CALL ME DARLING.

Call me darling, darling, call me,
Speak it tenderly once more,
As you used to, when we parted
Nightly at my father's door;
Then your arms entwined me fondly,
And your cheek was laid on mine;
O! my darling! call me darling,
Gently, as in dear "lang syne."

Call me darling, darling, call me,
Though thy love be dead and cold,
I would hear the fond, fond pet name,
Softly spoken, as of old;
Heed my pleadings, now; O! heed them
While my eyes are free from tears;
O! my darling! call me darling,
Kindly as in other years.

Call me darling, darling call me,
It will, love, blest hours recall—
Though for years you have not loved me,
I've been faithful through them all.
For the sake of childhood buried,
Little children—one, two three,
O! my darling! call me darling,
In the accents dear to me.

Call me darling, darling, call me,
It will soothe the fever flame,
Could I hear thy accents lowly,
Syllable the old pet name.
Years ago my roses faded,
White hairs gleam the dark among,
But, my darling, call me darling,
Though I am no longer young.

Call me darling, darling, call me,
Though to-night I'm fever flushed;
Pale will be my cheeks to-morrow,
And my pleadings will be hushed,
Through long years of silent sorrow,
I have loved the pet name so—
Then, my darling, call me darling,
Speak it gently, ere I go.

A Novelty in Shipbuilding—The Molasses Brig Novelty, of Boston.

From the Boston Traveler, January 20.

A few weeks since we stated that the Atlantic Works, of East Boston, were building an iron brig, designed to carry mollasses in bulk, and have now to report that she will be launched from the Glendon Rolling Mills wharf on Saturday forenoon at high water. She is 130 feet long on the keel, 140 on deck, has 27 feet breadth of beam, 11 feet depth of hold, and will register about 359 tons Her dead rise at half floor is eight inches, and she has sufficient swell and sheer to impart an air of lightness to her general outline. All her accommodations are on deck, and consists of a trunk cabin, a house for the crew, galley and some small storerooms, leaving the hold entirely clear for cargo. Her ribs are of angle iron 3x3 inches and ⅜ of an inch thick, with reverse bars of 2¼ and 5x16 of an inch thick, and are 21 inches apart The floors are 18 inches deep, the stem and stempost are solid, and the plating varies from 5 16ths to ⅜ of an inch in thickness, closely riveted with Pembroke iron She has seven circular tanks secured on an iron platform and braced from the sides, and these are all connected with one another in such a manner that they can be either united or disconnected at pleasure. Their combined capacity is 90,000 gallons. On the top of each there is a turret to allow for expansion, and, also over each there is a hatchway, so that they can be examined around, above and below at all times. She has a powerful steam pump by which to discharge, and it is estimated that in six hours her cargo can be pumped out. At the place where she will discharge in Boston, there is a tank to receive her cargo The saving in casks, cooperage and leakage will be very great; and in the course of a few voyages will make up the difference in the expense of such a vessel compared with one of wood. Besides the tanks she had considerable space in the wings and in the ends to stow away any outward cargo that may be required to ballast her, and even if the experiment of carrying molasses should fail, still the tanks can be taken out without difficulty, and she will even then be none the less a serviceable vessel.

But we do not believe the experiment will fail, but on the contrary will be entirely successful, and that after she has made a few voyages others will be built like her. She is brig rigged, is a good looking vessel and we have no doubt will prove a swift sailer. Captain Havener, who is well acquainted with the Cuba trade commands her, and she is owned by Nash, Spaulding & Co. She has been rightly named the *Noretta*, for she is the only vessel of the kind in the country.

—The proposed pension to Mrs. Lincoln in Senator Morton's bill has many friends and ought to pass unanimously and promptly. The relief comes in a shape that should disarm objection Granting that Mrs Lincoln has faults and foes (and the first are as few as the latter are foolish), did not her husband die for the Republic?—die after a braver battle for the Right than any man of his time?—and die with words of peace on his lips and in his heart? Who ever heard of an opposition to giving a persion to the widow and children of a soldier killed for the old flag? And shall Mrs Lincoln be made an exception? We think not. Time has moderated many of the passion and prejudices aroused against Mrs. Lincoln, and honorable and generous men forget all such nonsense and gladly remember only the virtues of her industrious husband,

SMALL VS LARGE FARMS.—Robert Bakewell, the celebrated English Farmer, used to tell the following anecdote of a farmer in Leitcestershire:

"This farmer who owned and occupied 1,000 acres of land, had three daughters. When his eldest daughter married, he gave her one quarter of his land for her portion, but no money; and he found by a little more speed, and a little better management, the product of his farm did not decrease. He then set to work and begun to grub up his furze, and fern, and ploughed up what he called his poor dry furze, covering in some places nearly half of the land. After giving half his land away to two of his daughters, to his great surprise he found that the product increased; he made more money, because his new broken furze land brought excessive crops, and at the same time he farmed the whole of his land better for he employed more laborers upon it; he rose two hours sooner in the morning, had no more dead fallows once in three years; instead of which, he got two green crops in one year, and ate them upon the land. When the third and last daughter married, he gave her 250 acres, one half of what remained, for her portion, and no money. He then found that he had the same money to farm one quarter of the land that he had first to farm the whole."

—The *Oregonian* says: The value of the steam fire engines was well illustrated yesterday when there was occasion for filling a cistern remote from all others and too high to be filled by the hydrants. The engine belonging to No. 4 was stationed at the cistern, corner of Jefferson and Seventh streets. This latter cistern is about sixty feet above the one from which water was taken; and yet the engine forced into it 20,000 gallons of water in sixty minutes with a head of only seventy pounds of steam. We call that pretty good work.

—It is understood that five or six of the leading merchants of Chicago, or their special agents, are now in San Francisco making arangements to secure a portion of the trade from China and Japan. They are also establishing connection with leading merchants of San Francisco, in view of the railroad commerce.

FAIR PLAY.—Heretofore the F. F. V's held nearly all the clerical offices in the Departments at Washington, and to prevent in future this gobbling up by one locality, a bill has been introduced in Congress to povide for the distribution of these offices pro rata among the States.

—The *Sentinel* feels rejoiced to say that small-pox has entirely disappeared from Jacksonville. Every house in which cases have occurred, have been disinfected and the quarantine flags removed.

—Toothache, according to the London Lancet, can be curedby the following preparation of carbolic acid: To one drachm of collodium add two drachm of Calvart's carbolic acid. A gelatinous mass is precipitated, small portion of which inserted in the cavity of an aching tooth, invariably gives immediate relief.

—The telegraph announces that the *Gussie Telfair*, the propeller which is to take the place of the *Active* on the Portland and Victoria route, sailed on Monday for Victoria.

—The first medical diploma ever given in Russia was received by M'me Kaschewarow a few weeks since.

—They think of reducing the salaries of Baltimore school teachers.