THE DAILY PRESS.

MONDAY.....MAY 28

THE LAMP OF PEACE.

BY HENRY W. LONGFELLOW.

The night was made for cooling shade,
For silence, and for sleep.
And when I was a child, I laid
My hand upon my breast and prayed,
And sank to slumbers deep.
Childlike, as then, I lie to-night
And watch my lonely cabin light.

Each movement of the swaying lamp
Shows how the vessel reels,
And o'er her deck the billows tramp,
And all her timbers strain and cramp
With every shock she feels:
It starts and shudders, while it burns,
And in its hinged socket turns.

Now swinging slow, and slanting low;
It almost level lies,
And yet I know, while to and fro
I watch the seeming pendule go,
With restless fall and rise,
The steady shaft is still upright,
Poising its little globe of light.

O, hand of God! O, lamp of peace!
O, promise of my soul!
Through weak and tossed, and ill at ease,
Amid the roar of smiting seas—
The ship's convulsive roll—
Love, with love and tender awe,
You perfect type of faith and law!

A heavenly trust my spirit calms!
My soul is filled with light!
This ocean sings like solemn psalms!
The wild winds chant; I cross my palms,
Happy, as if to-night,
Under the cottage roof again,
I heard the soothing summer rain.

The Best Way to Endure Matrimony.

"Timothy Titcomb" writes as follows on what is called, with exquisite irony, the divine institution:

I suppose there is a modicum of romance in most natures, and that if it gathers about any event it is that of marriage. Most people marry their ideals. There is more or less fictitious and fallacious glory resting upon the head of every bride, which the inchoate husband believes in. Most men and women manufacture perfection in their mates by a happy process of their imaginations, and then marry them. This, of course, wears away. By the time the husband has seen his wife eat heartily of pork and beans, and, with her hair frizzled, and her oldest dress on, full of the enterprise of overhauling things, he sees that she belongs to the same race as himself. And she, when her husband gets up cross in the morning, and undertakes to shave himself with cold water and a dull razor, while his suspenders dangle at his heels, begins to see that man is a very prosaic animal. In other words, there is such a thing as a honeymoon, of longer or shorter duration; and while the moonshine lasts, the radiance of the seventh heaven can not compare with it. It is a very delicious little delirium—a febrile mental disease, which, like measels, never returns.

When the honeymoon passes away, setting behind dull mountains, or dipping silently into the stormy sea of life, the trying hour of marriage-life has come. Between the parties there are no more illusions. The feverish desire of possession has gone—vanished into gratification—and all excitement has receded. Then begins, or should begin, the business of adaptation. If they find that they do not love one another as they thought they did, they should double their assiduous attentions to one another, and be jealous of every thing which tends in the slightest degree to separate them. Life is too precious to be thrown away in secret regrets or open differences. And let me say to every one to whom the romance of life has fled, and who are discontented in the slightest degree with their condition and relations, begin this work of reconciliation before you are a day older.

Renew the attentions of earlier days. Draw your hearts close together. Talk the thing all over. Acknowledge your faults to one another, and determine that henceforth you will be all in all to each other; and, my word for it, you shall find in your relation the sweetest joy earth has for you. There is no other way for you to do. If you are happy at home you must be happy abroad; the man or woman who has settled down upon the conviction that he or she is attached for life to an uncongenial yoke-fellow, and that there is no way of escape, has lost life; there is no effort too costly to make which can restore to its setting upon the bosoms, the missing pearl.

Mistaking a Statesman for a Landlord.

The senior Mr. Guy, of the National Hotel at Washington, bears quite a likeness to Gen. Cass, and upon this the correspondent of the New York *Times* tells the following story:

A stranger, who supposed he knew mine host very well, put up at the National the other night. This house is quite full, and at this time, the new comer necessarily, for the first night, was sent to the upper floor to sleep. Coming down stairs the next morning, a little cross, he met Gen. Cass there, who has a fine suit of rooms in the hall, stepped to him, and in language more forcible and rapid than elegant, said:

"I'll be d—d if I'll stand it! You've put me at the top of the house. I must have a room some where lower down."

Gen. Cass, interposed and nervously—"Sir, you are mistaken in the person you are addressing. I am Gen. Cass of Michigan."

