To an Early Swallow. From Hary er's Magazine

My little bird of the air, If thou dost know, then tell me the sweet TRABOD Thou comest alway, duly in thy season, To build and pair.

For still we hear thee twittering round the Bre yet the attentive cloud of April lowers Up from their darkened hearth to call the

Where, all the rough, hard weather, They kept together Under their low brown roof of withered leaves.

And for a moment still Thy ever tuneful bill. And tell me, and I pray thee tell me true, If any cruel care thy bosom frets The while thou slittest ploughtike through the

BIT-Thy wings so swift and slim, Turned downward, darkly dim, Like furrows on a ground of violets.

Nay, tell me not, my swallow, But have thy pretty way, And prosperously follow The leading of the saushine all the day. Thy virtuous example Maketh my foolish questions answer ample -It is thy large delights keep open wide Thy little month; thou hast no pain to hide;

And when thou leavest all the green-topped woods Pining below, and with melodious floods Flatterest the heavy clouds, it is, I know, Because, my bird, thou caust not choose but

Higher and ever higher Into the purple fire That lights the morning meadows with hearts' And sticks the hillsides full of primroses.

But tell me, my good bird If thou canst tune thy tongue to any word, Wherewith to answer-pray thee tell me this: Where gottest thou thy song, Still shrilling all day long, Silvered to fragments by its very bliss!

Not, as I guess, Of any whistling swaln With cheek as richly russet as the grain Sown in his farrows; nor, I further guess, Of any shepherdess, Whose tender heart did drag

Through the dim hollows of her golden flag

The waterfalls, to hear, Clung by their white arms to the cold deaf rocks, And all the unkept flocks

After a faithless love—while far and near

Strayed idly. Nay, I know, If ever any love-lorn maid did blow On such a pitiful pips, thou didst not get In such sad wise thy heart to music set. So, lower not down to me

From its high home thy ever-busy wing; I know right well thy song was shaped for By His anwearying power

Who makes the days about the Easter flower Like gardens round the chamber of a king. And whether, when the sobering year hath His brief course out, and thou away dost hie

To find thy pleasant summer company, Or whether, my brown darling of the sun, When first the South, to welcome up the May, Haugs wide her saffron gate, And thou, from the uprising of the day

Till eventide in shadow round thee closes,

Pourest thy joyance over field and wood, As if thy very blood Were drawn from out the young hearts of the

'Tis all to celebrate And all to praise The careful kindness of His gracious ways So tenderly about thy houseless brood-Thy unfledged, homeless brood, and thee to-

gether. Ah! these are the sweet reasons, My little swimmer of the seas of air, Thou comest, goest, duly in thy seasons; And furthermore, that all men every where May learn from thy enjoyment That that which maketh life most good and

Is heavenly employment. ALICE CARY.

## STEAM PLOUGHS.

We condense from a very able paper of Prolessor J. Bramerd, of the United States Patent Office, the following history of steam ploughs. It is published in the last report on Agriculture to Congress. The Professor says:-No portion of the globe is better adapted to

steam culture than the broad pranties of the West, and it is upon these plains that the great problem of steam culture must be solved. For over two hundred years past the efforts to ob-tain a substitute for the sommon plough, or the means for operating it, have been neither few nor unimportant. One form was the halling plough, so called because the engine that operates the plough is placed upon one side of the held, and moves along a headland; the ploughs, generally a gang with two sets, turn furrows in the same direction in moving back and forth over the field. Upon the opposite side of the field is placed a movable capstan or windlass. which is moved forward upon a headland, and the ploughs are drawn back and forth by means of wire ropes or chains. At each set of furrows the engine is moved forward upon the headland upon one side of the field and the capstan upon the other, the width of a set of furrows, when t be ploughs are ora an again across the neld.

This nethod of cul ivaling or working the land by steam power was first patented in the United States by E. C. Bellinger, of South Carolina, November 19, 1833, but from some cause the invention rever went into general use.

About the year 1854 John Fowler, of England,
improved upon this general plan of Bellinger's. and was so far successful that a number of

machines were put in operation.

