

A ROLAND FOR AN OLIVER.

We have heard the following good story of the same specific genus and order of that of the ery-sid bad bachelor, who refused to lend the little girl his bellows, but kindly offered to let her come to his house and blow the fire all day. We are sure our readers will enjoy it as much as we did, which was not a little.

Everybody knows Tom W——, or ought to know him, for he is one of our old and prominent citizens, who has been in business here for a long time—His great hobby is horticulture, and he has a perfect mania for flowers, notwithstanding his name is the hyperborean antipodes of spring.

Everybody, too, knows his friend, Fred H——, probably the youngest of the Cincinnati millionaires who keeps the finest turnout, and the fastest stock in town. He is a good fellow and companionable man, while Tom owns a book—a very rare and valuable work—that his friend aforesaid was desirous of perusing, and as there had been a good deal of "neighboring" between the parties, he did not hesitate to ask the loan of it. From an arduous defect of the owner of the literary treasure, he did not at first hear him. The request being made in a louder tone, the aforesaid proceeded to expatiate eloquently upon the value of the work, its extreme rarity, there being but a small edition issued in the first place, and that being exhausted long since, the book was out of print, consequently its fellow could not be procured for love or money, either in this country or the United Kingdom of England, Scotland, and Ireland. In short, the book was so scarce and valuable, a regular Koh-i-Noor diamond in calf-skin, that the owner dare not trust it out of his house on any consideration, but that his friend was perfectly welcome to come there and read it as much as he liked. All of which Fred put in his cigar "and smoked it," but did not follow this "pursuit of knowledge under difficulties" farther. He held his peace, but resolved, however, to be even with him, on the first occasion that offered.

A few days only had elapsed, when Tom came to his friend, puffing and blowing like an asthmatic porpoise, stating that he was about to ride out to his farm in the country, and finding his saddle gone, had come to borrow his, expecting, of course, that the reasonable request would be granted instantly, and was breaking for the stable forthwith, when H. brought him up standing with "Mr. W., that is a very valuable saddle of mine it cost me fifty dollars, without the stirrups, which are elegantly silver plated, and cost ten more. It is covered with finely quilted cloth, and I do not believe there is a match to it in Cincinnati. It hangs in the carriage house, as you know—you are welcome to go there and ride it as long as you please, but I cannot suffer it to go out of my stable!"

Tom saw the point of the joke thus fairly saddled on him, and pedestranated. He did not like this mode of "measuring out his grain in his own half bushel."—Cincinnati Commercial.

A TIMELY PARAGRAPH.

The following beautiful passage, by Washington Irving, in the "Home Book of the Picturesque," might almost make a November day cheerful:

"And here let me say a word in favor of those vicissitudes of our climate which are too often made the subject of exclusive repining. If they annoy us occasionally by changes from hot to cold, from wet to dry, they give us one of the most beautiful climates in the world. They give us the brilliant sunshine of the south of Europe, with the fresh verdure of the north. They float our summer skies with clouds of gorgeous tints or fleecy whiteness, and send down cooling showers to refresh the panting earth and keep it green. Our seasons are all poetical; the phenomena of our heavens are full of sublimity and beauty.

"Winter with us has none of its proverbial gloom. It may have its howling winds, and chilling frosts, and whirling snow storms; but it has also its long intervals of cloudless sunshine, when the snow-clad earth gives redoubled brightness to the day; when at night the stars beam with intensest lustre, or the moon floods the whole landscape with her most limpid radiance; and then the joyous out-break of our spring, bursting at once into leaf and blossom, redundant with vegetation, and vigorous with life!—and the splendors of our summer—its morning voluptuousness and evening glory—its airy palaces of sun-gilt clouds, piled up in a deep azure sky; and its gusts of tempest of almost tropical grandeur,

when the forked lightning and the bellowing thunder roll from the battlements of heaven and shake the sultry atmosphere—and the sublime melancholy of our autumn, magnificent in its decay, withering down the pump and pride of a woodland country, yet reflecting back from its yellow forests the golden serenity of the sky. Surely we may say that in our climate "the heavens declare the glory of God, and the firmament sheweth forth his handiwork; day unto day uttereth speech, and night unto night showeth knowledge."

IRON CARRIAGES.

We yesterday examined the newly patented Iron and Steel Carriages, which are for sale by Mr Hague, No 6 Gold-st., near Maiden-lane, and were satisfied, after listening to the inventor's explanations, that in durability and safety from accidents they are very far superior to ordinary carriages, while their cost and weight scarcely exceed those of the latter. In the new carriages, the body, reach, hubs, axles, spokes, tire, &c., are of metal, all but the tire being protected from oxidation by a thick coat of enduring black paint. The spokes are screwed into the hub, and so bolted to the tire as to render the defection of one almost impossible; they are set into the hub alternately some inches nearer to, and further from the body, so that half of them may be carried away by a violent concussion and the wheel still stand firm and steady; while the pressure is so equally adjusted as to bear as heavily on that part of the wheel which is uppermost as to that which is resting on the earth. The lynch-pin cannot fall out, the reach can scarcely be torn from the body; there is no wood to decay or crack but the felloes, which will last longer than those of the ordinary carriage and be replaced with less trouble. We invite the attention of carriage makers and buyers to this improvement. The weight of the substantial Iron Carriages exhibited is between three and four hundred pounds each.—Trilune.

