EASTON GAZETTE.

WHERE THE PRESS IS FREE—"Literature well or ill-conducted, is the Great Engine by which all Popular States must ultimately be supported or overthrown RELIGION purifies the Heart and teaches us our Duty—Morality refines the Manners—Agriculture makes us Rich, and Politics provides for the enjoyment of all.

VOL. XIX. EASTON, (MD.) SATURDAY MORNING, MAY 7. 1836. No. 19.

PRINTED AND PUBLISHED EVERY *Saturday Morning* BY Alexander Graham.

TERMS.

TWO DOLLARS AND FIFTY CENTS Per annum, payable half yearly in advance.

ADVERTISEMENTS

Not exceeding a square inserted three times for ONE DOLLAR; and TWENTY FIVE CENTS for every subsequent insertion.

NEW SPRING GOODS.

WM. H. & P. GROOME,

Have just returned from Philadelphia with their entire supply of

Spring and Summer Goods.

comprising a general and very extensive as sortment of

DRY GOODS,
IRONMONGERY,
WINES AND LIQUORS,
GROCERIES, CHINA,
GLASS, &c. &c.

All of which have been selected with care, and will be offered at the lowest possible rates

Their friends and the public generall are respectfully invited to give them a call.

april 23 eow6w

NEW SPRING GOODS.

WILLIAM LOVEDAY

Has just returned from Philadelphia and Baltimore, and is now opening at his Store House in Easton, he things as general and complete an assortment of Goods suited to the present and approaching seasons, as he has ever been able to offer.

AMONGST WHICH ARE:

Cloths, Cassimeres, &c. &c.

BRITISH, FRENCH, ITALIAN, GERMAN AND DOMESTIC

GOODS,

IRONMONGERY, GROCERIES.

China. Glass,

QUEENS-WARE WOODWARE

TIN WARE, STONE WARE,

&c. &c. &c.

He thinks he can offer them on such terms as will suit purchasers. He therefore invites his friends and the public generally, to call and view his assortment, and judge for themselves.

april 9 (W law f w)

MARINE BANK OF BALTIMORE.

February 27th 1836

Notice is hereby given to the Stockholders that an election for fourteen directors will be held at the Banking House on MONDAY, the 11th day of April next, between the hours of eleven and one o'clock. And also, that an act of the General Assembly of Maryland passed at December session, 1835, prescribing the oath or affirmation hereafter to be taken by the President and Directors, will then and there be submitted for approval or rejection

By order,

PHIL LITTIG, Jr. Cashier

March 5 7w

The Gazette at Easton, and Herald at Frederick will copy the above for 7 weeks

A CARD.

Miss ELEANOR C. STUART, has just returned from the city with the latest fashions and best materials, and is prepared to execute orders in the Millinery business at the shortest notice. She has taken the stand in front of her father's dwelling, nearly opposite to Mr James Willson's, and next door to Mr. Samuel Hambleton's office, where she invites the attention of the ladies, and humbly to share their patronage.

april 23 (W)

SHERIFF'S SALE

By virtue of a writ of Venditioni Exponas, to me directed, against Eddeman Rolle at the suit of Edward N Hambleton, use of Anthony Smith, use of George W. Nabb—Will be offered at public sale, at the Court House door in Easton, on Saturday the 14th day of May next, the Farm near St. Michaels, whereon the said Rolle lately resided, to satisfy the balance of debt, interest and costs due on the said fendition

EDW. N. HAMBLETON, former Shff.

April 23

NOTICE.

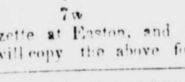
The subscriber requests all persons indebted to the estate of the late Mrs Ariana M. Chamberlaine, to make immediate payment to him, or to S. W Satterfield, whom he has appointed collecting agent; with orders, growing out of the necessity of the case to proceed forthwith, & indiscriminately to perform his duty

All persons having claims against the estate are again requested to present them, properly authenticated, and without delay.

JOS. E. MUSE, Adm'r.

april 2, 1836

THE STEAM BOAT



MARYLAND.

