Poetry.

'RHEN GYMRY MWYN.

(The Kind Old Welch.)

[Composed for the Eisteddfod, held in G. S. L. City, March 13, 1865.]

TON.—"Ar hyd y Nos."

Pwy yw'r bobl hoff wy'n garu?
'Rhen Gymry mwyn.
Pwy wna'm hawen 'nawr glodfori?
'Rhen Gymry mwyn.
Pwy breswylia gwlad fy ie'nctyd,
Tu draw'r mor, sef Gwalia hyfryd,
Lle priodais fy anwylyd?
'Rhen Gymry mwyn.

Arwydd pwy yw'r werdd geninen?
'Rhen Gymry mwyn.
Pwy gant Eisteddfodau'r awen?
'Rhen Gymry mwyn.
Pwy sy'n gampus ar y delyn?
Pwy sy'n gwau y cywrain englyn,
Cywydd, awdl, can ac emyn?
'Rhen Gymry mwyn.

Pwy drysorant ffrwyth yr awen?
'Rhen Gymry mwyn.
Pwy sy'n caru bod yn llawen?
'Rhen Gymry mwyn.
Pwy sy'n meddu ar gerddorion,
Ganant beunydd mor bereiddlon,
Rhwng eu hoff fynyddau gwyllion?
'Rhen Gymry mwyn.

Pwy sy'n enwog am addoli?
'Rhen Gymry mwyn.
Ac mor hoff o ymresymu?
'Rhen Gymry mwyn.
Pwy sy'n chwennych cael misolion,
Er cael darllen pob hanesion,
A thrysori'r gwir yn gysson
'Rhen Gymry mwyn.

Pwy yw'r bobl ddifalch, hawddgar?
'Rhen Gymry mwyn.
Pwy sy'n lew i drin y ddaear?
'Rhen Gymry mwyn.
Pwy sy'n barod i lettya?
Pwy nad ydynt yn cardota,
Ond a weithiant am eu bara?
'Rhen Gymry mwyn.

Pwy wna'r glo i doddi'r haiarn?
'Rhen Gymry mwyn.
Pwy yw'r bobl ddewr a chadarn?
'Rhen Gymry mwyn.
Pwy fu'n enwog mewn rhyfeloedd?
Pwy gadwasant iaith yr oesoedd,
Ac na choll'sant ond eu tiroedd?
'Rhen Gymry mwyn.

Pwy sydd 'nawr i'w gwel'd trwy'r gwleddydd?
'Rhen Gymry mwyn.
Pwy sy'n medru pob celfyddyd?
'Rhen Gymry mwyn.
Pwy sy'n uchel eu cymmeriad?
Pwy eu hen Gymraeg sy'n siarad,
Ac s'yn llawn o sel a chariad?
'Rhen Gymry mwyn.

Pwy sydd yn nyffrynoedd Utah?
'Rhen Gymry mwyn.
Pwy wyf 'nawr yn weled *yma?*
'Rhen Gymry mwyn.
Pwy sy'n ddoeth ei araeth heno?
Pwy fedd hyfryd lais i byncio?
Pwy wna'r delyn ber i seinio?
'Rhen Gymry mwyn.

Rhowch in' gan, a dawns, a thelyn,
'Rhen Gymry mwyn.
Gwnewch i'r bardd lon adrodd enlyn,
'Rhen Gymry mwyn.
Hoff gyfarfod!—'nawr am dwrw,
Dewch a bara, 'chaws, a chwrw;
Na foed un o honom farw.
'Rhen Gymry mwyn.

JOHN S. DAVIS.

Dinas y Llyn Halen Fawr, Chwef. 5, 1865.

GOV. ANDREW ON NEW ENGLAND.

Gov. Andrew delivered an address at the New England Agriculture Fair in Springfield, Mass., taking for his subject the character and the resources of New England. Here are some passages from a report by the Springfield *Union:*—[*S. F. Bulletin.*

STATISTICS IN A NUTSHELL.

Let us remember for a moment the external picture of New England, as she presents herself to the eye of the economist and the thoughtful agriculturist, comprising the six States or Commonwealths of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. Her area covers something more than 65,037 square miles, or nearly 42,000,000 of acres of surface. Of these acres Maine possesses 20,330,240, of which only 5,700,755 acres are reckoned by the census of 1860 as land included in farms; while again, of that number, but 2,677,215 are classed with "improved lands." New Hampshire contains 5,939,200 acres; her farms including 3,744,630 acres; while her improved lands are but 2,367,039 acres. Vermont contains an area of 6,535,680 acres, of which 4,160,839 are reckoned as lands in farms, but of which quantity, again, but 2,758,443 acres are returned as under improvement. Massachusetts covers a surface of 4,992,000 acres, of which 3,183,212 are included in farms, while but 2,155,512 acres are classed among improved lands. Rhode Island possesses 519,698 acres of farms, out of her 835,840 acres of area, but of these acres 329,884 only are reckoned as improved lands. Connecticut has 2,991,360 acres, with farms to the extent of 2,504,263, but her improved lands are stated at 1,830,808 acres.