STEAM CARRIAGES.

It is said that a young man, a native of Newton, in this State, has invented a new Steam Carriage, to be used on common roads, which will be a great improvement in the mode of travelling. He thinks it can be operated at half the cost of horses, to do the same work; that the first cost and deterioration will not exceed that of horses and common carriages; and that a carriage to carry twenty persons can be managed by one man. It is proposed to form a company to test the invention.—Journal.

OLD TIME WINTERS.

In 1664 the cold was so intense, that the Thames was covered with ice sixty-one inches thick. Almost all the birds perished.

In 1695 the cold was so excessive, that the famishing wolves entered Vienna and attacked beasts and even men. Many people in Germany were frozen to death in 1695, and 1699 was nearly as bad.

In 1709 occurred that famous winter called by distinction, the cold winter. All the rivers and lakes were frozen, and even the sea for several miles from the shore. The ground was frozen nine feet deep. Birds and beasts were struck dead in the fields, and men perished in their houses. In the south of France the wine plantations were almost destroyed, nor have they yet recovered that fatal disaster. The Adriatic sea was frozen, and even the Mediterranean, about Genoa, and the citron and orange groves suffered extremely in the finest parts of Italy.

In 1716, the winter was so intense that people travelled across the straits from Copenhagen to the Province of Sema, in Sweden.

In 1726, in Scotland, multitudes of cattle and sheep were buried in the snow.

In 1740 the winter was scarcely inferior to that of 1709. The snow lay ten feet deep in Spain and Portugal. The Zuyder Zee was frozen over, and thousands of people went over it. All the lakes in England froze.

In 1744, the winter was very cold. Snow fell in Portugal to the depth of twenty-three feet on a level.

In 1754 and 1755, the winters were very severe and cold. In England the strongest ice, exposed to the air in a glass, was covered with ice one-eight of an inch thick.

In 1771, the Elbe was frozen to the bottom. In 1776, the Danube bore ice five feet deep to Vienna. Vast numbers of the feathered and finny perished.

The winters of 1774 and 1775 were uncommonly severe. The little Belt was frozen over.

From 1800 to 1812 also, the winters were remarkably cold, particularly the latter in Russia, which proved so disastrous to the French army.

SUBMARINE RAIL.—A gentleman of London as Hector Boreau, has proposed to build a submarine road between France and England. The plan consists in constructing a tube of plate iron, and place it on the bottom of the Channel, which is 21 miles wide between the countries, and the water is not deep in the Straits of Dover. It is proposed to propel the carriages by stationary engines at the end of the tube. It is also proposed to have strong glass windows in the tube to let it up by day, and at night it can be lighted with Air can be forced through it so as to keep the atmosphere pure. A light house placed on each coast a number of floating buoys will indicate the track of the tube above the water, so as to prevent mariners or anchor near it.

A CURIOSITY.—The "New-York Journal of Commerce" says:—We were shown yesterday, by Captain Lee, of schooner Elizabeth, from San Francisco, a most curious and interesting. This was taken by the captain of the bark Auckland, from a panese junk, the crew of which vessel, with some effects, were also taken and conveyed into San Francisco as before reported. Capt. Jennings, of the land, having been a school-fellow of Capt. Lee, sent him with this singular piece of mechanism, token of esteem and memento of former times, instead of a floating card, like that of the mariner's pass, it has a needle. It has the different pointers on the top of the box, in Japanese characters, being 16 in number. Captain Lee designs sending it to Washington, to be placed in the cabinet of curiosities of the Patent Office.

GERMAN LITERATURE.

It is astonishing to witness the prolific issues of German press. We see it stated in foreign papers, nearly five thousand new works have been issued in many in one half year! Of these, 106 treat of Theology; 62 of Catholic Theology; Philosophy; 265 of history and biography, 102 of gauges; 64 of the theory of music and the arts; 168 of the fine arts in general; 48 of mixed; and 18 of bibliography.

FRANCE AND LOUIS BLANC.

The London correspondent of the New York Mercantile, under date of the 12th ult., says:

"At the date of the last packet, it was rumored Louis Blanc, who had started from London on the eve of the revolution, had been captured on landing a steamer. This however would appear to be incorrect as he wrote to the Daily News on the 9th. He is a state where he then was, but the object of his letter to explain that the great body of the republicans made no effort at resistance, because they were proposed to defend the members of an assembly that cheated and persecuted them on every possible occasion. At the same time they were not the least disposed to overthrow the tyranny of Louis Napoleon at the time to accomplish it was not when he was with 100,000 men in the streets of Paris. In consequence M. Blanc asserted that the plot of which the Emperor is the accomplice, is to form three great European potentates. Austria is to absorb Italy, Russia is to herself to Constantinople, and France is to Belgium. If England resists, she is to be crushed."

TWO MILLION REVOLUTIONARY FUNDS.—It is stated that a German Central Revolutionary Committee has been formed in London, whose object is to revolutionize Germany. In order to push on the movement, have determined to raise, by loan, two millions, that Dr. Kinkle's visit to the United States is to be with the raising of this money.

The contributions to the Catholic University, which have already exceeded £30,000 including no less than 5000 sympathizers in New-York.