Leaves Baltimore for Annapolis, Cambridge (via Castlehaven) & Easton, on Tuesdays and Fridays, and returns by the same routes to Baltimore on Wednesdays and Saturdays. All baggage at the risk of the owners thereof.

april 23

JOHN WILLIAMSON,

Of the late firm of G & J. WILLIAMSON informs his friends and the public generally that he has recommenced the HATTING BUSINESS, in the city of Baltimore at No. 162 Baltimore street, in the house recently occupied by Poultney, Elliott & Co Bankers,—where he intends keeping constantly on hand of his own manufacturing a general assortment of FUR & SILK HATS of the most fashionable patterns and approved character which he offers for sale on accommodating terms, either by wholesale or retail.

N.B. His Eastern Shore friends, will do well to give him a call.

March 26

TAILORING.

The subscriber presents his grateful acknowledgements to the inhabitants of Easton and the adjoining counties, for the flattering patronage he has met with, since he commenced the above business, and begs leave to inform them that he has just returned from Baltimore, with

A New Mode of Cutting,

That has never been practised in Easton; but one, that is almost universally used in Baltimore and in the best establishments: he has also engaged a

FIRST RATE WORKMAN,

that none can surpass; which will enable him to meet the demands of gentlemen for any kind of garments cut and made in the first style. His work shall be warranted to fit in all cases; otherwise he pays them for their goods or makes them others. He respectfully solicits a continuance of the favors of a generous public

The public's obedient servant,

JOHN SATTERFIELD.

sept 5 tf

For Sale or Rent,

That convenient dwelling situate on Harrison street in the town of Easton, at present occupied by Mrs. Mary Stevens. This house will be rented or sold on very convenient terms Appy at the Gazette office, or to the subscriber, THOS. O. MARTIN

Dec 19th.

☞ NOTICE.

Retailers, Traders, Ordinary Keepers, Victuallers and all persons, Bodies Corporate or Politic in Talbot county & all persons whom it may concern, are hereby cautioned to obtain a License or renew the same according to the provisions of the act of assembly entitled an "Act to regulate the issuing of Licenses to Traders, Keepers at Ordinaries and others," before the 10th day of May next ensuing.

JOS: GRAHAM, Shff

april 9 10m

Notice.

[illegible] open a House of Public Entertainment at that long established Tavern house the property of L. Kerr, Esq. in the town of Easton, known by the name of the Union Tavern. He pledges himself to keep the best table the Market will afford, good beds and careful ostlers, and to bestow all the attention he is capable of, for the comfort and happiness of those who may favour him with a call. From his experience in that line of business for many years and his untiring disposition to please, he flatters himself that those who may be good enough to give him a trial will become his patrons.

Elijah McDowell,

A CARD.

The distinguished race horse "UNCLE SAM," will make a stand in Easton, (provided he should meet with encouragement) this season. He will be in town on Monday and Tuesday the 26th and 27th April, inst. For particulars see handbill.

THOS. L. TEMPLES, & Co

april 16 4t

A CARD.

J. M. FAULKNER,

Having taken that well known old office, in the town of Easton, lately occupied by Thomas C. Nicols, Esq. as a Magistrate's office, offers his services to the public in his profession *as a Justice of the Peace.* Also drawing *Deeds, Mortgages, Bills of Sale, Bonds* the unfortunate *Insolvent papers,* and other *Instruments of writing.* He feels grateful for the encouragement he has heretofore received, and hopes he shall still continue to meet public patronage. Gentlemen at a distance who may think proper to entrust business, of any discription to his care, will meet prompt attention by him.

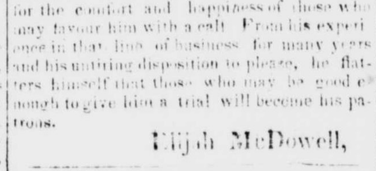
Easton, april 16 4t

NEW FIRM.

BELL & STEWART,

BEG leave to inform their friends and the public generally, that they have commenced the

COACH, GIG & HARNESS



MAKING,

in Easton, at the old stand, at the North end of Washington street, for many years kept by Joseph Parrott, and recently by John W. Mills, where they intend carrying on the above business in all it's various branches. The subscribers having been regularly brought up to the business, they flatter themselves that they will be able to give general satisfaction to all who may favor them with their custom, as they intend to keep constantly on hand the

BEST MATERIALS,

and employing EXPERIENCED WORKMEN. They will also pledge themselves to work on the most reasonable terms, for cash or country produces.

april 9 3ta

From the New York Herald.