Stranger confusedly, "Beg your pardon, Gen. Cass—thought it was my old friend Guy. Beg a thousand pardons sir. All a mistake, all a mistake, all a mistake, I assure you, sir."

The General passed out of the building, but soon returned, and as luck would have it, the stranger met him full in the face again, but in another position. This time he was sure he had mine host, for the Senator from Michigan, he knew, had just gone out. So the stranger stepped boldly up, slapped the General heartily and familiarly on the shoulder, exclaimed:

"Hy heavens, Guy, I've got a rich sell to relate. I met old Cass up stairs just now, thought it was you, and began cussing about my room."

Gen. Cass (with emphasis)—"Well, young man, you've *met old Cass again!*"

Stranger sloped, and has not been heard of since.

REPORTED CONSPIRACY AGAINST THE RUSSIAN EMPEROR.—The Paris correspondent of the London *Morning Post* says:

I have read an official dispatch from St. Petersburg, not without interest. There seems to be no doubt that a conspiracy had lately been organized against the life of the Emperor; or, at all events, with a view of obliging his Imperial Majesty to abandon his praiseworthy policy of emancipation of the slave populations. I read of the arrest of 150 to 300 persons at St. Petersburg, chiefly among the Noble Guard. Certain suspected regiments were sent out of the city, and replaced by troops perfectly innocent of all political feeling. In addition, artillery was planted in various quarters of St. Petersburg in order to check, if necessary, this planned revolt. I have seen the names of the accused, but I am not permitted to publish them.

THE WAY MODERN GIRLS ARE REARED. "My dear," said Mrs. Dogberry to her daughter, "you should not hold your dress so very high in crossing the street."

"Then, ma," replied the maiden, "how shall I ever show the beauty of my flounced pantalets that have almost ruined my eyesight to make? Sure I don't care at all if the beaux do look at me."

Here the young lady gave a kinder arch look over the left shoulder.

Mrs. Dogberry then grew eloquent about the horrible "sin of vanity" and the beauty of decorum, and retired to her chamber.

THE SACRED RIGHTS OF MAN.—In Alexander Hamilton's first political speech, occur these eloquent words: "The sacred rights of a man are not to be rummaged for among old parchments, or musty records; they are written as with a sunbeam in the whole volume of human nature, by the hand of Divinity itself, and can never be erased or obscured by mortal power."

MRS. Lafayette Poinsot, a woman of wealth, attempted to hang and then shot herself fatally, in Hillsborough County, Florida, on the 19th inst. She had been for some time half-insane.

BEAUTY OF THE NEW CHINESE PINKS.—Among the annuals which have been recently introduced, the new Chinese pinks promise to be among the most popular. One of the new varieties is named *Dianthus Chinensis Hedewigii*. We learn from our foreign files that we are indebted for this beautiful flower to M. Heddewig, of St. Petersburgh, who obtained it from Japan, and sent some of the seed to London, where it flowered in 1859. It closely resembles the old Chinese pink, but is much superior in size and richness of coloring, embracing every conceivable hue of crimson, maroon, violet, rose and white. The making of the individual flowers are strikingly beautiful; some have a center of rich velvety crimson, shading off towards the edge of the petals curiously marbled and blotched, while others are striped with various shades of rose, lake, pink and white. This diversity of color, while several plants are grown together, forms a mass quite indescribable. The flowers are three inches in diameter. The plant blooms freely, and grows about a foot high.

Closely allied to this is the *D. C. Laciniatus*, which, however, grows two feet high, with flowers about four inches in diameter, each petal consisting of a long, delicate fringe, some double, others single. The colors are pure white, flesh, rose, various shades of red, carmine, violet, purple, and rich maroon, some being all of one color, and others striped and spotted.