In 1856 and 1857 Fowler took out patents in the United States for his improvements, but up to this date but two of them have been brought into use in this country. As a special encour-agement, Congress, at its last session, passed a bill allowing the introduction or steam ploughs

Another method of steam culture has been attempted, in which the engines are designed to travel over the field, drawing the ploughs behind them, usually in gangs, and many patents have been granted for alleged improve-

ments in this mode of culture.

Among the earlier of these adventurers may be named Henry Corning, 1850; David Russell, 1855; Judd Stevens, 1858; J. D. Howell, 1859; B. Crawford, 1857, and many others. Tacir efforts at improvement have been directed chiefly to the construction of an engine that was capable of traversing the field, and drawing a rang of ploughs; but hitherto insurmountable difficulties have been experienced. It has not been found impracticable to construct an engine

been found impracticable to construct an engine capable of running over a common toad, but in a cultivated field, where the soil is soft and yielding, it has been found that nearly the entire power of the engine has been expended in its own propulsion, and hence its inability to overcome the resistance of the ploughs.

The cause of the failure of traction engines to perform their work in ploughing can be explained upon the following hyrothesis:—We will suppose that an engine of 10 horse power, fully equipped for the field, will weigh eight tons. If it has four driving wheels of one foot tread each, there will be 48 inches of effentive contact with the earth. Now, a single furrow, contact with the earth. Now, a single furrow,

12 'nches wide and 10 inches deep, will present a restsing surace of 120 square inches; couse-quently the rest tance, even with a single plough, would be greater than the applied traction power of the engine. But a team of 10 pairs of oxen would be able to turn a furrow of prairie turfof the width and depth named, say prapie torfor the warp and depth named hay at the rate of an acre a day for a single plongh. Ten pairs of oxen would be equal to a 10 horse power engine, and their united weight, when fitted for service, would equal that of the engine—say eight ions. The foot of an ox has an effective contact with the earth of about eight inches, and we may saidly estimate that one hait of the number of feet white under draught will be constantly in contact with the earth; hence we have 40x6, equal 320 mehes; has is, the eight tons weight of the tram is distributed over a surface of 320 laches of contact, to balance against 120 laches of resistance in the

An sere of land contains 43,500 square feet A team turning a single furrow 12 inches wide and 10 lickes deep will, upon an average, travel one mile in an hour. A lurrow one mile long and 12 inches wide contains 5280 square feel of surface, and hence it follows that the distance travelled by a team in ploughing one sere, with a width of furrow of 12 inches, will be a little over eight miles, which is about a fair day's were. A steam engine of a stationary power equal to that of 16 pair of oven must, to be equally effective for draught, have a corresponding amount of contact with the earth; that is, the weight of the engine must be distributed over 320 superficial luches of surface in order to be equal to a team of the same weight, with the same amount of earth contact. But au increase of carta contact would give a c dress pouding increase of power within certain limits say to double the amount: that is, if an engine could be so constructed as to have 640 mches of traction surface for eight tons' weight, it would be capable of doing twice the amount of draught labor that it would with half that amount of

A word at out the comparative cost of feed and fuel may not be out of place. A team must have periods for rest and recuperation equal to one-balf of the cromary hours of 1 bor, aside from the legitimate repose of night. But it is not so with a steam engine. It is constant and untiring in its labors; it needs no repose, but is ever ready for its task. An ox team cannot work upon an average more than 8 hours in 24. A slugle ox will consume as food the value of one bushel of corn a day, which would equal 20 bushels for the 10 pair every 24 hours. A steam engine of good construction, and of 10horse power, can be run during a day of 16 hours by the consumption of an equal amount of corn as fuel; at least, I am assured of this fact by an engineer of large experience in building and running locomotives. An engine of the power named, with a traction surface of 640 inches. named, with a traction surface of 640 inches, according to the foregoing comparison, would be able to draw two ploughs, each cutting a furrow a foot wide and ten inches deep, at the rate at least of one mile an hour, equal to the speed of an ox team, and by a relay of hands to work it, could be run sixteen hours in a day, ploughing four acres instead of one (by the team), with no greater consumption of food-fuel than would be required by the team. And there is a further consideration in favor of the use of steam in the business of cultivation. A team needs constant care, and costs the most to feed it when it is of the least service. The short duration of animal life, and the risk of premature death, add not a little to the cost of animal power.