Thus of the whole area of New England, only 12,118,902 acres, or three and five tenths per cent. of her surface have yet been brought within the category of improved land. With a population of 3,135,293 persons, on a soil reputed to be sterile, in a climate often styled unkind, New England had in 1860 accumulated an aggregate of wealth, invested in her lands, railroads, mills, ships, and the various products of ingenuity and taste which indicate the industry and wealth of a highly cultivated and favored people, amounting in value to not less than $2,000,000,000. While she has contributed, according to the latest census, 560,336 of her sons and daughters native to her soil, to swell the populations of other commonwealths, outside of New England; and has invested of her earnings, as she has scattered her children, in every State, on every waterfall and in every mart and enterprise of industry.

NEW ENGLAND WORKERS.

The needle-woman, by the domestic hearth or in the shops where labor associates with capital, aided by the sewing-machine—one of the last best gifts of mechanical invehtion to women, if not to men—the weaver, by the side of her carpet-loom, which seems to think, as well as work, and which almost talks; the shoemaker pegging a boot at a blow; the laborer, who fills his gravel-car by two stokes of a steam-shovel, and upsets it by a turn of his hand; the husbandman, who mows and rakes his hay, and reaps, and threshes and measures out his golden grain by the agencies of cunning mechanisms, almost without fatigue, are only a few of the thousand illustrations of how the human will and the immortal intelligence of the human intellect, bridging over the gulf which lies between the boundaries of matter and mind, are vindicating the divinely given mastership of man over all the things which God has made on earth.

Nay, more than that, for the things invisible and impalpable existing as hidden forces in the vast abyss of nature—caloric and steam and electricity and magnetism, and light itself; the mysteries of sciences so wonderful and august that they seem to tread celestial spheres and to sweep the mind bewildered by the contemplation far off beyond the domain of knowledge or of reason—these, all these, famed and allured to human uses, are familiar spirits by whose means a thousand miracles are wrought, without amazement to the beholder and with little consciousness of our own how nearly are we brought to the contemplation of the very thoughts of Deity.

Those winged horses harnessed to the plow, the loom, the traveling car, carrying burdens, crushing ores, hammering granite and iron, or weaving delicate tissues for ornament or luxury, or flashing intelligence by invisible magic, are daily augmenting in number and power—though they had long since added mechanical forces to the industrial strength of our New England, equivalent to that of many millions of men.

EDUCATION.

If there is aught which men deem radicalism, or they fear as dangerous speculation in our theology or our politics, I call mankind to bear witness that there is no child so humble that he may not be taught in all the learning of the schools, no citizen so poor that he may not aspire to any of the rewards of merit or honorable exertion, not one so weak as to fall below the equal protection of equal laws, nor one so lofty as to challenge their restraints; no church or bishop able to impose creed or ritual on the unconvinced conscience; no peaceful, pious worship which is unprotected by the State. Thus liberty stands, and the law supports liberty; popular education lends intelligence to law, and gives order to liberty, while religion, unfettered by human arbitration between the soul of man and the throne of the Infinite, is left free to impress the individual conscience with all the sanction of its supreme behests and of its celestial teachings.

IDEAS VS. SNEERS.

Of what account will be the sneers at Massachusetts of those who "hold it heresy to think," so long as one man's labor in Massachusetts is found by the census to be as productive of real wealth as the labor of five men in South Carolina? while the annual earnings of her industry exceed the annual earnings *per capita* of any other community in the world? Schools, colleges, books, the free press, the culture of the individual everywhere, the policy of attracting, encouraging and developing all the great qualities of the head and heart—in a word, the production and diffusion of ideas—in these shall rest forever the secret of your strength to maintain your true position.

RURAL INDUSTRY.

In order to a more profound love for rural affairs and industry, men need a more profound knowledge—a knowledge which the mind itself will feel in the invigoration of its powers and in the awakening of its curiosity. In order to a better and more prosperous rural and farming life, we must have that life itself intrinsically richer and more free.

The value of improvements in the mere implements used as the machinery and tools of agriculture, which improvements are themselves illustrations of the application of science to practical farming, is beyond human calculation. The single operation of plowing, as it is affected by modern improvements in the plow, is one of those which will occur to all farmers as having received within the memory of the middle-aged agriculturist a conspicuous amelioration. The savings in the expense of teams in this country, occasioned by those improvements within the last 25 years, have been estimated at not less than $10,000,000 per annum, with an additional annual saving equal to $1,000,000 in the cost of plows; while the better quality of the work done tells directly on the productiveness of the corps, to the amount of many millions of dollars more.

The tendency of young men to seek other than rural employments is partially balanced already by the tendency of their fathers to return to them. And why may we not hope to see the time when the attractions of better methods of culture and a higher agricultural art shall win the best, most capable and aspiring of our youth to the country and the farm, against the allurements of traffic and the town.

The welfare of the poorest tiller of the soil, and that of the richest, are alike concerned in the progress and development of the agricultural art. Comfort and beauty wait alike for both. I am sure that no man will feel otherwise than grateful to his richer neighbor who pours out upon the ground a generous expenditure of his wealth in experimental farming or in ornamental culture. For the experiment is tried for mankind as well as for himself, and the landscape made more picturesque by his taste, smiles as well for the cottager as for him.