Such are the new Chinese pinks, as we find them described and colored. They are constant bloomers, and hardy, and we hope to see them in every garden.—*Horticulturist for May.*

CHLOROFORM AS AN AGENT FOR DESTROYING THE PEA BUG.—The *Ohio Farmer* has an article from the pen of Professor Kirtland, in which chloroform is recommended for destroying the larvæ of this pest. This agent has been thoroughly tested by the Professor, and the following plan adopted:

The eggs of that insect are deposited in the pea while it is yet young and tender. About the period when the pods become dry, the young larvæ are hatched, and commence depredating on the cotyledon of the vegetable. That is the moment to be improved for arresting the progress of the evil. The seeds should be shelled from the pods, and placed in a suitable bottle, closed vessel or box. On them should be sprinkled a few drops of chloroform, which should be extensively shaken. This should then be corked, and every specimen of insect in it will probably be destroyed in twenty minutes' time; but to render the process perfectly successful, it is well to continue the peas in their inclosure for twenty-four hours or longer. Seed peas, thus treated, will show on examination a mere speck at the point, occupied by the young worm. But the advantage of this process will be most observable when the plants from these seed peas make their growth next season. They will be far more vigorous and healthy than those starting from seeds which have been extensively excavated by that depredator. By this method we can annually preserve the seeds and perpetuate the cultivation of the fine varieties of this vegetable, in this vicinity, without resorting to foreign importations.

CULTIVATION OF RYE FOR PASTURE AND CROP.—That excellent farmer and writer, William H. Ladd, of Jefferson County, Ohio, says in a recent letter to the *Ohio Farmer:*

Having just returned from a walk in the fields, I feel disposed to pen a few items. We have had beautiful growing weather, and my stock have plenty of grass, though the weather is now cold, the thermometer for several days past ranging from thirty to forty degrees. We sowed about twelve acres in rye, among the standing corn in eighth mo. last, and it has afforded abundant pasture for my ewes, whenever it was suitable for them to be upon it through the winter and spring; and although they have had but little grain for them, they have kept in good order and raised their lambs first rate.

It has been my practice, after the sheep had fed upon this early-sown rye till the fifth of the fifth mo., to plow it under and plant corn again in the same ground; but last year I took the sheep off the tenth of fifth mo., and let the rye grow. It was fed very close, but there had been a heavy coat of manure plowed under the sod, and this urged the plant to a vigorous growth, and the result was an excellent crop, being just late enough to escape destruction by the frost. I shall take the sheep off the first of fifth mo. this year, and anticipate a good crop.

REMEDY FOR SHORT PASTURES.—Those who have but a limited range of pasture and keep stock enough to crop it well, are almost at the mercy of the weather. If there chance to be favoring rains, and good season for the growth of grass and clover, all is well; but if, as frequently occurs, there comes a long period of drouth, the browned fields already closely cropped, suffer severely, having little to protect the roots from the full power of the sun, and the cattle suffer yet more. The milk pails show serious diminution, the dairying profits shrink, and the stock fall off when they should be gaining. A severe check of this kind will be felt too throughout the season, for much of the pasture may be "Summer killed," and the full flow of milk can hardly be regained. This may be guarded against by putting in a small plot of corn, sorghum, millet or other suitable crop for cutting and feeding green. An acre of corn sown broadcast now, will very soon yield sufficient to give great relief to the short pasture. It is not necessary to stable the cows; cut a good supply for them, and feed night and morning before they leave the yard; they will eat it with a relish, and make ample returns in the milk pans and the churn. Even if the threatened drought should not come, and abundance of grass should grow, the soiling crop need not be lost. Cut at the proper season, and properly cured, it will not come amiss next winter.—*American Agriculturist.*

NON-ABSORPTION OF RAIN BY LEAVES.—It has always been thought that the rain water which falls upon the leaves and stems of vegetables is gradually absorbed, and nourishes the plant. It appears, however, that this opinion is merely instinctive, and when tested by careful experiment, it proves unfounded, as is shown by a small paper lately published by M. Duchartre. For four years, this author has endeavored to discover, by direct experiment, whether or no such absorption takes place. The plants submitted to these experiments were in pots, their stems and leaves being exposed to the rain, while the roots were prevented from absorbing any moisture, being hermetically closed up in the pot. All the plants submitted to this kind of investigation, gave similar results; after remaining exposed to the rain, sometimes for eighteen consecutive hours, they showed no increase in weight; indeed, in some cases, they appeared to have experienced a slight diminution.—*London Photographic News.*