ECCENTRICITIES OF A MAD MAN

Mr ——, a lawyer in Vermont, doing a good business, at once became insane, and took it into his head to abandon the practice of law, and engage in basket making. He was at first a very awkward hand at his new employment, but by dint of perseverance, he soon became very skilful, and could weave a basket as well as he had formerly woven an argument at the bar. He followed this business about six months, when taking a potion into his head, he abandoned it for that of chair bottoming.

The material used in this occupation was bark, which is stripped from the trees in early summer, when it peels most easily. Having come home one day covered from head to foot with mud. *He* was asked where he had been, that he got so thoroughly bedaubed.—He answered that he had been in a neighboring swamp after elm bars of which he exhibited a strip about 40 feet long.

"Do you remark this?" said he triumphantly.

"Yes, but how does that account for your being so muddy? It isn't usual to find mud on the top of a tree."

"No but you may, sometimes, find it at the bottom. I'll tell you how I found it. I cut the bark near the foot of the tree and stripped it upwards, expecting it would come to an end and break off, and run itself out after a while. But it hung on like a suit in chancery—and I stripped until it run up forty feet as broad and strong as ever. Thinks I to myself there's no use in pursuing the thing any farther, and so I'll enter a *nolle prosequi.* But not to I see the benefit of what I had done—that was the point to be decided. I wished at least to save cost—but pshaw! I forgot—I'm not a lawyer now. Well, as I was saying, I looked at the subject to see how I should secure the bark. It was too strong for me to break off. At any rate thought I, there's more than one way to skin a cat, as a butcher would say. If I cannot break off this bark, I can climb up by it. No sooner said than done. I seized hold of the strip, and placing my feet against the trunk of the tree, ran up hand over hand. By this method of climbing, you will perceive my back must have been downward, and nearly a horizontal position—my feet being braced against the tree, and my head standing from it in angle of nearly ninety degrees. Having arrived at a proper height I was in a quandary how to get my knife out of my pocket, and how to get it open when it was out. If I let go with one hand, I was fearful the other would not hold me. However, says I, it's neck or nothing, I'll try the experiment at any rate—so I gripped powerfully, with my left hand while I took out my knife with my right, and [illegible] with my teeth, whipped off the bark as clean as the [illegible] could such an artist."

"And what do you think was the result?"

"Why you came flat upon your back of course."

"Right, gentlemen of the jury—a very correct verdict indeed. I have down flat in the mud. Never was a client laid flatter on his back than I—and never was one so completely bedaubed with filth and mud. But thanks to the yielding nature of the soil I saved my bones and only brought the mischief on my coat. I gained my cause, too—which is more than I can say of all my undertakings."

The company laughed heartily at the exlawyer's account of his exploit, while the latter, hanging his coat up in the sun, said that the mud was like the old woman's grease and would rub off when it was dry.

He continued a while longer, to follow his occupation of chair bottoming, when suddenly becoming sane again he resumed the practice of law, and has ever since prefered laying his opponents on their backs, in a legal way, to being laid on his own in so ludicrous a manner as that above related.

THE STUFFED CAT.

An old chiffonier, (or rag picker,) died in Paris in a state of the most abject poverty—His only relation was a niece, who lived as a servant with a green grocer. The girl always assisted her uncle as far as her slender means would permit. When she learned of his death, which took place suddenly, she was on the point of marriage with a journeyman baker, to whom she had been long attached.—The nuptial day was fixed, but Suzette had not yet bought her wedding clothes. She hastened to tell her lover that her marriage must be deferred, as she wanted the price of her bridal finery, to lay her uncle decently in the grave. Her mistress ridiculed the idea, and exhorted her to leave the old man to be buried by charity. Suzette refused. The consequence was a quarrel, in which the young woman lost at once her place and her lover, who sided with her mistress. She hastened to the miserable garret where her uncle had expired, and by the sacrifice not only of her wedding attire but nearly all the rest of her slender wardrobe, she had the old man decently interred. Her pious task fulfilled, she sat alone in her uncle's room weeping bitterly, when the master of her faithless lover, a young, good looking man, entered, "So my good Suzette I find you have lost your place!" cried he, "I am come to offer you one for life—will you marry me? eh, sir? you are joking."

