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DELIGHT IN GOD ONLY.

BY FRANCES QUARLES.

I love (and have some cause to love) the earth;
She is my Maker's creature, therefore good;
She is my mother, for she gave me birth;
She is my tender nurse, she gave me food:
But what's a creature, Lord, compared with thee?

I love the air; her dainty sweets refresh
My dropping soul, and to new sweets invite me;
Her shrilled mouth quire sustains me with their flesh,
And with their polyphonian notes delight me;
But what's the air or all the sweets that she
Can bless my soul withal, compared to thee?

I love the sea; she is my fellow creature,
My careful purveyor; she provides me store;
She walls me round; she makes my diet greater;
She wafts my treasure from a foreign shore;
But Lord of oceans, when compared with thee?
What is the ocean, or her wealth to me?

To heaven's high city I direct my journey,
Whose spangled suburbs entertain mine eye;
Mine eye by contemplations's great attorney;
Transcends the crystal pavement of the sky:
But what is heaven great God compared to thee?
Without thy presence heaven's no heaven to me.

Without Thy presence earth gives no refection;
Without Thy presence sea affords no treasure;
Without Thy presence air's rank infection;
Without Thy presence heaven itself's no pleasure:
It not possessed, if not enjoyed in thee
What's earth or sea, or air, or heaven to me?

RAILROADS.

The modern railroad dates from the opening of the Liverpool and Manchester line in 1830; and is due, like so many of the modern triumphs of combined skill, capital, and enterprise entirely to England. The advantages of the level roadway had been fully foreseen and could be definitely caloulated; it had even been experimentally tested; but the value of steam as a moving power was yet undiscovered. While some deemed it impossible to use any other than stationary engines for the draught of loaded cars, others spent a vast amount of labor and ingenuity in contriving methods by which the engine might be made to move upon the rails. It was generally believed that the smooth and hard surface of the narrow rail would not allow sufficient adhesion to the wheel to enable it to draw any considerable weight; and plans, which now seem exceedingly curious, were devised to accomplish motion in some other mode. The most remarkable was one which proposed to move the car by means of, iron feet, and limbs, which moved with ridiculous resemblance to the human knee. A reward however was offered by the company for the best method of applying steam power; and the mechanical skill of the English engineers, gave to the world the Locomotive engine.—This improvement was achieved by the distinguished engineer Robert Stevenson in 1829; and its chief peculiarity consisted in the tubular arrangement of the flues that traverse the boiler—an arrangement which has since come into universal adoption.

At this period, though high anticipations had been formed, there was no adequate idea of the amount of traffic which would pass over such a road; nor of the speed at which it would require to be transported. The rails were therefore deemed to be of ample strength at 35 lbs. the yard; and the engine and tender weighed 7½ tons. The traffic however, soon increased beyond all estimate; the possible velocity exceeded all previous expectation; and the demand of the public for augmented speed constrained every exertion to attain it. This however required an increased power, and the engines rose rapidly to 10, 12, and 15 tons. The appetite for speed continued to increase; and now one company in England owns 36 engines weighing with their tenders 40 tons each. One engine in that country weighs with its tender full freighted, about 60 tons. The average rate of speed attained in 1831 was 17 miles per hour; it gradually increased till in 1848 it was 30 miles. The speed of the fastest trains which in 1831 was 24 miles, in 1848 was on one line 40 miles, and on two others 50 miles, per hour. In 1831 the average weight of a goods train was 52 tons—in 1848 it varied from 160 to 176 tons.

The number of trains has within the same period, and in the same country, increased from 150 to 250 per cent.; the weight of the engines increased 114 per cent.; the weight of the carriages 30 per cent.; the average speed 90, and the average weight of the trains 350 per cent.

For such increased work the rails originally employed were found totally inadequate; they were therefore taken up, and replaced by others of 62 and 65 lbs. per yard. These have since given place to yet heavier ones; 72 and 75 lbs. have been employed; and the latest rails laid down in England reach 80 lbs. and some, even 92 lbs. per yard.

The number of trains passing over the English railroads has become very great: upon the Grand Junction line it was in 1849, 38 daily; upon the London and Birmingham, 44; and upon the Liverpool and Manchester it reached 90 trains per day.

The extreme speed of the fastest trains is not unfrequently 75 miles per hour; though it is believed that in no country but Great Britain has such a velocity been reached.—According to the experiments of Dr. Hutton, the velocity of a cannon ball is 300 miles per hour—only four times as great.

The success which attended the early efforts at railway locomotion led to an immediate and rapid extension of the system throughout Great Britain. This has continued to the present time,—at some periods with a most extraordinary rapidity. The number of miles open for traffic on the 1st January, 1849, according to a report of the royal commissioners amounted to 5,007 miles; of which there were in England 3,918,—in Scotland 728,—and in Ireland 361 miles. The following table will indicate the rate at which the construction of railroads has advanced within the seven years extending from 1843 to 1849 inclusive.

Number of miles open January 1.		Miles opened during the year.
1843	1857	95
1844	1952	196
1845	2148	293
1846	2441	595
1847	3036	780
1848	3816	1191
1849	5007	

On the 1st Jan.. 1849, there were in process of construction 2160 miles, the greater part of which was of course completed within that year.

The whole amount of railways authorized by Parliament up to that day was 12,012 miles; of which 5007 were open for traffic,—2160 in process of construction,—and 4800 yet to be commenced. Of this last amount, the commissioners deemed that nearly one half would never be built. If 2800 of this 4800 miles should be soon constructed, the total extent of the English railway system would be nearly 10,000 miles. Their present extent cannot be less than 6000.