The method of steam culture proposed by Bellinger, and subsequently improved upon by Fowler, of England, is probably the most fea-sible that has been attempted. But this plan, under the most favorab'e circumstances, is open to objections, and in many situations it cannot be brought into operation. If a traction engine could be constructed upon the plan hereinbefore indicated, it would superse de Bellinger's and fowler's plan of disaging the plough across the field by long rores. In the cartier attempts at steam ploughing the great difficulty in the way of success, as before stated, was traction: and various plans were devised by inventors, both English and American, for the accom-

plishment of the desired object.

The English early tried two broad tired driving wheels, but with the necessary weight of the engine the wheels sank deeply into the moist and loose soil, and of course failed. Mr. J. Boydell, of England, in 1846 constructed an engine that laid its own track as it travelled over the ground. This he accomplished by hinging together a number of stout, flat wooden rails, so that they would form a polygon outside, and in the same place with the driving wheels. There binged ratis were so attached to the wheels that they revolved with them, each rail in turn being laid down in front and taken up behind its proper driving wheel, thus forming a track composed of an endless belt of short rails hi ged end to end. By means of this ingenious expedient Mr. Boydell was enabled to get traction, but, unfortunately, at the sacrifice of

About the year 1858 Mr. Thomas H. Burridge, o. St. Louis, Missouri, a man of remarkable genus, invented and built a traction steam engine intended chiefly for field culture. It consisted of a large cylinder, about ten feet in diameter and ten feet in length, and made of heavy boiler iron. A shaft was supported in the centre by means of rods or spokes at each end, and at equal distances from each end was secured an interior cog gear. A gang of ploughs was a tached to a framework in the rear of the traction cylinder, to which it was connected by arms extending backward from the central shaft. The practical operation of this engine showed that it possessed sufficient traction power for the purpose intended, but its un-wieldy character, and i's want of adaptation for the performance of the work of a stationary engine, formed obstacles to its introduction into

In 1851 Mesers, Calloway & Purkis, of England, with a view to improvement in steam culture, constructed a neat locomotive, with two main traction wheels of 18 inches treat, with a truck forward for a steering apparatus. The engine differs to no important particular from those previously constructed in England designed for common road traction. To the rear and of the locometive frame is connected transversely an iron frame, 18 feet long, supporting at each end an axte, on which are keyed three cast iron chain wheel, around which is passed the endless chain that carries ploughs, to which rotation is given by the power of the engine, so that a relatively quick motion is given to the endless chain and attached ughs as compared with the progressive movement of the locomotive. There are four plonghs attached to the chain, each capable of cutting a furrow nine nuches wide, and, consequently, every cutire revolution of the chair, with its ploughs attached, turns up four furrows, eighteen teet long each, white the locomotive will have advanced progressively thirty-eix inches. This operation being continually repeated, the locomotive will leave tehind it ploughed land eighteen feet broad, and cut to any required depth with a remarkable degree of accuracy. The lines of furrows thus cut will be slightly oblique to the line of forward movement of the engine, but may be made at right angles by a slight adjustment of the transverse frame. One patent has been taken out in the United States, by F. G. Otis, for improvements in this steam plough, but for some cause unknown to the writer It has never been put in successful operation. put in successful operation.

The plan invented by Bellinger, commonly called "cable traction," and subsequen ly improved upon by Fowler, consisting chiefly in his balancing gang plough frame, has undoubtedly been received with more favor and has gote more extensively into use, than any other, especially in England. We are informed that there are now about time hundred of them in operation in that country, and that one manuoperation in that country, and that one manu-facturing establishment turns out four every week. Part of there are sent to the continent, some to the East Ind co., and two have been imported into the United States, one of which is in use in Illinois, and the other in Louisiana, and, so far as known, are successful.