PROPER MODE OF PLANTING TOMATOES.—The following is vouched for by a gentleman who says he knows it is "all right": "About the first of April take a few large turnips, and cut out the hearts of them to form a sort of cup. Fill the cavity with earth, and plant two or three tomatoe seeds in each. When the seeds have well sprouted pull up all but the healthiest plant in each turnip, and let those that remain stand where they will have the benefit of the sun; the plant will grow very thrifty, the decaying turnips furnishing it food. When the weather becomes sufficiently warm, set the turnips in a well prepared soil, not less than three feet apart; make lath frames to keep the vines from the ground, and keep the soil well hilled up around them, and you will have a crop that will astonish the natives. The advantages consist in getting the plants started early, without setting them back by transplanting."—*Harrisburg Patriot.*

COUNTING A NEGRO AS FREIGHT.—In the State of New York, recently, a negro was driven from a passenger car, and compelled to ride on a rear freight car, and when the conductor attempted to collect his fare, refused to pay more than the regular charge on freight. "You count me as freight," said he, "and I'll pay you as freight; weigh me and I'll pay by the pound." The conductor was compelled to yield to this view of the case.

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THE DAILY PRESS has also a larger circulation in Covington and Newport than the aggregate of all the other Cincinnati papers.

Business men in Cincinnati can in no way increase their business so easily and certainly as by advertising in this paper.

Routes can be easily established for the DAILY PRESS in any of the towns within a day's distance of Cincinnati by railroad, and carriers will find that a little energy and labor will build up routes which will be valuable to them; and the great number of a one-cent paper that can be distributed in almost any town, will furnish a handsome income to the carrier.

We are ready to make arrangements for routes in towns not yet occupied, with persons who can furnish satisfactory assurances of character and responsibility.

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[my16-1*]

MISCELLANEOUS.

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GREAT THROUGH ROUTE TO THE NORTHWEST FOR

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CHICAGO, LOGANSPORT,
PEORIA, BURLINGTON,
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Three daily through trains leave Sixth-street Depot at 6 A. M. and 2:30 P. M. and 6 P. M.

Through to Indianapolis without Change of Cars.

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At Chicago for Racine, Kenosha, Milwaukie, Lacrosse, St. Paul, Prairie du Chien, Rock Island and Iowa City.

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THAN BY ANY OTHER ROUTE,

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For Through Tickets or any further information be sure and apply at

TICKET OFFICES:

189 Walnut-street, between Fourth and Fifth-streets, near Gibson House;

North-east corner Front and Broadway;

West side Vine-street, between Burnet House and Postoffice;

Cincinnati, Hamilton and Dayton Depot, Fifth and Sixth-streets.

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Superintendent

W. H. SHIPMAN, Passenger Agent.

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THREE PASSENGER TRAINS

Leave Cincinnati daily from the foot of Mill and Front-streets,

5:40 A. M.—CHICAGO MAIL.—Arrives at Indianapolis at 10:47 A. M.; Chicago at 8 P. M.

11:50 A. M.—Terre Haute and Lafayette Accommodation—arrives at Indianapolis at 6:50 P. M.

6 P. M.—CHICAGO EXPRESS.—Arrives at Indianapolis at 10:45 P. M.; Chicago at 7:30 A. M.

Sleeping Cars are attached to all night-trains on this line, and run through to Chicago without change of cars.

Be sure you are in the right ticket-office before you purchase your ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same, and time shorter than by any other route.

Baggage checked through.

THROUGH TICKETS, good until used, can be obtained at the ticket offices, at Spencer House corner, North-west corner of Broadway and Front; No. 1 Burnet House corner; at the Walnut-street House; No. 5 East Third-street, and at Depot Office, foot of Mill, on Front-street, where all necessary information can be had.

Omnibuses run to and from each train, and will call for passengers at all hotels, and our facilities enable us to offer inducements to builders in the city and at a distance unsurpassed, if equaled, by any other similar establishment in the West.

We also manufacture Veneers of all descriptions, and keep on hand an assortment of Mahogany, Rosewood, Walnut and Oak Veneers. Also, Pine Backing for Pictures and Looking-glasses.

