years of the satisfaction of my executors, who may exercise them in the case of illness, but the task must be made up in the case of illness, and if they will not do this, they shall not receive any share of my property. Temperance makes the faculties clear and exercise makes them vigorous. It is temperance and exercise united that can alone insure the fittest state of mental or bodily exercise."

SUPPLY OF CATTLE FOR THE NEW YORK MARKET.—It is said that were it not for the numerous railroads, New York city would now be in a state of starvation so far as meat is concerned, as it has to depend almost entirely upon supplies from the West. Beesves are now delivered there from the Northwestern prairies, within a week, by means of railroads, at an expense of \$10 to \$12 per head. It would take from fifty to ninety days to bring the cattle from the western parts of Ohio, Kentucky, Illinois, or Arkansas, in fair weather, but in winter it would be too expensive to attempt such a thing. A drove of cattle from the Cherokee Nation, raised by the Indians, were recently received at New York, via railroads, from Illinois. It is said it would be rare to find a hundred head of cattle in the New York, New Jersey, Massachusetts and Vermont markets at one time, but for the droves that come from the West, over the different lines of railway.

One of Jacob's horse-pistols had two colts the other day. They will be exhibited at the World's Fair.

FERN LEAVES.
Climb, man! climb! get to the top of the ladder, though adverse circumstances and false friends break every round in it! and see what a glorious and extensive prospect of human nature you'll get, when you arrive at the summit! Your clothes will be worn out shaking hands with the very people who didn't recognize your existence two months ago. "You must come and make a long visit;" "you must stop in at any time;" "you'll always be welcome;" it is such a long time since they had the pleasure of a visit from you, that they begin to fear that you never intended to come; and they'll cap the climax, by inquiring with an injured air, "If you are near-sighted, or why you have so often passed them in the street without speaking?"
Of course you will feel very much like laughing in their faces, and so you can. You can't do any thing wrong, now that your "pocket is full." At the most, it will only be "an eccentricity." You can use any body's neck for a foot-stool, bridle any body's mouth with a silver bit, and have as many "golden opinions" as you like. You will see a frown again, between this and your tombstone!

TOO GOOD TO BE LOST.—At a short distance from the city of Boston, there is now living a white-haired veteran, a soldier of the Revolutionary war, who is ninety-nine years of age—one in whom the fire of patriotism still sparkles brightly as if it did of yore—and whose eye still sparkles with the vivacity of youth when he relates the events of those days "that tried men's souls." Among the names of those who delighted to honor, was that of Gen. Jackson. That man he greatly revered; he admired the map for his heroism, and honored him for devotion to his country. About the time when Jackson was elected to the Presidency, a party of men belonging to the town in which he resided (they were Whigs of course) made an effigy of Gen. Jackson, and to gratify the malice of their hearts towards him, and the party by whom he was elected, they hung the effigy on a public place called "The Green." A guard of eight men with loaded guns were stationed near to protect the image, and the men who were thus endeavoring to dishonor the name of General Jackson.

The old soldier, at that time more than seventy years of age, was informed of what was going on, and of the threats that were made to shoot any man that should attempt to cut down the image. Fired with indignation at the injury offered to Jackson, he shouldered his axe and went out, notwithstanding the remonstrances of his family, who trembled for his safety, accompanied only by his youngest son, who would not let his father go alone on such a dangerous expedition. The firmness of his step—the determination which his whole demeanor expressed—his well-known attachment to his country and to its noble defenders, conspired to speak out his purpose, and the axe on his shoulder needed no comment, as he marched boldly up to the mock gallows.
"Halt!" shouted the guard, "advance another step and you are a dead man!" and they leveled their weapons, pointing them directly at the old veteran.
"Fire, you will," said he, "I'll cut it down if I die for it!"
And down it went—not only down, but hewed up into fragments by the hand of the old soldier. The guard were perfectly astonished—they were awed by the boldness of that aged man, with his white hair streaming in the wind, as he bent to the task; and they could not harm, but they quailed before the fire of his eye, as he boldly marched off in triumph before them. They had not expected an attack from such a quarter, and it took them by surprise. They would as soon have looked for a ghost among them as for that venerable man, whose head was as white as snow. They said that it was nothing but his grey hairs that saved him from personal violence; he was an old soldier, and they could not lay hands on him.—Springfield Post.

EXPANDING THE CHEST.—Those in easy circumstances, or those who pursue sedentary employment within doors, use their lungs but little, breathe but little air in the chest, and thus, independently of positions, contract a wretchedly small chest, and lay the foundation for the loss of health and beauty. All this can be obviated by a little attention to the manner of breathing. Recollect the lungs are like a bladder in their structure, and can stretch open to double their size with perfect safety, giving a noble chest, and perfect immunity from consumption. The agent, and only agent required, is the common air we breathe, supposing, however, that no obstacle exists, external to the chest, such as twisting it about with stays, or having the shoulders lie upon it. On rising from the bed in the morning, place yourself in an erect posture, with your head thrown back and your shoulders entirely off from the chest, then inhale all the air that can be got in; then hold your arms off behind; hold your breath as long as possible. Repeat these long breaths as many times as you please. Done in a cold breath is much better, because the air is much denser, and will act much more powerfully in expanding the chest. Exercising the chest in this manner, it will become flexible and expandable, and will enlarge the capacity and size of the lungs.—Scientific American.

MONEY!! MONEY!!
—Times and dollars, dollars and times.
An empty pocket is the worst of crimes.
Yes; and don't you presume to show yourself anywhere, until you get it filled. "Not among good people?" No, my dear simplicity, not among "good people." They will receive you with a galvanic glow of a smile, scented up by an indistinct recollection of the "ten commandments;" but it will be as short-lived as their stay with you. You are welcome, that's the amount of it. They are all in a preparation lest you should be delivered of a request for this assistance, before they can get rid of you. They're "very busy;" and what's more, they always will be busy when you call, until you get to the top of fortune's ladder.

CLIMB, MAN! CLIMB! get to the top of the ladder, though adverse circumstances and false friends break every round in it! and see what a glorious and extensive prospect of human nature you'll get, when you arrive at the summit! Your clothes will be worn out shaking hands with the very people who didn't recognize your existence two months ago. "You must come and make a long visit;" "you must stop in at any time;" "you'll always be welcome;" it is such a long time since they had the pleasure of a visit from you, that they begin to fear that you never intended to come; and they'll cap the climax, by inquiring with an injured air, "If you are near-sighted, or why you have so often passed them in the street without speaking?"
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