The recent act of Coupress admitting steam ploughs to importation free of duty for one year, undoubtedly bad reference to the Fowler plough: though others have been constructed and used in Ki gland, among which was one put in operation by Williams & Smith, in which the cogine was placed at the corner of the field, and the plough caused to traverse around it by means o's cable and capsians placed at the other three corners, and moved inwards as the ploughing

progressed. It will be seen that this plan differes from Fowler's only in this, that it went around the fie d; at every set of furrows the engine and capstan moving inward until the work was comple ed, while that of Fowler's traversed back and touth between headlands, upon which the engine and capstans were moved

Among the steam ploughs invented in this country, tout of John W. Fawkes, of Langaster.
Pennsylvania, has propably attracted the greatest attention. The accounts that have been published of its power and performances seem, lowever, almost imbolous. Certain it is that the expectations and prom ses of its friends

have not been realized, although ten years have elapsed since the date of his (Fawkes') patent.
In 1863, A. W. Hall, of St. Louis, Missouri, took out a patent for a steam blough so nearly alla d to cable trac ion as to render it worthy of notice, in which the points of noveity directed to means for overcoming the hitherto almost insurmoun able difficulties experienced for eant o traction. The locomotive consisted ramework, supported upon four wheels, of suitable strength to bear the weight of the boiler and other parts of the machine. As he did not depend upon the weight of his loco no-tive for traction, it was built as light as was consistent with the required power. If steam ploughing is ever to be made practicable, if the the steam engine is to become generally useful upon the tarn, "it can only be so at a molerate expense. The errors in the attempts yet made in steam ploughing have arisen, perha making the steam engine too heavy, and on too

That the steam engine is destined to supply the place of animal power, at least in a gr at depree, in agriculture, there can be no doubt, and thus effect a great reduction in the expense of working the land, and become a powerful instrument in augmenting the productiveness of

It remains, then, to discover by what means such improvements may be made as will bring the great power of steam into general use in carrying forward the art that lies at the very foundation of all our national prosperity. The implements of husbandry have reached a point of commendable utility, and we only need a corresponding improvement in propelling power to render their work eminently successful. wants of mankind at the present day demand a solution of this question. The point to be gained in this direct on is the construction of a ocomotive steam engine that will take the place of animal power in the leading business of farm work, but more especially in the department of ploughing and cultivation.

New Settlers in Virginia.

The Richmond papers note the arrival of several persons in that city from the North, who are in search of places for permanent residence in Virginia. The Enquirer of the 23d inst. says:-

"The Exchange, the Ballard, the Spotts-wood, Ford's, the St. Charles Hotels all have been almost daily crowded with these visitors, and our streets have been constantly enlivened by their presence. Some of them have found locations to suit them, have purchased property, and will soon establish themselves permanently in Virginia. A few, too few, we think, have made purchases in the immediate neighborhood of Richmond, while many have determined to locate in more remote and more prosperous counties in the interior of the State.

"A communication has just been received by General Richardson, State Commissioner of Immigration, from the agents of the Virginia State Board of Immigration now in London, England, which gives the most gratifying information as to the prospects of immediate im-migration to Virginia. The agents state that large numbers of immigrants, comprising the best classes of English and Scotch laborers, are ready and anxious to come here, and only await the signal of our readiness to receive them, to embark for Norfolk. The agents state that they are prepared to forward these excellent workers, both male and female, in any number desired, and intend to send a detachment of several hundred without delay. provided that places be previously engaged for them. Persons who desire to employ such male or female laborers are requested to communicate with General Richardson, the State Commissioner of Immigration, in person or by letter addressed to him at Richmond.

"The agents of the Board of Immigration. now in Lordon, express the fullest confidence in their ability to dispose of large quantities of Virginia lands to persons there of means, who desire to become actual settlers amongst us. Another gratifying indication of the progress of the immigration movement was furnished us last week by General Tochman, the European agent of the State Board of Immigration. By dint of great perseverance and indefatigable zeal, General Toohman has succreded in making certain arrangements which cannot but result in great benefit to the immigration interests. His assistant, Colonel Shaller, has already reported certain operations which are highly satisfactory. He has arranged to make an early shipment of more than one hundred families—averaging, perhaps, five persons to each family—and he expects these to be followed by large numbers as rapidly as arrangements can be made for their location here. The immigrants to come under this arrangement will be for the most part industrious small farmers, each with a little capital to invest in a homestead and small tract of land, either by rent or purchase. The colony will arrive at New York in April, and will be immediately forwarded to Virginia."

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