THE PNEUMATIC RAILWAY.

The pneumatic railway for forwarding goods has been extended to the transportation of passengers in the grounds of the Sydenham Crystal Palace, London.

A brick tunnel, about ten feet high by nine feet wide, and capable of admitting the largest carriages used on the Great Western railway, has been laid with a single line of rails, fitted with opening and closing valves at each extremity, and supplied with all other apparatus for propelling passenger trains on this principle, by a strong draught of air behind the train when it travels in one direction, and pumping away the air in front when it travels the other way. The motive power is supplied by this contrivance: At the departure station a large fan-wheel, with an iron disc, concave in surface and twenty-two feet in diameter, is made to revolve, by the aid of a small stationary engine, at such speed as may be required, the pressure of the air increasing, of course, according to the rapidity of the revolutions, and thus generating the force necessary to send the heavy carriage up a steeper incline than is to be found upon any existing railway. The disc gyrates in an iron case resembling that of a huge paddle-wheel; and from its broad periphery the particles of air stream off in broad currents. When driving the air into the upper end of the tunnel to propel the down train, fresh quantities rush to the surface of the disc to supply the partial vacuum thus created; and, on the other hand, when the disc is exhausted the air in the tunnel with the view of drawing back the up train, the air rushes out in a perfect hurricane from the escape valves of the disc case.

When the down journey is to be performed, the brakes are taken off the wheels, and the carriage moves by its own momentum into the mouth of the tube, passing in its course over a deep air-well in the floor, covered with an iron grating. Up this opening a gust of wind is sent by the disc, when a valve, formed by a pair of iron doors, hung like lock-gates, immediately closes firmly over the entrance of the tunnel, confining the increasing atmospheric pressure between the valve and the rear of the carriage. The force being thus brought to bear upon the end of the train, the latter, shut up within the tube, glides smoothly along towards its destination, the revolving disc keeping up the motive power until it reaches the steep incline, whence its own momentum again suffices to carry it the rest of the distance.

The return journey, on the contrary, is affected by the aid of the exhausting process. At a given signal a valve is opened, and the disc-wheel set to work in withdrawing the air from the tube. Near the upper end of the tube there is a large aperture, or side vault, which forms the throat through which the air is exhaled, the iron doors at the upper terminus still being kept shut. In a second or two the train posted at the lower terminus, yielding to the exhausting process going on in its front, and urged by the ordinary pressure of the atmosphere from behind, moves off on its upward journey, and, rapidly ascending the incline, approaches the iron gates, which fly open to receive it, and emerges at once into daylight.

Instead of a train being used at Sydenham, there is one very long, roomy and comfortable carriage, resembling an elongated omnibus, and capable of accommodating some thirty or thirty-five passengers. Passengers enter this carriage at each end, and the entrances are closed with sliding glass doors. Fixed behind the carriage, there is a framework of the same form, and nearly the same dimensions, as the sectional area of the tunnel, and attached to the outer edge of the frame is a fringe of bristles forming a thick brush. As the carriage moves along through the tunnel, the brush comes into close contact with the arched brick work, so as to prevent the escape of the air. With this elastic collar round it, the carriage forms a close fitting piston, against which the propulsive force is directed.

Although the curve in the tunnel is unusually sharp, being of eight chains radius, and the gradients are as high as one in fifteen (those of Holborn Hill being only one in eighteen) it is surprising that the motion is much steadier and pleasanter than in ordinary railway traveling.

The journey of six hundred yards is performed either way in about fifty seconds, with an atmospheric pressure of only two ounces and a half to the square inch; but a higher rate of speed, if desirable, can be easily obtained.—[*Ex.*

THE FRENCH EXPERIMENT IN CRIMINAL REFORM AT NOUVELLE-CALEDONIA.

A very curious experiment in original reform, combined with a novel effort at catecization, is being made at this moment by the French Government. Perhaps it is a fact not generally known that France possesses territory in a part of the world which we consider is peculiarly British, namely, Australasia. About 12 degrees to the north of New Zealand, and nearly opposite the coast of New South Wales, there is an island called New Caledonia, discovered by Capt. Cook in 1774, but taken possession of by the French Admiral Despointes on the 20th of September, 1853, just eleven years ago. The island is about 220 miles in length, and some 35 miles in breadth; and although it is rather mountainous on the whole, it has some fertile districts along the coast, several excellent harbors, and last, though not least, beds of coal and other valuable minerals. Scattered around New Caledonia, and likewise taken possession of in the name of the Emperor Napoleon, are a number of little islands of volcanic origin, the three largest of them called Britannia, Chabrol and Pine Island, and the group on the eastern coast bearing the collective name of the Loyalty Isles. No sooner had the French standard been planted on all these territories than the work of colonization was commenced with great energy. The two directing powers set to work were soldiers and missionaries. The soldiers erected on the south-western coast of New Caledonia a capital, or