"No faith, I want a wife and I'm sure I can't find a better." "But every body will laugh at you for marrying a poor girl like me."—"Oh! if that is your only objection we shall soon get over it; come, come along, my mother is prepared to receive you." Suzette hesitated no longer, but she wished to take with her a memorial of her deceased uncle; it was a cat that he had for many years. The old man was so fond of the animal that he was determined that even death should not separate them, for he had her stuffed and placed on the tester of his bed. As Suzette took down puss she uttered an exclamation of surprise at finding her so heavy. The lover hastened to open the animal, when out fell a shower of gold.—There were a thousand louis concealed in the body of the cat, and this sum, which the old miser had starved himself to amass, became the just reward of the worthy girl and her disinterested lover.

An inexperienced lad, in a gentleman's family, went up to the drawing room on the bell being rung. On his return to the kitchen he laughed immoderately Some of the servants asking the cause of his mirth, he cried, "There're sixteen of them, who could not snuff the candle, and were obliged to ring for me to do it."

A Pilot's Story of a Ship Wreck.

By the author of "*A Year in Spain.*"

We have an idea, in America, that our own coast is a very boisterous one; but in his respect the coasts of the United Kingdom far exceed ours, being not only exposed to severer and more frequent gales, but fraught, moreover, with dangers from which we are almost entirely exempt, growing out of the existence of rocks and quicksands, sown in every direction, in the path of the mariner; the disadvantage of being surrounded by and in approaching a harbor, instead of having it only on one side, and the superadded difficulties of swift and high tides, together with the perpetual thickness and frequent mists, resulting from the obscurity of the atmosphere—Under these circumstances, it is not extraordinary that wrecks should be frequent and attended, in many instances, with the destruction of the crews—Every British pilot whom you meet with, can relate disasters of this sort by the hour, such as he has either beheld, himself, or in the horrors of which he may personally have partaken.

Lying one night at single anchor, in Margate, it was my fortune to be entertained by one of these worthies, who related to me a whole bookful of the dolorous chances of his profession among which was one story of a wreck of recent occurrence, which, on that account, was the more interesting, as entering into the possibilities of what might prove our own case before another was past—He had brought a Quebec ship to, off Margate, where we were then anchored, about two months previous She had made a long voyage, and was out of provisions. But I may as well let the pilot speak for himself. 'We sent ashore for some grub, and they brought us off a fore quarter of beef. A whip was overhauled down for it, and the bloody boatmen instead of slinging it by the legs made it fast to two of the ribs Away the sailors ran it up, for it was just the thing for them, and they were delighted in proportion to their hunger; but before we could get it on board, the ribs tore off, and the rest went overboard [illegible] to me, for I was watching how they carried sail. 'Will it sink, pilot?' I looked as black as a thunder squall at him—'Will the deep sea lead sink, sir?'

'Soon after this, it came on to blow great guns. We started our small bower, and let go the best bower. She fetched up with both anchors ahead—It blew harder; our best bower parted, the small chain held on, but we dragged it right on end, faster than I had seen her go, with all sail set. Presently she dragged on to a bank shoaled her water, and fetched up short with a surge that made all crack again. The crew were knocked down fore and aft, and the water came over the town in a combing sea as she shot ahead. We kept on dragging and tearing up, for another half hour.—Every time she surged, it jerked my heart into my mouth. At last the cable parted, though it was a good one, and we drove aboardside to the wind.—'What's to be done now,' said the poor devil of a captain, holding on to the companion way. 'Bear a hand and unshackle your cable! haul aft the mizen staysail sheet! hoist the fore topmast staysail! get the close reefed topsails and fores'l on her!'

'I thought that it was not all up, with us yet. She sprang her luff, we were heading a little off the French shore, plenty of room under our lee, and had a good way to drift, yet The very first gust, though, took all our old sails out of the bolt ropes, like so much rotten paper, and away they flew, in ribands.—We had nothing but the mizen staysail to keep her to the wind, and we managed to show the head of the jib, occasionally, so as to wear, and keep her head off the lee shore, as the wind veered and hauled. The clouds flew low the next morning, and it was very thick. We knew we must be near the land, and that nothing could keep us clear of it. About 9 o'clock, we could see the loom of it under our lee, and presently the breakers dashing against the coast. We put the helm up, and stood for the place that looked smoothest, that she might run well up. The very first plunge knocked the bottom out of the rotten old rat trap; part of it floated up alongside of us, and the cargo of timber began to unload itself. It was just north of Calais where we struck. The bloody French thieves came down to look at us They were very busy picking up the nice things that floated ashore, but blast the one offered to help us. We contrived to get the boat cut, and under our lee. Nine of the crew got into her The rest of us determined to take our chance on board. We all watched the boat, as she shot away. They kept her stern to the swell; but when when she got into the breakers, a combing sea took her under the counter, and turned her over, end for end. As far as we could discern, no one reached the land.