P. S.—We have just received forty thousand feet of Red Cedar, of fine quality, which we can sell at a less price than it has ever been sold for in this market. ma6-tf

LITTLE MIAMI

—AND—

COLUMBUS AND XENIA

—AND—

CINCINNATI, HAMILTON & DAYTON

RAILROADS!

ON AND AFTER MONDAY, APRIL 16, 1860, Trains will depart as follows:

6 A. M. EXPRESS—From Little Miami Depot—Connects via Columbus and Cleveland; via Columbus, Steubenville and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus and Bellair (Wheeling); also for Springfield and Delaware.

6 A. M. EXPRESS—From Cincinnati, Hamilton and Dayton Depot—For Hamilton, Richmond, Indianapolis, Logansport, Dayton, Springfield, Urbana and Sandusky; at Springfield for Delaware, with Dayton and Michigan Road for Troy, Piqua, Sidney, Lima, Fort Wayne and Chicago; also for Toledo, Detroit and all points in Canada.

8 A. M.—From Cincinnati, Hamilton and Dayton—Accommodation for Hamilton and Way Stations; connects at Hamilton for Oxford, &c.

10:10 A. M. EXPRESS—From Cincinnati, Hamilton and Dayton Depot—Connects via Columbus and Bellair (Wheeling); via Columbus, Crestline and Pittsburg; via Columbus, Steubenville and Pittsburg, and via Columbus and Cleveland.

2:30 P. M. EXPRESS—From Cincinnati, Hamilton and Dayton Depot—For Dayton, Springfield, Urbana and Bellefontaine; also at Dayton for Columbus; connects via Hamilton for Richmond, Indianapolis and all points West.

3:50 P. M.—From Cincinnati, Hamilton and Dayton Depot—For Hamilton and Way Stations.

4 P. M.—From Little Miami Depot—Accommodation, for Columbus, stopping at all Way Stations; also for Springfield.

6 P. M.—From Little Miami Depot—Accommodation, for Xenia, stopping at Way Stations.

6 P. M. EXPRESS—From Cincinnati, Hamilton and Dayton Depot—For Dayton, Springfield, Urbana and Sandusky; for Troy, Piqua, Sidney, Lima, Fort Wayne and Chicago; also for Toledo, Detroit and all points via Canada; connects via Hamilton for Oxford, Richmond, Logansport, &c.

11 P. M. EXPRESS—From Little Miami Depot—Connects via Columbus, Steubenville and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus and Bellair (Wheeling); and via Columbus and Cleveland.

SLEEPING-CARS ON THIS TRAIN.

For all information and through tickets please apply at the offices, south-east corner of Front and Broadway; west side of Vine-street, between the Postoffice and the Burnet House; No. 1 Burnet House; No. 5 East Third-street; Sixth-street Depot, and at the East Front-street Depot.

Trains run by Columbus time, which is seven minutes faster than Cincinnati time.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers by leaving directions at the Ticket Offices. ap30

COMMENCING APRIL 15, 1860.

OHIO AND MISSISSIPPI

RAILROAD.

BROAD GUAGE.

CINCINNATI & ST. LOUIS.

THROUGH WITHOUT CHANGE OF CARS.

TWO DAILY TRAINS FOR VINCENNES, Cairo and St. Louis at 4:25 A. M. and 5:35 P. M.

Three daily trains for Louisville at 4:25 A. M., 2 P. M. and 5:35 P. M.

One train for Evansville at 4:25 A. M.

The trains connect at St. Louis for all points in Kansas and Nebraska, Hannibal, Quincy and Keokuk; at St. Louis and Cairo for Memphis, Vicksburg Natchez and New Orleans.

One through train on Sunday at 5:35 P. M.

Returning, fast line leaves East St. Louis, Sundays excepted, at 7 A. M., arriving at Cincinnati at 9:50 P. M.

Express train leaves St. Louis daily at 6:40 P. M. arriving at Cincinnati at 9:55 A. M.

For through tickets to all points West and South, please apply at the offices: Walnut-street House, between Sixth and Seventh-streets; No. 1 Burnet House, corner office; North-west corner Front and Broadway; Spencer House Office, and at the Depot, corner Front and Mill-streets. Omnibuses call for passengers.

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