Upon the construction of these roads, it appears by a parliamentary return, that £200,000,000 had been actually expended; of which £156,500,000 had been paid in as capital, and £43,600,000 had been obtained as loans. To complete 2400 miles more would require an addition of £75,000,000; so that an extent of 9500 to 10,000 miles will have absorbed the sum of £275,000,000 to £300,000,000.

The average cost has been already £30,500 per mile; and, as many allowances must yet be made for unfinished roads included in this estimate, the aggregate will, it is supposed by Dr. Lardner, equal £40,000 per running mile.

The dividends upon these enormous investments have not, in some instances, been as great as it was expected that they would be, though the better class of them are sufficiently produetive to pay very well. Ten of the principal lines paid, in the first six months of 1849, an average dividend of £3 8s. 6d. per cent., and this is, perhaps, a fair indication of the average rate of the whole.

The total number of English companies amounted, in 1848, to 170; and the whole number of persons employed upon the roads was, upon those open for traffic, 52,680;—upon those in process of construction, 188,000. The total revenue of British railways is estimated at not less than £12,000,000,—a greater sum than the annual revenue of many important States.

The number of passengers transported by this vast system of communication is, of course, immense. The number, in 1843, was 23,468,000. The annual increase has varied from one sixth to one third, till, in 1848, it amounted in all to 58;000,000; and by the close of 1850, to more than 60,000,000. The average distance travelled was, by first class passengers, 27 miles; by second class, 16; and by third class, 14 miles. The daily average number of passengers has increased, within the same period, from 64,000 to 160,000.

The average rate of fare, as compared with the coaches previously employed, is computed at about two fifths of the amount. The whole saving in time, expenses and fare, upon such a number of passengers is estimated at not less than £17,000,000 in two years.

The influence of such systems of communication it would be difficult to exaggerate.—They form one of the most marked, important, recent, and therefore, characteristic, elements of the civilization of our age. They indicate its progress with greater truth than at first sight appears. Not only do they facilitate communication, but they hold a most important relatien to the whole capital, and productive industry, of a people. Many articles of use have no commercial value, from the impossibility of transporting them—thus, ice at mid winter is of no value in Northern latitudes, its value depends upon the means of preserving it. The tropical fruits are of value only within the limited distance to which they can be transported in a sound state; every extension of that distance increases in a corresponding degree, the value of such articles.—The fish of the coasts acquire a new value when they can be carried far into the interior; and the game of the interior wilds, when it can be brought down to the coast. Such facilities of transport, therefore, give an increased value to the whole productions of an extended region; and tend thus to the rapid multiplication of capital, and stimulus of industry.

The great cities no longer depend for their daily supplies upon the little ring of land immediately around them; distant tracts daily send milk, butter, fruit, and vegetables—remote districts supply fuel and food to the great centres. The agriculture of a whole State becomes, in consequence, more valuable.—Cumbrous articles from the forest and the mine, which were valueless before, receive a new value from the opening of any avenue of trade which gives them access to a market.—The wilderness is penetrated, the forest is felled, the mine is sunk, because now the timber and metal can be sold at a profit. Thus populations settle on the mountain-side, and civilization subdues the primeval wild.

The total amount of Railways constructed and in progress, in Europe, in 1848, was about 20,000 miles—of which nearly half was in Great Britain. An amount equal to that of Great Britain might be set down very safely for the United States. Two thirds, therefore, of the railways, and almost the whole of the Oceanic steam navigation of the world, which is applicable to commercial purposes, were in the hands of these two nations. A similar proportion of the capital which such traffic creates, must centre in their marts, and go to increase their efficiency and their influence.

In England then, and in the United States, wealth, trade, and the social advancement and political influence which they beget, are to find their chief places of abode in the half-century to come. In these Protestant lands, these lands distinguished among Protestant lands, for their evangelical faith and zeal—the means of influence are to accumulate and abound. Can there be a doubt that He who does his will among the host of heaven, and the inhabitants of the earth, is furnishing to Protestant Faith and Puritan Piety, the means of moulding the generations that are to come? Is not Providence affording us the means of stamping our own peculiarities of mind and character upon the less earnest and active nations which we have left so far behind us in social developement, and whose backwardness in this respect only indicates that yet more ruinous state of spiritual depression out of which the defects of their civilization arise?

British Mail Steamers.—To encourage the multiplication of Ocean Steamers has long been a prominent object of British policy; and doubtless the extent of steam communication already secured by the munificence of government applied in aid of private enterprise, is much greater than mercantile speculation and wealth would alone have availed to provide. Upwards of three and a half millions of dollars is paid annually by the British Government to the six principal Steam Navigation Companies, as will be seen by the following statement.

The Cunard Company	£145,000
West India do	240,000
Pacific do	40,000
Cape Screw Steam Ship do ..	30,000
Peninsular and Oriental do ..	219,835
East India Company, for the line between Suez and Bombay ..	50,000
	£724,835.

At the last Session of Parliament, an Act was passed regulating the construction and general management of steam vessels, some of whose provisions seem eminently calculated to promote an increased efficiency and security in that channe of communication, and might perhaps be advantageously adopted in the legislation of Congress. The 20th section of the Act referred to, in a spirit of praiseworthy regard for the safety of passengers, provides that every steam vessel built of iron, of one hundred tons burthen or upwards, the building of which commenced since the 28th of August, 1846, or of iron-built steamers of less burthen, built after the passing of the Act, with the exception of steam tugs, shall be divided by transverse water-tight partitions, so as to separate the fore and after part of the vessels from the engine-room; and no vessel shall be registered or allowed by the officers of Customs to proceed to sea, unless this condition be strictly complied with. And in concurrence with the suggestions of distinguish-