'We stood looking with anxiety; my blood ran cold; I wished them to be saved, yet, had they got on shore, I should have wished myself with them; there was a satisfaction in knowing that I had taken the best chance: they had played out their game, but we had yet a chance of winning Soon after this one of the crew said he meant to try it; he was a fine, tall young fellow, a river lad, who had served his time, on the Thames—He said he could swim ashore. Says I to him, 'You are right, my lad, if you think you can reach. He stripped, and let himself down into the water. When he came near the surf, he swam head to head to sea, until the three heavy seas had broke then tacked about, and struck out. The first surf turned him heels up, and when we saw him again, he was floating like a corpse. It was only a moment; he came to, as the sea left him; shook himself, struck out, and we could see the Frenchmen lift him up, and carry him away.

'The tide was now up, and the sea began to break over us. We had nothing to do but to get into the rigging—The masts were all adrift, and threatening to fall. The captain alone remained on deck Some deals had fetched away, and jammed him to leeward. He cried to me to help him; but it was as much as I could do to take care of myself. I was soon over with him; a sea carried him along the gangway; the deals had bruised him; he had besides, a faint heart; his voice was soon choked. We had been some time without food; the occasional rain squalls kept us from being thirsty, but we were hungry as hawks. The beef bones were hanging to the mainstay. One of the sailors got to them, and brought them into the main top, and we ate the raw meat It was the sweetest meal I ever made. The ship had drove up at high water; when the ebb left her, she lay high and dry, and we walked ashore, without wetting our shoes. We got dry clothes, some hot soup, and lots of brandy. To tell the truth and shame the devil, when we were once on shore, the Frenchmen behaved well enough to us.'

EASTERN SHORE RAIL ROAD.

No. III.

To the People of the Eastern Shore.

In the course of my effort to describe the Eastern Shore Rail Road & to portray its probable result and advantages [illegible] objections, as far as I can, and to obviate them. It is objected that if we have a great line of travel through the centre of the Shore, we shall materially injure the county towns by taking from them the little foreign travel they now have.—This cannot be so, for in the first place we have not and never have had a regular and well established line of Stages through our Shore, and no travellers visit our country towns worth the note, except it be those who have business in the towns. The chief line of travel from Virginia and the lower counties of our State is at present through Delaware, where I understand there is a well supported line of Stages. But suppose the Rail Road were to take away this travel, should we not get more than an equivalent for it? As we are at present circumstanced our towns and our whole Shore are destined to remain stationary, or nearly so, whilst by the proposed improvement of the interior, we gain a great increase of wealth and of population, and our business of all kinds will necessarily keep pace with this increase. The mere expenditure of a million and a half on our shore will give an impulse which perhaps hardly half a century would otherwise bring about. I have also heard it advanced by some that if you increase the value of the lands in the interior of the Shore, you will correspondingly depress those now valuable along the water courses. Nothing surely can be more fallacious than such an idea. What is it that keeps our fine lands on the water down to 15 or 20 dollars per acre, while lands of like quality with great, less advantages elsewhere are selling for 40 and 50 dollars? It is because of the stigma up on our Shore of having lands naturally not inferior to those on the water within ten or twenty miles of them in the interior which will not command some of them more than 3 or 4 dollars per acre When our Shore shall have been improved in the interior throughout according to its natural capability, and the lands shall be drained and the whole atmosphere improved as it would be by necessary consequence then would our lands on the water courses immediately rise to their proper level of value, and become the most desirable, like those on Long Island, to be found in the middle States.

By the tariff of tolls established by the bill for this road, every passenger will pay at the rate of five cents per mile for transportation, and every ton of merchandize one cent per ton per mile. A passenger therefore will be taken the whole length of the road for five dollars, and a cord of wood, or a ton of lime or marl or thirty bushels of grain or thirty bushels of peaches or apples, be sent the whole length of the road for one dollar—that is 100 miles for 100 cents. But neither of these heavy articles except fruit would be sent more than 15 or 20 miles to the first depot or navigable water, and received on the road from the same points for distribution Twenty cents per ton would therefore be about the maximum charge for those articles on the Rail Road. Not so with fruit for the more delicate and valuable kinds might traverse the whole road and find a prompt and profitable market in Philadelphia. Whoever is familiar with the immense fruit trade of New Jersey, will readily comprehend the value of this item of trade at no distant day on our road. There are thousands of poor sandy farms in Jersey which realize to their owners more clear money by producing fruit alone than an equal number of our best farms realize to their owners here, by all their productions. Our interior lands are better for peaches than the Jersey lands, and our climate is greatly better, besides being some two or three weeks earlier. The trade in marl too is an important item in the interior traffic of Jersey; whilst lime is getting to be there a more important item, & farmers on the lower part of our Shore would be astounded to see the extent of it already in the upper counties of our Shore.

I would like our fellow citizens of Maryland to note the fact, particularly, that the scheme of a rail road through Delaware down through Maryland and the Virginia part of the peninsula is at this time anxiously engaging the thoughts of the most intelligent of the citizens of Delaware at the head of whom stand prominently the justly distinguished John M. Clayton. If we do not make the road, they will; but their plan is not so possible as ours. They propose to wind the road through their several county towns, and withal the ground over which they could make the road is nothing like so favorable as ours is, unless they approach closely by a straight road to the Maryland line—Our road is proposed to be as straight as it can be made with laterals or branches to the heads of contiguous navigable waters or to the county towns. Speed and despatch is the life blood in the structure of this road; and keeping this important fact steadily in view, Delaware cannot enter the list of competion with us. We have also the control over the domain over which a road to answer her purposes must pass to connect with Virginia, and it would be suicide to ourselves, and recreancy to the State at large, to surrender it.

I will assume then until Virginia unites in the construction, that our road is to pass through Maryland as will be seen by the map a degree and a half, or one hundred miles, over a straight road, *where one third* at the least more velocity can be used, than on a curved road with *equal safety*, and where the wear and tear of rails and of cars from lateral friction would be at least two thirds less. It is asserta ned by engineers that you may drive a locomotive over a perfectly straight road, at the rate of sixty miles in an hour, with perfect safety—This is no fiction for it has actually recently been done in England. At the end of this 100 miles, till Virginia continues the road, we should take Steam boats for Norfolk, as the Pocomoke or little Annamessex Rivers' points are never completely obstructed by ice. Now the sum received for each passenger from Norfolk to the intersection of the Philadelphia and Baltimore Rail Road would be seven and a half Dollars each—five for the road and two and a half for the Steam boat.

Then we will assume 50 passengers each way per day—making 100 passengers at 7 50 equal to 750 dollars per day.—This sum multiplied by 300 days instead of 360 which would be nearer truth, makes the gross receipt per annum for passengers alone $225,000

To this sum add

For transportation of the mail for the whole Peninsula the moderate sum of $20,000

And for transportation of the Philadelphia mail to Norfolk the moderate sum of $20,000

And you have the gross sum of $265,000

This sum of 265,000 per annum it will be seen falls but little short of thirty per cent. on the expenditure of one million of dollars, the probable cost of the main stem of the road.—The sum for transporting the mail will be considered very low, when compared with the sum proposed to be paid for transporting the mail on the rail road from Baltimore to Wheeling, which is 300 000 dollars.

I have taken some pains to ascertain from an Engineer the cost of a mile of the Baltimore and Philadelphia Rail Road, clear of the expense of grading and levelling, and find it to be for a single track such as they are now making with one turn out for every mile, including all the cost for iron, for rails, plates nails, and wedges, all the wood for sleepers, and string pieces, and for gravel on broken stone laid in piles under the end of the sleepers, and including all the workmanship and labour necessary to put them down firmly, the sum of 8,887 dollars per mile, and four hundred dollars of this sum is for each turn out in every mile.

This sum it will be seen is under four thousand dollars per mile, and can it be possible that four thousand dollars more per mile will be required to bridge our

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